

THE NATIONAL CLIMATE LEAGUE!

2020 STANDINGS
#MeasureWhatMatters



The Climate
Reality Project
CANADA

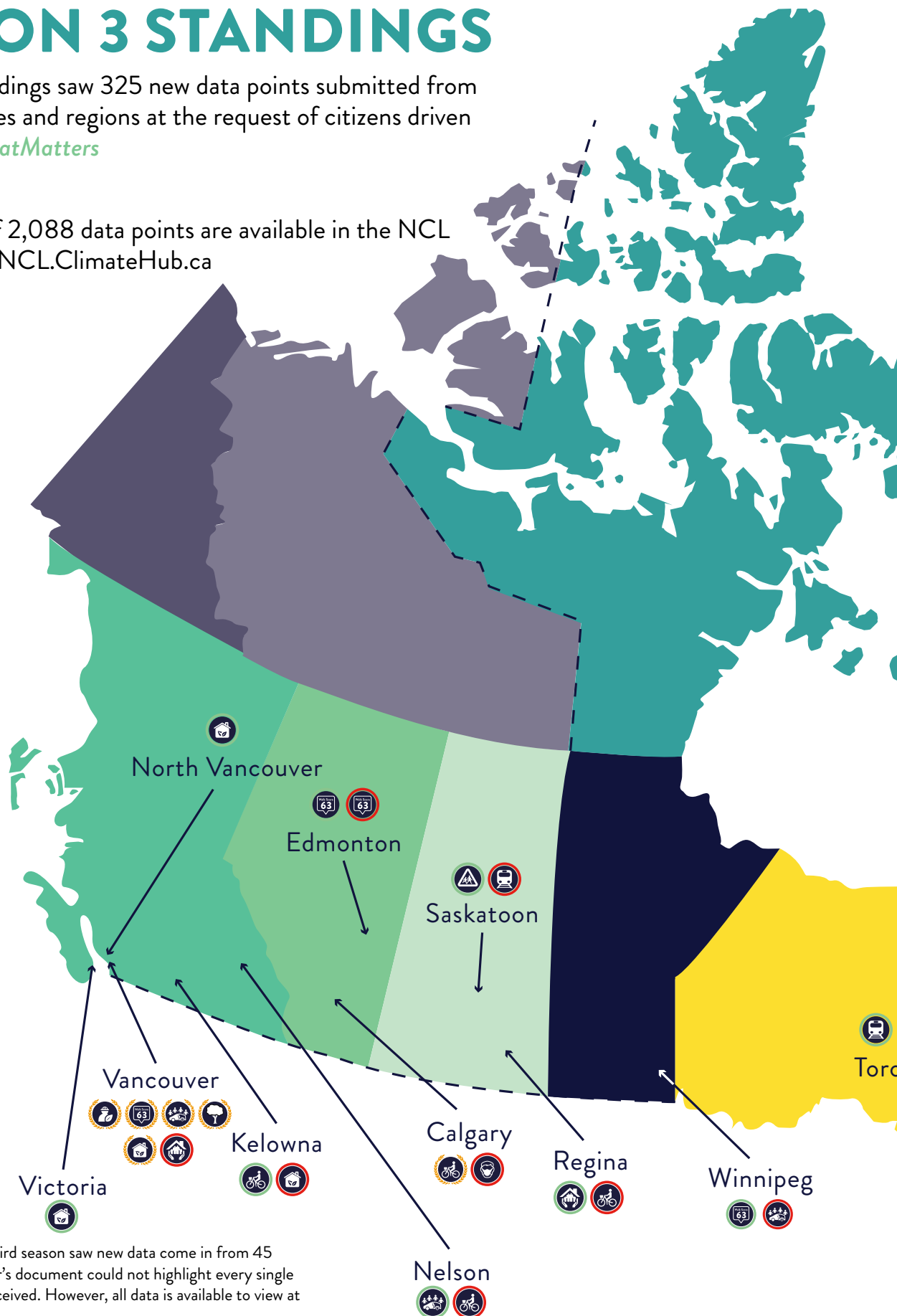


COMMUNITY
CLIMATE HUB

SEASON 3 STANDINGS

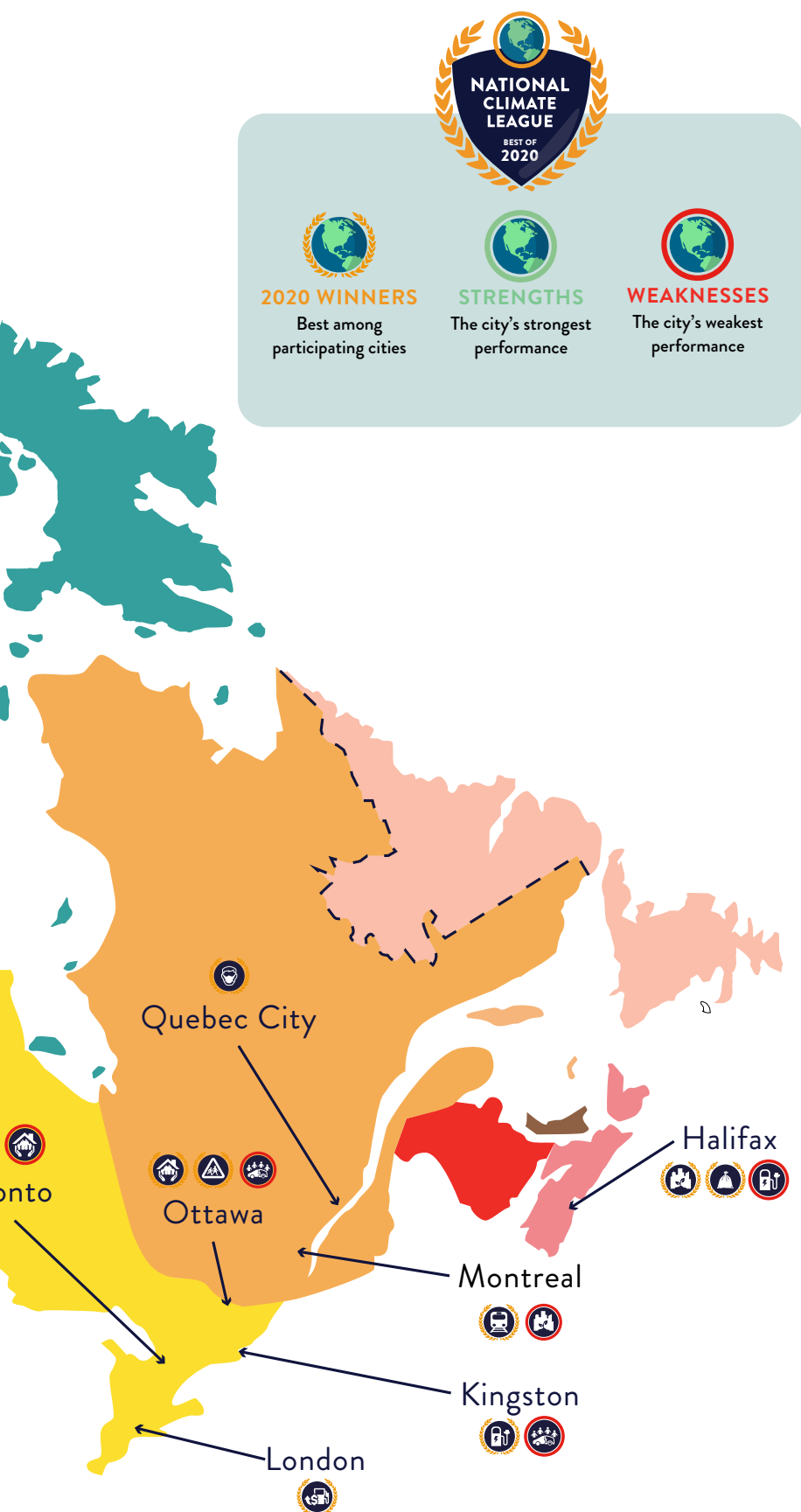
The 2020 Standings saw 325 new data points submitted from 45 municipalities and regions at the request of citizens driven to [#MeasureWhatMatters](#)

The Total Set of 2,088 data points are available in the NCL Stat Tracker at NCL.ClimateHub.ca



The Standings for the third season saw new data come in from 45 different cities. This year's document could not highlight every single piece of data that we received. However, all data is available to view at NCL.ClimateHub.ca.

PRIMARY INDICATORS



- AFFORDABLE HOUSING
- AIR QUALITY
- BIKE LANES
- EV CHARGING STATIONS
- FUEL EXPENDITURE
- LANDFILL WASTE
- LOCAL AGRICULTURE
- LOCAL ENERGY
- PUBLIC TRANSIT
- ROAD SAFETY
- SHARED VEHICLES
- SUSTAINABLE BUILDINGS
- SUSTAINABLE JOBS
- TREE CANOPY COVER
- WALKABILITY

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LEAGUE ADMINISTRATORS

League Commissioner : Dean Evangeliou

Regional Organizers : Jessica McIlroy (Southwest BC), Ymène Fouli (Alberta), Susan Lindsay (Manitoba), Martin Bush (Southern ON), Amelia Rose Khan (Toronto), Normand Beaudet (Western QC), Brenna Walsh (Atlantic), Asad Chishni (Territories), Laura Sacks (Interior and Northern BC), Pablo Rodriguez (SK), Lisa Kohler (Western GTHA), Imran Amanullah (North-East GTHA)

Writing : Dean Evangeliou, Joy Kwak, Kavita Singh, Ali Rivers, Gillian Mullan-Boudreau, Jenn Packer

Content Refinement : Dean Evangeliou, André-Yanne Parent, Muriel Vincent, Matthew Chapman, Imogene Stortini, Émilie Campbell-Renaud, Daphné Mongeau

Design : Chloé Miglierina, Shanice Tadeo, Dean Evangeliou, Imogene Stortini, Muriel Vincent

French Translation : Laure Fossecave, Hélène Montpetit

Concept : Dean Evangeliou, Matthew Chapman, André-Yanne Parent, Émilie Campbell-Renaud, Sofia Vedeckina

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THE NATIONAL CLIMATE LEAGUE

An unprecedented global pandemic leaves us more uncertain about tomorrow than ever before. Cities have shut down, millions of children are missing school, unemployment is affecting historic numbers of people around the world, and **everyone** is at risk. However, some are more at risk than others, as the global pandemic exposes and enhances the vast inequities and injustices in our society. While we work together to be resilient during this health crisis and build a better world post-COVID, another crisis looms, threatening to further exacerbate those inequities – the climate crisis. A **report**¹ released by the Intergovernmental Panel on Climate Change (IPCC) in 2018 emphasizes the escalating and unavoidable effects of the climate crisis – extreme climate events are occurring more frequently, and their effects are more severe than anticipated. One only needs to be reminded of the **fires**² engulfing Australia making global news earlier in 2020, the harrowing images of the Caribbean submerged by Hurricane Dorian, or the forest fires that recently ravaged Quebec, to understand that we are experiencing the effects of climate change. These threats place us all at risk, but disproportionately affect **people of colour**³, Indigenous communities, and populations in vulnerable situations– unveiling injustices along lines of race and class. Smaller-scale, grassroots organizing can establish the perfect base to enact these large-scale system changes.

We see small-scale organizing evolving into massive and influential movements all around the world, from the #MeToo movement, to the current discourse surrounding Black Lives Matter. These smaller scale movements are easier to begin in smaller communities such as municipalities. **Cities consume over 70 % of the world's energy sources**⁴; tackling the problem at a smaller urban scale could therefore be the key to unlocking a just recovery and a greener future. **In fact, the IPCC is preparing a report, set to be released in the coming years, detailing the potential governance and policy actions urban areas can take in the fight against climate change**⁵. The National Climate League therefore presents a key opportunity for a more participative democracy, resulting in the creation of public policy that is not only informed by the public, but co-created with their help. For these reasons, The Climate Reality Project Canada is more than happy to present to you the 2020 National Climate League Standings.

Dean Evangeliou
National Climate League Commissioner 2020

Unsplash © Matteo Fusco

HOW?

The purpose of the National Climate League (NCL) is to encourage municipalities to go 100% renewable by or before 2050!

Here's how you can use the NCL to work towards that goal!

- Leverage the data presented in the NCL to lobby their local governments to improve in areas their municipality might be lagging behind in.
- Connect with other people within your community and communities across the country to hold our elected officials accountable in transitioning to renewables by 2050, therefore, improving the lives of Canadians.

Submitted data is accessible in our open database Stat Tracker at NCL.ClimateHub.ca



WHAT & WHEN?

JANUARY-FEBRUARY 2020

- Finalizing the 2019 NCL Standings.
- Organizing and planning launch events across the country.

MARCH- MAY 2020

- Evaluation of last year's Standings – what can be improved on for next year?

JUNE 2020

- Our new National Campaign Manager, and lead coordinator for the 2020 NCL Standings joins the team! Welcome to Dean Evangeliou!

JULY-OCTOBER 2020

- Data Collection Season! Engaging and equipping Regional Organizers and Data Hub Captains in collecting data submissions from their elected officials.

NOVEMBER-DECEMBER 2020

- Volunteer sign-up for writing and data visualization for the upcoming Standings.
- Coordinating and organizing launch events set to be had in late February for the 2021 launch.

FEBRUARY 2021

- February 23rd, 2021 – official launch of the National Climate League 2020 Standings!
- Launch events coordinated with hubs and regional organizers to promote and introduce the Standings to the general public.

MARCH 2021 AND ONWARD...

- Evaluation of the Standings – evaluating successes and failures, how can we make this better moving forward?

WHERE WE'VE COME FROM...

This year's National Climate League is version 3.0, the third official iteration of the Standings. First conceived by The Climate Reality Project Canada in 2017, and first published in 2018, the National Climate League Standings have come a long way - we've collected over 2,088 data points across dozens of Canadian cities over the last three years. The 2019 Standings were downloaded over 600 times since its launch last year, and we're hoping to top that with this year's Standings! Citizens are becoming more and more engaged each year as they are inspired by their neighbours and fellow hub members to take action at the city level. Each season, our indicators continue to be refined to include data that is both informative and easily accessible.

WHY NOW...

People are engaged now more than ever before! Hundreds of thousands of people took to the streets across the world in 2018 demanding more strict climate regulations from their elected officials. More and more people are understanding the complexity and intersectionality of the climate crisis. Solving the climate crisis isn't only solving one issue but gives us an opportunity to create a better world in so many ways. Policy proposals like the Green New Deal are gaining political traction in so many different countries⁶. We're at an inflection point, and people want a future that is cleaner and more equitable. Just in the last few months, the Canadian government announced sweeping policies that will get Canada on track to net-zero emissions by 2050⁷. In late 2020, the federal government announced bill C-12 – new legislation with accountability measures with the goal of net zero emissions by 2050. In accordance with the new bill, the carbon tax was increased from \$30 a tonne to \$170 a tonne⁸. Therefore, we see political will from the highest order of government, we need to ensure that translates at a municipal and local level as well.



THANK YOU

The team at The Climate Reality Project Canada wants to extend our sincerest thank you to everyone that was involved in the creation of this year's Standings! Your engagement and contributions are a testament to how citizen participation can be met with municipal collaboration to decarbonize our cities and improve data transparency! Up up and away to the future!

INDIVIDUALS

ALI RIVERS
AMAL MELKI
AMELIA ROSE KHAN
AMY SCHNURR
ANDRÉ-YANNE PARENT
ANDREW WILLIAMSON
ASAD CHISHNI
BRENNAL WALSH
CAROLE MAINVILLE
CAROLINA CRUZ-VINACCIA
CHLOÉ MIGLIERNA
DAPHNÉ MONGEAU
DAWN MOORHEAD
DIANE FURLONG
DOMINIKA SEKULA
DORAN HOGE
ÉMILIE CAMPBELL-RENAUD
GILLIAN MULLAN-BOUDREAU
HÉLÈNE MONTPETIT
IMOGENE STORTINI
IMRAN AMANULLAH
JENN PACKER
JESSICA MCLLOY
JOY KWAK
JUDY FAINSTEIN

KAITIE WOROBEK
KAVITA SINGH
KELLY QUINTERO
LAURA SACKS
LAURE FOSSECAVE
LISA KOHLER
MARCO VIVIANI
MARGRET ASMUSS
MARSHA SMITH
MARTIN BUSH
MATTHEW CHAPMAN
MATTHEW REGIER
MEGHAN REISER
MURIEL VINCENT
NICHOLAS GALL
NORMAND BEAUDET
PABLO RODRIGUEZ
ROB DEGLAU
ROLAND SELINGER
SHANICE TADEO
SOFIA VEDECHKINA
SUSAN LINDSAY
TINA PORTMAN
VICTORINE MICHALON
YMÈNE FOULI

MUNICIPALITIES

BRAMPTON, ON
BURNABY, BC
CALGARY, AB
CASTLEGAR, BC
CHARLOTTETOWN, PE
CLARINGTON, ON
CRANBROOK, BC
CRESTON, BC
DURHAM REGION, ON
EDMONTON, AB
FREDERICTON, NB
GATINEAU, QC
HALIFAX, NS
HALTON HILLS, ON
HALTON REGION, ON

KELOWNA, BC
KINGSTON, ON
LAVAL, QC
LONDON, ON
MAPLE RIDGE, BC
MILTON, ON
MONTREAL, QC
NELSON, BC
NIAGARA REGION, ON
NORTH VANCOUVER, BC
OAKVILLE, ON
OTTAWA, ON
PENTICTON, BC
PETERBOROUGH, ON
PORT HARDY, BC

REGINA, SK
RICHMOND, BC
SASKATOON, SK
SAULT STE MARIE, ON
SHERBROOKE, QC
SMITHERS, BC
ST. JOHN'S, NL
SUMMERLAND, BC
THUNDER BAY, ON
TORONTO, ON
VERNON, BC
VICTORIA, BC
VICTORIAVILLE, QC
WINNIPEG, MB
YORK REGION, ON

PRIMARY INDICATORS

This year, the primary indicators are organized by 7 key groupings. Buildings, Clean Air, Energy, Food, Jobs, Roads and Transportation.

Methodology



AFFORDABLE HOUSING

Report the average monthly rental price as calculated by the Canadian Mortgage and Housing Corporation.



AIR QUALITY

Take the average daily readings from the historical information of the Air Quality Health Index and report the number of days during the most recent full calendar year measuring 4 (of 10) and above on the Index scale.



BIKE LANES

Report the total kilometres of bicycle lanes and paths.



EV CHARGING STATIONS

Submit the number of Level 2 and Level 3 electric vehicle charging stations. Data available via PlugShare's online map. CD: per 100,000 residents.



FUEL EXPENDITURE

Submit the total gasoline and diesel fuel expenditure. Municipalities can obtain this data from the Kent Group. CD: per household.



LANDFILL WASTE

Add the annual tonnage of waste sent to landfill to the tonnes of waste incinerated. CD: per household.



LOCAL ENERGY

Add gigajoules of energy produced by renewable means within city limits (include landfill gas-to-energy) to the gigajoules of energy conserved through city-led energy efficiency programs. CD: per capita.



Where data is sufficient, municipalities are compared alongside their peers in cohorts, based on the following population brackets:

Large: > 600,000 residents
Medium: 200,000-600,000 residents
Small: < 200,000 residents

Municipalities are invited to submit data as they are able on an ongoing basis, thus the NCL Stat Tracker contains a more complete data set than was available at the time of publication. CD = comparable denominator



Add gigajoules of energy produced by renewable means within city limits (include landfill gas-to-energy) to the gigajoules of energy conserved through city-led energy efficiency programs. CD: per capita.



Provide total annual trips based on the ridership statistics reported by transit authorities. CD: per capita.



Submit the number of serious pedestrian and cyclist injuries reported by public health authorities. Classification of a serious injury is determined by the Injury Severity Score. CD: per 100,000 residents.



Provide the number of shared fleet vehicles based within municipal boundaries. i.e. Zipcar, Communauto, etc.



Report the number of buildings certified LEED Platinum, Passive House, or Living Building compiled in their respective online databases. CD: per 100,000 residents.



Report the number of Benefit Corporations. This data can be obtained from B Corp Canada. Comparable Denominator (CD): per 100,000 residents.



Provide the percentage of municipal territory under tree canopy. Tree canopy estimates can be calculated using i-Tree Canopy's online tool.



Report your municipality's Walk Score as calculated by WalkScore.com.

SUSTAINABLE DEVELOPMENT GOALS








Each Primary and Complementary Indicator is linked to Sustainable Development Goals and many are associated with a solution from Project Drawdown.








COMPLEMENTARY INDICATORS

Methodology

EMISSIONS

- TOTAL EMISSIONS**  Report the annual tonnes (CO₂ eq) of greenhouse gases emitted by all residents and organizations in your municipality.
- INDUSTRIAL EMISSIONS**  Report the annual tonnes (CO₂ eq) of the greenhouse gases emitted by the industrial sector.
- BUILDING EMISSIONS**  Report the annual tonnes (CO₂ eq) of the greenhouse gases emitted by the building sector (all stationary energy).
- TRANSPORTATION EMISSIONS**  Report the annual tonnes (CO₂ eq) of the greenhouse gases emitted by the transportation sector.
- WASTE EMISSIONS**  Report the annual tonnes (CO₂ eq) of the greenhouse gases emitted by the waste management sector.


GOVERNANCE

- CARBON BUDGET**  Indicate whether the city has adopted & applied a carbon budget.
- CLIMATE MITIGATION PLAN**  Indicate whether your municipality has a current, fully funded climate change mitigation plan to reduce emissions.
- CLIMATE TEST/LENS**  Indicate whether your municipality systematically applies a climate test (full lifecycle GHG impact) to major projects and expenditures.
- GHG INVENTORY FREQUENCY**  Indicate whether your municipality conducts an annual emissions inventory.
- GHG INVENTORY METHODOLOGY**  Indicate whether emissions inventories are conducted according to the international standard: GPC methodology.
- CLIMATE ADAPTATION PLAN**  Indicate whether your municipality has a current, fully funded adaptation plan to prepare for impacts of extreme weather.
- PUBLIC PARTICIPATION**  Indicate whether this is required before approving any project whose budget amounts to more than 0.1% of the municipality's total budget.


BUILDINGS

- BUILDING CODE**  Indicate whether your municipality requires new and renovated buildings to meet higher efficiency standards than the provincial building code.

CONSUMPTION

- DIETARY CHOICES**  Indicate whether your municipality requires its facilities to offer low-carbon menu options (vegetarian, vegan, local, organic).

FINANCE

- DIVESTMENT**  Indicate whether your municipality has put forward a plan to divest its pension and other funds from fossil fuels.



IN 2017, THE BUILDING SECTOR WAS RANKED THE THIRD HIGHEST SOURCE OF EMISSIONS IN CANADA⁹. THAT'S WHY BUILDINGS ARE SUCH AN IMPORTANT TARGET FOR GHG EMISSION REDUCTION. SUSTAINABLE, AFFORDABLE BUILDINGS ARE CRUCIAL FOR US TO CREATE BETTER LIVES FOR OURSELVES AND THINK ABOUT LONG-TERM CLIMATE IMPACTS. THEREFORE, WE DIVE DEEPER INTO THE FOLLOWING TWO INDICATORS.

AFFORDABLE HOUSING



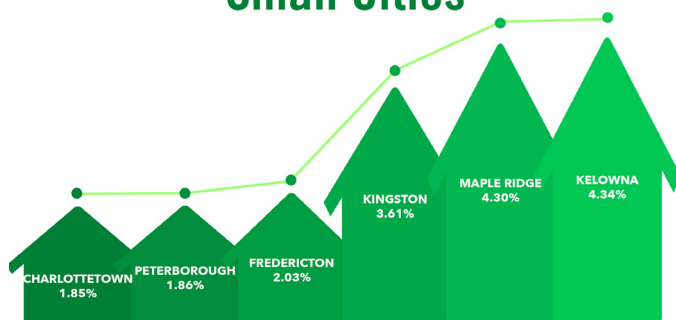
Why this Indicator is Important

Housing is a basic human need that is required for the physical, emotional, and social well-being of individuals and communities. Access to affordable housing ensures that everyone has a place to live and an opportunity to participate fully in society. In Canada, to be affordable, housing should not cost more than one-third of total household income **before-tax**¹⁰. Affordable housing that is located within urban centers, close to people's place of work and that incorporates green infrastructure will make more efficient use of land, transportation systems, and energy resources¹¹. These housing units can contribute towards the reduction of carbon emissions and lessen the impacts of climate change.

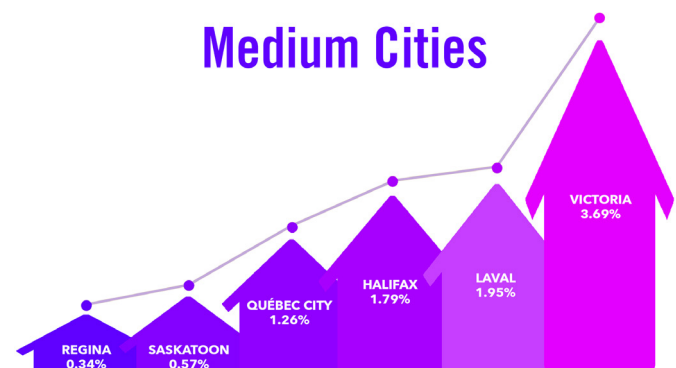
Winning City

Between 2015-2019, the city of Ottawa achieved the lowest average annual increase in rental costs amongst cities that experienced economic growth. Technically, both Calgary and Edmonton saw a decrease of 0.29% and an increase of 0.05% respectively in rental costs, however, the lower housing cost can be related to shrinking economies¹² in the Prairies.

Small Cities



Medium Cities



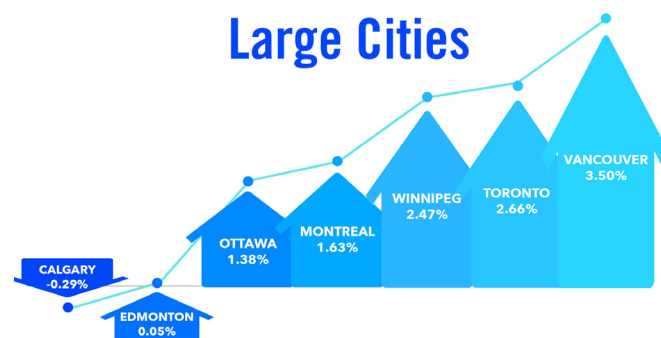
Growth in rental prices in Ottawa averaged 1.38%, which is only slightly below the average inflation rate¹³ of 1.67% across the same time period. Over the last six years, the city of Ottawa¹⁴ has built approximately 1,800 new affordable housing options for its citizens. However, troubling reports have arisen since the pandemic began. According to the Ottawa citizen¹⁵, Ottawa's housing prices are on the rise, completely reversing strides made in the last four years. It will be important to see how housing prices evolve over the course of the pandemic for next year's iteration of the Standings. Policies matter to ensure that in crisis situations, such as the COVID-19 pandemic, social gains that were previously achieved do not deteriorate. We will therefore follow closely how Ottawa is setting guidelines on how to maintain their affordable housing situation in the upcoming months. It is never to be taken for granted, and citizens can use the NCL to work with their elected officials to ensure protective measures are in place to guarantee access to affordable housing!

Community Comes Together in New South Wales

New South Wales is a brilliant example of how the private sector and public sector can collaborate to make housing more affordable and accessible. Alongside its partners, non-governmental organizations and local housing groups, New South Wales is developing and/or renovating **23,000 social housing units in older neighborhoods, 40,000 private residences, and 500 low-cost units**¹⁶. This initiative, called the **Communities Plus Program**, also reinvests funds to the many other areas of housing affordability that need to be addressed, such as creating public spaces and facilities.

Average Annual Increase in the Cost of Housing 2015-2019

Large Cities



SUSTAINABLE BUILDINGS



VANCOUVER

Why this Indicator is Important

Globally, residential and commercial buildings utilize about 30 % of total energy, which is supplied mostly by fossil fuels that cause **greenhouse gas emissions**¹⁷. In Canada, homes and buildings are the third largest contributor to greenhouse gases (13 %), after oil & gas (26 %) and transportation (**25 %**). The greening of the building sector, therefore, can contribute significantly to the mitigation of climate change. Sustainable buildings incorporate environmentally responsible designs and materials to conserve energy and other resources. By being more energy and resource efficient, sustainable buildings can lead to long-term economic benefits. The Leadership in Energy and Environmental Design (LEED) program is a globally recognized certification process for sustainable buildings, that has rating systems for building design, construction, operation, and maintenance. The highest credential buildings are rated as Platinum (**80 + points earned**)¹⁸. It is important to note that there are other “green building”¹⁹ certifications, and moving forward in future iterations of the NCL we will try to include more.

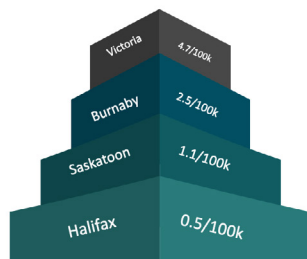
Sustainable Buildings - Small Cities

LEED Platinum, Passive House, Living Building/100k Residents



Sustainable Buildings - Medium Cities

LEED Platinum, Passive House, Living Building/100k Residents



Winning City

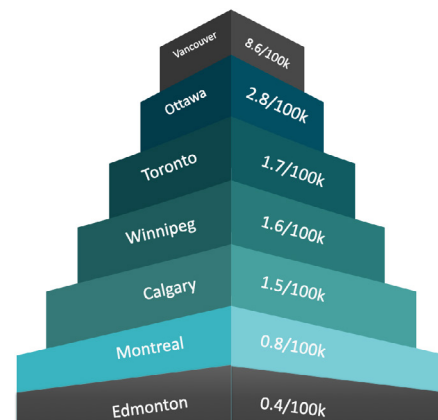
One of the most populous cities in Canada, the city of Vancouver has created a rich policy landscape that fosters the adoption of “green buildings”. In 2020, the city of Vancouver had approximately 8.6 certified LEED platinum, Passive House or Living Buildings per one hundred thousand residents, the most out of any large city in the country. In 2016, the city of Vancouver adopted its “Zero Emissions Building Plan20” (ZEB). In this plan, the city committed to only build new ZEB’s, while retrofitting any other old buildings to reach those energy efficiency standards. This plan is also closely coordinated with the province of British Columbia’s Energy Step Code²¹, which aims to get all new builds in the province to zero emissions by 2032.

Stepping it up in Gurgaon

India placed third²² in the U.S. Green Building Council’s global assessment of the countries with the best implementation of the LEED Building System, which aim to produce buildings that cut back on energy and water use, decrease carbon emissions, and make occupation more affordable. **Gurgaon**²³ has joined in the country’s growing efforts to green-ify buildings through roof surface evaporative cooling systems, hollow walls, reflective roofs, and specially-designed windows that allow for cross-ventilation.

Sustainable Buildings - Large Cities

LEED Platinum, Passive House, Living Building/100k Residents





CLEAN AIR

Unsplash © Aziz Ayad

GREENHOUSE GASES AND OTHER AIR POLLUTANTS ARE HAZARDOUS TO OUR HEALTH²⁴. THESE AIRBORNE POLLUTANTS ARE DIRECTLY LINKED TO A VARIETY OF PERVASIVE AND DANGEROUS LUNG DISEASES. ADDITIONALLY, THESE AIR POLLUTANTS TEND TO HAVE A DISPROPORTIONATE EFFECT ON INDIVIDUALS IN SITUATIONS OF SOCIOECONOMIC VULNERABILITY. THEREFORE, TAKING CARE OF OUR AIR AND THE NATURAL ENVIRONMENT THAT SURROUNDS US IS OF PARAMOUNT IMPORTANCE IN THE FIGHT FOR CLIMATE JUSTICE. THE FOLLOWING TWO INDICATORS ARE USED TO PAINT A BETTER PICTURE OF A MORE SUSTAINABLE NATURAL URBAN ENVIRONMENT.

AIR QUALITY



QUÉBEC CITY

Why this Indicator is Important

Greenhouse gas emissions undoubtedly²⁵ spew various toxic pollutants throughout the air that we breathe. According to the World Health Organization, numerous air pollutants are directly linked to lung disease, other respiratory illnesses, various skin diseases, and even neurological disorders²⁶. Humans aren't the only ones impacted by poor air quality. Animals²⁷, especially those living with urban areas, are known to contract various illnesses attributed to poor air quality. Acid rain and other pollutants kill plants²⁸ and reduce agricultural productivity. Poor air quality also impacts those in situations of socioeconomic vulnerability²⁹. In more developed cities, it's the most vulnerable who live in "cramped informal settlements who feel the full force of air pollution"³⁰, and in developing nations, there are usually less stringent rules in regard to vehicle emissions and more polluting plants³¹.

Winning City

This year, the city of Québec takes the lead in the air quality indicator, although last year's winner, Halifax, continued to do well. In 2011, the provincial government enacted the Clean Air Regulation Act³², which closely monitors and

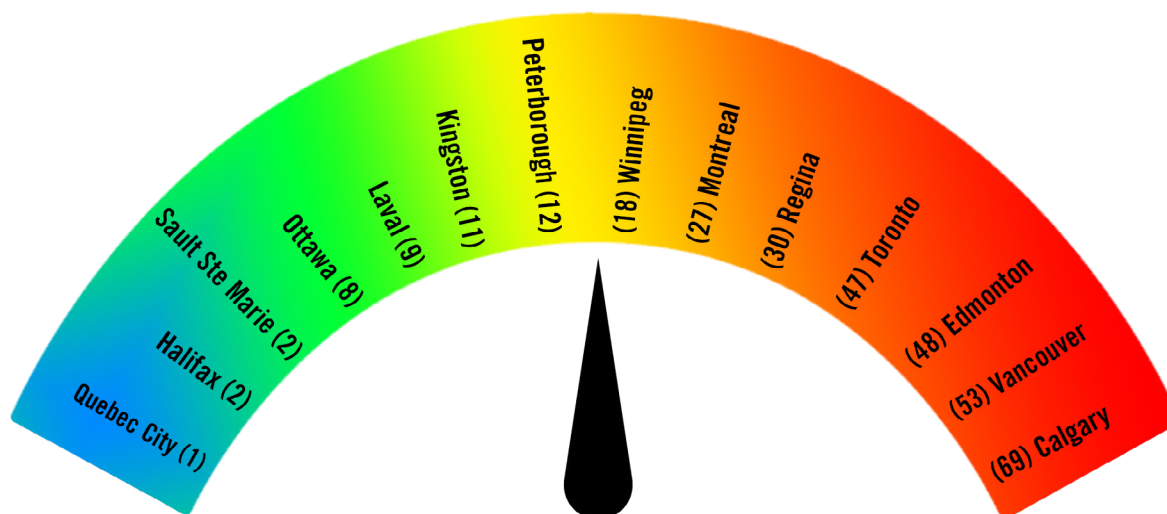


regulates the amount of atmospheric contamination in the air in the province. This act uses the Air Quality Health Index and other air quality indexes established by the provincial government to judge the number of particles in the air. This is an important example of cities being arms of the province via the Canadian constitution, and often, money and policies that come from the province influence the trajectory of cities.

Breathing the World's Cleanest Air

The Bahamas was ranked the world's cleanest country in terms of air quality in 2019 according to **IQ Air**³³. Nassau, in New Providence, recorded some of the cleanest air quality and extremely low PM 2.5 concentrations in 2019 (satisfactory according to WHO recommendations). This is due to a number of factors, such as low-density industrial activity and strong winds (which transport any emissions to nearby waters). The city also has diverse environmental and air quality policies and legislations, such as the Environmental Health Air Emissions Regulations that requires all projects with emissions to "obtain permit approval by the **Director of the DEHS**³⁴.

Smog Days per Year (2019)



TREE CANOPY COVER



VANCOUVER

Green infrastructure in our built landscape provides immeasurable ecosystem services as well: in a time of increasing temperatures and emissions, trees keep our cities cooler and sequester carbon; as we weather more frequent and intense storms, trees mitigate runoff and reduce erosion; and as we face unprecedented biodiversity loss, trees provide havens for wildlife within **cityscapes**³⁵. We must acknowledge that access to tree canopy & other natural areas is not **equal**³⁶. Socioeconomic factors including race, income, and education have shaped decades of planning and management, and structurally disadvantaged **BIPOC & low-income communities**³⁷. We must advocate for environmental justice in the form of equitable policies and prioritized planting investment in neighborhoods that have been neglected due to systemic biases for years.

Winning City

This year, Metro Vancouver has largest percentage of land covered by trees out of all the cities we collected data for.

Why this Indicator is Important

The pandemic reaffirmed the essential role and intrinsic value of urban green spaces. These places help us manage anxiety and uncertainty, and give us space for exercise and safe socializing.



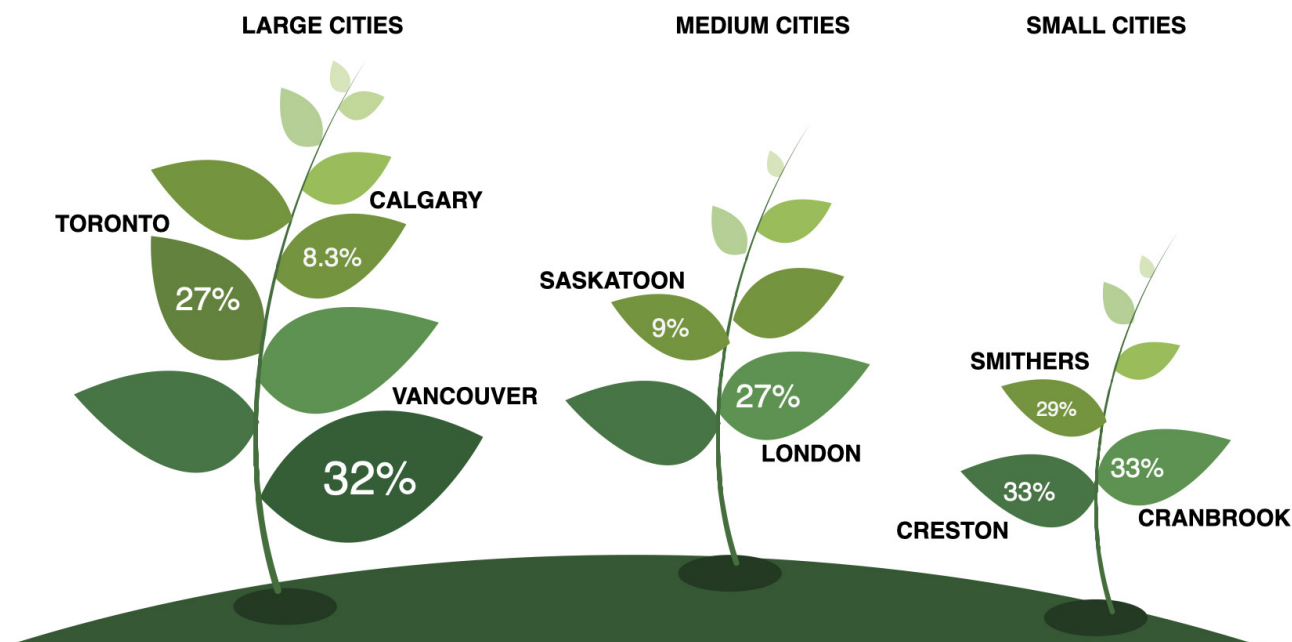
We were unable to collect updated data from last year's winner Halifax. The city of Halifax last published their Urban Forestry Report in 2013³⁸, and we therefore only have data points for that year. The city of Vancouver established firm goals that got them the top spot in this year's Standings. Through their Urban Forest Strategy³⁹, the city of Vancouver planned to plan 150,000 trees between 2010 and 2020, restore and enhance 25 hectares of natural area by 2020, and to double street tree density in below-average blocks by 2030. The metro area of Vancouver understands the importance of trees in creating healthy and livable communities, and this is exemplified through their Urban Forest Strategy Plan.

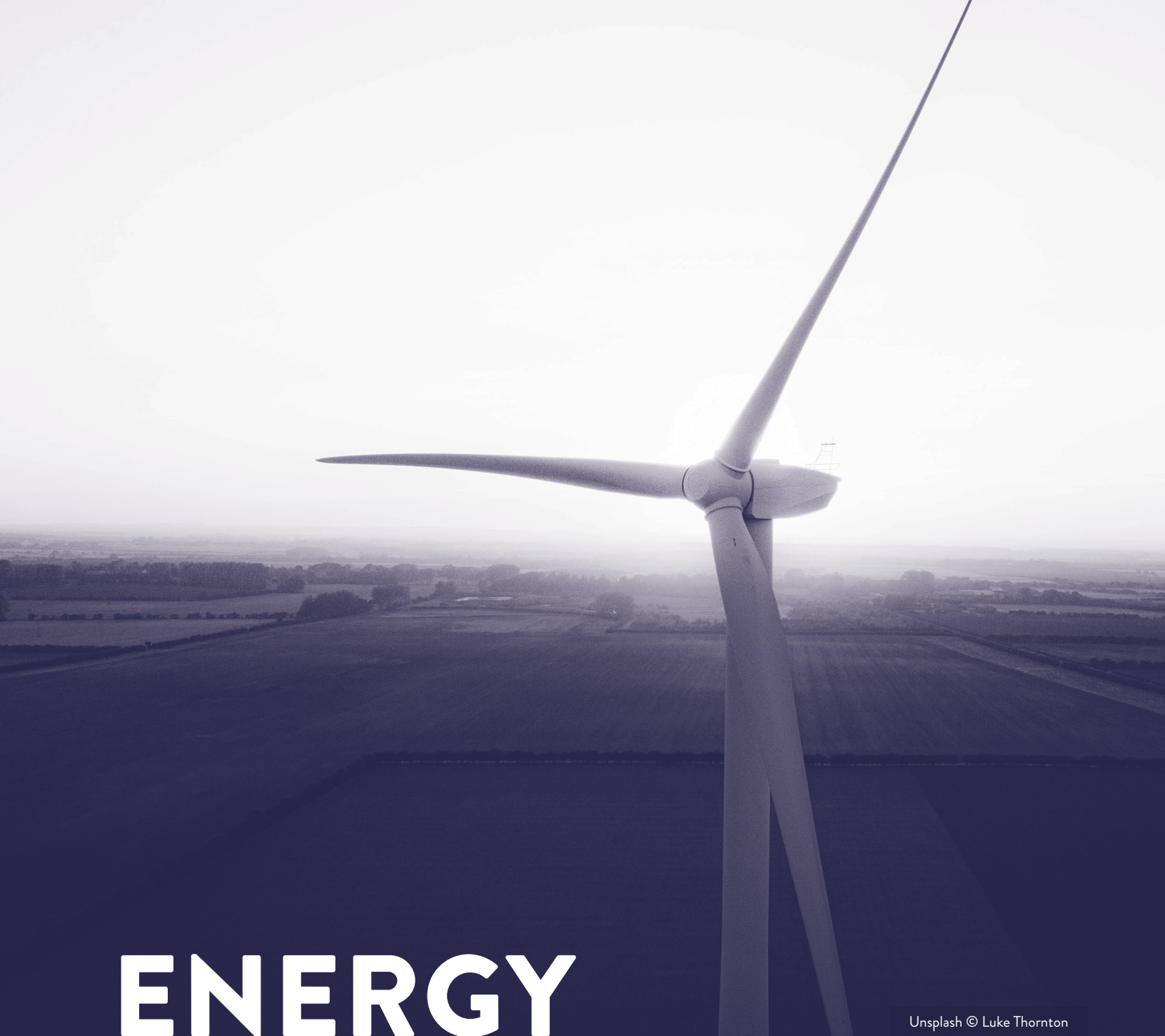
Planting through planning and policy

Although not a current runner up in global tree coverage studies, **Tacoma (US)**⁴⁰ is hoping to significantly increase its tree coverage up to 30 % by 2030. The city currently has 17% coverage, but has included urban forestry policy in their plan and aims to "enhance urban forest resources" by providing support on areas like community gardens, education, and designing public infrastructure to include trees.

Tree Canopy Cover

Percentage (%) of municipal territory under tree cover





ENERGY

Unsplash © Luke Thornton

ENERGY IS THE KEY TO ALL MOVEMENT. BY REDUCING OUR CONSUMPTION OF FOSSIL FUELS, INCREASING EFFICIENCY, AND TRANSITIONING TO GREENER SOURCES, WE CAN CUT COSTS, REDUCE GHG EMISSIONS, ENCOURAGE SUSTAINABLE GREEN JOBS AND IMPROVE SECURITY IN LOCAL COMMUNITIES. WE LOOKED INTO THE FOLLOWING TWO INDICATORS.

FUEL EXPENDITURE



Why this Indicator is Important

Canada is one of the global leaders in consumption of refined petroleum products like gasoline and **diesel**⁴¹. Gasoline and diesel use has both direct (i.e. the use of the fuel) and indirect (i.e. emissions from distribution, manufacturing, etc.) GHG impacts that combined are a significant part of a household's emissions. The reduction of household expenditure on gasoline and diesel is a sign of transition to lower carbon transportation alternatives in a community. Canada overall has seen a decrease in average expenditure per household on gasoline and other **fuels from 2013-2017**⁴². We can use fuel expenditure to give us insight into a municipality's dependence on fossil fuels and if alternatives are being used for **transportation**⁴³.

Winning City

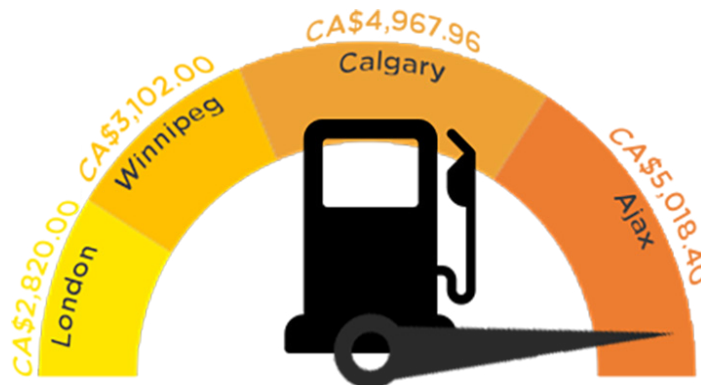
The city of London's annual average expenditure for fuel is low compared to other cities we were able to collect recent data for. Updated data for last year's winner, Ottawa, was not found for this year, so we chose to highlight another city that is leading the way! In the city of London, the demand for alternative sources of mobility⁴⁴, such as public transit and cycling, are competitive with demands for private vehicle



usage, which helps keep fuel costs low for a household. The city of London is also committed to reducing its greenhouse emissions to net zero by 2050, and by 30 % by 2030 through its Climate Action Emergency Plan⁴⁵.

Low and Ultra Low Emissions

Low Emission Zones (LEZ)⁴⁶ are areas where certain vehicles are restricted from entry or fined in order to improve air quality. **The London (UK) LEZ** is one of the largest in the world, coming into effect in 2008 and becoming increasingly regulated with time. Vehicles such as older diesel-engine trucks, buses, coaches, vans, and minibuses are not allowed in order to reduce emissions in the city. In 2019⁴⁷, the London Ultra Low Emission Zone was designated, which charges most polluting vehicles driving in the Central London area. This area is expected to continue to expand in the next year.



Average Annual Expenditure on Gasoline & Diesel per Household

LOCAL ENERGY



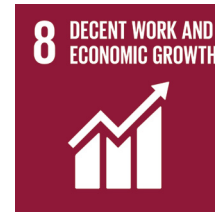
Why this Indicator is Important

According to Natural Resources Canada⁴⁸, approximately 82 % of our greenhouse gas emissions come from energy. Canadians tend to use more energy due to our dispersed population and our

extreme temperatures. Specifically, the country's oil and gas sector continues to expand due to ongoing exploration and extraction of our oil sands in the Prairies. According to GoodEnergy⁴⁹, locally sourced energy has five key benefits. It provides energy security, builds infrastructure and creates opportunities for renewables, requires less energy transportation therefore reducing emissions, can create more local jobs, and lastly, can ensure that a fairer price is paid. Locally produced renewable energy also provides an opportunity to address calls for **environmental justice**⁵⁰ and move towards a green future that is more equitable. The renewable and local energy job sector is a growing job sector, and could therefore provide employment opportunities for those that need. Additionally, renewable energy relies on green technology, which will help prevent air pollution and improve air quality and water quality in areas that need.

Winning City

Although there is no chosen "winning city" for this year's iteration of the Standings, there are so many local communities that are taking the lead in advancing local energy ini-



tiatives! The people of the Kiashke Zaaging Anishnaabek (KZA)/Gull Bay First Nation in Ontario are the first to house the country's first ever fully integrated microgrid⁵¹. Many remote Indigenous communities are not connected to the provincial electricity grid, and are therefore reliant on costly and dirty diesel generation to power their communities. With the introduction of the microgrid, Gull Bay First Nation will therefore be able to electrify their community with clean energy for the first time ever.

100 % Local

Copenhagen, Denmark, is pursuing its unique goal to become the world's first completely carbon-neutral city in 2025⁵² by agreeing to host a variety of diverse renewable energy projects. The city is quickly catching up to its goal, using its offshore wind turbines to provide electricity to most residents, and using geothermal energy as well as heat plants and power plants to cover heating needs. This is all thanks to Denmark's commitment to rely 100 % on local renewable power and heat by 2030, and to use 100 % renewable energy for all energy needs by 2050. Establishing partnerships, such as Copenhagen's partnership with Malmö (Sweden), are a great way to collaboratively create strategies, compare results, and share advice.





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ACCORDING TO THE UNITED NATIONS, OUR FOOD SYSTEMS ACCOUNT FOR 30% OF OUR GREENHOUSE GAS EMISSIONS⁵³. THE FOLLOWING TWO INDICATORS ILLUSTRATE HOW YOUR CITY IS DOING ON MANAGING ITS LOCAL FOOD SYSTEMS.

LANDFILL WASTE



HALIFAX

Why this Indicator is Important

The world continues to use natural resources unsustainably, with a linear take-make-waste economy. Waste disposal in landfills has associated economic, social, and environmental burdens.

The decomposition of waste in landfills produces methane and carbon dioxide, greenhouse gases contributing to climate change. Emissions from Canadian landfills account for 20 % of national methane emissions, representing not only a significant carbon footprint but also a lost energy resource⁵⁴.

Transitioning towards zero-waste goals and a more circular economy includes the avoidance of waste generation, re-using or re-purposing materials, recycling, and viewing waste as a resource, for example, an energy resource through the capture and beneficial use of methane as renewable natural gas. Importantly, the presence of landfill wastes is more prominent closer to Indigenous and Black communities⁵⁵. Therefore, there is an environmental justice aspect that needs to be addressed when discussing how our waste is being used.

Winning City

Flying high again this year, the city of Halifax is the winning city in the Landfill Waste indicator. The city of Halifax has



taken the lead through a variety of key policies that help both individuals and businesses in reducing their waste. In 2015, the city implemented a ‘clear bag policy’⁵⁶, which helps the municipality determine whether or not garbage is being properly sorted. Additionally, the city launched the Beyond 3 R’s program⁵⁷. The program showcases local companies and organizations that are leading the way in creative solutions towards reducing overall waste.

Leeds succeeds thanks to diversified approach

Leeds (UK) has demonstrated great waste management through its well-monitored recycling programs, which recycles about 40 % of waste from **346,000 households every year**⁵⁸. A special feature of Leeds is its “on-street waste management services”, such as recycling points, which encourage more pedestrians to recycle more while traveling. The city is also home to numerous creative projects that encourage more recycling, such as bubble blowing bins and reward-giving machines.

Medium Cities

KG of waste per household



Regina
968KG



Saskatoon
950kg



Hamilton
636kg



Victoria
400kg



Halifax
340KG

Large Cities

KG of waste per household



Edmonton
680KG



Winnipeg
670kg



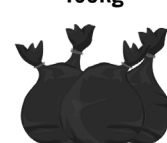
Montreal
506kg



Ottawa
480kg



Calgary
435KG



Toronto
430KG

LOCAL AGRICULTURE



HALIFAX

Why this Indicator is Important

Food is a fundamental requirement of life on this planet. However, the basic structure of today's food systems is unsustainable—economically, socially and environmentally. Food security is a challenge facing families across Canada. Meanwhile, between **a third and a half**⁵⁹ of the food we produce is thrown away. Much of that ends up in landfill, where it creates the greenhouse gases that drive climate change. One key component of eating sustainably is eating locally-grown food that is considered in-season. **Locally sourced food supports** local farmers, reduces transportation requirements, and may also contribute to reduced energy and water use. In fact⁶⁰, according to the government of Canada, 20 % of food produced in Canada is lost to waste and sent to landfills. A good proportion of this waste comes from higher up on the production cycle. Emphasizing local good sources could therefore help reduce landfill waste as well.

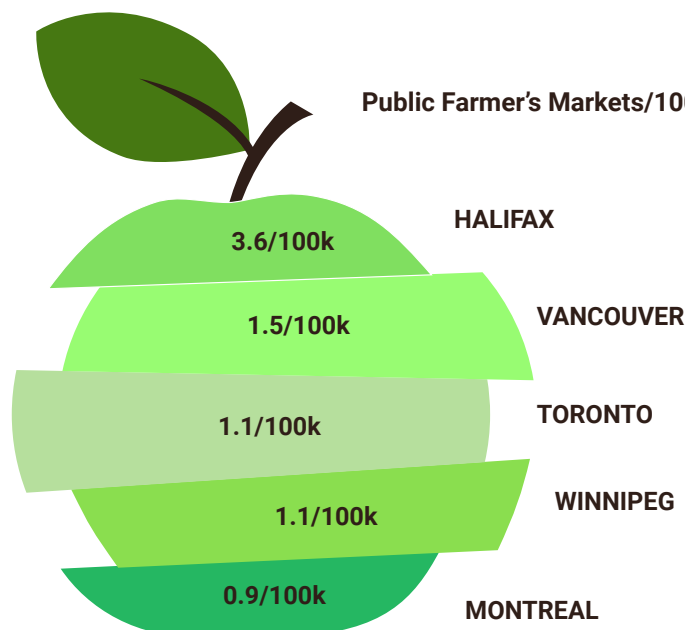
Winning City

For the second year in a row, Halifax is the winning city for the Local Agriculture indicator, with approximately 3.6 public farmer's markets per 100k residents. The policy landscape in Halifax, and the province of Nova Scotia has helped foster a healthy relationship between Nova Scotians and lo-

cal food markets. Select Nova Scotia⁶¹, the province's local food program, encourages individuals to spend at least 20 % of their expenditure on local goods. The city of Halifax also has a variety of programs and projects that engage residents with their local businesses. The JustFOOD Action Plan⁶² was established to help inform the public on food security, and build partnerships with the municipality and local organizations to develop "Grown in Halifax" solutions. As a winning city, Halifax is emblematic of the important relationships between various orders of government. The province and the city working together to ensure there are local food options available to Nova Scotians.

Making Local and Organic Agriculture a Staple

Agriculture, particularly natural farming, has long been a huge part of India's history, economy, and culture - and the **recent riots for farmers**⁶³ rights only highlight this point. But of the numerous diverse Indian states supporting local and organic agriculture, Chhattisgarh catches the eye. The state recently implemented policies to improve rural livelihoods while continuing to promote organic farming methods, such as the Godhan Nyay⁶⁴, which will increase farmers' and cattle ranchers' income, prohibit the use of fertilizers, and improve soil health. The program also buys cattle dung from local farmers and sells it as compost, which is a sustainable and environmentally-positive method of farming.





JOBS

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CREATING A ZERO-CARBON ECONOMY MEANS CREATING A JUST TRANSITION FOR INDIVIDUALS CURRENTLY WORKING IN CARBON-INTENSIVE WORKSPACES. IN FACT, LOSS OF FOSSIL FUEL JOBS IS OFTEN A POLITICAL ARGUMENT AGAINST FIGHTING CLIMATE CHANGE. HOWEVER, THESE NEED NOT BE IN CONTENTION WITH EACH OTHER. WE LOOK INTO THE FOLLOWING SOLO INDICATOR FOR THIS CATEGORY.

SUSTAINABLE JOBS



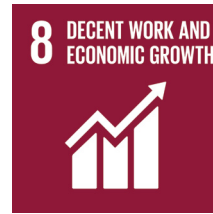
VANCOUVER

Why this Indicator is Important

Sustainable jobs go beyond immediate monetary incentives to foster long-term goals of protecting the environment and people. These jobs are found in various sectors and, with increasing action on climate change and transition to low-carbon economies, new opportunities in the renewable energy and sustainable development sectors could arise. There are no established criteria defining sustainable jobs and, therefore, **it is challenging to measure**⁶⁵. In the National Climate League, the number of certified Benefit Corporations (B Corps) in a municipality is used as a proxy. These are corporations that are certified as balancing profits with social responsibility, such as considering effects of decisions on people, communities, and the **environment**⁶⁶.

Winning City

The city of Vancouver remains committed to its plan of making Vancouver the greenest city in the world in 2020. Vancouver's "Green Economy" has grown exponentially in less than a decade, and in 2018, one in every fifteen Vancouverites⁶⁷ worked in the green economy. The city's "Green



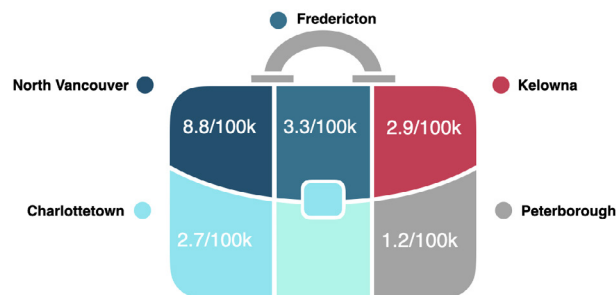
Economy" encompasses jobs in a variety of sectors, from local food, green building construction, clean technology, material management, environmental consulting, green transport and so much more. Vancouver continues to take top spot because of its over-arching strategies in place to green its economy, such as its Greenest City Action Plan, and its Renewable City Strategy⁶⁸ which both aim to get Vancouver to 100% renewable energy by 2050. The Vancouver Economic Commission has also developed key programs such as Thriving Vancouver and the Green and Digital Demonstration program that have helped accelerate the growth of green business and industry in the city.

Looking for a job? Go to Sweden.

This year, LinkedIn revealed the best cities for sustainable jobs in the world, and the **first place**⁶⁹ winner is Stockholm, Sweden. Stockholm boasted of the highest number of sustainability professionals, or people pursuing "green careers". Dubbed the "eco-smart city", Stockholm has a long history with sustainability, and continues to push for fossil fuel-free by 2040 with the help of a climate budget and action plan.

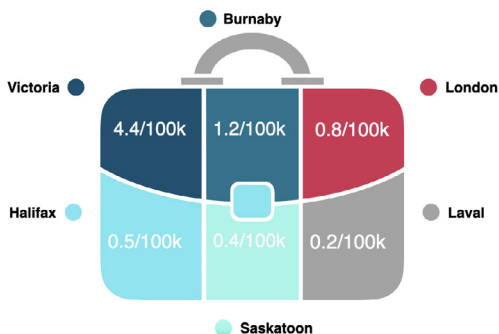
Sustainable Jobs - Small Cities

of BCorps/100k Residents



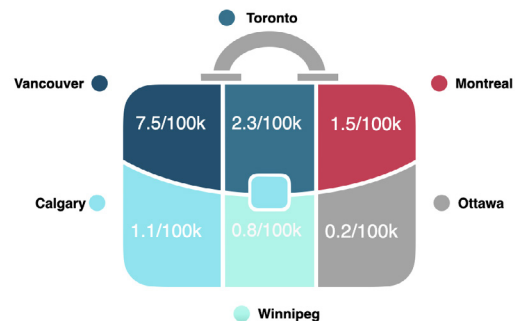
Sustainable Jobs - Medium Cities

of BCorps/100k Residents



Sustainable Jobs - Large Cities

of BCorps/100k Residents





Unsplash © Aditya Chinchure

ROADS NEED TO BE SAFE AND ACCESSIBLE IN A CITY SO THAT EVERYDAY CITIZENS CAN SAFELY TRANSITION TO A SUSTAINABLE LIFESTYLE. THE ACCESSIBILITY AND SAFETY OF ROADS COULD REDUCE TRAFFIC AND AIR POLLUTION IN VERY BUSY MUNICIPALITIES.

BIKE LANES



CALGARY

Why this Indicator is Important

Active travel – including cycling – and public transit are the future of sustainable transportation. These modes are generally more affordable, more efficient, more equitable, and have significantly lower negative impacts on human and environmental health than private vehicle use. When the costs of transportation are correctly scoped to include public health costs, infrastructure maintenance, environmental impact, and quality of life, it becomes clear that some modes of travel – like the bicycle – benefit society, while others – especially personal automobiles – **are a financial and environmental burden**⁷⁰.

In Canada, the presence of bike lanes and other dedicated **cycling**⁷¹ infrastructure leads to higher adoption of cycling. Unfortunately, not everyone in Canada has equal access to cycling or faces the same risks. Race, gender, income, and ability intersect to benefit certain groups over others. After decades of underinvestment, lower income and BIPOC communities have poorer quality infrastructure and fewer pathways and connections to end-of-journey destinations, reducing both the accessibility and safety of **cycling**⁷². As Canadian cities invest in active transportation infrastructure, such as bike lanes, it is important to prioritize communities who have been structurally underserved and choose designs that are safe, accessible, and create connections between neighborhoods and regional networks to allow all Canadians the opportunity to enjoy cycling, for commuting or pleasure.

Winning City

Once again, Calgary speeds ahead of the competition to take the top spot in our bike lanes indicator. With its vast cycling network of over 1,290km across its municipal boundaries, the city of Calgary comes ahead other large cities

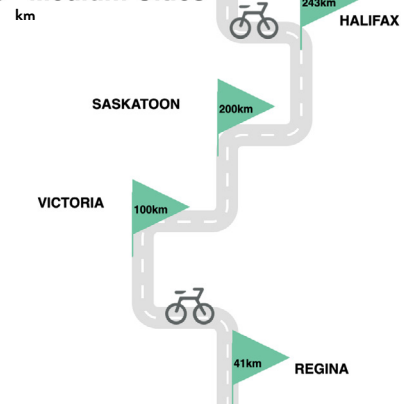


such as Montreal and Toronto. The city of Calgary officially hosts the largest connected network of pathways in the entire world with the introduction of its Greenway Project in 2018⁷³. The approximately 140km long bike path was a major step forward for the city of Calgary in connecting other paths throughout the city, allowing for greater connectivity between neighborhoods. The path could take a dozen or so hours to complete in full⁷⁴, but there are plenty of beautiful parks and attractions to stop by as you complete the route.

A Grassroots Inspiration

Antwerp, Belgium, has recently joined the other top-ranking bicycle-friendly cities of the world thanks to its strong local organizations and effective political action. Recently, the city decided to ensure cyclists' safety by making traffic light management more bike-friendly, expanding bike lanes at intersections, building bike parking lots at train stations, developing a bicycle highway and reducing speed limits on most streets to 30 km/h. Thanks to Antwerp's leadership in policy and action, the number of cyclists in the **city is growing**⁷⁵.

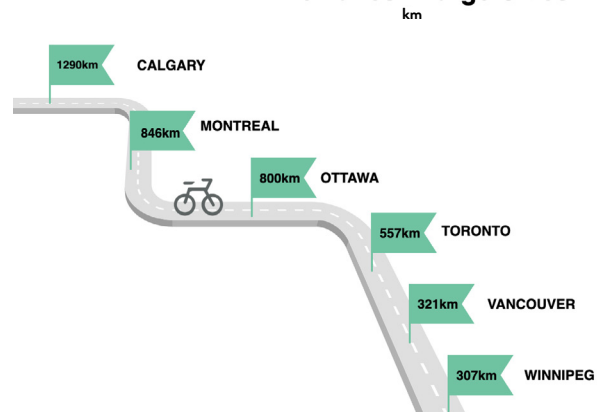
Bike Lanes - Medium Cities



Bike Lanes - Small Cities



Bike Lanes - Large Cities



ROAD SAFETY



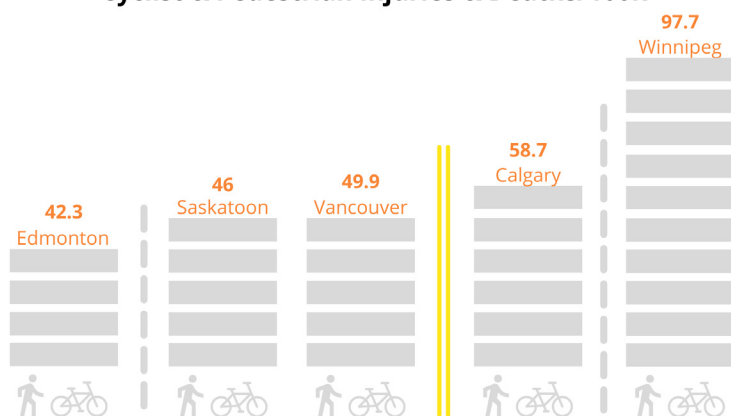
OTTAWA

Why this Indicator is Important

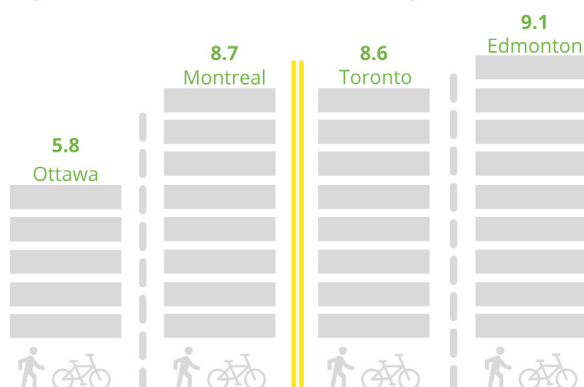
Safe roads are required so that people living in cities feel safe seeking alternative forms of transportation such as walking or cycling. Urban development⁷⁶ must focus its concentration

on the mobility of people, and not the mobility of motor vehicles. Increasing road capacity only leads to more individual vehicles on the road, further bottlenecks, and therefore more greenhouse emissions and more vehicle-related injuries. Beyond the tragedy that they always bring to people lives, road injuries have economic, social and environmental costs⁷⁷. According to the WHO, the monetary cost of road or traffic injuries and deaths in the world in 2002 was estimated at 518 billion dollars. Socially, road injuries can lead to death, and when they don't, they inflict intense psychological and physiological damage to individuals involved. Environmentally, higher individual vehicle presence will lead to higher greenhouse emissions.

Cyclist & Pedestrian Injuries & Deaths/100k



Cyclist & Pedestrian Serious Injuries/100k



Also, when vehicles carrying certain environmentally hazardous materials are involved in crashes, it could be immediately damaging to the surrounding environment.

Winning City

Through their Safer Roads Ottawa Program⁷⁸, a community partnership between the city's fire departments, paramedic services, police services, public health and transportation services, the country's capital continues to set a standard for road safety. The purpose of the program is to provide educational programs about road safety, highlighting a road safety tips on a monthly basis. The city has also implemented a "Pathway Patrol"⁷⁹ program, where volunteers who hold first aid certification can sign up and help promote safety and health guidelines on the city's recreational pathways.

Safe and Sound

Road safety consists of multiple important factors, including comprehensive road safety laws, good roads, transport planning, education, and safe public transportation. In Malmö, Sweden⁸⁰, speed limits have been reduced to 40 km/h in the city and 30 km/h in school zones. With elements like separate bike lanes, reduced speed limits, and funded research into pedestrian safety, it is no wonder that the country has recorded an average of 22 deaths per 1 million residents in 2019. If one death will always be one too many, Malmö is a good example of how political action and ambition have contributed to significantly improve road safety in the city through the Vision Zero policy and Stockholm Declaration⁸¹.

WALKABILITY



Why this Indicator is Important

With the rise of the automobile, cities have become less walkable over time. However, prioritizing policy decisions to make cities more walkable is of vital importance, as it improves people's happiness, reduces greenhouse gas emissions, and encourages healthier and active lifestyles⁸². According to the Urban Land Institute⁸³, when cities are denser and more compact, people drive approximately 20-40 % less. Walkable cities⁸⁴ also encourage greater social connectivity, building sense of community, and thus improving citizen's mental health.

Winning City

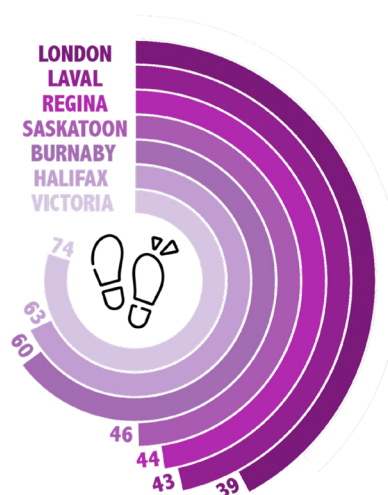
The city of Vancouver is currently the most walkable city in Canada. With a walk score of 80, approximately 53 %⁸⁵ of all trips in Vancouver are made through a form of active mobility. Walkability in the city is encouraged due to the large amount parks and greenspace⁸⁶, and also, through the province's zoning policies which encourage density⁸⁷ in city centers. Additionally, new developments and buildings⁸⁸ in the city are encouraged to be built in areas that are near public transit. According to Brooks Findlay⁸⁹, a Redfin Vancouver market manager, "many young professionals don't even consider owning a car in the city. Developers have created mini villages in high-traffic areas, meaning you don't have to travel more than five or six blocks to get anything you need".



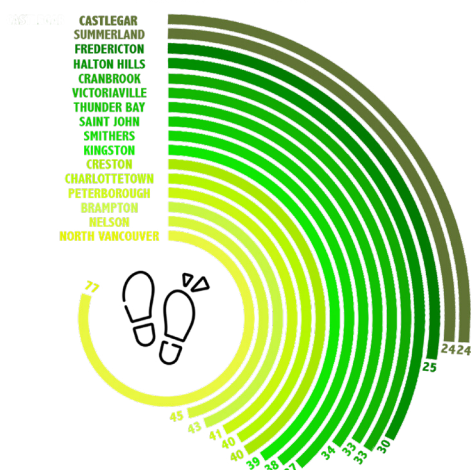
Bogota Wins for Walkability

According to a study conducted by the Institute for Transportation and Development Politics, Bogota (Colombia) has been ranked one of the world's most walkable cities this year⁹⁰. This was calculated after taking into account closeness to car-free places, closeness to healthcare and education, and small sizes of neighborhood blocks. Cities with more accessible and desirable⁹¹ walking systems also enjoy less pollution, lower rates of obesity, and fewer road safety-related fatalities.

Medium Cities



Small Cities



Large Cities



TRANSPORTATION

REDUCING THE AMOUNT OF EMISSIONS FROM CARBON FUEL INTENSIVE SOURCES OF TRANSPORTATION IS KEY TO SOLVING THE CLIMATE CRISIS. MUNICIPALITIES SHOULD FOCUS ON REDUCING THE AMOUNT OF GASOLINE/DIESEL CARS ON STREETS BY BUILDING PROPER INFRASTRUCTURE FOR ALTERNATIVE MODES OF TRANSPORTATION.

EV CHARGING STATIONS



KINGSTON

Why this Indicator is Important

With ever-increasing demand⁹² for electric vehicles (EV's), cities need to be able to provide the infrastructure for consumers to easily transition away from their fossil fuel emitting vehicles.

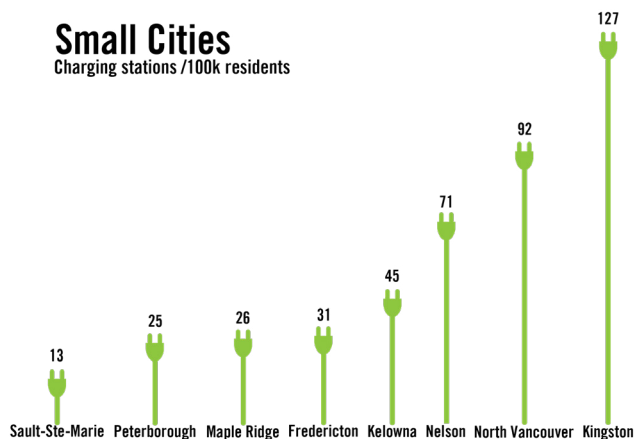
The end goal is to have more public transit options in the city and reduce the overall presence of individual vehicles, however, cities can encourage more EV's on the road by providing easy and equitable access to charging stations as an alternative to fossil fuel emitting vehicles if need be. EV's undoubtedly contribute to a reduction in greenhouse gas emissions, since they do not rely on gas or diesel engines. Additionally, EV's reduce both noise and air pollution⁹³ in cities with higher EV adoption rates. Policies that encourage the adoption of EV vehicles are therefore key in encouraging a transition from fossil fuels in the transportation sector.

Winning City

Once again, Kingston is the winning city for our EV Charging Stations indicator, boasting an impressive 127 charging stations per 100 thousand residents. The city continues to see an increase in charging stations across the city due to the city's commitment to reducing its greenhouse gas emis-

Small Cities

Charging stations /100k residents



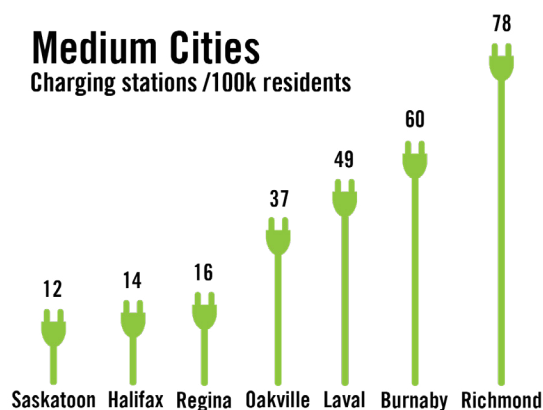
sions through its Electric Vehicle Strategy⁹⁴. Partnerships with educational institutions and other business have been key to ensuring that parking lots all across the city have EV charging stations available to the public.

Bay Watch: Tracking San Francisco's EV Growth

The San Francisco Bay Area (San Francisco, Oakland, San Jose) in the United States is one of the world's **best regions**⁹⁵ for EV owners and aspiring owners. Taking population differences into account, this US city beat out other national competitors in terms of the highest number of registered EVs (15,000) and the highest number of EV charging stations (4,000). Studies and evidence show that cities which invest in EV infrastructure will see the highest numbers of EV sales.

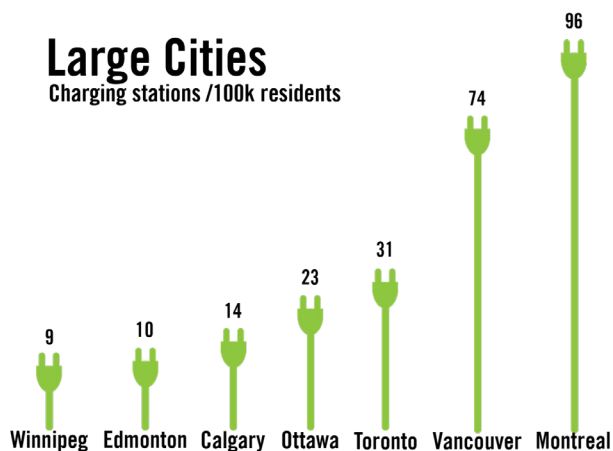
Medium Cities

Charging stations /100k residents



Large Cities

Charging stations /100k residents



PUBLIC TRANSIT



MONTREAL

Why this Indicator is Important

According to the Federation of Canadian Municipalities⁹⁶, public transit is “the backbone of livable cities”. Easy, affordable and equitable access to transit system in a city means less congestion, less air pollution, more productivity, less mental stress, and of course, less greenhouse gas emissions. Reliable, clean, and affordable transit systems also have impactful social consequences⁹⁷. Ensuring that transit systems extend throughout every part of a city — especially areas of lower socio-economic standing — provides more opportunities for job access, thus creating a more equitable and fair society.

Winning City

For the third year in a row, Montreal speeds ahead as the leading example for public transit in Canada. *The Société de Transport de Montréal* (STM), extends its network through large portions⁹⁸ of the island, with either bus or subway stations accessible in every borough throughout the city. The high rates of ridership can partly be attributed to the frequency with which subway cars and busses arrive at stations, and also its accessibility across a large network. The STM works closely⁹⁹ with the city of Montreal to ensure that it

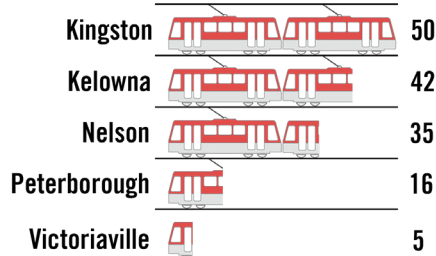


receives the necessary funding to maintain high ridership throughout the city’s transit system. Additionally, the STM is working towards further electrification of their transit¹⁰⁰ network, as they continue to introduce electric & hybrid busses in dedicated lanes, a subway extension, a new electric skytrain and a tramway currently undergoing feasibility studies. A “solidarity fare” due to be implemented in 2021 will reduce costs for lower income residents and is expected to further boost ridership.

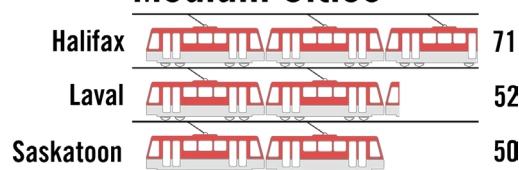
Leading the way to free public transit

In a move to reduce traffic congestion and contribute to sustainable development, the small European country of Luxembourg made **all public transit systems free**¹⁰¹ for all passengers in March 2020, demonstrating what “accessible transportation” really means. In Luxembourg-City, that means that trams, trains, and buses are free of charge to both citizens, non-citizen commuters, and tourists — a significant game changer for city residents. Luxembourg-City also boasts of accessible and connected public transport networks as well as developed bike paths and pedestrian walkways.

Transit Trips per capita Small Cities



Transit Trips per capita Medium Cities



Large Cities Transit Trips per capita



SHARED VEHICLES



VANCOUVER

Why this Indicator is Important

Accessibility to car-sharing services help reduce the dependability on the personal automobile, therefore reducing overall congestion on the road and air pollution¹⁰². Most importantly,

however, is that shared vehicles are a solution to the “first and last mile” problem¹⁰³. Often, actually being able to get to a subway or bus station is what discourages individuals from taking public transit. Taking a shared vehicle to a bus stop or a subway stop is both an economy and environmentally friendly way to get from point A to B as opposed to taking a personal car the entire way. Shared vehicles are vital to creating a city with a fully integrated transit system.

Winning City

Once again, Vancouver remains in the top spot when it comes to the number of shared vehicles on the road per capita. Not only is it the winning city, but its lead is so impressive that the second-best city has only approximately a quarter of the number of shared vehicles per capita in comparison. According to VanCity¹⁰⁴, approximately 5% of all moving vehicles in the Vancouver metro area are car share vehicles. The city of Vancouver takes the lead because of



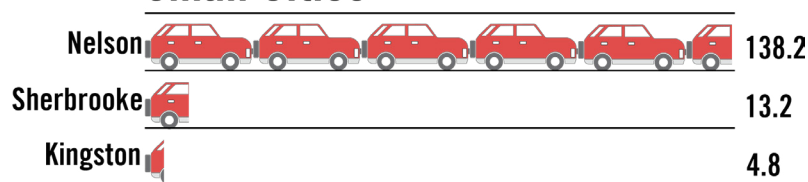
the infrastructure in place in the city which allows for high retention of shared vehicles. The city of Vancouver¹⁰⁵ has good population density, a good public transit system, and lots of room for parking. However, the city did see a decrease in the number of shared vehicles in comparison to last year. For example, Zipcar¹⁰⁶ recently pulled its services out of Vancouver due to the “challenging insurance regulations” in the province.

Beijing's history of shared vehicles

According to Movmi Inc.¹⁰⁷, shared transportation will become one of the most popular methods of transportation in the future. Shared vehicle use hopes to reduce congestion and reduce emissions, particularly in urban areas. In Beijing, car sharing became more common during the 2008 Beijing Summer Games, when the government needed to maintain healthy air quality requirements. Since then, China has experienced unprecedented growth in ride sharing thanks to investments, quickly developing other services such as bike sharing, ride hailing, and car rentals. In 2019¹⁰⁸, the country made up 3% of the global shared vehicles user data, sharing the top title with only Russia, Germany, and Italy.

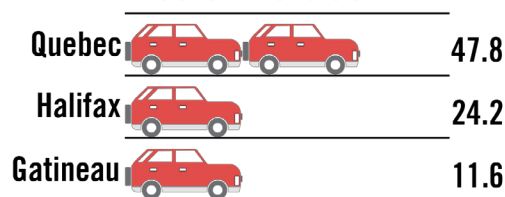
Shared vehicles per 100 000 residents

Small Cities



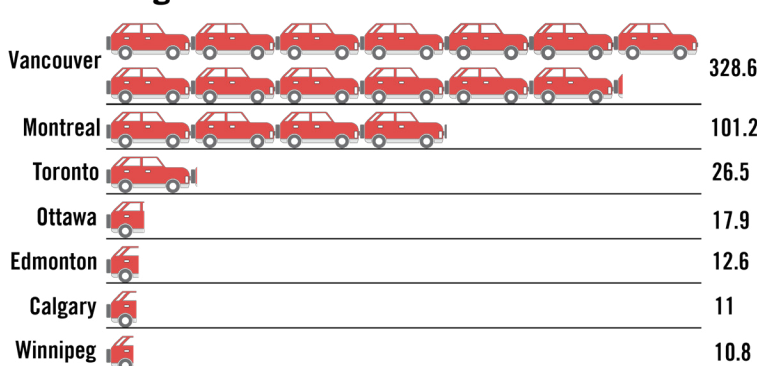
Shared vehicles per 100 000 residents

Medium Cities



Shared vehicles per 100 000 residents

Large Cities



HIGHLIGHTS AND KEY TRENDS

Over the course of the last three years, patterns, both good and bad, have begun to emerge with the data that we've collected and visualized. It is therefore vital that we maintain consistent methodologies over the years, so to discern important key trends moving forward. Also, it is important that our database remains open to the public so that citizens can have access to all 2,088 data points we've collected to be able to look at trends themselves, as not every single data point is represented in the National Climate League Standings. We've seen certain cities consistently come through and save the day in certain indicators, and other cities have emerged victorious slowly as the years go on. It's important that two key trends are observed.

1. **Cities performing well in certain indicators continue to perform well ;**
2. **Cities that performed poorly in an indicator start to see improvement over time.**

One worrying trend is that across the board, with some exceptions, the number of shared vehicles per 100k residents seems to be decreasing. For example, a major car-sharing company, Car2Go¹⁰⁹, left the North American market this year. The company cited “infrastructures troubles”, and “rising operating costs” as to why they can no longer operate. The company also mentioned that they view electric shared vehicles as the future of car-sharing. It might take more time for these kinds of companies and services to increase in demand across the country. As car-sharing becomes more popular, it's possible that the government could have more of a role moving forward – introducing their popular, we might see municipalities develop their¹¹⁰ own car-sharing initiatives in cities as the policy landscape becomes more difficult for private companies to navigate.

Flying over to one of our other key indicators, affordable housing, we see Ottawa zoom past Montreal as the winning city. Ottawa saw a slower percentage growth in rental prices in housing over the course of 2015-2019, than Montreal did.

In our previous iteration, Montreal experienced a slower percentage growth increase between 2010-2018 than Ottawa. This indicates that Montreal's housing market is increasing at a faster pace than Ottawa's, and that Montreal will need to implement further housing policies to ensure their growth does not continue to outpace other cities. Especially since the COVID-19 pandemic seems to be increasing housing demand and therefore prices in Montreal at an unprecedented rate¹¹¹.

Vancouver experienced a big increase in the number of sustainable buildings per 100k residents between the two years with reported data. Each year of the standings has seen a city in British Columbia take the lead for Sustainable Buildings, bouncing between Victoria in 2018, North Vancouver in 2019, and now Vancouver for 2020. This is indicative of the strong provincial policies also in place that create provide funding for cities to create more sustainable buildings in their city centers.

One troubling trend is clear in our air quality indicator, where 2018 winner Winnipeg seems to have fallen from grace. Over the last two years, the city of Winnipeg has experienced an increase in number of days with a rating of 4 or over on the Air Quality Health Index. In the previous two years, they rarely experienced days where the Air Quality Health Index was above 4. The increase in poor air quality days can be attributed to the increase in frequency and severity of forest fires in the region, and Winnipeg was affected quite harshly¹¹² in 2019 (the year we last have data for). We can expect to see a decrease in air quality across the entire country as forest fires continue to rage more intensely as the years go on.

Otherwise, trends across cities in other indicators remained quite stable, and we will maintain a longitudinal approach to analyze trends year after year of collecting data. Hopefully, city-based solutions from across the world and in Canada will inspire cities that have room to improve. We start to see improvements as the NCL continues to work as a tool to lobby municipal governments to make changes towards improving the lives of every day Canadians.



“Of course, this year was a bit more difficult to meet in person, but we were able to do some work prior to lockdowns! Other work was done virtually this year, lots of zoom calls!”

MOVING FORWARD

How to use the Standings to enact change?

It's important that these Standings and the multitude of resources we have at The Climate Reality Project Canada are used to spread the word on the climate crisis and how you can get your city closer to reaching net-zero emissions! We want you, and the people in your community to be able to take the data and findings from the Standings and motivate your local elected officials in creating change that is beneficial to everyone in the community!

You could use the NCL itself, but we've also created outlines and templates for you to use. These are available at NCL-LNC.ca. These templates can be used for local media communications, or as a lobbying tool for you to bring to city council. That way, by using these templates, the NCL, and the vast database that we have publicly available, you could customize the document how you see fit for your specific community. You are also not limited to the resources we provide to you and you can get as creative as you want!

Now, how can you actually lobby your municipal government? At this point, we have no idea when it will be safe to actually meet with elected officials in person due to the ongoing pandemic. So, there are ways to meet with city members virtually, in a safe and effective manner. First thing to do is to go on to your municipality's website, and become familiar with the members of city council. Also, take a look at meeting schedules. For the most part, borough meetings are open to the public and you should be able to find schedules for when these are being held on their city website! It seems like most borough meetings are currently happening virtually, so you should be able to attend safely.



Once you've identified the elected official you would like to meet, find their contact info! You can try to either email or call them with the contact info they're given on their website. Also, some officials might have separate policy teams that you could get in contact with, so be on the lookout for that as well. Once you've made contact, try to establish a meeting with them and make sure to set a clear agenda so that way they know they are not wasting their time. Therefore, before the meeting, make sure you develop one specific goal you have in mind. This gives you an objective and can be used for following up on as well. You need to then establish your credibility and reliability. By explaining who you are, why this is important to you, and what work inspires you will help establish your credibility, could help your persuasiveness with whoever you're meeting. Make sure you know the facts going into the meeting and supplement it with personal touches! Lastly, when leaving a meeting with an elected official, make sure to reiterate your "ask", and to always follow up with them to ensure that you were heard.

Season 4

Moving forward, there are even further changes we'd like to see implemented for next year's NCL. We want to increase engagement even further, and make sure we have data coming in from newer cities! It would be great to explore more of what's happening in the Territories and in rural & remote communities. Additionally, we'd like to expand the NCL to be more inclusive of youth voices. Not only college-aged students, but those in elementary & secondary schools as well. After all, we are borrowing this planet from them and we need to know what's important to them!

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