

INDUSTRY NEWS UPDATES | MEMBER BENEFITS | UPCOMING EVENTS | AND MORE

FEBRUARY 2024

# connection

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## MESSAGE FROM THE PRESIDENT

JENNIFER STEWART

## GOVERNMENT POLICY AND INDUSTRY UPDATES

## ADVOCACY CORNER

## SECTOR NEWS UPDATES





## FULL MEMBERS



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## MISSION

CEMA's mission is to support and elevate Canada's small and medium-sized energy marketers, who are responsible for nearly 100,000 direct and indirect jobs across the country and are deeply committed to ensuring that innovative energy products, including low-carbon transportation solutions, are readily available to Canadian consumers.

CEMA ensures the voices of its membership are heard at all three levels of government in a fair, consistent and advocacy-first manner – members who include progressive leaders responsible for the distribution of diverse products like gasoline, diesel, heating oil, propane and aviation fuel, as well as low-carbon transportation energy solutions including renewable fuels and electric vehicle charging stations across a vast geography, to diverse industries, and to millions of Canadian consumers.





# MESSAGE FROM THE PRESIDENT

JENNIFER STEWART | **PRESIDENT & CEO**

**Dear Members,**

The 2024 CEMA Energy Marketing Conference is right around the corner, and the conference couldn't come at a more critical time as our industry faces some unique public policy challenges in the year ahead. Whether it is proposed legislation regulating point programs and advertising or potential changes to Canada's Clean Fuel Regulations, the CEMA team has been working to manage this shifting landscape as we prepare for a change in the federal government sometime in the next year and a half.

I am pleased to announce that the **Honourable Peter MacKay**, a senior cabinet minister in the government of former Prime Minister Stephen Harper, will be the keynote speaker at the conference this year. Peter served in the Parliament of Canada for over 18 years as a cabinet minister in high-profile portfolios, including Justice and Attorney General, Department of National Defence, Foreign Affairs, and the Atlantic Canada Opportunities Agency.

We also have other insightful speakers confirmed, including:

**Bob Espey**, President and CEO, Parkland Corporation

**Bob Larocque**, President and CEO, Canadian Fuels Association

**Chantal Hébert**, National Affairs Writer for the Toronto Star and weekly participant on CBC's At Issue Panel

**John Eichberger**, Executive Director, Transportation Energy Institute

**Ihor Korbabicz**, President, Abacus Data

I look forward to seeing many of you in April.

Sincerely,

**Jennifer Stewart**

*President and CEO*

**Canadian Energy Marketers Association**



# STAYING CONNECTED

CEMA CONNECTION  
2024 EVENTS, PODCASTS, WEBINARS

## PODCAST: ROAD CHATS SEASON 4, EPISODE 2 NOW AVAILABLE

In this episode of Road Chats, Part 5 of our special “Net Zero, Net Possible” series, we talk to Ian Thomson, President of Advanced Biofuels Canada, about how energy-agnostic approaches — from clean fuels to electrification — can be designed to work together effectively in our quest to achieve net zero.

Listen [here](#).

## 2024 CANADIAN ENERGY MARKETING CONFERENCE – APRIL 8-10

There will be so many insightful speakers at the Canadian Energy Marketing Conference in Montreal, from the Honourable Peter MacKay to Chantal Hébert, Anthony Calvillo, and more.

You can find all the details and register [here](#).

## CEMA ON SOCIAL MEDIA

Follow CEMA on [LinkedIn](#) and [Twitter](#) for the latest in energy policy, thought leadership, and content and event updates from membership and stakeholders.





# GOVERNMENT POLICY AND INDUSTRY HIGHLIGHTS

This update serves as a recap and reference point for our Members regarding the latest policy impacts on the energy market as well as industry trends. We will continue to monitor and communicate any policy changes directly to Members as they happen.

## NATIONAL POLICY & RESEARCH UPDATES

### Natural resources minister warns Canada must accelerate energy transition for economic security

China has gained an advantage in three industries that are essential to the energy transition — renewable energy, zero-emission vehicles, and critical minerals — Canada's Natural Resources

Minister **Jonathan Wilkinson** warned February 15. "China has made a very thoughtful and strategic bet on the energy transition," he said, "and any western countries that actually want to ensure long-term prosperity better get going." Wilkinson was speaking at the Canada-United Kingdom Industrial Decarbonization Forum at the Canada House in London about the role government can play in the energy transition.

### Risk of stranded LNG assets is 'real,' Canada's energy minister says

The United States' decision to pause approvals of new licences to export liquefied natural gas is welcome, and there are real risks that some infrastructure will end up stranded, **Canada's energy minister said**. The administration of U.S. President Joe Biden is "doing the right thing" and is following on the footsteps of Canada's measures to fight climate change, Jonathan Wilkinson said in a Bloomberg TV interview in Paris. "Increasingly, there is a lot of skepticism about how many more LNG facilities are going to be required and the risk of stranded assets is a real one."

### New report maps Canada's 'daunting' path to net-zero carbon

Canada's road to net zero by 2050 will be **bumpy, winding, and "daunting."** That's the mathematical conclusion of David Hughes, one of Canada's foremost energy analysts, in a comprehensive new report for the Canadian Centre for Policy Alternatives



released in early February. Hughes, a geoscientist and resident of Cortes Island, looked at what changes are needed in the nation's energy mix to meet that goal. He found that the scale of change is mind-boggling. Moreover, the transition to net zero by 2050 hasn't really begun yet. Read the report [here](#).

### **Biggest carbon-capture project is at risk, Wood Mac warns**

The world's largest carbon-capture project is **at risk of never being built** because of uncertainty about Canadian government incentives, according to Wood Mackenzie Ltd. The \$16.3-billion first phase of Pathways Alliance's massive development to store emissions underground "will be delayed and potentially scuppered" if Canada's federal and provincial governments don't figure out how to underwrite some of the financial risks involved, Peter Findlay, a Wood Mackenzie analyst, wrote in a report released February 14.

### **Liberals rebrand carbon-tax rebates, amount to rise as much as 17% in April**

The Liberals unveiled a **rebrand of the federal carbon tax rebate** February 14 as they announced the new amounts households are expected to get after the price itself goes up in April. A gaggle of ministers promoted the rebates as affordability measures on Parliament Hill, noting data that show 80 per cent of families will get more from the rebates than they pay in carbon taxing. In a tacit acknowledgment that Canadians don't seem to be aware the rebates even exist, ministers said they will now go by a new name. They will now be called the "Canada Carbon Rebate" rather than the "Climate Action Incentive."

### **U.S. halt on LNG exports presents new opportunity for Canada – but will government get in the way?**

The Biden administration recently paused the approval of permits for liquefied natural gas (LNG) exports, which will force U.S. allies to explore alternative sources of LNG, opening the door for Canada, says EnergyNow Media. In fact, if Canadian policymakers remove certain regulatory hurdles, they can help position Canada as a leading global provider of clean and reliable natural gas while also helping create jobs and prosperity in British Columbia, Alberta, and beyond. Read the full opinion editorial [here](#).

### **How analysts say Canada could wipe out the CO2 emissions of its entire economy**

Canada's efforts to reduce greenhouse gas emissions have been laudable, but there is a way we could do much more, **says a report from National Bank of Canada**. Considering that Canada is responsible for less than 1.5 per cent of global emissions, we could have a much bigger impact if we helped reduce emissions in more populous countries – even if it means supplying them with fossil fuel alternatives. For example, India recently announced plans to double its coal production by 2030 to meet the needs of a growing population. Supplying that country with LNG would have a "more profound impact on the planet than shutting down the Canadian economy entirely," according to the report's authors.

## **PROVINCIAL & TERRITORIAL POLICY TRENDS**

### **WESTERN REGION**

#### **B.C. backs hydrogen despite concerns about electricity supply shortage**

The British Columbia government is **backing the concept of producing hydrogen** despite concerns about whether there will be enough electricity supplies for new industrial customers. While B.C. is blessed with hydroelectricity, generated mostly by BC Hydro, provincial Energy Minister Josie Osborne said she is well aware of the challenges that will arise from increased demand from aspiring hydrogen exporters such as Australia's Fortescue Ltd. "Being able to export to countries that are looking to decarbonize their energy systems, like Japan for example, is an opportunity that we don't want to pass by," Osborne said in an interview.

### **PRAIRIE REGION**

#### **Saskatchewan and Alberta NDP issue joint statement on federal NDP's move to ban promotion of oil and gas**

Saskatchewan NDP Energy Critic Aleana Young and Alberta NDP Energy Critic Nagwan Al-Guneid on February 12 issued a joint statement on Bill C-372, "An Act respecting fossil fuel advertising." It read in part: "We do not support the Private Member's Bill



introduced by Charlie Angus. Energy companies are important job creators in Alberta and Saskatchewan and shouldn't be singled out by advertising restrictions. We already have legislation around false advertising.... It is not helpful to pick fights that just polarize people and get in the way of the real solutions we need." Read the entire statement [here](#).

### **Saskatchewan government says tax agency recognizes it as sole distributor of natural gas**

The Canada Revenue Agency [has agreed to a request](#) from the Saskatchewan government, naming the government as the province's natural gas distributor rather than SaskEnergy, a provincial Crown Corporation. The decision comes as Saskatchewan continues to resist the Greenhouse Gas Pollution Pricing Act (GGPPA), a federal law that requires the collection of the federal carbon tax. Sam Sasse, a spokesperson for the Government of Saskatchewan, says the province has not yet decided whether it will remit the carbon tax charges for the month of January.

### **Positioning Manitoba as the Texas of hydrogen**

Former Tory cabinet minister Kevin Klein [writes in the Winnipeg Sun](#) that, by leveraging Manitoba's abundant resources and strategic location, Manitoba can be positioned as the Texas of hydrogen, fuelling the vehicles of the future and driving economic growth in the process. In fact, he says, with Manitoba's strategic location in North America and the potential to offer the only northern port serving global markets, the opportunities are boundless. All it takes is "bold leadership and decisive action."

## **ONTARIO/QUEBEC REGION**

### **Ontario to require referendum on any future 'carbon tax' plan**

Ontario Premier Doug Ford said he would [introduce legislation in February](#) that would require a referendum before any future provincial government brought in a carbon tax or a cap-and-trade plan to reduce the greenhouse-gas emissions that are causing global climate change. The premier and his Finance Minister, Peter Bethlenfalvy, were at a gas station in Mississauga to announce the pledge — and Ford launched a fresh attack on newly elected Ontario Liberal Leader Bonnie Crombie, suggesting

she would bring in her own carbon tax if her party won power.

### **Carbon tax dominates on 1st day of Ontario legislature return**

Newly elected Ontario Liberal Leader Bonnie Crombie [faced repeated questions](#) about her position on the price of carbon at Queen's Park as the legislature returned from its winter break. Crombie was asked if she agreed with adding a price or tax on carbon emissions after a week in which Ontario Premier Doug Ford tried to frame her as an expensive, pro-tax candidate. The focus on Crombie's position on carbon pricing comes as the Ford government faces accusations of using its latest round of legislation to score political points.

### **Government of Canada announces federal investment in Gatineau clean hydrogen production**

At the beginning of February, [a federal investment](#) of more than \$3.3 million in Gazifère Inc. was announced for a clean fuels project in Gatineau, Quebec, for a total project cost of over \$7.3 million. The investment will support Gazifère in conducting a hydrogen blending feasibility study. Specifically, the study will assess the development of a water electrolysis facility that would allow for the injection of low-carbon hydrogen to help decarbonize Gazifère's gas distribution network across the Outaouais region.

### **Ontario aiming for uniform permitting of EV charging stations**

Ontario's government is [introducing a streamlined process](#) for introducing public EV charging stations, intending to make it easier to build and connect them starting May 27, in addition to simplifying a 50-year-old process for environmental assessments starting February 22. Currently, each of Ontario's 58 local electricity utilities have different procedures for connecting new public EV charging stations, with different timelines, information requirements, and responsibilities for customers, the Ontario government said.

## **ATLANTIC REGION**

### **Newfoundland and Labrador PCs calling on provincial government to maintain gas tax break**

The official opposition in Newfoundland and Labrador is [urging the provincial government](#) to



maintain its gas tax cut, which is set to expire at the end of March. The break was first introduced in March 2022 to help provide some relief from the rising cost of living. As a result of the break, gas is eight cents a litre cheaper, and diesel is reduced by seven cents. PC Leader Tony Wakeham says if the break is not extended, the cost will be combined with a carbon tax hike at the federal level coming in at the same time, resulting in an 11.8-cent-a-litre jump at the pumps.

### **New Brunswick on the cusp of becoming hydrogen powerhouse: energy minister**

The Higgs Progressive Conservative government **has released** what it's calling a five-year road map for hydrogen development, predicting the most abundant chemical element on earth will turn New Brunswick into a clean-energy powerhouse. The 37-page document broadly outlines seven steps that will be taken to put the province in a better place to harvest the energy, which can be liquified and transported greater distances than, say, electrical power that loses energy the longer it goes down a transmission line.

### **EverWind's Canadian green hydrogen, ammonia project will generate economic and structural benefits, major study finds**

EverWind Fuels, a pioneering developer of an Atlantic Canada green fuels hub based across Nova Scotia and Newfoundland and Labrador, has announced the release of **EverWind's Economic Impact Assessment** on its Nova Scotia-based green hydrogen and ammonia project. The Economic Impact Assessment, which was supported by Deloitte Canada, found significant economic and environmental benefits from EverWind's Nova Scotia Project. This will include the full green energy production cycle from renewable power generation (wind and solar) to green hydrogen-to-ammonia production.

## **NORTHERN REGION**

### **N.W.T. wrestles with whether to be more ambitious on emissions**

The latest climate change reporting from the Government of the Northwest Territories shows **ministers are still evaluating** more ambitious emissions-reduction goals that might match Canada's targets. However, the newly published

reports say doing more would cost a lot of money the N.W.T. doesn't have, meaning progress is reliant on federal investment. On February 20, the N.W.T. government released its annual climate change response and energy reports for 2022-23. Should the N.W.T. beef up its own targets and aim to do more? That question has been on the table for almost a year.

## **GLOBAL RESEARCH TRENDS**

### **World's biggest-ever gold hydrogen flow found in Albania**

A team of French geologists and two Albanian colleagues have measured the **biggest gold hydrogen flow** ever found. The H<sub>2</sub> was measured bubbling up through some of the liquid pools in a chromium mine, and the study appeared in the journal *Science*. Naturally occurring H<sub>2</sub> in large quantities is an increasingly sought-after resource as it is being viewed as an important fuel source in the world's transition away from fossil fuels. Finding it in natural sources helps to sidestep many challenges regarding the production of H<sub>2</sub>, as it is already available without the need to use other energy sources to make it.

### **Inexpensive, carbon-neutral biofuels are finally possible**

**A new study** finds that introducing a simple, renewable chemical to the pretreatment step of making fuel from plants can finally make biofuel production both cost-effective and carbon neutral. The chemical in question is tetrahydrofuran, and UC Riverside associate research professor Charles Cai used it to invent an innovative biomass pretreatment technology called co-solvent enhanced lignocellulosic fractionation (CELf). A landmark **Energy & Environmental Science paper** describes CELf as offering economic and environmental benefits over both petroleum-based fuels and earlier biofuel production methods.

# ADVOCACY CORNER

Featured in the newsletter on a monthly basis, Advocacy Corner provides insight into federal and provincial political activity of importance to our Members. Read on to find out what decisions are being made, what's on the horizon, and what it all means for our sector.

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## Carbon Tax Redux

Facing the worst public opinion fortunes of their nearly nine years in office, the Liberal government and Environment Minister Steven Guilbeault succumbed to public pressure and announced a second change to their signature climate policy, the price on carbon pollution.

No, the Liberals did not give in to opposition, provincial, and stakeholder demands to “axe the tax.” Instead, they decided that communications were the problem and announced a rebrand of the carbon tax to a quarterly tax rebate called the Canada Carbon Rebate.

With this new name comes a promise to double the rural top-up to 20 per cent in recognition of greater energy needs and less access to cleaner transportation options in these regions, and a promise to work closely with financial institutions to ensure that Canada Carbon Rebates are properly labelled as such in an individual's bank statement.

The Liberals clearly know that the cornerstone of their broader climate change policies is not working, especially in the face of an affordability crisis, but it's also clear that they view this as an issue of perception, not of actual policy.

## The Road Less Travelled

Guilbeault has long been a punching bag for premiers, the opposition, and stakeholders alike. Whether due to his past as a climate activist or



his steadfast commitment to upholding the carbon tax, Guilbeault has no shortage of adversaries. Recently, however, Guilbeault decided to venture down the *road less travelled*, or as he implied, *the road never to be built*, and created even more animosity along the way.

Speaking to a crowd in Montreal, Guilbeault was quoted by the Montreal Gazette as stating that the federal government would “stop investing in new road infrastructure.” With this single turn of phrase, the Minister suddenly found himself in the crosshairs of municipal leaders, housing developers, construction stakeholders, and more. He also lit a fire under opposition MPs who demanded that he and his colleague, Minister of Housing Sean Fraser, appear before a parliamentary committee to explain the federal government’s policy on infrastructure and community development.

Guilbeault has since attempted to put a lid on the story by clarifying that he specifically was referring to large projects — in this case, a highway tunnel that was being proposed to connect Quebec City to Levis. But the damage was done, and this was one more turn added to the bumpy road the government is already facing to be re-elected no later than 2025.

## The Future of Fossil Fuels

To close, we’ll turn to NDP MP Charlie Angus, who, with his Private Member’s Bill C-372, has successfully driven a wedge between the federal and provincial wings of the NDP.

Dubbing it “big oil’s big tobacco moment,” Angus’s *Fossil Fuel Advertising Act* was tabled for first reading in the House of Commons on February 5. While Angus upholds that it strictly targets false advertising and disinformation, the Bill, if enacted, is sufficiently broad that it could criminalize the promotion of fossil fuels, restrict brand-related elements in the marketing of fossil fuel products — inclusive of natural gas and other lower-carbon energy options — and ban consumer reward programs.

Within NDP confines, Angus’s Bill has sparked a debate about disentangling provincial NDP parties from the federal party, most notably in Alberta and Saskatchewan where MLAs

Nagwan Al-Guneid (Alberta) and Aleana Young (Saskatchewan) released a joint statement stating their disapproval of Angus’s bill. What’s more, Alberta NDP Leadership hopeful Rakhi Pancholi released a statement proposing to give Albertans a choice as to whether they become a member of the federal NDP when purchasing an Alberta NDP membership.

It is unclear if this legislation has the support needed to pass in the House of Commons, and it appears to have caught the Liberal government off guard, which is a violation of the government’s coalition agreement with the NDP. Nonetheless, CEMA will continue to strongly oppose this legislation in our ongoing conversations with Members of Parliament, Ministers, government staff, and officials.



# NEWS UPDATES

The following section is a summary of the top media headlines and coverage of key policy and issues impacting the transportation fuel marketing space. Please note that all orange text in the following section is hyperlinked. If viewing electronically, you can click to read full articles directly from the publication source.

## GLOBAL

### [OPEC SECRETARY GENERAL BELIEVES LONG-TERM DEMAND OUTLOOK IS ROBUST](#)

Saudi Arabia's decision to postpone oil capacity expansion plans does not mean it believes that demand for crude is falling, OPEC's Secretary General said on February 13. Rather, the kingdom's surprise reversal of its oil expansion plan reflects the fact that much of its excess capacity was not being monetized.

### [SATELLITE IMAGE SHOWS 'ABSOLUTELY DEVASTATING' PATH OF TOBAGO OIL SPILL](#)

Huge streaks of black can be seen stretching across the waters of the Caribbean in satellite images of the recent oil spill near Tobago. The oil spill occurred on February 7 after a barge wrecked on a reef off the coast of Tobago Island, resulting in the barge starting to sink and leaking out oil.

### [DAIMLER ADVANCES LONG-HAUL HYDROGEN TRUCK PROSPECTS](#)

Daimler Truck recently took another step toward commercializing its prototype long-haul liquid hydrogen-fuelled trucks. The company said the first fuelling station was now open for its sLH2 subcooled liquid hydrogen in Worth am Rhein, Germany.



## GERMANY EARMARKS UP TO \$3.8B FOR FUTURE GREEN HYDROGEN IMPORTS

Germany will earmark up to 3.53 billion euros of public funds to procure green hydrogen and its derivatives between 2027 and 2036, the economy ministry said on February 20, as Berlin bets on the climate-neutral fuel to decarbonize Europe's biggest economy.

## MERCEDES-BENZ TO BEEF UP COMBUSTION ENGINE CARS AMID EV DEMAND SLOWDOWN

Mercedes-Benz on February 22 toned down expectations on electric vehicle demand and said it will update its combustion engine lineup well into next decade, becoming the latest carmaker to flag a slower than expected appetite for battery-powered cars.

### UNITED STATES

## BANK OF AMERICA: OIL DEMAND GROWTH HAS PEAKED

Global oil demand continues to rise and will keep increasing for years, but the annual rate of growth may have already peaked, according to Bank of America. Electrification of transport, energy efficiency, and slower economic growth will combine to cap the growth rate in the coming years.

## U.S. TO SOFTEN TAILPIPE RULES, SLOW EV TRANSITION THROUGH 2030

U.S. President Joe Biden's administration is set to ease proposed yearly requirements of its plan to aggressively cut tailpipe emissions and ramp up electric vehicle sales, Reuters reported on February 18. Automakers and the United Auto Workers had urged the government to slow the proposed ramp-up in EV sales.

## WHITE HOUSE SET TO BACK TOUGHER CLIMATE MODEL FOR ETHANOL, SOURCES SAY

President Joe Biden's administration is poised to announce an adjustment to its scientific modelling for ethanol that will show the corn-based fuel to be less effective at reducing greenhouse gas emissions than previously estimated, three sources briefed on the plans told Reuters.

## BIDEN ADMINISTRATION TO APPROVE E15 GASOLINE EXPANSION STARTING IN 2025, SOURCES SAY

The White House will approve a request from a group of Midwest governors to allow year-round sales of gasoline with higher blends of ethanol but will push the start date into next year. The decision will likely be bittersweet for the biofuel industry, which might be frustrated by the 2025 start date.

## EVS OR ETHANOL? MIDWEST EYES DEEP CO2 CUTS IN TRANSPORTATION.

While measures to slash automobile emissions have gained traction on the U.S. coasts, Democratic-led states in the Midwest have been slower to act. Now policymakers in farm states face the question: should they embrace ethanol and carbon capture and storage as a long-term solution to decarbonizing transportation?

## CONTRACT GIVES VIRGINIA FLEETS RENEWABLE PROPANE AUTOGAS, EQUIPMENT ACCESS

A state contract provides all vehicle fleets in Virginia with new pricing on propane autogas vehicle conversion equipment and access to renewable propane autogas. Autogas, the name given to propane when used as a vehicle fuel, is the third most widely used alternative fuel globally.

## HEAVY-DUTY HYDROGEN TRUCKS WIN OUT IN CALIFORNIA'S \$1.9B EV PLAN

California's nascent market for medium- and heavy-duty hydrogen trucks is getting a boost from the state's new spending package for zero-emission vehicles. The plan is to spend at least \$15 million from the Clean Transportation Fund on medium- and heavy-duty hydrogen refueling infrastructure this year.

### CANADA

## TRANS MOUNTAIN EXPANSION MAY NOT GIVE LONG-TERM PRICE RELIEF TO CANADA'S BOOMING OIL OUTPUT

Canadian oil producers expect the discount on their crude to shrink significantly when the Trans Mountain pipeline expansion starts this year, but the relief may be short-lived as surging supply looks set to exceed the country's pipeline capacity in just a few years.

## CANADIAN OIL AND GAS COMPANIES RELINQUISH ALL PACIFIC COAST PERMITS

Canada is celebrating a milestone. Earlier this month, Chevron Canada decided to voluntarily relinquish its 23 offshore oil and gas permits on the Pacific Coast. These were the last remaining permits for oil and gas exploration and development off the west coast of the country.

### WESTERN REGION

## ALBERTA FIRST NATIONS SEEK ANSWERS ON CARBON CAPTURE AND STORAGE PLANS

Seven Alberta First Nations have banded together to seek answers as industry and government move on billion-dollar plans to inject and store millions of tonnes of greenhouse gases underneath or adjacent to their traditional lands.

## B.C. OIL AND GAS PRODUCERS WARNED OF POTENTIAL WATER SHORTAGES IN DROUGHT-STRICKEN AREAS

The agency overseeing oil and gas producers in British Columbia is warning of potential water shortages in 2024. The B.C. Energy Regulator says persistent drought last summer and fall in the northern part of the province continue to negatively affect streamflows and groundwater.

## WASTE-TO-ETHANOL BIOFUELS PLANT IN EDMONTON CLOSES 11 YEARS AHEAD OF SCHEDULE

A state-of-the-art biofuels plant in northeast Edmonton has shut down production 14 years after the City of Edmonton and Enerkem Alberta Biofuels struck a deal to turn waste into ethanol. When it closed, the plant had produced five million litres of biofuels, far less than the 36 million litres a year that had been projected.

## SQUAMISH-BASED BUSINESS RECEIVES OVER \$2.5 MILLION TO HELP BUILD BRITISH COLUMBIA'S HYDROGEN ECOSYSTEM AND FUEL GREEN TRANSPORTATION

A state-of-the-art biofuels plant in northeast Edmonton has shut down production 14 years after

the City of Edmonton and Enerkem Alberta Biofuels struck a deal to turn waste into ethanol. When it closed, the plant had produced five million litres of biofuels, far less than the 36 million litres a year that had been projected.

### PRAIRIE REGION

## 'UNPRECEDENTED' GROWTH POSSIBLE FOR CANOLA DEMAND

The biofuels industry could drive canola demand into unheard of territory in the coming decade, according to one industry expert. Chris Vervaeke of the Canadian Oilseed Processors Association said February 14 the capacity could grow from its current 11.3 million metric tons to 18 million metric tonnes in just a few years.

### ONTARIO/QUEBEC REGION

## CHARBONE HYDROGEN TO BREAK GROUND ON QUEBEC GREEN HYDROGEN FACILITY IN COMING WEEKS

The City of Sorel-Tracy and Charbone Hydrogen Québec Inc. have finalized arrangements to initiate next steps towards site construction of the area's first green hydrogen facility. The first phase of development of the plant is expected to begin in the coming weeks.

### ATLANTIC REGION

## WHY SOME P.E.I. BUS DRIVERS ARE GETTING FED UP WITH THEIR NEW ELECTRIC SCHOOL BUSES

Three years ago, the P.E.I. government rolled out its new electric school buses with much fanfare. Now some drivers say the buses are plagued with problems, with 16 to 18 of the vehicles in the shop at a time on occasions, out of a total of just over 100.





# 2024 CANADIAN ENERGY MARKETING CONFERENCE

PRESENTED BY:



## APRIL 8-10, 2024

LE WESTIN MONTREAL | MONTREAL, QUEBEC

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# NATIONAL ENERGY EQUIPMENT INC. HIGHLIGHTS 2023

Over the past year, National Energy Equipment (NEE) has been making new investments and dedicating personnel to drive innovation in customer experience and technical services for operations and compliance, and for new energy delivery solutions.

Supporting the initiatives of the Net Zero Net Possible campaign launched by the Canadian Transportation Association and its members is in line with the principal goals at NEE to keep pace with advancing the needs that are set by our

customers in transportation, power generation, and home comfort.

To align with the needs of the light-duty transportation sector, we have channeled significant resources into specialized field technical support areas to support EV Charging and Service. The expectation of C-Store Gas retailers is to serve consumers with the reliability and convenience they are renowned for; having their investment in EV Fast Chargers operational at all times has become increasingly important for their overall customer engagement at tactical locations.

In the commercial fleet fueling sector where Diesel is prevalent, new advancements happening with Biofuel on-site blending are making contributions to lowering carbon emissions where rack blends are not practical. Operating at a high degree of blend accuracy in a compact footprint, these units can be installed aboveground or underground, and integrated with existing fuel inventory management systems.

NEE's Engineering Automation division has been working together with several wholesale fuel suppliers over the past year, all related to Biofuel product blends. Primary projects have included



engineering and fabrication of multiple loading skids with capabilities to blend E10 - E15 ratios with future extension to process Renewable Diesel blending and higher blend ratios.

New connectivity capabilities at the pump are providing digital technology for remote asset management and empowering C-Store Gas owners to have full control of managing Media at the Pump for customer engagement. This allows sites to maximize uptime and reduce maintenance costs with the opportunity to increase revenue by encouraging in-store promotions and selling advertising space to vendors or other businesses. It allows owners to benefit from the power of fuel dispenser viewing screen time, being able to customize content through dynamic updates, or engaging with 3rd party media specialist partners to fully take advantage of digital video media scheduling based on specific policies and conditions.

Furthermore, NEE is continually developing our national service competencies and programs to serve customers with maximum efficiency for monitoring, diagnostics, response, and compliance testing for increasing uptime and reducing overall cost.

The development of the **NEE2GO** e-commerce platform is one of the main events in 2024. Customers will have access to the online store for managing their own purchases and order maintenance either during or after regular business hours. Comprehensive product information, manuals, specification sheets, and technical attributes will all be available in one place for qualified accounts.



1. EV Charging Service - EV Fast Charger Technicians Perform Start-up Commissioning & On-Site Maintenance
2. Load Rack - Biofuels Blending Projects from Concept & Engineering to Fabrication & Automation
3. Pump Media- Connecting the Forecourt with Media and Remote Asset Management

NOW AVAILABLE:

## PRECISION TANK & LINE TESTING

**NATIONAL ENERGY  
EQUIPMENT INC.**



**LEIGHTON O'BRIEN**

a TitanCloud Company

### Have confidence in the integrity of your fuel storage systems

Leighton O'Brien's precision tank and line test, now offered by NEE, stands as the world's fastest and most accurate method for leak detection. Harnessing the very latest in technology, our test excels in identifying leaks with best-in-class testing for probability of detection.



## FEATURES & BENEFITS

### TANK TEST

- US EPA certified as the most accurate underground tank test globally
- Uses multiple differential pressure sensors for automated mass readings
- Tests tank and line at the same time
- Can test all tank types at any fill level with any product
- Instant feedback to technicians, including live leak rate
- All readings are digitally stored and centrally analyzed by qualified engineers

### LINE TEST

- Fastest and most accurate US EPA certified test.
- Volumetric test that can perform both pressure and vacuum testing
- All line conditions can be tested including dry, wet and partially wet lines
- Certified for all common pipe manufacturers
- Readings are digitally recorded, stored centrally and analysis completed by engineers

**Our methods meet or exceed Precision Leak Test standards and are third party certified by National Working Group Leak Detection Evaluations for U.S. EPA and CAN/ULC requirements as recognized by Canadian regulatory authorities.**

**National Energy Equipment is recognized by TSSA as a precision leak test company.**



**SCAN TO  
SEE HOW  
IT WORKS**

### ADDITIONAL SERVICES NEE OFFERS

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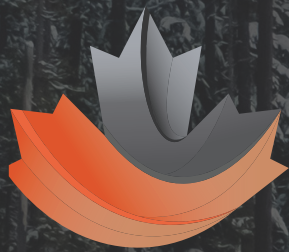


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