

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

APR 2026

# connection

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**PRESIDENT'S MESSAGE**

**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.

# STAYING CONNECTED

## CEMA CONNECTION 2026 EVENTS, PODCASTS, WEBINARS



### WESTERN MEMBERS' MEETING:

**SAVE THE DATE: June 23, 2026**

CEMA is looking forward to welcoming Western Canadian Members and their guests to an event on Tuesday, June 23. Please stay tuned for more details.



### CEMA GOLF CHALLENGE

**SAVE THE DATE: September 21, 2026**

Mark your calendar and plan to join us at the annual CEMA Golf Challenge at Glen Abbey Golf Club in Oakville, Ontario on September 21, 2026! Registration and sponsorship details are coming soon.



### CEMA ON SOCIAL MEDIA

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



# MESSAGE FROM THE PRESIDENT

PETER KILTY | **PRESIDENT AND CEO**

Dear Members,

What a great conference we had last week with excellent speakers and panellists discussing our industry, politics, and world events. This event would not be possible without all our sponsors and the commitment of everyone who attended. Once again, I would like to thank our presenting sponsors, Waleco and Dover Fueling Solutions, for their continued leadership and support.

As I mentioned at the conference, CEMA is celebrating 30 years as an association – three decades of bringing together a sector that keeps this country moving on so many fronts. Our advocacy for the industry on behalf of our members ensures our voice is heard where it matters most and that we continue to be a part of the energy dialogue. This is truly something to be proud of.

The Board and the CEMA team will continue moving our industry forward. I heard lots of feedback while at the conference. Please don't stop sharing your views. And do reach out to me anytime at [pkilty@cemassociation.ca](mailto:pkilty@cemassociation.ca) if there is any way we can help you or your business.

Make sure to mark your calendars for our upcoming events, including our annual CEMA Golf Challenge at the prestigious Glen Abbey Golf Club on September 21. In addition, our Western Canada Members' Dinner will take place in Calgary on June 23, and our Eastern Canada Members' Dinner and AGM will be held in Halifax on October 8. More details will be available shortly on the CEMA website, and we hope to see you there.

I would like to close by saying what a privilege it is to serve you and lead this great organization. Your words of encouragement and congratulations mean a lot, and I look forward to continuing the great work this organization has done to support our members.

Until next time,

A handwritten signature in black ink, appearing to read 'Peter Kilty'. The signature is fluid and cursive, with a long, sweeping underline that extends to the left.

**Peter Kilty**  
*President and CEO*  
**Canadian Energy Marketers Association**



# 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

### NATIONAL POLICY & RESEARCH UPDATES

#### **Carney temporarily suspending federal fuel excise tax on gas, diesel, and aviation fuel**

A day after sweeping three byelections in Ontario and Quebec that gave him a majority in the House of Commons, Prime Minister Mark Carney announced that he is temporarily **removing the federal excise tax on gas and diesel**. The move means that the cost of gas dropped by 10 cents on

a litre of gasoline and four cents per litre of diesel starting on April 20 and lasting until Labour Day. The fuel tax holiday, which Carney said would also see the four-cent-per-litre excise tax removed on aviation fuel, is expected to cost an estimated \$2.4 billion.

#### **Poilievre calls for suspension of all federal fuel taxes for rest of 2026**

Conservative Party Leader Pierre Poilievre is calling for the **suspension of all federal fuel taxes**, including the excise tax, the carbon tax and the GST, for the rest of 2026 in an effort to address the spike in fuel prices in Canada, which he says are 15 per cent higher than those in the United States. Poilievre told CP24 and CTV News Channel on April 27 that Canadians are having to pay a higher price for gas due to the Liberal government, arguing that lower prices for fuel would result in reduced grocery prices and could potentially save Canadians nearly \$1,200.

#### **Industry confidence waning new pipeline will be deemed in national interest: Survey**

A new business sentiment survey from ATB Cormark Capital Markets suggests **confidence is waning** that a new oil pipeline will be chosen for a speedy federal review within the next year. The firm canvassed executives from energy services firms, exploration and production companies, and institutional investors at the end of March. Forty-six per cent said they believed it was either highly probable or probable that a new pipeline project would be added to the list of projects deemed to be in the national interest, down from the 52 per cent six months before.

## Canadian oil and gas losing competitive edge due to industrial carbon price: industry leaders

Leaders in Canada's oil and gas sector say the industrial carbon levy would **erode the country's competitive edge** at a time when the world is clamouring for a reliable energy supply. "We're still talking about an industrial carbon tax when no other producing and exporting nation does that to their producers," Lisa Baiton, head of the Canadian Association of Petroleum Producers, said at the 2026 BMO CAPP Energy Symposium on April 14. Baiton said Canada has not only the opportunity but also the responsibility to develop its oil reserves and bolster global energy security.

### WESTERN REGION

#### Canada and Alberta close in on carbon price agreement, Reuters sources say

Canada and Alberta are expected to strike a deal in the next two weeks that will **increase the price on carbon for the province's industrial emitters**, two sources with knowledge of the talks said, but a broader agreement to tackle oil sands greenhouse gases and green-light a new crude oil export pipeline remains elusive. Canada's federal government and its main oil-producing province have been in talks since November, when both parties agreed to work together to boost investment in energy production. Prime Minister Mark Carney has rolled back climate rules in order to help the oil-and-gas sector as part of an effort to make Canada's economy more resilient.

#### B.C. energy minister says northern route for proposed oil pipeline not realistic

B.C.'s energy minister says that a northern route for an oil pipeline from Alberta, which was recently proposed as part of a memorandum of understanding (MOU) signed with Ottawa, is **simply not realistic**. Adrian Dix was commenting on a recent Globe and Mail story that said Ottawa prefers a southern route for the proposed pipeline. The B.C. government has expressed firm opposition to any pipeline to the northern coast, citing a decade-old oil tanker ban along the North Coast and the fact that it wasn't included in discussions before the Alberta-Ottawa MOU was signed.

## New oil pipeline to B.C. will take more than an MOU, says chief economist of Canada's biggest bank

Supporters of Canada's energy sector hoping for a new oil pipeline to the West Coast are going to need more than a deal between Alberta and Ottawa to get there, **according to the chief economist of Canada's biggest bank**. Frances Donald, of the Royal Bank of Canada, told a Calgary audience industries — including oil and gas — need consistency for an extended period to be confident enough to invest. "It is not one person, but it is a change of culture within a country," she said. "We cannot expect that to come in one year with one policy or one pipeline."

#### 'We need to get this across the goal line' – Cenovus CEO hopeful of a deal on pivotal carbon capture project

Negotiations between Ottawa, Alberta and major oilsands producers on a massive carbon capture project are now two weeks beyond an initial deadline. An agreement on carbon pricing between the two levels of government is also past the April 1 target date. Yet, the head of Cenovus Energy, who is also chair of the Canadian Association of Petroleum Producers (CAPP), **remains hopeful**. And the entire industry is waiting to see if the promise of a "grand bargain" becomes a reality, and a new oil pipeline and carbon capture network are eventually built.

### PRAIRIE REGION

#### Sask. residents say cut to provincial gas tax would help as federal gas tax holiday begins

Saskatchewan residents say a cut to the provincial government's gas tax **would make life easier** amid increasing prices at the gas pump. Throughout the spring sitting, the Saskatchewan NDP have repeatedly called for the province to remove the provincial gas tax of 15 cents per litre on gasoline and diesel and nine cents per litre on propane. Premier Scott Moe and Finance Minister Jim Reiter have rejected the idea, saying the NDP's proposal is a short-sighted response to price increases driven by global factors, such as the ongoing conflict in the Middle East.

## Manitoba premier floats another gas tax break as prices rise at the pumps

Manitoba drivers are feeling the pinch every time they fill up at the pump, prompting Premier Wab Kinew to **consider another gas tax break**. With the war in Iran pushing prices in Winnipeg up, drivers are hoping for another gas tax holiday. In 2024, the Kinew government temporarily suspended the 14-cent-per-litre provincial tax on fuel and then reinstated it at a slightly lower rate of 12.5 cents. In question period April 7, the premier, unprompted, mused about another gas tax cut. “We cut the gas tax once, maybe we’ll do it again,” he said.

## Manitoba and federal governments sign new agreement to get major projects built faster

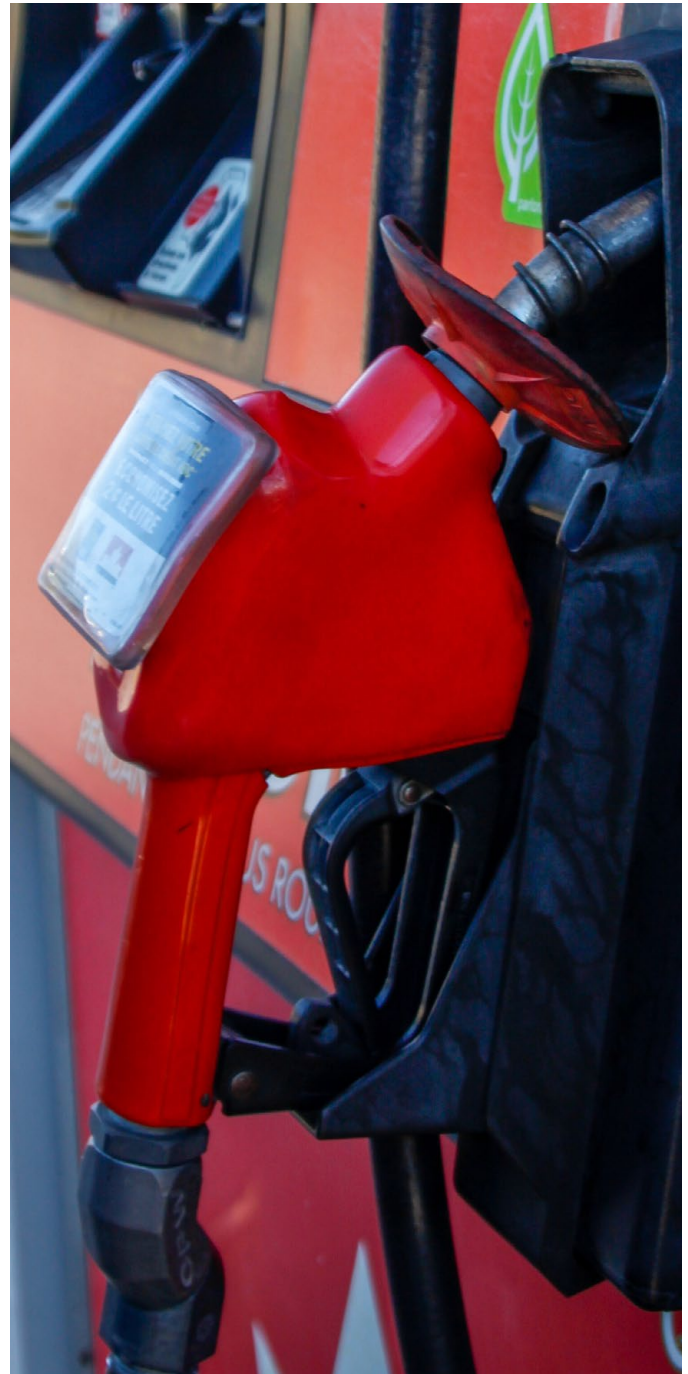
On April 14, Prime Minister Mark Carney and Manitoba Premier Wab Kinew announced the new **Co-operation Agreement** between Manitoba and Canada on Environmental and Impact Assessment. This agreement will bring a “one project, one review” approach to major infrastructure initiatives in Manitoba. Canada and Manitoba will implement a streamlined, flexible assessment process that minimizes duplication and delivers major projects faster while reinforcing strong environmental protections and upholding the rights of Indigenous Peoples.

## Premier’s timeline for shipping liquified natural gas out of Churchill a ‘fabrication,’ Tory leader says

The Tories don’t think a 2030 timeline for getting liquified natural gas to market via Churchill is founded in reality. Premier Wab Kinew suggested after his meeting with Prime Minister Mark Carney that Ottawa wants an “aggressive” commitment from Manitoba to have the gas shipping out of the Port of Churchill by 2030 as a precondition to broader port expansion plan approvals. Kinew said during question period April 20 that the port “will be shipping LNG by 2030.” Progressive Conservative Leader Obby Khan called that target a **“complete fabrication.”**

## Slight majority of Canadians support Port of Churchill expansion, survey suggests

A little more than half of Canadians **support the proposed expansion** of the Port of Churchill in northern Manitoba, but many others aren't familiar with it, a new online survey suggests. The Probe Research survey, conducted between April 6 and 14, found 52 per cent of the 1,300 Canadian adults who responded are supportive of the Port of Churchill Plus project. Another nine per cent said they oppose the project, while 39 per cent said they didn't know about it, Probe data shows.



## ONTARIO AND QUEBEC

### **Quebec has some of the highest gas prices in Canada. But some not sold on fuel tax freeze**

When Prime Minister Mark Carney's temporary suspension of the federal fuel excise tax went into effect on April 21, **not everyone in Quebec was thrilled about it**. In fact, despite Quebecers paying among the highest fuel prices in North America, some experts told CBC they think the federal government's fuel tax reprieve is a terrible idea. Others believe it was absolutely the right thing to do. And there are those who'd like to see Quebec Premier Christine Fréchet follow suit. This article describes the two sides of the debate.

## ATLANTIC REGION

### **\$14-billion Bay du Nord deal unlocks news oil and gas frontier for Canada**

On April 21, the Newfoundland and Labrador government announced it had reached an agreement with Equinor ASA to **develop the Bay du Nord oilfield**, which is located some 500 kilometres east of the province and has oil reserves estimated at 430 million barrels. Project sanction is expected in 2027, with the first oil flowing four years later. The megaproject, the country's first deepwater oil and gas development, will unlock a new frontier for Canada's oil and gas sector.

### **Nova Scotia Premier Tim Houston says fracking opponents are drowning out other voices**

Nova Scotia Premier Tim Houston says some anti-fracking protesters at a consultation session on the province's onshore gas exploration plans **drowned out the voices** of those who wanted to learn more about fossil fuel production. A Halifax environmental advocacy group, on the other hand, says those voices represent just some of the many Nova Scotians who are concerned about environmental risks tied to fracking. The premier said both perspectives, those opposed to fracking and those in favour of it, "are real, and both deserve space in this conversation."



# 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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## Majority Rules

The Liberal government strengthened and cemented its power this month by securing a majority when it won all three highly anticipated federal byelections. Also responsible for the majority were five floor-crossing MPs, who have been the subject of controversy and criticism. The wins bring the Liberals up to 174 seats, putting them on more solid ground for pushing their agenda through the House of Commons.

Prime Minister Mark Carney has already insisted that he is not considering proroguing Parliament after securing a majority. Carney's party wouldn't need to do so to take control of House committees, which are widely considered to be where the bulk of work in the Commons is accomplished. Under a committee motion posted by Minister McKinnon, the number of Conservatives and Bloc Québécois MPs on committees would remain the same, but more Liberals would be added. The result would be an increase in the governing party's influence.

The Carney government, on the anniversary of their first election victory, unveiled the Spring Economic Statement. The April 28 update revealed a lower-than-forecasted deficit for 2025-26, down to \$66.9 billion. This is attributed to stronger-than-expected economic growth and windfall gains from the rising price of oil.

## The Excise Tax Exits

As conflict in the Middle East continued to send ripples through the global economy, Canada's federal government turned their attention to fuel prices. In response to increasing fiscal pressures on consumers, Prime Minister Mark Carney and the federal government announced on April 14 the suspension of the federal fuel excise tax on gasoline and diesel.

The change took effect on April 20, 2026, with the government suspending the full tax on gasoline and diesel until September 7, 2026. The government's estimate of consumer gas station savings was 10 cents per litre for regular gasoline and 4 cents per litre for diesel. The government is also temporarily suspending the federal fuel excise tax on aviation fuels.

The fuel tax holiday is expected to cost approximately \$2.4 billion.

Conservatives then called on the government to do more, with Conservative Leader Pierre Poilievre criticizing Carney's announcement as too modest in its cuts and timeline. The Conservative motion calls for suspending that tax for the rest of the year.

The Conservatives have also called for the government to permanently scrap the industrial price on carbon and clean fuel regulations. Those regulations, which are not a direct tax, require producers and importers to reduce the carbon intensity of their products, which the Conservatives say also increases the cost of a litre of fuel.

## Alberta Making Moves

Despite their historic Memorandum of Understanding, the Alberta and federal governments are now four weeks past that self imposed April 1 deadline to reach a deal, namely on a target date by which Alberta must meet the \$130-per-tonne industrial carbon price, which the prime minister has pointed to as the key piece of his climate policy.

Amid this tension, Alberta is investing in a new \$50-million program that will channel federal taxes imposed on producers and importers of gasoline and diesel into projects that reduce emissions, with a specific focus on technologies that strengthen

Alberta's fuel sector and reduce emissions. The Future Fuels Challenge, administered by Emissions Reduction Alberta, will accelerate the development and deployment of low-emission fuel technologies. The program will invest federal taxes imposed on producers and importers of gasoline and diesel into projects that reduce emissions, strengthen Alberta's fuel sector, and help the industry stay competitive. Funding will support projects that improve refinery efficiency, carbon capture, biofuels, hydrogen, and other lower-emission fuel production. Alberta-based companies account for 62 per cent of Canada's refining capacity and 56 per cent of Canada's biofuels capacity.

Alberta is not only looking inward to support their industry; it is launching the Alberta-China Advisory Committee to support the province's efforts to grow trade and investment ties with the Asian country, highlighting Alberta as a reliable energy supplier that can meet China's growing demand and answer the call for global energy security.



## ADVOCACY IN ACTION: CEMA President's Hill Times Op-Ed

The federal government's pause on the fuel excise tax brought essential relief to Canadians. Now it's time to make sure retailers aren't on the hook for the tax they paid upfront, says Peter Kilty in the Hill Times op-ed below.

# Suspending the fuel excise tax helps Canadians, but retailers can't be left holding the bill

As with many policies implemented at speed, the challenge now lies in ensuring that its execution works as intended across the full breadth of Canada's fuel supply chain.

In moments of global disruption, governments are called upon to act quickly and decisively.

The federal government's decision to temporarily suspend the fuel excise tax on gasoline and diesel following the closure of the Strait of Hormuz is one such action. It reflects a clear and necessary objective: to provide immediate relief to Canadians facing uncertainty and rising costs in volatile energy markets. However, as with many policies implemented at speed, the challenge now lies in ensuring that its execution works as intended across the full breadth of Canada's fuel supply chain.

Fuel excise tax is paid upstream, long before product reaches the retail level. It is embedded in the cost of fuel as it moves through terminals, storage, and transportation networks. As a result, when a tax suspension takes effect, a significant volume of gasoline and diesel will already have been purchased with the tax included.

As market prices adjust to reflect a tax-free environment, those previously incurred costs cannot be recovered. They become stranded within the system.

This creates an unintended outcome: part of the financial burden of a policy designed to support Canadians is absorbed by the wholesalers and retailers responsible for delivering that fuel in the first place.

The scale is meaningful. Canada consumes approximately 120 million litres of gasoline and 46.8 million litres of diesel per day. At current excise tax rates, that equates to nearly \$14-million per day in embedded tax across the system. Depending on inventory levels at the time of implementation, the exposure could reach tens of millions of dollars nationally.

For an industry largely composed of small- and medium-sized businesses operating on narrow margins, these are material pressures.

But this is also a solvable problem, and one that can be addressed efficiently.

Members of the Canadian Energy Marketers Association support the government's objective and stand ready to help ensure the policy delivers as intended.

A straightforward approach would be for the federal government to reimburse industry for excise tax already paid on fuel inventory held in the system at the time the suspension takes effect. This could be administered through a time-limited rebate or credit mechanism based on verifiable inventory positions.

Such an approach would avoid unnecessary complexity at the retail level, ensure that relief flows cleanly to consumers, and prevent unintended financial strain within the supply chain.

This is not about revisiting the decision. It is about ensuring that its implementation reflects how the system actually works.

Canada's fuel marketers play an essential role in keeping people, goods, and services moving every day. In times of disruption, that role becomes even more critical.

With a targeted adjustment, the government can both deliver timely relief to Canadians, and maintain a fair and functioning marketplace for the businesses that serve them.

Good policy begins with decisive action. Strong policy follows through with thoughtful execution.

**PETER KILTY, CEMA PRESIDENT AND CEO**

*Reprinted from The Hill Times, April 29, 2026*



# 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.

## INTERNATIONAL

### [HOW THE IRAN WAR OIL AND GAS SUPPLY SHOCK COMPARES WITH PAST DISRUPTIONS](#)

The International Energy Agency said on April 21 that the U.S.-Israeli war with Iran and the closure of the Strait of Hormuz have caused the worst energy crisis the world has faced when combined with the tail end of the European gas crisis caused by Russia's invasion of Ukraine in 2022.

### [IRAN CAN GO UP TO TWO MONTHS WITHOUT OIL EXPORTS BEFORE CUTTING OUTPUT, ANALYSTS SAY](#)

Iran can withstand a complete halt in oil exports of up to two months before being forced to curb production, analysts said, after the U.S. began blocking shipping in and out of the country's ports on April 13. Any Iranian production shutdowns would add to more than 12 million bpd of supply already disrupted by the regional war, tightening markets further and lifting oil prices.

### [UAE TO LEAVE OPEC AND OPEC+ OIL PRODUCER GROUPS](#)

The United Arab Emirates said on April 28 it was quitting OPEC and OPEC+, dealing a heavy blow to the oil exporting groups and their de facto leader, Saudi Arabia, at a time when the Iran war has caused a historic energy shock and unsettled the global economy. This article contains analyst reactions to the news.

## FUEL PROTESTS IN IRELAND CONTINUE AS PUMPS RUN DRY, PRICES RISE AMID WAR IN MIDDLE EAST

Police removed and arrested protesters on April 11 who were calling for Ireland's only oil refinery to reopen, as a fifth day of disruptive demonstrations over the soaring price of fuel left many gas pumps dry and threatened to cripple transportation across the country.

## RUSSIA CUTS OIL OUTPUT IN APRIL, SOURCES SAY

Russia was forced to reduce oil output in April due to Ukrainian drone attacks on ports and refineries, as well as a halt to crude supplies via the only remaining Russian oil pipeline to Europe, according to five sources and Reuters calculations. This could be the sharpest monthly decline in Russian output in six years.

## AUSTRALIAN STATE BETS ON BIODIESEL TO REDUCE RELIANCE ON OIL

Australia's state of Queensland will pour A\$25 million in biodiesel production project in a bid to reduce its reliance on imported fuel amid a severe supply crunch resulting from the war in the Middle East. The investment aims to produce 20 million litres of biodiesel annually at a local refinery, with production expected to begin in 2028.

### U.S.

## TRUMP ISSUES SEVERAL PIPELINE PERMITS FOR U.S.-CANADA OIL TRANSPORTATION

U.S. President Donald Trump issued several pipeline permits on April 15, including one for the construction of a new pipeline in North Dakota, to facilitate the transportation of crude oil and petroleum products between the U.S. and Canada, according to documents released by the White House.

## TRUMP INVOKES DEFENSE PRODUCTION ACT FOR ENERGY PROJECTS

President Donald Trump invoked the Defense Production Act to provide federal funds for a wide range of energy projects, as his administration faces

pressure to help curb rising oil and gas costs. On April 20, Trump signed five presidential determinations under the law, covering sectors including liquefied natural gas and domestic petroleum.

## 'IT'S GETTING SCARY': RISING GAS PRICES BRING FRUSTRATION TO HOUSTON RESIDENTS

Although Texans pay some of the lowest gas prices in the United States, the average cost to fill up has jumped. Due to the region's vast size, Houstonians spend a larger portion of their budgets on transportation than the average American household. The city's residents are expressing their frustration with the ever-increasing hit on their pocketbooks.

## TEXAS OIL PIPES ARE RUNNING ALL-OUT ON WAR-DRIVEN DEMAND

Texas oil pipelines are running above designed capacity in some cases amid rampant overseas demand for U.S. crude to replace cargoes stranded by the Iran war. Pipeline flows from the Permian Basin to Gulf Coast export terminals have climbed to an all-time high, according to research firm Wood Mackenzie Ltd.

### CANADA

## FACT FILE: CLAIMS HIGHER ETHANOL FUEL BLENDS DAMAGE CARS EXAGGERATED, EXPERT SAYS

When the U.S. allowed the widespread sale of gasoline with increased ethanol content at the pumps as a temporary measure to relieve soaring prices, online posts claimed E15 damages engines and offers poor fuel economy. Bradley Saville, a professor of chemical engineering at the University of Toronto, says those claims lack context.

## EUROPEAN BUYERS HOLD TALKS TO SHIP CANADIAN LNG VIA PANAMA CANAL TO DIVERSIFY SUPPLY

European buyers, including Germany's Uniper, are exploring the possibility of purchasing liquefied natural gas from Canada's Pacific coast and shipping it through the Panama Canal as part of a long-term strategy to diversify supply two sources familiar with the matter said.

## RISING FUEL PRICES PROMPT CANADIANS TO CONSIDER EVS

The continued conflict in Iran is driving oil prices higher, while the prospect of Chinese-made EVs entering the Canadian market is prompting more consumers to consider investing in an electric vehicle. A survey by Rates.ca conducted just as the conflict in Iran began found that 30 per cent of Canadians are open to buying an EV.

### WESTERN REGION

## ENBRIDGE WINS APPROVAL FOR \$4-BILLION EXPANSION OF NATURAL GAS PIPELINE IN B.C.

The federal government has approved a \$4-billion expansion of Enbridge Inc.'s West Coast pipeline. The Sunrise Expansion Program will build 139 kilometres of new pipeline in British Columbia, parallel to the existing infrastructure, adding up to 300 million cubic feet a day of capacity to the natural gas transmission system.

## THE TRUE COST OF MISSED LNG OPPORTUNITIES IN NORTHERN BRITISH COLUMBIA

Chris Sankey, a Senior Fellow at the Macdonald-Laurier Institute, has spent his career bridging the gap between industry and Indigenous communities. He knows that when projects fail, the cost is measured in more than just lost revenue. The departure of major industry acts as a vacuum. It does not just remove jobs; it removes the reason for a town to exist.

### PRAIRIE REGION

## NEW REGINA CANOLA PROCESSING PLANT OPERATIONAL

Cargill's canola processing facility in Regina, Saskatchewan is now operational. The plant can process 1 million metric tonnes of canola each year. Cargill Canada President Jeff Vassart said the facility strengthens the company's ability to connect Canadian farmers to growing global demand for food and renewable fuels.

### ONTARIO AND QUEBEC

## U.S. SUPREME COURT REJECTS ENBRIDGE CHALLENGE TO MICHIGAN PIPELINE CASE

In the latest development in Enbridge's long-running dispute with Michigan over the aging Line 5 pipeline, the U.S. Supreme Court has rejected the company's bid to change the venue of an environmental lawsuit seeking to stop operation of the underwater oil pipeline. Line 5 ships 540,000 barrels per day of crude and refined products from Wisconsin to Ontario.

### ATLANTIC REGION

## COMMENTARY: NOVA SCOTIANS DON'T NEED TO FEAR FRACKING OF OIL AND NATURAL GAS WELLS

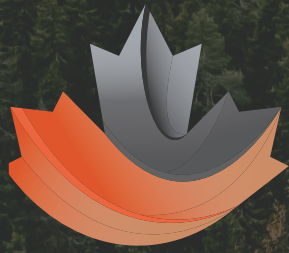
Yogi Schulz writes that environmentalists have greatly exaggerated the small risks associated with fracking oil and natural gas wells. He describes why Nova Scotians can rest easy that their upcoming natural gas production will be safe while bringing prosperity and energy security to the province.





**Thanks to our  
Members for working  
so hard to fuel Canada.  
Canada's Energy Marketers:  
Essential. Reliable. Ethical.**





# CEMA

CANADIAN ENERGY MARKETERS ASSOCIATION

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