

Clean Air Strategic Alliance (CASA) Board of Directors Meeting



April 13, 2023
Edmonton and Zoom Conferencing

In attendance:

CASA Board Directors and Alternates:

Alison Miller, Petroleum Products	Leigh Allard, NGO Health
Amber Link, Local Government	Mark McGillivray, Alternate Energy
Ann Baran, NGO Rural	Martin Van Olst, Federal Government
Anna Kauffman, Forestry	Rich Smith, Agriculture
Bill Calder, NGO Urban	Rob Beletz, Mining
Dan Moore, Forestry	Rob Hoffman, Petroleum Products
David Spink, NGO Urban	Ruth Yanor, NGO Industrial
Don McCrimmon, Oil and Gas Large Producers	Shane Lamden, Chemical Manufacturers
Holly Johnson-Rattlesnake, Samson Cree Nation	Andre Asselin, CASA Executive Director
Jamie Curran, Provincial Government - Environment	
Jim Hackett, Utilities	

CASA Staff:

Alec Carrigy, Anuja Hoddinott, Katie Duffett, Mariem Oloroso, Sunny Yeung

Guests:

Ajeev Ramnauth, Environment and Protected Areas	Marilea Pattison-Perry, Environment and Protected Areas
Ali Langah, Environment and Protected Areas	Martina Krieger, Environment and Protected Areas
Bob Koch, University of Alberta	Nicole Renaud, Indigenous Relations
Crystal Parrell, Environment and Protected Areas	Randy Dobko, Environment and Protected Areas
Dominic Schamuhn, Alberta Motor Association	Rhonda Lee Curran, Environment and Protected Areas
Karen Ritchie, Environment and Protected Areas	Rob Harris, Environment and Protected Areas
Kris Samraj, Alberta Municipalities	Virginia Nelson, Agriculture and Irrigation
Lorna Morishita, Palliser Airshed Society	

Presenters:

Andre Asselin, *CASA's Multi-Year Strategic Plan (Item 2.0)*
Ann Baran and Rob Hoffman, *Roadside Optical Vehicle Reporter (ROVER) III Project Team (Item 3.0)*
Bob Koch, *Information Presentation: Urban Transportation Emissions and GHGs: Technologies and Behavioural Shifts Towards Zero Emissions (Item 4.0)*
David Spink, *Best Practices for Dust Management in Alberta Project Team (Item 5.0)*

Regrets:

David Lawlor, Alternate Energy
Kasha Piquette, Provincial Government – Environment
Mary Onukem, Métis Settlements General Council

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Executive Summary

The board received a presentation on the draft strategic plan that was developed based on the discussions from the January workshop. The original goal of the strategic planning process had been to approve the plan at the April 2023 board meeting, but the board required more time to review the draft and feedback submitted by each sector. Staff will continue work on the strategic plan, and the Government of Alberta (GoA) will work with CASA staff to develop a mandate for the organization, with the intent of finalizing the strategic plan at the September board meeting.

The board received an update from the ROVER III Project Team on their work to date. The team is developing recommendations for approval at the September board meeting. The presentation included information on their current focus on recommendations to reduce the incidence of tampering for heavy-duty vehicles and the data that supports that area as a focus.

Dr. Bob Koch from the University of Alberta (U of A) provided a presentation on a project the university is undertaking in partnership with Simon Fraser University. The project designed to support the long-term goal of reducing Canada's greenhouse gas emissions in the transportation sector toward a sustainable net-zero emissions economy by 2050. It is partially funded through the Climate Action Fund (CAF), and CASA provided a letter of support along with the data from ROVER III to support the work.

The Best Practices Guide for Dust Management in Alberta Project Team requested a decision from the board to release \$60,000 of project funds for the team to complete a literature review for objective 1 of the project charter. The request was approved, but it was noted that a discussion on the process to identify sources of project funds should be an agenda item at a future meeting, so project teams do not need to come back to the board for a decision request regarding funding after the project charter has been approved.

The next meeting will be held in Calgary on September 7.

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Meeting Summary

Jim Hackett convened the business meeting at 10:41a.m.

Kris Samraj and Dominic Schamuhn were welcomed to the board meeting as guests. Their sectors, Local Government – Urban and NGO – Consumer Transportation respectively have seats on the board, but directors have not been designated. Both groups are exploring re-engaging with the CASA Board.

Rich Smith, the director representing the Agriculture sector, is stepping down from the board following the meeting after being in the position for over a decade.

1 Administration

1.1 Convene business meeting and approve agenda

Participants were welcomed to CASA’s 109th general business meeting.

The draft agenda was included in the meeting package. There were no additions to the agenda.

Decision: The agenda was approved by consensus.

1.2 Meeting summary from the December 8, 2022, Board Meeting

Minor clarifying edits were submitted to staff. These were reflected in the revised version of the summary, which was included in the meeting package.

Discussion

- The minutes include record of a discussion on funding sources for the dust project. A call for funding was to be distributed, CASA has project funding available. That is relevant for the Best Practices Guide for Dust Management in Alberta Project Team’s decision request today.

Decision: The board approved the summary of the December 8, 2022, by consensus and the summary will be posted to the website.

1.3 Review actions from the December 8, 2022, Board Meeting

There were three actions from the December board meeting. A written update was included in the meeting package.

2 CASA's Multi-Year Strategic Plan

CASA board members, alternates, and GoA support staff attended a strategic planning workshop in January in Edmonton. An updated strategic plan was drafted by staff and the Strategic Planning Sub-Committee (SPSC) based on the outcomes of the workshop. It was then distributed to the board members for feedback. Andre Asselin gave a presentation on the process to date, the draft plan, a summary of the feedback received from the board, and next steps.

Discussion

- Does the vision in the strategic plan represent what we can do as an organization? We can't achieve that outcome, so are we setting ourselves up for failure? We can strive towards continuous improvement and ask people to work together. There isn't an action in the vision as it's currently written.
- That vision was taken from the 2012 strategic plan, and a lot of work went into developing it. It is meant to be aspirational. The mission statement is the piece that has an action for how CASA contributes to that vision.
- This is the second iteration of the vision. The first included words like "safe," which are difficult to define. The vision isn't something we can achieve on our own, but we can support it. The Canadian Ambient Air Quality Standards (CAQQS) are the instruments we have for moving us toward that vision of "safe" air. It would be worthwhile to get a presentation from Environment and Protected Areas (EPA) on their perspective of the CAAQS and Alberta Ambient Air Quality Objectives (AAAQOs) and how they fit into the province's air quality management.
- There are two different visions at play here. One is a vision for CASA and what we are capable of as an organization. The second is our aspirational hope for Alberta's air quality. We should be clear what our intent is with the vision and make sure it reflects that.
- CASA isn't accountable for achieving that vision; it is an aspirational goal, and we are contributing towards improved air quality and management.
- Is the vision reflective of our collective identity as an organization?
- We had a similar discussion on the vision during the last strategic planning process in 2018. We were unable to approve the strategic plan at that time, but it contained a vision for clean air and a separate vision for CASA as an organization.
- We need to be focused and clear about how the vision relates to the overall objectives of the organization.
- An organization's vision is meant to be a far reach.
- The vision from the 2012 strategic plan is based on the *Clean Air Strategy* and how we define clean air.
- It sounds like there is more input to come, and I would like the opportunity to talk about some of the edits suggested by other sectors and their context. We can have another iteration of submitted feedback on the draft, but it would be valuable to have a dialogue with the board members on the edits.
- There are a lot of good components of this draft, like a focus on air literacy and non-point sources, but my sector isn't prepared to endorse the draft today. Given potential changes

in government, it may be more appropriate to continue to advance it and aim to finalize this at the September board meeting.

- Strategic plans are a guiding principle, and we may have fewer issues with wording if we use higher-level more general wording, like using “Albertans” instead of identifying individual sectors.
- There are some things we will need to be specific about, like our role.
- Aside from the vision, more discussion is needed on the drivers and the sections below it. There are strong positions in those sections, and I’m not sure they’re all appropriate. There was a change from non-point sources to non-regulated sources, but that is a very small piece. We also need to be cognizant of where it is appropriate for CASA to be in the climate space. Our mandate and purpose are not as clear as it was when the organization was formed, and a formal mandate for CASA from the GoA would help that. If we do get a mandate, some of the strategic plan may need to be reworked to align with it.
- The comments submitted from the board weren’t vetted, they were incorporated as received, where possible. There’s further work to do on governance and membership, and there’s interest in a conversation about the input received. Staff can work with the GoA on the mandate, and the SPSC can develop a plan to move the plan forward with the goal of approving it in September.
- It would be nice if we had access to feedback submitted by other sectors and an opportunity to do some group editing and brainstorming.

Action: Staff will work with the GoA on a mandate for CASA so it can be incorporated into the draft strategic plan by the September board meeting.

Action: Staff and the SPSC will develop an approach for progressing review and revision of the draft strategic plan so it can be approved at the September board meeting.

3 Roadside Optical Vehicle Reporter (ROVER) III Project Team

Ann Baran and Rob Hoffman, co-chairs of the ROVER III Project Team, gave an information presentation on the status of the project. The presentation included background on the project, the project objectives, and results from the analysis of the emissions data collected in 2020-2022.

The team is developing recommendations, and the focus area for those recommendations is reducing the incidence of tampering through regulatory and non-regulatory approaches. The data collected and analysed through the project to date, along with work done through other organizations, indicates there would be significant air quality benefits if tampering was reduced.

The recommendations from the team are not yet final, but they expect to present their final deliverables to the board for decision at the September board meeting.

Discussion

- Why do people tamper their vehicles?

- There is a perception that the emissions control interferes with the performance of diesel engines, and that if you remove them, you'll get more horsepower and better fuel economy. The fuel economy piece is true for some of the older vehicle models. They also require the use of diesel exhaust fluid (DEF), so tampering reduces the cost and a maintenance step by removing the need for DEF.
- There have also been some problems with particulate filters being clogged. It is mostly a myth related to performance, even though with newer vehicle models and emissions control systems the performance of the engine doesn't decrease.
- Based on the data, many of the high emitters are newer model vehicles, and you would expect them to have better emissions than the older vehicles on the road.
- Tampering is a big business in Alberta. A company in Red Deer was fined \$1.6 million because they were selling defeat devices in the US, where it's against the law.
- Maintenance of vehicles and emissions control systems is also a piece of the puzzle. Emissions control systems aren't currently included in vehicle inspections, and that's a gap.
- EPA recently announced they are planning to drive electric vehicle adoption by 2032 for light-duty vehicles, and there's more to come for heavy-duty vehicles. Canada often adopts the EPA's policies.
- It's important to recognize the financial contributions we received from CFA, Alberta Transportation and Economic Corridors, and the International Council on Clean Transportation for this project. We've made recommendations related to reducing tampering before, but we didn't have the data to back them up. We have the data now, and it demonstrates a need for action.
- The data is powerful and should provide a springboard to action.
- The trucking sector, represented nationally by the Canadian Trucking Alliance, supports emissions controls. However, there is a significant constituency among smaller businesses who will resist anti-tampering regulations. The recommendations won't be non-controversial, and it's something to keep in mind.
- Will the larger overarching climate policy pieces have an impact on tampering rates?
 - Climate policy has so far focused on light-duty vehicles; these recommendations would target heavy-duty vehicles. We can't rely on climate policy to solve this problem.
- For the purposes of education and awareness, we will need to make sure we make the distinction between light-duty vehicles and heavy-duty vehicles. The focus is heavy-duty vehicles, and not just "transportation" as the average Albertan thinks of it.
 - Emissions from light-duty vehicles were gathered during the project, and there will be information on them in the report. Based on what we've seen at this point, the issue is heavy-duty vehicles because they have a much higher potential for emissions than the light-duty vehicles.
- The federal government is reluctant to make a national policy about tampering, but it is an issue that needs to be addressed.
- The contractor also compared Alberta's emissions to Oregon, where there is a regulated area where owners are required to have inspections, and an unregulated area where they aren't. The emissions from Alberta's vehicles are much higher than even the unregulated area in Oregon. It's possible to do this in a phased or graduated way and still see improvements.

- Is it domestic vehicles that are out of compliance, or vehicles coming from across the border?
 - Most of the vehicles measured at the vehicle inspection stations, including those coming from the US, were registered in Canada. Most of the truck traffic in Alberta is trucks that are registered in and are moving around in the province.
- The worst 10% of the heavy-duty vehicles are responsible for 60%+ of the emissions. If we can find a way to target them, we should.

4 Information Presentation: Urban Transportation Emissions and GHGs: Technologies and Behavioural Shifts Towards Zero Emissions

Dr. Bob Koch provided a presentation on a project being undertaken by the U of A and Simon Fraser University to look at urban transportation emissions in Edmonton and the different behaviour and technology shifts that can reduce emissions from the transportation sector. The project is being partially funded through the Climate Action Awareness Fund and is expected to take five years to finish.

CASA provided a letter of support for the work, and the data from the ROVER project was provided to the University of Alberta for use in the project.

Discussion

- There are a lot of vehicles in rural areas, including heavy equipment. Will this project look at any of those?
 - In this case, the focus is on the City of Edmonton because we are mapping pollutants and their health impacts over the population. If you have a truck on a farm, it may be a high emitter, but it won't impact many people.
- Can the information collected for this project be correlated with health effects in the geographic area?
 - We are working with a doctor at the U of A, and he has many patients with asthma. He has postal code information for them, but those people don't necessarily live there or spend most of their time at that location. It will be difficult to correlate that kind of information with emissions for our study; we would need a higher spatial resolution.
- As part of CASA's CAAQS Achievement project, the team got a presentation from a professor at the University of Victoria who was estimating the benefits of moving from internal combustion engines to electric vehicles. The work being done in this project could be used to support that type of work as well.
 - The GoA has a lot of expertise in this, and they are participating on the project. That kind of information would be valuable for policy development, and the GoA is interested in continuing to build on the work and leverage what's already happening.

5 Best Practices Guide for Dust Management in Alberta Project Team

David Spink, a co-chair of the project team, provided a presentation. The team was requesting a decision for release of the approved project funds so they can hire a consultant to complete the first project objective.

Discussion

- This is primarily a process issue. The project charter identified the funding needed for the project and was approved, but at the time we didn't specify where the funds would come from. CASA does have available project funds, and the amount being requested would be a small portion of it.
- The budget was approved at the board level, so there was an assumption the money was available to the project team.
- The total project budget is \$115,000, approximately half of which is for a literature review under objective 1. It would be good to know that if we complete our fundraising and don't have enough budget to cover the remaining tasks, that money would be available through CASA to complete the work. One of the tasks in the project charter is to actually put together the guide, and while that could be completed by the team, it would be very work intensive, and the team would prefer to hire a contractor to complete it.
- In the past, CASA has provided seed money for a project and then ask for the remaining budget through fundraising. However, if that additional funding wasn't available, CASA would have provided some additional funds as a backstop so the project could be completed. For example, \$100,000 of project funds was provided to the ROVER III Project Team, and they received a further \$130,000 from other sources. On the other hand, other folks may not be inclined to provide those extra funds if they know CASA will cover the shortfall in the end. We will need to decide on an approach to this for future projects to avoid them having to come back for a decision from the board to release funds in order to progress the project.

Decision: The board approved the release of \$60,000 from CASA's project funds for the Dust Project Team by consensus.

6 Information Reports and Opportunity for Questions

6.1 Executive Director's Report

There were no comments on the Executive Director's report.

6.2 Government of Alberta Update

Discussion:

- This is a good summary, thank you. The update says that the Air Zone Report for 2019-2021 is finished, but it hasn't been posted online yet. Do you know when it will be available?
 - Unknown, GoA staff will look into this.

- Approximately two years ago, GoA staff gave a presentation on the Alberta Emissions Inventory Reporting System. At that time, the 2018 data had been put into the inventory. It's a very good inventory and reporting system, but no further data has been added. Data from 2019 and 2020 should be available at this point. It's by far the best emissions inventory and is superior to the NPRI.
 - GoA staff will also look into this item and report back.
- The update talks about the Canadian Council of Ministers of the Environment working group on PM_{2.5}. It looks like that work has been deferred again. Is there any information on when it will be completed?
 - The group is trying to reach national consensus, which takes time. There is still active conversation, and while it may not be ready for the 2025 update, work is still ongoing.

Action: GoA staff will investigate when the Air Zone Report for 2019-2021 will be posted on the GoA website.

Action: GoA staff will look into the status of the Alberta Emissions Inventory Reporting System, and if there are plans to add more data.

6.3 Other Sector Updates

CASA staff attended the Canadian Prairies and Northern Section Air and Waste Management Conference held in Edmonton earlier this year. The North American conference will be held in Calgary in June 2024. It's not often held in Canada, and it will be a good opportunity for CASA staff and members to attend.

Andre noted that some updates on project teams will be distributed to the board after the meeting. They are one-page factsheets that can be distributed amongst the sectors for their awareness.

The next meeting will be held in Calgary, on September 7.

The meeting was adjourned at 2:41p.m.

The following action item(s) arose from the meeting:

Action: Staff will work with the GoA on a mandate for CASA so it can be incorporated into the draft strategic plan by the September board meeting.

Action: Staff and the SPSC will develop an approach for progressing review and revision of the draft strategic plan so it can be approved at the September board meeting.

Action: GoA staff will investigate when the Air Zone Report for 2019-2021 will be posted on the GoA website.

Action: GoA staff will look into the status of the Alberta Emissions Inventory Reporting System, and if there are plans to add more data.