
COUNTY OF HALIBURTON

**C O R P O R A T E
C L I M A T E C H A N G E
M I T I G A T I O N P L A N**

**C H A P T E R 3 :
M U N I C I P A L I T Y O F
D Y S A R T E T A L**

CONTENTS

03

Message from the Mayor

04

Acknowledgements

04

Glossary of Acronyms

05

Corporate Greenhouse Gas Inventory

06

Greenhouse Gas Reduction Target

06

Local Action Plan

07

Buildings

11

Fleet

15

Waste

23

Leadership

25

Footnotes

MESSAGE FROM THE MAYOR

Here, in the beautiful municipality of Dysart et al, heart of the Haliburton Highlands, caring for our natural environment has always been a priority. Protecting our resources and planning ahead is vital now more than ever as we are experiencing the effects of climate change. Storms are wilder, washouts and erosion are greater, and fluctuations in freeze/thaw cycles in the winter are hard on road maintenance and construction.

Dysart is committed to working in collaboration with the County of Haliburton and the other local municipalities to create a climate mitigation and adaption plan that protects our assets and is good for the environment. We are all responsible to ensure the beautiful, natural resources are here for future generations.

MAYOR ANDREA ROBERTS
MUNICIPALITY OF DYSART ET AL

ACKNOWLEDGEMENTS

This plan was created by the Climate Change Coordinator in collaboration with the Environment and Public Works departments. Cover page photo credit to Gabe Rivett-Carnac.

GLOSSARY OF ACRONYMS

BAU Business as usual

CH₄ Methane

CO₂ Carbon dioxide

tCO₂e Tonnes of carbon dioxide equivalent

FCM Federation of Canadian Municipalities

GHG Greenhouse gas

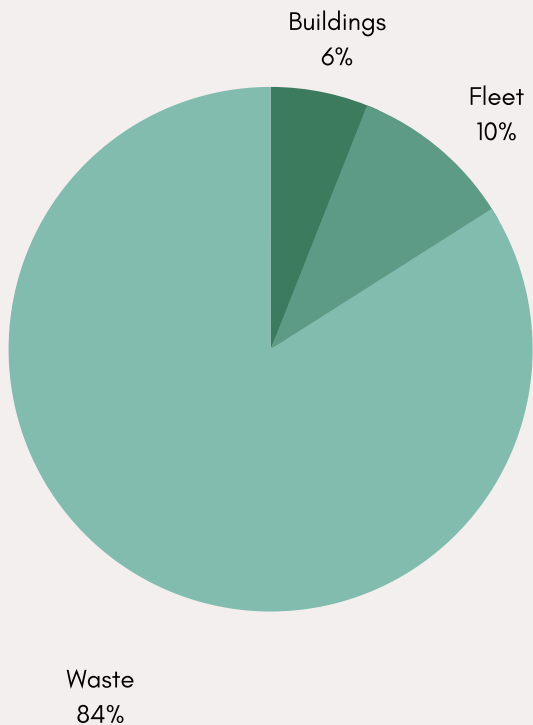
GJ Gigajoule

HVAC Heating, ventilation and air conditioning

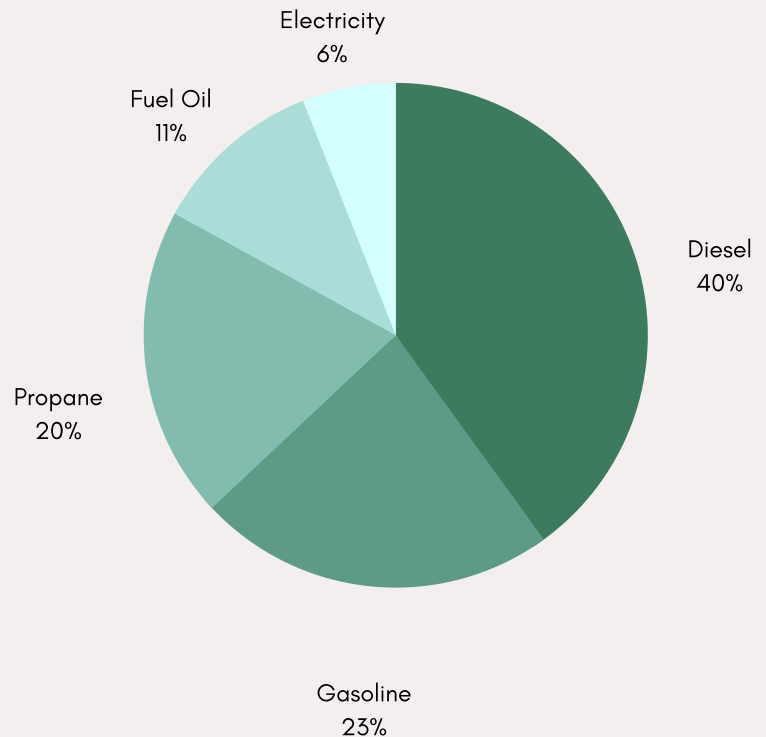
ICLEI Local Governments for Sustainability

PCP Partners for Climate Protection

EMISSIONS BY SECTOR



EMISSIONS BY SOURCE

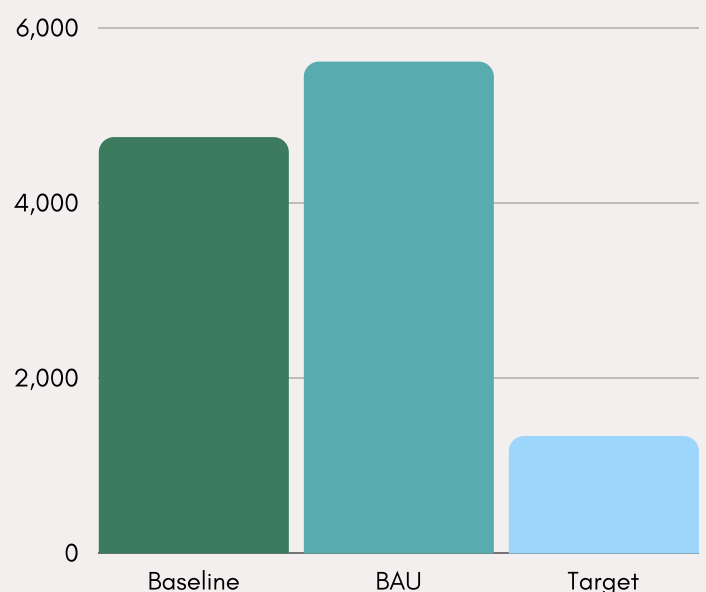


CORPORATE GHG INVENTORY

The Municipality of Dysart et al emitted 4,740 tCO₂e in 2018. Corporate GHG emissions primarily come from decomposing organic waste at the landfills (84%), operating municipal fleet (10%) and heating and powering municipal buildings (6%). The Municipality consumed 17,410 GJ of energy. Emissions associated with energy consumption come from the use of diesel (40%), gasoline (23%), propane (20%), fuel oil (11%), and electricity (6%).

BUSINESS AS USUAL FORECAST

A business-as-usual (BAU) forecast provides a projection of future GHG emissions if no explicit action is taken to address climate change. Under the assumption that a growth in population is roughly equivalent to a growth in municipal operations and services, corporate emissions are forecasted to rise 18% from the 2018 baseline by 2030, from 4,740 tCO₂e to 5,601 tCO₂e.



GHG REDUCTION TARGET

The Municipality set targets to reduce corporate GHG emissions by 20% for buildings, 10% for fleet and 80% for waste below the 2018 baseline by 2030. If the targets are reached, emissions will decrease from 4,622 tCO₂e to 1,330 tCO₂e.



LOCAL ACTION PLAN

Proposed actions should be read as a bank of potential opportunities for Dysart Council to consider over the next decade. The recommended actions are best practices that have proven to be successful for reducing emissions in other municipalities but will require greater analysis on local feasibility. The majority of the actions can be a collaborative effort between the County and the four local municipalities. Municipal staff provided input through sharing their knowledge and experience and providing suggestions and critiques. Exact costs of each action will be determined during the budget planning and procurement processes. Many actions will be dependent on external funding and partnership opportunities.

LEGEND

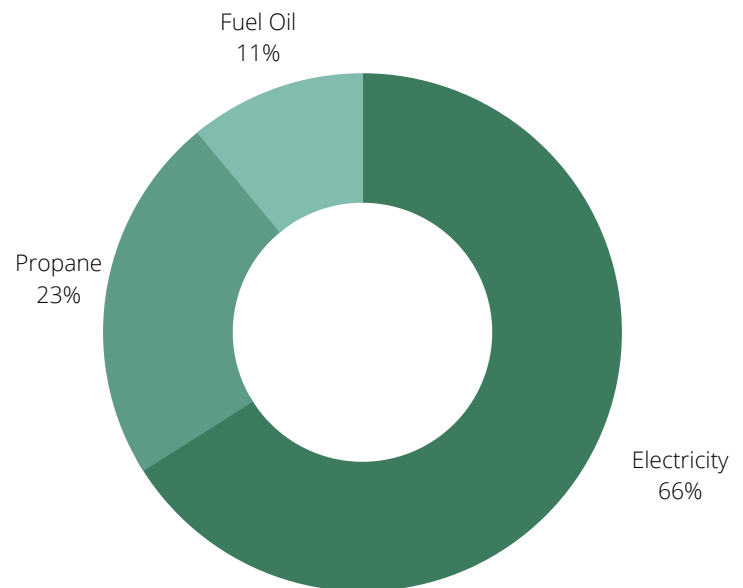
TIMEFRAME	Short: 2020-2023 Medium: 2024-2026 Long: 2027-2030
GHG REDUCTION POTENTIAL	Indirect: Acts as a precursor for another action Low: Under 5% reduction for the sector Medium: 5-10% reduction for the sector High: Over 10% reduction for the sector
COSTS	Nominal: Little outside of staff time Low: Below \$10,000 Moderate: \$10,000-\$50,000 Medium: \$50,000-\$100,000 High: Over \$100,000

BUILDINGS

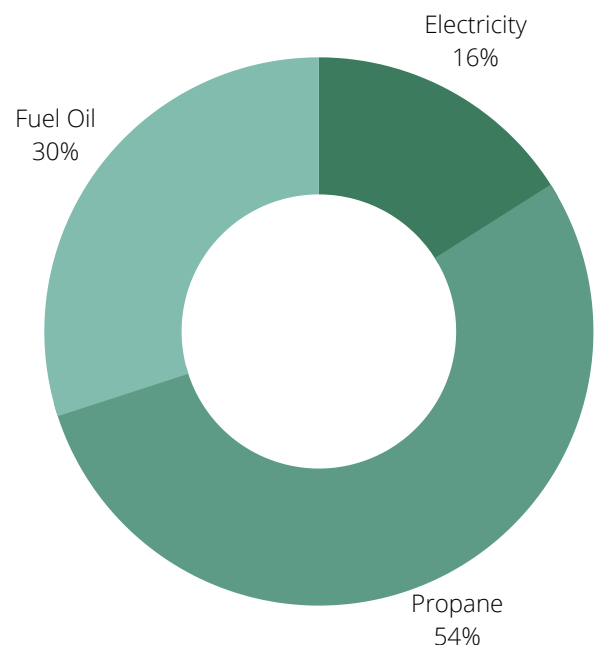
Municipal buildings include those used for administration, community centers, cultural facilities, fire stations, libraries, and vehicle storage and repairs. Municipal buildings produced 271 tCO₂e or 6% of corporate emissions in 2018. To reach a target of a 20% reduction in GHG emissions, building emissions will need to be less than 217 tCO₂e in 2030. GHG emissions from corporate buildings come from the use of propane (54%), fuel oil (30%), and electricity (16%).

The Municipality consumed 10,814 GJ of energy in 2018 to heat and power corporate buildings and facilities. While electricity is the largest source of energy consumption, the associated GHG emissions are small due to the low carbon electricity grid in Ontario.

Reduce-Improve-Switch[1] is an approach used for energy and emissions planning for buildings. Reducing GHG emissions from municipal buildings will involve both reducing the demand for energy and switching to low or zero carbon sources of energy. In most cases, the focus should first be on reducing energy demand before investing in alternative forms of energy.



FUEL SOURCE BY CONSUMPTION



FUEL SOURCE BY GHG EMISSIONS

BUILDINGS



REDUCE

Avoid the consumption of energy in the first place

IMPROVE

Perform energy retrofits

SWITCH

Shift to low carbon and renewable sources of energy

Reducing the demand for energy will involve creating a culture of energy conservation among municipal staff and implementing higher construction standards for new municipal buildings. Improving municipal buildings and switching to low carbon and renewable energy options will first involve performing energy audits to determine cost-effective opportunities, and subsequently implementing the recommendations. Recommendations will be focused around improving building envelopes, lighting retrofits, HVAC replacements, building automation and the introduction of renewable energy. The Municipality has undertaken energy audits on several municipal buildings and currently pursues energy conservation opportunities when repairing or purchasing equipment. The Climate Change Coordinator will work with Department Heads to implement the recommended actions outlined in this section.

The Municipality spent \$430,000 in 2018 to heat and power municipal buildings. The carbon tax in Canada has the potential to gradually increase and reach \$210/tCO₂e in 2030 [2]. The Municipality could spend up to \$549,000 to heat and power buildings by 2030 [3], giving increased incentive to reduce energy consumption sooner rather than later.

GOALS

- Improve energy efficiency
- Transition to low carbon and renewable sources of energy

RECOMMENDED ACTIONS FOR BUILDINGS



Continue to conduct energy audits on municipal facilities to identify retrofit opportunities, prioritizing those with the highest energy intensity or consumption. Ensure that energy audits consider renewable energy opportunities.

Timeline: Short

GHG Reduction Potential: Indirect

Cost: Moderate (\$17,000) [4]

Potential Funding: Natural Resources Canada Energy Manager Program; Energy Performance Contracts

Create a schedule and implement the recommendations from the energy audits for actions that are deemed to have a reasonable payback period. Each building will have its own recommendations, including improving building envelopes, lighting retrofits, HVAC replacement, automation, renewables, etc.

Timeline: Ongoing

GHG Reduction Potential: High

Cost: High

Potential Funding: Save on Energy; Green Municipal Fund; Energy Performance Contracts

RECOMMENDED ACTIONS FOR BUILDINGS



Implement a green building policy requiring higher construction standards for new municipal buildings. New builds should go beyond building code and consider lifecycle carbon emissions.

Timeline: Medium

GHG Reduction Potential: Avoids future growth in emissions

Cost: Premium of 2-7% [5]

Potential Funding: Green Municipal Fund

Continue staff education on reducing energy consumption.

Timeline: Ongoing

GHG Reduction Potential: Low

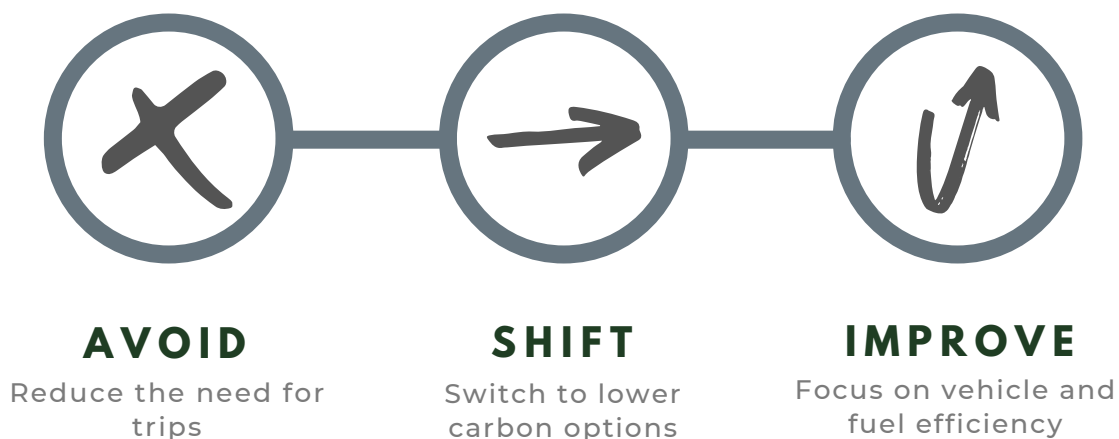
Cost: Nominal

FLEET

Municipal fleet includes equipment, light-duty and heavy-duty vehicles used for roads, fire, solid waste, planning, and parks and recreation. Municipal fleet produced 457 tCO₂e or 10% of corporate emissions in 2018. GHG emissions from municipal fleet result from the use of diesel (64%) and gasoline (36%). To reach a target of a 10% reduction in GHG emissions, fleet emissions will need to be less than 411 tCO₂e in 2030.

The Avoid-Shift-Improve approach can be utilized to reduce emissions from fleet. Avoidance seeks to reduce the need for trips, which can be achieved through carpooling or route optimization. Shifting refers to the switch to lower carbon options of transportation, such as replacing a gas-powered vehicle with an electric option. Improvement focuses on vehicle and fuel efficiency, which can be achieved through selecting the smallest size vehicle that meets the requirements. The Municipality has improved fuel efficiency through downsizing both the engine size in patrol trucks and the vehicle size for administration vehicles.

Avoiding fuel consumption through reducing unnecessary idling time and optimizing driver behavior are able to reduce fuel consumption by 5-10% [6]. Vehicle tracking systems can be used to monitor progress in this area.



FLEET

The shift to lower carbon options for fleet will involve evaluating the needs of each vehicle upon replacement to determine if a vehicle can be right sized and/or replaced with a lower carbon option. The most promising action to reduce GHG emissions from fleet is electrification. Hybrid and electric options are available for a range of light-duty vehicles, with more options becoming available every year. While low emission vehicles will come at a cost premium, considering the entire lifecycle cost of a vehicle can demonstrate greater cost effectiveness. Heavy-duty fleet and equipment will be limited as to what is available on the market, and will be a challenging area for reducing GHG emissions. The recommended actions outlined in this section will be led by the Climate Change Coordinator with support from the Public Works department.

The Municipality spent \$187,000 in 2018 to fuel the vehicle fleet. The federal carbon tax has the potential to gradually increase and reach \$210/tCO₂e in 2030. The Municipality has the potential to spend up to \$299,000 to fuel the vehicle fleet by 2030, giving increased incentive to reduce fuel consumption sooner rather than later.

GOALS

- Reduce fuel consumption
- Transition to low carbon vehicles and fuels

RECOMMENDED ACTIONS FOR FLEET



Install electric vehicle charging stations in municipal parking lots with prioritized use for municipal fleet

Timeline: Short

GHG Reduction Potential: Indirect

Cost: Low (\$5,000-\$8,000) [7]

Potential Funding: Natural Resources Canada Zero Emission Vehicle Infrastructure Program

Develop and implement a green fleet policy (purchase the lowest emission vehicle where cost effective, right-sizing, anti-idling, etc.)

Timeline: Short

GHG Reduction Potential: High

Cost: Medium (Premium of \$3,000-\$15,000 per vehicle for light duty fleet) [8]

Potential Funding: Municipalities for Climate Innovation Program

RECOMMENDED ACTIONS FOR FLEET



Implement fleet operator training for reducing fuel consumption (anti-idling, optimal driving behavior, etc.)

Timeline: Short

GHG Reduction Potential: Medium

Cost: Nominal

Resources: Natural Resources Canada Smart Driver Training

Monitor the feasibility of alternative fuel sources (ex. biodiesel and hydrogen)

Timeline: Medium-Long

GHG Reduction Potential: High

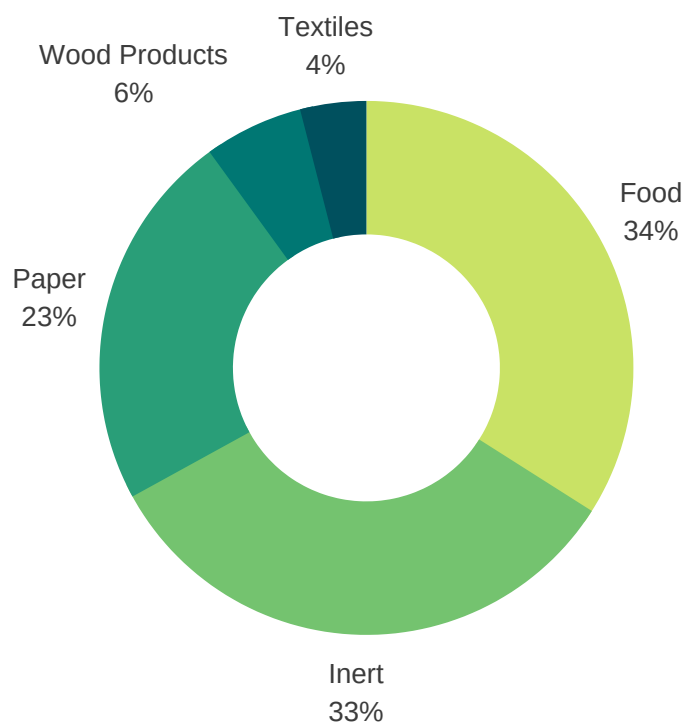
Cost: High

Potential Funding: Green Municipal Fund

WASTE

The Municipality operates 5 landfill sites (Haliburton, Harcourt, Kennisis Lake, West Bay and West Guilford). The landfills produced 3,985 tCO₂e or 86% of corporate emissions in 2018. To reach a target of an 80% reduction in GHG emissions, landfill emissions will need to be less than 797 tCO₂e in 2030.

Organic waste that decomposes in an oxygen-free environment such as a landfill releases both carbon dioxide and methane. Methane is a GHG that is up to 34 times more powerful than carbon dioxide over a century. In an average municipal landfill in North America, waste is composed of food (34%), paper and cardboard (23%), wood products (6%), textiles (4%) and inert materials such as glass, metal and plastic (33%) [9]. Inert materials do not contribute directly to the landfill GHG emissions since they do not decompose.

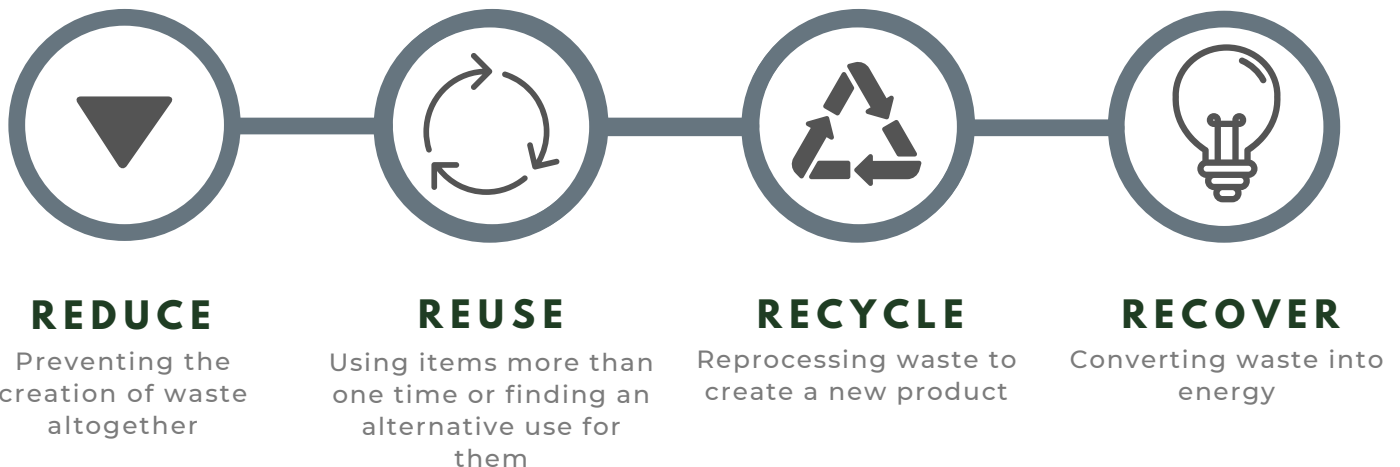


AVERAGE MUNICIPAL WASTE COMPOSITION

The Municipality owns and operates the landfills, and thus has the power to implement policies and changes over landfill operations. While a small fraction of the waste comes from municipal facilities, the vast majority comes from the community. The Municipality can increase programs and policies for waste reduction and diversion, however success will ultimately be driven by decisions made by the community.

WASTE

The Municipality has placed a strong focus on education regarding waste reduction and diversion. This has included tax mail outs with information on waste diversion, guides that include information on blue box recycling, information specific to renters, and information on reduction and diversion for the holiday season, as well as offering tips and challenges through social media accounts and a local radio station. The Municipality also completed a project in partnership with U-Links and Fleming College on single-use plastic water bottle reduction which included the installation of refillable water stations, with more to come. The Municipality has partnered with U-Links and Fleming College for another project to develop a comprehensive waste reduction campaign with recommendations included in a Waste & Litter Reduction Education Report.



Reducing landfill emissions involves following the 4 R's in order of importance: reduce, reuse, recycle and recover. The strategies that have the largest impact for reducing landfill emissions include recycling organic waste through composting and recovering landfill gas. These strategies are more difficult to implement in municipalities that have small landfill sites and quantities of waste. While there are different options that can be explored for organics diversion, recovering landfill gas may simply not be feasible.

WASTE

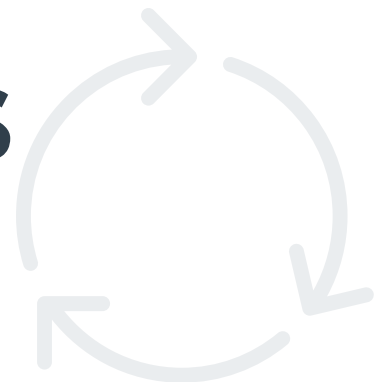
The Municipality currently encourages waste diversion through requiring the use of clear bags for garbage, a two-stream blue box recycling program, electronics and battery recycling, household hazardous waste collection, and composters and digesters available for sale to residents. In 2019, the Municipality initiated the process for the creation of an Integrated Waste Management Strategy which will assess the current waste diversion strategies and investigate the technical and financial merits of future actions.

By 2030, the Haliburton, West Guilford and Kennisis Lake sites will be closed to landfilling and the associated waste brought to these landfills will no longer be managed in Dysart. The waste will be managed on a site where landfill gas is captured and destroyed. This will result in a significant reduction in GHG emissions than if the waste were to remain in Dysart. Emissions associated with solid waste that is disposed of at a facility outside of the community and not owned by the municipality are reported in the community inventory [10]. Even with these upcoming changes, reducing and diverting waste will remain equally as important. The recommended future actions outlined in this section will be led by the Climate Change Coordinator and the Environment, Public Works and Parks and Recreation departments.

GOALS

- Reduce and divert organic waste from landfills
- Improve corporate waste management
- Improve landfill data

RECOMMENDED ACTIONS FOR WASTE



Continue communication to residents and businesses on how to reduce and divert waste using recommendations from the Waste & Litter Reduction Education Report

Timeline: Ongoing

GHG Reduction Potential: Low (2-3%)

Cost: Low

Continue to support and promote backyard composting

Timeline: Ongoing

GHG Reduction Potential: Medium (5%)

Cost: Low to Moderate

Potential Funding: ECO Canada Student Work Placement Program

RECOMMENDED ACTIONS FOR WASTE



Complete a waste composition study at landfill sites

Timeline: Short

GHG Reduction Potential: Indirect

Cost: Low to Moderate

Potential Funding: Continuous Improvement Fund

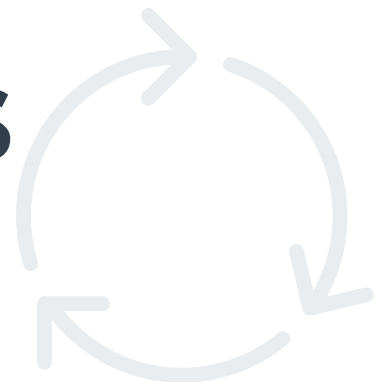
Conduct a waste audit of our corporate waste and implement strategies to reduce waste that is generated from municipal facilities

Timeline: Short

GHG Reduction Potential: Low (>1%)

Cost: Low

RECOMMENDED ACTIONS FOR WASTE



Explore the use of a bag tag system and a bag limit policy upon review of the Integrated Waste Management Strategy

Timeline: Short

GHG Reduction Potential: Low (3-5%)

Cost: Nominal

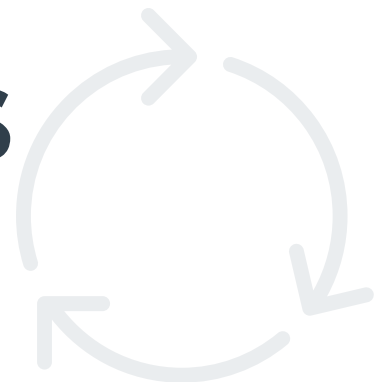
Invest in scales to provide more accurate data on tonnage

Timeline: Medium

GHG Reduction Potential: Indirect

Cost: High

RECOMMENDED ACTIONS FOR WASTE



Expand options for re-use, including re-use centers

Timeline: Medium

GHG Reduction Potential: Low (1-3%)

Cost: Low

Explore the potential of organics diversion for yard waste and food waste at landfill and/or community sites

Timeline: Medium-Long

GHG Reduction Potential: High (15-20%)

Cost: Variable depending on most appropriate solution

Potential Funding: Green Municipal Fund

Potential Partnerships: Neighbouring municipalities (Kawartha Lakes, Peterborough)

RECOMMENDED ACTIONS FOR WASTE



Increase source separation of waste in public areas (downtown, parks etc.) with clear signage and appropriate lids to encourage proper sorting

Timeline: Long

GHG Reduction Potential: Low (1-3%)

Cost: Low

LEADERSHIP

To ensure the Municipality is considering the potential climate impacts when decisions are made, policies and processes will need to be re-focused to promote climate change mitigation. This can be achieved through highlighting GHG considerations in existing plans and policies or through the creation of new policies and tools. The Climate Change Coordinator will work with Department Heads to implement the recommended actions outlined in this section. The Municipality has incorporated climate mitigation considerations into existing plans, including:

Official Plan: Plans for the impacts of climate change through supporting renewable energy and encouraging energy conservation

Energy Conservation and Demand Management Plan: Sets a goal to continuously improve the energy efficiency of corporate facilities and processes in order to reduce operating costs, energy consumption and the associated GHG emissions

GOAL

- Integrate climate change considerations across municipal programs, policies and plans

RECOMMENDED ACTIONS FOR LEADERSHIP



Integrate comprehensive GHG and climate change considerations into municipal plans and policies (asset management plan, energy conservation and demand management plan, official plan, procurement policy)

Timeline: Short

GHG Reduction Potential: Indirect

Cost: Nominal

Incorporate a climate change lens into municipal decision-making (staff reports, RFPs, RFTs)

Timeline: Short

GHG Reduction Potential: Indirect

Cost: Nominal

FOOTNOTES

[1] Government of Ontario, Community Emissions Reduction Planning: A Guide for Ontario Municipalities, 2017.

[2] Canada's Ecofiscal Commission, Bridging the Gap: Real Options for Meeting Canada's 2030 GHG Target, 2019.

[3] Assumptions consider cost increases due to the carbon tax and estimated increases in energy consumption following the business-as-usual forecast. Does not consider changes to commodity prices.

[4] Assumes \$0.20 per ft² for 85,000ft² of Municipal buildings. Estimated from City of Prince George Energy and GHG Management Plan and U.S. Department of Energy Guide to Energy Audits.

[5] Environmental Protection Agency, State and Local Climate and Energy Program Rules of Thumb, 2016.

[6] Federation of Canadian Municipalities, Enviro-Fleets: Reducing Municipal Heavy-Duty Vehicle Emissions, 2010.

[7] For purchase and installation of a Level 2 (240V) station. Estimated from Plug In BC, Frequently Asked Questions and Partners in Project Green, Charge Up Ontario: A Guide for Businesses to Invest in Electric Vehicle Charging Stations.

[8] Assumes five fleet vehicles can be replaced with a low carbon option. Cost estimate from City of Waterloo Energy Conservation and Demand Management Plan and research on what is currently available on the market. Estimate does not account for cost savings from reduced fuel use.

[9] Federation of Canadian Municipalities and Local Governments for Sustainability, Partners for Climate Protection Protocol, 2014.

[10] Ibid.