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JUNE 2024

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**GOVERNMENT POLICY
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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.

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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

Pathways Alliance oilsands group removes content from website and social media, citing Bill C-59

Pathways Alliance, a consortium of Canada's largest oilsands companies, has **removed all its content** from its website, social media, and other public communications, citing federal Bill C-59. Bill C-59 will require companies to provide evidence to back up their environmental claims. On its website, Pathways cites amendments to the

Competition Act that would create "significant uncertainty" for Canadian companies that "want to communicate publicly about the work they are doing to improve their environmental performance."

As affordability crisis hits home, growing majority of Canadians deem oil and gas critical to economy

Despite a polarized energy debate and a torrent of criticism toward the oil and gas sector, Canadians' opinion about the industry's importance isn't eroding like a sandcastle facing shifting tides. In fact, it's growing stronger. During a keynote address to open the Global Energy Show in Calgary on June 11, well-known pollster Nik Nanos said the data is clear: more **Canadians are supporting the industry**, as "meat and potato" issues such as affordability, jobs, and inflation hit home.

With major projects wrapping up, what does Canada's energy future hold?

The recent completions of the Trans Mountain expansion and Coastal GasLink pipelines, and the looming completion of LNG Canada within the next year, **leave a lingering question**: In a world that has put a premium on energy security, what's next for Canada? Heather Exner-Pirot, a senior fellow and Director of the Natural Resources, Energy, and Environment Program at the Macdonald-Laurier Institute, said Natural Resources Canada's major projects inventory "has been in a pretty sharp decline since 2015, which is concerning."

Federal government releases carbon pricing impact data ahead of Conservative motion demanding it

Canada's greenhouse gas emissions will be 12 per cent lower in 2030 with carbon pricing in place than they would be if it was scrapped, **new federal data published June 13 suggest**. The data also show that the pricing system for consumers and big industry in place could cause Canada's GDP to take a \$25-billion hit at the end of the decade – 0.9 per cent below what it would be without the carbon price. Environment Minister Steven Guilbeault published the data amid accusations the government was hiding its own analysis of carbon pricing.

Carbon capture will extend oil production by 84 years, industry study finds

A major Canadian oil field in the province of Saskatchewan would likely have reached the end of its life eight years ago. But thanks to carbon capture and storage, the field could still be producing 1.5 million barrels of oil annually by the year 2100. That's according to calculations from Calgary-based senior geological advisor Menhwei Zhao, who **authored a paper about his findings** in the February 2024 issue of the AAPG Bulletin, a journal published by the American Association of Petroleum Geologists. Few studies "demonstrate in detail how CO2 injection impacts oil production and extends the lifespan of the oil pools," Zhao writes.

PROVINCIAL & TERRITORIAL POLICY TRENDS

WESTERN REGION

Alberta government calls bill about backing up environmental claims an 'agenda to create chaos'

Alberta's government says it is "**actively exploring the use of every legal option**", including a constitutional challenge or the use of the Alberta Sovereignty Act, to push back against federal legislation that will soon become law. Alberta Premier Danielle Smith, Energy and Minerals Minister Brian Jean, and Environment and Protected Areas Minister Rebecca Schulz released a joint statement in response to Bill C-59, which would require companies to provide evidence to back up their

environmental claims. They wrote that it appeared to be "part of an agenda to create chaos and uncertainty for the purpose of phasing out the energy industry altogether."

Report by Deloitte suggests emissions cap not possible without oil, gas production cuts

Canadian oil and gas companies facing a federally imposed emissions cap will decide to cut their production rather than invest in too-expensive carbon capture and storage technology, **a new report by Deloitte says**. The Alberta government-commissioned report aims to assess the economic impact of the proposed cap. Its findings contradict the federal government's stance that its proposed cap on greenhouse gas emissions from the oil and gas sector would be a cap on pollution, not a cap on production. And it supports Alberta's position that a mandated cap would lead to production curtailments and severe economic consequences.

Premier leaves door open to more Alberta incentives for carbon capture megaproject in oilsands

The Alberta government has promised to provide grants to carbon capture projects built in the province, including the ambitious \$16.5-billion development proposed by the Pathways Alliance. But is the province prepared to provide even more incentives for the massive carbon capture and storage network that oilsands producers want to build in Alberta? It doesn't sound like Premier Danielle Smith has closed the door on the idea, **says Chris Varcoe** of the Calgary Herald.

PRAIRIE REGION

Saskatchewan gov't announces new oil and gas courses for high school students interested in the industry

Saskatchewan high school students interested in a career in the oil and gas industry will soon be able to get a leg up. On June 5, **the province announced** that a class called Oil and Gas 20 will be offered in the second semester of the 2024-25 school year. A course called Oil and Gas 30 will follow in the 2025-26 school year. The courses will include 50 hours of online theory and 50 hours of work placement. Premier Scott Moe said the courses are a good opportunity for young people in the province.

ONTARIO/QUEBEC REGION

Ontario government invests \$2.5 million to manage old oil and gas wells

The Ontario government is **investing \$2.5 million** this year to help municipalities better manage the hazards posed by old and inactive oil and gas wells. The funding is part of a three-year, \$7.5-million investment to help communities enhance emergency preparedness and follows the government's \$23.6-million action plan to address legacy oil and gas well challenges. The following Ontario municipalities will be eligible for funding in 2024: Lambton County, the Municipality of Chatham-Kent, Oxford County, Brant County, Elgin County, Essex County, Norfolk County, and the Regional Municipality of Niagara.

ATLANTIC REGION

Newfoundland 'all in on oil and gas' for decades to come, premier tells energy conference in St. John's

Premier Andrew Furey sent a strong signal on June 4 that the province's interest in offshore oil won't be going anywhere, despite mounting pressure within the industry to diversify before global demand tails off. **His speech** to a room full of delegates at the annual Energy N.L. conference positioned Newfoundland and Labrador as the future "energy capital of North America." He said the province is poised to cash in on the emerging hydrogen market, while also continuing to produce oil.

Newfoundland premier says Trudeau has shown 'willingness' to carbon tax alternatives

Newfoundland and Labrador Premier Andrew Furey says the prime minister has "shown a willingness to alternatives" to the controversial federal carbon pricing system. In an interview on CTV News Channel's Power Play with Vassy Kapelos, Furey said he's "look(ing) forward" to a response from the federal government as he works to **develop an alternative to the carbon tax**, which he said will be a "made-in-Newfoundland-and-Labrador solution" to fight climate change.

PUB and province could do much more to combat rising gas prices, O'Keefe says

Dennis O'Keefe, the former mayor of St. John's and a long-time advocate for fair gas prices, says proposed fuel increases from Newfoundland and Labrador's fuel regulator were not made with consumers in mind.

O'Keefe also says "onerous" taxes that have long been baked into pump prices need to be reviewed. On June 6, the Public Utilities Board released a consultation document that lays out a number of suggested changes. In addition to likely hikes in gas and other fuels, **the PUB suggested changing how prices work** in geographic zones — likely meaning higher prices for rural areas, on account of the cost of transporting fuel.

Official New Brunswick government site on carbon taxes slammed for exaggerations, omissions

Moe Qureshi, Director of Climate Research with the New Brunswick Conservation Council, says any member of the public trying to become informed about how carbon taxes work would end up misinformed if they relied solely on the official information being provided by the province. "It's only telling half a story and half a story that's a bit exaggerated," **said Qureshi in an interview**. "Even if the province disagrees with the carbon tax, I do think it's their responsibility to present the information as accurately and as transparently as possible."

GLOBAL RESEARCH TRENDS

OPEC sees no peak oil demand long term, secretary general says

OPEC **does not see a peak in oil demand** in its long-term forecast and expects demand to grow to 116 million barrels a day by 2045, and may be higher, the secretary general said on June 13. The International Energy Agency said in a report on June 12 it sees oil demand peaking by 2029, levelling off at around 106 million barrels per day (bpd) toward the end of the decade. Haitham Al Ghais, writing in Energy Aspects, called the IEA report "dangerous commentary, especially for consumers, and will only lead to energy volatility on a potentially unprecedented scale."

Americans still prefer gas vehicles over hybrids or EVs, study shows

Americans **still prefer to buy a standard gas vehicle** over a hybrid or an electric vehicle even with the same price and features, a KPMG study said on May 30. Only one-fifth of people surveyed said they would purchase an EV over a gas-powered vehicle or hybrid vehicle. The show of preference comes amid a global slowdown in demand for electric vehicles, resulting in global automakers such as Ford, General Motors, and Mercedes rethinking their EV plans. Read the study results **here**.

Survey says many EV owners want gasoline cars next time

Electric vehicles (EVs) may have been the hot ticket in recent years, but it looks like that trend may be turning.

A new report states that 29 per cent of EV owners globally, and 46 per cent of them in the U.S., want to go back to gasoline the next time they buy a vehicle. That's the result of a new survey from data company McKinsey & Company. This latest survey found that charging concern is one of the main reasons consumers in the U.S. apparently aren't all that impressed with the EVs they purchased, along with "high costs of ownership" and the fact that it's difficult to take a long-distance trip.

Carbon removal needs to quadruple to meet climate goals, researchers say

Governments need to plant more trees and deploy technologies that will quadruple the amount of carbon dioxide removed each year from the atmosphere in order to meet global climate goals, a team of researchers said in a report published on June 5.

Currently, carbon dioxide removal removes around 2 billion metric tons of CO₂ from the atmosphere every year, but it needs to rise to around 7-9 billion tons if temperature rises are to be kept below the key threshold of 1.5 degrees Celsius, **according to a research report** by more than 50 international experts.

E-fuels offer long-term solution to key energy transition transport sectors, but journey needs to start now

The widespread development and use of synthetic fuels is still at least a decade away and depends on the successful deployment of other technologies, but companies that position themselves now are best positioned for success **according to the latest Horizons report** by data and analytics company Wood Mackenzie. The report, "Adding fire to e-fuels," states that e-fuels can decarbonize difficult-to-electrify sectors without the need for the early scrapping of long-life equipment. This means e-fuels can offer a solution to power critical segments of transportation such as ships, long-haul aircraft, and heavy-duty commercial vehicles.

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FEATURED COMMENTARY

The following article was **shared** by Norton Rose Fulbright on May 23, 2024.

Are sustainability claims sustainable? New proposed amendments to Competition Act target net-zero claims

By Chris Hersh, Erin Brown, and Katarina Wasielewski

New amendments to Bill C-59 introduce a novel misleading advertising provision that targets broad environmental representations, including “net-zero” type claims.

As originally drafted, Bill C-59 included substantive changes to the Competition Act’s (the Act) civil misleading advertising provisions, including an explicit prohibition on product-specific misleading environmental benefit claims, which could attract significant penalties.¹

However, this new provision goes much further and confirms that potential greenwashing continues to be an enforcement priority.

Companies making climate-related, net-zero, environmental impact or similar claims will have to consider the increased risk stemming from these new greenwashing provisions, while at the same time navigating the possibility of private applications.

Targeting net-zero and other general claims

The Commissioner of Competition (the Commissioner) welcomed the amendment in the original Bill C-59 that targets product-specific greenwashing (discussed below). However, he expressed concern that the provision, being limited to products, did not adequately cover claims for a business or a brand as a whole that can be false or misleading – i.e., claims to be net-zero or carbon neutral by 2030 or 2050.² The Commissioner recommended further “study” be done to potentially include broader greenwashing provisions in the Act.³

¹ For an overview of the proposed amendments to the Act contained in Bill C-59 please see our earlier legal update: Change, change and more change... federal government introduces further amendments to Canada’s Competition Act.

² See: Evidence - FINA (44-1) - No. 138 - House of Commons of Canada (ourcommons.ca)

³ The Minutes of Proceedings of the Standing Committee on Finance can be found here: C-59 (44-1) - LEGISinfo - Parliament of Canada.

Instead, a proposed new paragraph 74.01(1)(b.2), which will significantly affect companies making net-zero or carbon-reduction claims, was introduced into Bill C-59 without further study. This new provision makes it reviewable conduct to, for the purpose of promoting, directly or indirectly, the supply or use of a product or for the purpose of promoting, directly or indirectly, any business interest, by any means whatever:

make a representation to the public with respect to the benefits of a business or business activity for protecting or restoring the environment or mitigating the environmental and ecological causes or effects of climate change that is not based on adequate and proper substantiation in accordance with internationally recognized methodology, the proof of which lies on the person making the representation.

Product-specific greenwashing provision

From the outset, Bill C-59 proposed to target greenwashing by creating a product-related misleading environmental benefit claims provision. Specifically, the bill proposes to amend section 74.01(1) of the Act to expand the definition of civilly reviewable matters to include:

representations to the public in respect of a product's benefits for protecting or restoring the environment, or mitigating the environmental, social and ecological causes or effects of climate change that is not based on an adequate and proper test, the proof of which lies on the person making the representation.⁴

Private right of action

Bill C-59 also proposes to allow private parties to make applications to the Competition Tribunal (the Tribunal) to seek leave to bring an application under s. 74.1 where businesses contravene the civil misleading advertising provisions.

This is a major departure from the status quo, under which only the Competition Bureau (the Bureau) can enforce the misleading advertising provisions.

The Tribunal would be able to grant leave where it is "in the public interest to do so." It remains to be seen how the Tribunal will interpret "public interest," but the vagueness and breadth of this language suggests it will not be difficult for private applicants to obtain leave.

Penalties on private applications will include prohibition orders, restitution orders, and potential administrative monetary penalties, which can be up to 3 per cent of annual worldwide gross revenues.

Currently, the Tribunal can order restitutionary damages,⁵ but this remedy only applies to the general false or misleading in a material respect provision (ss. 74.01(1)(a)). However, it is likely that private applicants will bring claims under the new anti-greenwashing provisions and this general provision at the same time.

Complexities of compliance

"Internationally recognized methodology" as used in the new paragraph b.2 is not a defined term and it is unclear how the Tribunal or the Bureau will interpret it or whether the Bureau intends to release guidance on what methodology will be acceptable.

This lack of clarity is problematic for businesses, who will bear the onus of proving their claims were based on adequate and proper substantiation in accordance with internationally recognized methodology.

This "reverse onus" provision puts the onus on companies to ensure their claims are appropriately substantiated, rather than requiring the Commissioner (or private litigant) to bear the initial burden of proof on this issue. Under the new provisions, there is no need to establish the representation is materially false or misleading.

⁴ This was included in the proposed amendments originally set out in Bill C-59, however as a result of committee discussions the words "or restoring" "social" and "causes or" were added, broadening the scope of the proposed provision.

⁵ Except wholesalers, retailers and other distributors that resold/distributed the products.

Despite this reverse onus and the lack of clarity on what constitutes an acceptable “internationally recognized methodology,” penalties under these new anti-greenwashing provisions will be significant, including prohibition orders and administrative monetary penalties.⁶

The Act contains a due diligence defence in s. 74.1(3) that will continue to apply where the business can establish it exercised due diligence to prevent the reviewable conduct from occurring.

Timing considerations

Complying with the new law is further complicated by the aggressive entry into force date. There is no delayed entry into force provision for the new paragraph 74.01(1)(b.2), which means the Commissioner could immediately make an application for environmental claims that occur or continue after Bill C-59 receives royal assent, which could happen before the House rises for the summer.

While the proposed amendments to permit private actions are subject to a one-year delay in coming into force, Bill C-59 specifies that an applicant can bring an application under section 74.1 no more than one year after the relevant practice or conduct has ceased – potentially negating the purpose of the delayed coming into force of the private access right. A year after royal assent, private parties could challenge conduct that occurred a year prior – when the law received royal assent.

This provides very little time for businesses to bring their marketing materials into compliance with the new rules – which are unclear. This contrasts with the delayed coming into force of other substantive changes made previously. From a policy perspective, it is inconsistent with the notion that businesses should be given reasonable time to voluntarily bring their practices into compliance with a change in the law – in particular one with potentially significant financial consequences.

Key takeaways

Companies will need to closely and quickly scrutinize any current or planned environmental representations – including those relating to net-zero and carbon-neutral targets on websites, social media platforms, and in marketing materials. The royal assent date for Bill C-59 will be the critical date by which businesses should aim to comply with the proposed changes – a date that could come sooner, rather than later. It remains to be seen whether the changes to the bill will create an unintended chill on action towards and communication of environment-related pledges, but it is clear net-zero claims are not zero risk.



⁶ Currently, administrative monetary penalties are the greater of (i) \$750,000 or (ii) three times the value of the benefit derived for an individual, or the greater of (i) \$10 million or (ii) three times the value of the benefit derived or if that amount cannot be reasonably determined, 3 per cent of the corporation’s annual worldwide gross revenues.

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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.

A legislative update

With the clock winding down on the parliamentary session, the federal government managed to pass a swath of key bills that are anticipated to receive royal assent in the coming days.

Most notably, that includes the implementation acts for both the Budget 2024 and the 2023 Fall Economic Statement, meaning that signature items will move forward, such as investment tax credits for clean hydrogen and carbon capture projects, investments in the electric vehicle supply chain, and investments in biofuels through the Clean Fuel Regulations (compliance payments) and Clean Fuels Fund.

But the passage of these bills, and certain amendments that were brought forward throughout the legislative process, also evoked a renewed sense of angst in the energy sector following the approval of an amendment to the Fall Economic Statement that would require companies to provide evidence to back up environmental claims made in marketing and advertising products.

Aimed at tackling unsubstantiated “greenwashing,” the policy limiting environmental claims in “public representations” has been received with much discomfort in the business community given a lack of details about how the law will be interpreted and applied. For example, it’s unclear if communicating about investment tax credits for carbon capture without providing certain forms of evidence would run afoul of the new law. The level of uncertainty has caused some groups, including Pathways Alliance, to remove certain content from public channels.

Compounding the unease arising from a lack of clarity about how the new environmental claims rules will be applied, CEMA understands that NDP MP Charlie Angus intends to bring forward his private member's bill, C-372 (the Fossil Fuel Advertising Act), when his turn for private member's business comes up this fall. To date, the government has not disclosed its position on the bill that would effectively ban reward programs if applied to its full spirit as tabled.

CEMA continues to monitor and seek clarity on how the environmental claims rules will be interpreted and applied, as well as the Liberal position on Charlie Angus' Fossil Fuel Advertising Act should that bill make it to the floor of the House of Commons this fall.

Closing time

Looking back on the sprint to the finish, it's somewhat surprising that the parliamentary session wound down with very little noise.

Blame it on the heat wave, or blame it on public apathy, but the Liberals survived the final weeks of the parliamentary sitting, which was defined by new revelations on the foreign interference file – a matter the opposition surely would have liked to turn into the next Liberal scandal – unscathed.

Yet, as MPs return to their ridings for the summer barbecue circuit, the Liberals still find themselves down some 20 points in public opinion polls. Worse yet, the Prime Minister's own preferred candidate lost the recent by-election in Toronto–St. Paul's, a reliable Liberal seat over the last 30 years.

For pundits – and indeed many Liberals – the loss makes it clear that Trudeau should step down in the face of such evident appetite for change. The PM's team may try to spin this as a low-turnout by-election that doesn't reflect the results the Liberals would achieve in a general election with many more voters casting a ballot, but convincing his caucus that they will retain their seats with him at the helm will be difficult.

If the Prime Minister is sincere in his resolute public stance that he will stay on as leader of the Liberal Party through the next election, a summer of negative responses at the doors for Liberal MPs may be ahead. And given that they were certainly banking on the fact that conversations at the door are their best tool to counter recent Conservative gains and to re-strengthen their lagging public opinion numbers, this could serve as the ultimate litmus test for Trudeau's waning grip on the party.

Either way, Canadian politics watchers will be keeping a keen eye on comments from Trudeau and his caucus this summer.



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

[TOYOTA JUST BEAT HYDROGEN FOREVER: THE NEW TECHNOLOGY AMERICA DOESN'T KNOW ABOUT](#)

Toyota led the way in hydrogen engines. Now they are going for something even more innovative: liquid hydrocarbon combustion engines, which they plan to bring to the commercial market in 2026.

[WILL THE WORLD SEE A 'STAGGERING' OIL SUPPLY GLUT IN 2030?](#)

The International Energy Agency recently released its Oil 2024 report, which predicted a future oil supply glut due to electric vehicles and rising non-OPEC+ production. Past predictions of oil decline have been inaccurate.

[A WASTE-OIL CRUNCH IS COMING FOR RENEWABLE FUEL](#)

By 2030, global targets for the production of sustainable aviation fuel will require at least twice the amount of used cooking oil that can be collected in the U.S., Europe, and China combined. That doesn't take into account the waste oil needed for making other fuels, especially renewable diesel.

FORMULA ONE IS MOVING TOWARDS HYBRID ENGINES AND RENEWABLE FUEL – MAJOR ENVIRONMENTAL PROGRESS OR JUST ‘GREENWASHING’?

Formula One teams committed in 2019 to achieving a net zero emissions goal by 2030. As part of this goal, every team has expressed their intention to use 100 per cent renewable fuel by 2026, and hybrid engines are about to be mandated. The question is, are the sport’s promises to go greener achievable?

BRAZILIAN SENATE APPROVES NEW CLEAN-HYDROGEN BILL THAT OFFERS PRODUCERS BILLIONS OF DOLLARS IN TAX BENEFITS AND SUBSIDIES

A new bill that offers financial and tax incentives for low-carbon hydrogen production, as well as a new regulatory framework, has finally been passed by Brazil’s upper house of Congress, the Senate, more than six months after it was approved by the lower house.

AFRICA’S LATEST EXPLORATION HOTSPOT SET TO TRIPLE OIL PRODUCTION

West Africa’s deepwater has become a key drilling target for some of the biggest international companies. Cote d’Ivoire and Namibia have been the hottest exploration areas in recent years, yielding some huge oil and gas discoveries.

UNITED STATES

WHITE HOUSE DETERMINED TO BRING FUEL PRICES DOWN FOR U.S. CONSUMERS

The Biden Administration is ready to start releasing crude from the strategic petroleum reserves should it become necessary in case of higher retail fuel prices, White House energy advisor Amos Hochstein told the Financial Times on June 17.

FISKER FILES FOR BANKRUPTCY PROTECTION, THE SECOND ELECTRIC VEHICLE MAKER TO DO SO IN THE PAST YEAR

Electric vehicle maker Fisker filed for Chapter 11 bankruptcy protection, the second electric startup to do so in the last year as even industry leaders struggle to lure more buyers beyond the early adopters of the technology.

OIL AND CORN GROUPS TEAM UP AGAINST BIDEN’S TAILPIPE EMISSIONS RULES

The top U.S. oil and corn industry lobby groups said on June 18 they were suing the administration of President Joe Biden over its plans to slash planet-warming tailpipe emissions from cars and trucks, arguing the regulations will cause economic harm.

CANADA

CANADA CAN’T MEET GOAL OF 100% EV SALES BY 2035, AUTOMAKERS SAY

Automakers say it’s doubtful there will be enough consumer demand for electric vehicles to reach Canada’s target of phasing out new gasoline-powered vehicles by 2035. They say conditions for switching to EVs, such as affordability and access to charging infrastructure, haven’t been met.

CANADIAN RETAIL SALES ROSE 0.7% TO \$66.8 BILLION IN APRIL

Statistics Canada says retail sales rose 0.7 per cent to \$66.8-billion in April, helped by higher sales at gasoline stations as well as food and beverage retailers. The agency says sales at gasoline stations and fuel vendors gained 4.5 per cent.

WESTERN REGION

TRANS MOUNTAIN REVISES HEAVY CRUDE STANDARDS ON PIPELINE AFTER QUALITY CONCERNS

Canadian government-owned oil pipeline operator Trans Mountain has revised standards for accepting crude oil on its recently expanded system after buyers raised concerns about the quality of the crude oil arriving on the line, a regulatory filing showed.

MOU SIGNED FOR CAMPBELL RIVER HYDROGEN PRODUCTION PLANT

NTE Discovery Park Ltd. and Quantum Technology Corp signed a Memorandum of Understanding on June 3 regarding the co-development of a green hydrogen production plant in Campbell River. The plant is intended to produce green hydrogen using renewable electricity.

PRAIRIE REGION

MANITOBA IMPERIAL OIL PIPELINE WAS NOT FORMALLY INSPECTED BEFORE SAFETY SHUTDOWN

The Winnipeg Products Pipeline was shut down in March after Imperial Oil discovered safety concerns. Documents show that though inspectors visited Winnipeg's main fuel line a handful of times, there were no formal reports. Experts are concerned about transparency — and environmental risks.

ONTARIO/QUEBEC REGION

MACEWEN ACQUIRES LITTLE SHORT STOP STORES

MacEwen is adding to its retail portfolio, with the acquisition of the Little Short Stop Stores chain in southwestern Ontario. The deal, which includes 26 stores, is big news for the independent c-store chain landscape in Ontario.

GM PUSHES BACK EV PARTS PRODUCTION AT ONTARIO PLANT

General Motors is delaying the start of EV parts production at its plant in St. Catharines, Ontario, which is being converted to build electric-drive propulsion units. The automaker is instead "assessing" when it wants the lines to start running, based on demand for its electric vehicles.

ATLANTIC REGION

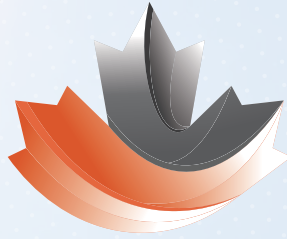
COME BY CHANCE REFINERY BEGINS PRODUCTION OF RENEWABLE DIESEL

The owners of the Come By Chance refinery in Newfoundland's Placentia Bay announced June 20 that commercial production of renewable diesel has started at the former oil refinery. Braya Renewable Fuels is aiming for a daily production of 18,000 barrels per day of renewable diesel.

NEWFOUNDLAND'S SMALLEST GREEN HYDROGEN PROJECT BECOMES 1ST TO INK AGREEMENT WITH A BUYER

Pattern Energy is the first Canadian green hydrogen company to break into the European market, announcing on June 5 that it had signed a letter of intent with a German company to purchase all of the product coming from Pattern's proposed Argentia site.

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