

DAVENPORT TOWNHALL WITH MINISTER WILKINSON

In March, Minister Wilkinson came to Davenport (St. Anne's) to talk to the people of Davenport and to answer their questions on climate change. Here are a few of the Q&A's with the Minister.

Q. Emissions Cap—Davenport residents want to know when the emissions cap will be implemented?

A. Canada is the only country in the world that has done an emissions cap. In fact, I don't think there's any other country indicating that they're thinking about doing an emissions cap. In Canada, where oil and gas emissions are the largest single source of carbon emissions (almost 28%) we can't hit our targets if oil and gas are not part of the equation.

Q. Fossil Fuel Subsidies—Many Davenport residents believe that oil and gas companies, which are making a lot of money, don't need any subsidies from the government...So, how do we end all subsidies to fossil fuel companies, both efficient and inefficient ones?

A. G20 countries have committed to the elimination of what are called "inefficient fossil fuel subsidies" by 2025. Inefficient fuel subsidies are ones that incentivize developing additional production and are not allowed. Efficient fuel subsidies are really about investments that the government may make to reduce emissions from existing production. For example, we are helping the sector with respect to reducing emissions from the oil sands, but we are not investing in creating new oil sands projects. We were [all] supposed to do it by 2025 but Canada is the only country in the world that has done it thus far—that was done about six months ago. It is now in place. It is a restraint on what the government is allowed to do in terms of the investments it makes; and we are hoping that our friends and allies around the world who also are on the hook to do this will do it within the next year or so.

Q. Electric Vehicles—What can you tell us about the government's plan to move away from fully gas-powered cars and toward electric vehicles?

A. When developing a climate plan sometimes you use carrots to incentivize behavior, whether it's on the part of individuals or it's on the part of provincial governments. And there are other times where you use sticks, regulatory sticks, to try to motivate behavior because in the absence of some kind of stick, industries may not move at the pace that they need to move.

The automotive companies said that they could make the transition towards addressing climate issues. But the pace was slower than we would like, and more than science tells us that we need. So, one of the things that we have done is put in place a requirement that as of 2035 you will no longer be able to buy a gasoline or diesel power car in this country. Again, the automotive manufacturers think that's too fast. But it's a forcing function, and it's not only us. Europe has the same rules, the United States effectively has the same rules. At the end of the day, we need to make that transition to reduce emissions from the automotive sector. Even with the 2035 date, we're still going to have gasoline powered cars on the road until 2050.



Q. Carbon Tax—Canadians are struggling with affordability. The leader of the opposition is spinning a convincingly sounding argument that the carbon price hurts Canadians and hampers the economy. How do you convince people that the price on pollution is needed?

A. Putting a price on pollution is the most economically efficient way to reduce carbon emissions. And if you ask 100 economists, 99 and a half will tell you that is true. And we structured it in a way that makes it affordable. 8 out of 10 Canadian families get more money back than they pay. And those that live on the most modest means get much more money back than they pay. The people who get less money back than they pay are people who live in 6,000 square foot houses, or have a Hummer in their driveway, and a boat in the backyard. And at the end of the day, the fact that they pay more is because they are polluting more.

When the Premier of Saskatchewan decided he was going to stop remitting the price on pollution for home heating, then the rebate goes down for people in Saskatchewan, and those who suffer most are the people who live on the most modest incomes—making poor people poorer. But, I would say that A) the carbon tax is an effective mechanism, and we need to do a better job of speaking to it and B) for folks who care about the climate issue, Pierre Poilievre would be a disaster. His answer to fighting climate change is "technology not taxes". I worked in technology for 20 years and technology doesn't get developed and deployed on its own. It is part of a broad plan that includes investments in early-stage research. It includes working with companies to actually demonstrate technology. It includes regulations, investments [and incentives like the carbon price] to ensure the deployment of early technology like what Germany did with wind power.

The Minister responded to many other questions, including transitioning to sustainable jobs, nuclear energy, clean energy grids, the Trans Mountain pipeline and Greener Home Grants. You can find the full Q&A session by scanning the following QR code:



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Warm Welcome to Pat's Jamaican Jerk in Davenport



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Facilitating a Black Leaders Roundtable Discussion



Boosting Local Economy: Minister of Small Business Rechie Valdez Visits Davenport



Immersed in Art at Mercer Union: Unveiling 'Lovers' Wind' Exhibition



Meeting with the COSTI team: Unwavering Support to Refugees and Asylum Seekers



Exploring Talent in Davenport: Craft Ontario's 'Knotwork' Exhibit



Celebrating the 24th Anniversary of Casa Das Beiras CCC of Toronto



Exploring Davenport's Hidden Gems: The Silver Shack's Unique Photo Printing Services



Productive Talk with NATO Ambassador David Angell: Advocating for Canada's Defense Funding Plan



Engaging Discussions at St. Mary's Catholic Academy



JULIE DZEROWICZ
Member of Parliament
Davenport

FIGHTING CLIMATE CHANGE

SPRING 2024

A MESSAGE FROM YOUR MP

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Davenport friends and neighbours: amis et voisins de Davenport: One of the main reasons I ran for office and joined the Liberal team was because I wanted a government that would take climate change seriously and come up with an aggressive plan to combat it.

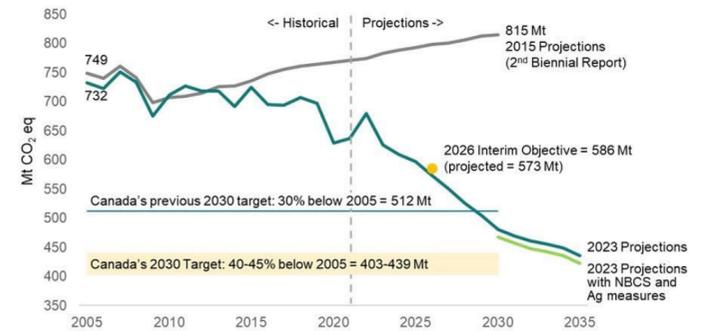
I am very proud with all that our federal Liberal government has done since 2015—in committing to the Paris Accord and Net-Zero by 2050 targets, in creating a national climate plan and becoming the first Canadian government to set a climate target and lay out a path to meeting it.

Our climate action plan is comprehensive with well over \$100 billion dollars committed and over 100 actions announced that will lead to a low carbon future for Canada. Key sections of our climate plan includes a price on pollution (aka carbon tax), the largest investment ever in nature conservation (goal to protect 25% or our land and waters by 2025), a ban on harmful single-use plastics, Canada's first-ever National Adaptation Strategy, zero-emissions vehicle strategy, a cap on fossil fuels, right to repair, sustainable jobs strategy, among many other key initiatives. You can read more about our comprehensive Climate change plan here: www.canada.ca/en/services/environment/weather/climatechange/climate-plan.html **So what is our plan?**

Our federal government has set a goal to cap and reduce carbon emissions by 40 per cent below 2005 levels by 2030 and net-zero emissions by 2050. As Canadians feel the impact of climate change in our cities and across the country, the federal Conservatives want to remove the price on pollution (aka carbon pricing or tax) which is the least costly and most efficient way to cut emissions. In addition, our federal government offers a rebate called the Canada Carbon Rebate that ensures the vast majority of Canadians will get more money back than they pay in carbon pricing. The federal Conservatives do not have an alternative plan to replace the price on pollution and make vague references to technology

leading the way to reduced emissions.

It is important to recall that Ontario Premier Ford eliminated the cap-and-trade system that was put in place by the previous Liberal provincial government. The cap-and-trade system was the Ontario plan to reduce the harmful pollution that is causing climate change.



Without a plan, Ontario lost \$3 billion in revenue from the system, and the federal carbon pricing is automatically applied to all provinces that do not have a mechanism to reduce emissions.

I support the call by many national groups to have the Prime Minister host a first Minister's meeting. The Premiers need to step up to say how they will meet their obligations under the national climate plan, if they do not want to continue with the price on pollution.

Our Plan is Working: Not only are Canadian emissions going down, but we are surpassing our targets. Canada's emission reduction performance has been the best among G7 nations over the past two years. We are capping emissions from the oil and gas industry, putting forward a credible strategy to get Canada's electricity grid to net-zero and making record investments in clean technology that is growing Canada's Clean Economy and creating good, sustainable jobs.

William Nordhaus, 2018 Nobel Prize winner for his work on pollution pricing, has endorsed Canada's pollution pricing system and says that "Canada is showing the world how carbon pricing should be done."

AXE the TAX *means* AXE the FACTS!

AXE-THE-TAX VS THE-FACTS

Carbon Pricing won't reduce GHG emissions



What the evidence shows: Not only does carbon pricing reduce emissions, but it does so at a lower cost than other approaches.

AXE-THE-TAX VS THE-FACTS

Carbon pricing drives up the cost of living and is a major cause of inflation



What the evidence shows: Canadian carbon pricing has a negligible impact on overall inflation.

AXE-THE-TAX VS THE-FACTS

It makes little sense to have both a carbon price and rebates



What the evidence shows: The price an rebate approach provides an incentive to reduce carbon emissions (due to price), while maintaining most households overall purchasing power (due to the rebate).

AXE-THE-TAX VS THE-FACTS

Carbon pricing harms Canadian business competitiveness



What the evidence shows: Canada's carbon pricing scheme is designed to help businesses reduce emissions at low cost, while competing in the emerging low-carbon global economy.

AXE-THE-TAX VS THE-FACTS

Carbon pricing isn't necessary



Unfortunately, the most vocal opponents of carbon pricing are not offering alternative policies. And they certainly aren't offering any alternatives that would reduce emissions at the same low cost as carbon pricing.

– An Open letter from Economists on Canadian Carbon Pricing Mar. 26, 2024

THE DISHONEST DEBATE VS THE HONEST DEBATE

Surely the opponents to carbon pricing strategy are proposing their own coherent plan to tackle climate change with effective measures to curb greenhouse gases. Instead, it's all slogans and politicking. Leaders such as Ford, Poilievre and Saskatchewan Premier Scott Moe seem to be against doing anything about that threat. (*Toronto Star Editorial, March 2024*)



The truth isn't very complicated: Climate change is a big problem and any course of action we choose to tackle it - including doing nothing - will involve significant costs. Our government made a deliberate decision to make a big chunk of those costs easy to see. It trusted Canadians to understand that fighting climate change involves real costs and to accept that they have a part to play.

Dumping the consumer carbon tax implies one of two things. Either a Conservative government will give up any serious attempt to fight climate change or it will rely even more heavily on those subsidies, regulations and tax gimmicks that hide the cost from voters. Ironically, though, they're less efficient than carbon pricing and will impose higher costs overall on the economy." (*Andrew Phillips, Toronto Star March 2023*)

We estimate grocery costs for the average household are approximately \$2 per month higher in Ontario as a result (of carbon pricing). (*School of Public Policy, University of Alberta April 2023*)

WHAT YOU GET

A family of four in urban Ontario will receive \$1,120 this year (in Alberta it's \$1,800)

Carbon pricing is **not** to blame for Canada's affordability challenges (*Institute for Research on Public Policy Dec 2023*)

In Ontario in 2023 most households received \$300 more in rebates than they paid in carbon taxes.

\$218 a year if you fully fill up a 60 litre tank every 2 weeks (this will let you drive about 22,000 km/year for a mid-size sedan to 15,600 for a full-size SUV)

WHY IT MATTERS

Environment Canada data shows this winter has been, by a wide margin, the warmest in the country's records, 5 degrees above historic norms – enough to “shock” David Phillips (Senior Climatologist, Environment and Climate Change Canada). “These numbers are just – wow,” “there was no winter weather; it just didn't come.”

2023 was by far the warmest year on record on the planet (*World Meteorological Organization, March 2024*)

The evidence is clear: Responding to climate change will not only create a better world for our children and grandchildren, but it will also make the world better for us right now.

**AXE THE TAX
MEANS
AXE THE FUTURE/
AXE THE PLANET**

MESSAGE TO PIERRE POILIEVRE:

You don't like the Carbon Tax – that's fine. But what is your proposal? Are you suggesting we do nothing? Because there is a cost to doing nothing.

There is no escaping the cost of climate change. But, a carbon tax is considered the most efficient and cheapest way to deal with emissions. Is your proposal cheaper? If not, then it's not really about affordability after all.