



Press Release



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“Clean Green” Quebec will not Meet Climate Targets

(Calgary, Alberta) Despite vast hydro reserves and a very good mass transit Metro system, the province of Quebec will not meet its climate targets, according to a new report “[The Contradictions in Quebec Climate Policy](#)”, says Friends of Science Society. The report has been issued in French and English with accompanying videos.

Author of the report, Ottawa energy policy consultant Robert Lyman, was a federal public servant for 27 years and diplomat for 10 years. According to Lyman, there are major contradictions in Quebec’s policy that will make their extreme greenhouse gas reduction targets extremely difficult to meet.

Quebec is one of the world’s lowest emitting jurisdiction. Even so, Quebec has adopted the most stringent climate policies of any Canadian province.

While claiming to be ‘clean and green’ with their massive James Bay hydro resources, Quebecers have rejected oil pipelines from Alberta, largely on climate change grounds. In reality, Quebec is the second largest petroleum market in Canada. Industry and residences are heavily dependent on oil and gas.

Though Quebec chose a ‘cap and trade’ deal with California over the option of aligning with the federal Canadian carbon tax, from the beginning much of the effectiveness of cap and trade was reduced through exemptions or free permits to major emitting industries in Quebec. Likewise, the emissions permit price is now a lower financial incentive to reduce emissions when compared to the federal carbon tax. The federal government requires that any provincial alternative to the federal carbon tax match the performance of the carbon tax, now at \$30/t. The most recent average price of cap and trade auction settlement average was Cdn \$23.77 (U.S. \$17.87 per tonne).

Quebec sees road passenger vehicles as central to reducing provincial emissions, but the likely maximum reduction might be only 5 megatonnes by 2030, not enough to make a big difference. Likewise, Quebec’s transit investments are not changing commuting habits; some 70% of all workers in Montreal take their private vehicle to commute to work, not the Metro.

Though electric vehicles have gained some popularity in Montreal, the numbers are still about 2% of sales.

Many people imagine that the vast Quebec hydro resources could decarbonize the province and power a full EV fleet. However, in a recent analysis in the [Financial Post](#), Jean Michaud and Germain Belzile pointed out that

replacing the current number of vehicles with EVs would still require around 37,350 MW just to recharge its converted electrical automotive fleet every day. This is close to the entire total 'reliable' generation of 44,000 MW of Quebec hydro. There would not be enough power for existing needs.

Quebec sees itself and presents itself to the world as a progressive society that cares about its people. Quebec's cap and trade climate policy does not include any tax rebate for its citizens, so its climate policy is regressive

The Canadian federal government forecasts that, over the next decade, country-wide greenhouse gas emissions by industry will rise. Quebec will be challenged to make any significant reductions, unless making hard, unpopular political choices to cut industrial emissions that it so far has been reluctant to do.

The Quebec emissions in 2015 were 80 Mt. The target for 2030 is 54 Mt. and the target for 2050 is down to 4 Mt, a far more difficult target.

The Contradictions in Quebec Climate Policy

[English Summary](#)

[English Report](#)

[Video](#)

Les Contradictions de la Politique Climatique du Québec

[Résumé](#)

[Rapport](#)

[Vidéo](#)

About:

Friends of Science Society is an independent group of earth, atmospheric and solar scientists, engineers, and citizens who are celebrating its 18th year of offering climate science insights. After a thorough review of a broad spectrum of literature on climate change, Friends of Science Society has concluded that the sun is the main driver of climate change, not carbon dioxide (CO₂).

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