New England and Eastern Canada

2006 Report Card on Climate Change Action

Third Annual Assessment of the Region's Progress Towards Meeting the Goals of the New England Governors / Eastern Canadian Premiers Climate Change Action Plan of 2001

August 2006

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Acknowledgements

We would like to thank the funders of this project for their generous support:

Atlantic Canada Sustainable Energy Coalition
The Energy Foundation
The John Merck Fund
The Pew Charitable Trusts
The Oak Foundation

The results of this report card do not necessarily reflect the views of these funders.

We would also like to thank the many individuals and organizations in the public and private sectors, including state and provincial agency staff that helped gather information and lent their expertise towards the grading of each state and province.

On the Web

Copies of this report can be found online at:
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August 2006

Table of Contents

Executive Summary

Introduction

In August of 2001, the Conference of New England Governors and Eastern Canadian Premiers (NEG/ECP) agreed to a comprehensive *Climate Change Action Plan* with the long-term goal of reducing greenhouse gas emissions in the region by 75-85%. As that plan accurately pointed out, "global warming, given its harmful consequences to the environment and the economy, is a joint concern for which a regional approach to strategic action is required."[1] The Plan set the following goals:

- Reduce regional greenhouse gas (GHG) emissions to 1990 levels by 2010.
- Reduce regional GHG emissions by at least 10% below 1990 levels by 2020.
- Reduce regional GHG emissions by 75-85% in the long-term.

To achieve the short, medium and long-term goals of the *Climate Change Action Plan* the Governors and Premiers developed nine "Action Items" to guide the actions and policies of the states and provinces in meeting those objectives. The Plan also sets the goal of establishing an "interactive five-year process, commencing in 2005, to adjust the goals if necessary and set future emissions reduction goals."

As in prior years, the 2006 Report Card evaluates and grades the progress the states and provinces have made towards achieving eight of the nine Action Items ("policy grades"). Since we are more than halfway to the 2010 GHG reduction target, this year's Report Card also adds a new grading category ("pollution reduction grades"), based on whether the states and provinces are on track to reduce their GHG emissions and meet the 2010 target.

[1] New England Governors / Eastern Canadian Premiers Climate Change Action Plan 2001. August 2001, page 1.

Key Findings

As the final grades in this Report Card indicate, there is a wide range of variation among the states and provinces as to their activities to reduce global warming pollution in the region. The following key findings are common themes that emerged during this year's assessment process:

I. The States and Provinces Are Not on Track to Meet Their Climate Commitments

In the end, what matters is whether the region meets its pollution reduction targets. Plans and policies will only be as useful as the results they achieve.

The final policy and pollution reduction grades indicate that the region is not on track to meet the 2010 reduction target. None of the states and provinces have all the policies in place that they will need to meet the 2010 target, and none have actual emissions under control.

II. Governors and Premiers Must Lead Again

Without strong re-engagement from the Governors and Premiers, we may face the prospect of all or most of the states and provinces failing to achieve the 2010 pollution reduction target. The Governors and Premiers reaffirmed their commitment to the 2001 Plan and its targets during a press conference at the most recent NEG/ECP Conference in May, 2006. Importantly, however, discussion and evaluation of their progress was left off the formal agenda at that conference. Further, the Governors and Premiers missed an important opportunity at the Conference when they adopted *Resolution 30-2, Resolution Concerning Energy*. Though the resolution noted the region's energy challenges and the importance of energy efficiency and renewable energy development in meeting those

challenges, it set a conservative target for growing renewable energy in the region, it did not set efficiency targets, and it mentioned global warming only at a surface level. The resolution affirmed the importance of regional cooperation in meeting its energy challenges, but until now the plans for regional cooperation on global warming have largely not been realized and have seen unequal investments of resources from the different Governors and Premiers.

With a few exceptions, the Governors and Premiers have not given their climate commitments the attention they deserve. Several strong climate action plans in the region have remained largely un-implemented, and three jurisdictions lack plans altogether. In some cases, progress we have seen over the last year has happened *despite* the public positions of Governors and Premiers – which sometimes directly contradict their climate protection commitments. For example, in Rhode Island, Governor Carcieri recently abandoned the Regional Greenhouse Gas Initiative – a plan to reduce carbon dioxide pollution from power plants in the northeast states – despite its potential for reducing global warming pollution cost-effectively and with benefit to consumers.

A notable example of the good that would come from the Governors and Premiers re-engaging in the Climate Change Action Plan is the work of Premier Charest of Quebec. His leadership has resulted in the release of a comprehensive energy framework and a forward-thinking climate action plan for the province, and polling in the province shows that his efforts have been well-received by the public. The framework and climate plan resulted in Quebec receiving the highest policy grade of all the states and provinces in this Report Card. If there is significant follow-through on the climate plan, it puts Quebec position to reverse its growth in global warming pollution and potentially hit the 2010 target. The Governors and Premiers should follow Premier Charest's lead and make global warming and meeting the targets of the 2001 Plan a top focus of both their public discourse and their policy efforts.

The urgency of meeting or even surpassing the Plan's targets is underscored by the recent explosion of alarming scientific findings regarding the current pace of warming and its effects on the global physical and biological systems on which we all rely. In the face of strong scientific links between global warming and negative effects like more severe storms and sea level rise, a wide range of stakeholder groups – including business, faith groups, security advocates, scientists, investors, and justice advocates – are now recognizing the need for decisive action to stabilize the climate. The Governors and Premiers have a compelling opportunity to capitalize on the recent shifts in consciousness. Strong leadership at the highest levels of state and provincial government can play a crucial role not only in acting to reduce global warming pollution, but also galvanizing the public around this issue and creating the base of support that is essential for implementing many of the forward-thinking policies that will reduce global warming pollution. The states and provinces could be at the forefront of global warming efforts in their respective nations. Further, meeting the goals of the 2001 climate plan by proactively adopting smarter transportation practices, renewable energy and efficient technologies would minimize disruption and costs under future nationally-mandated climate programs. Any Governors or Premiers who claim that meeting their climate commitments would have a significant political cost need to consider whether they have seriously tried to mobilize public support – especially in light of the fact that cutting global warming pollution often means also cutting energy bills and local air pollution.

Re-engagement by the Governors and Premiers is also necessary for starting a regional conversation about how the 2001 Plan could be improved. In the intervening years since the 2001 agreement, climate science has made clear that the pollution reductions needed to stabilize

the climate will have to happen faster than was previously believed. The states and provinces should consider adjusting their targets accordingly, and they should certainly assign a firm date for the 75-85% reduction target; we urge them to make 2050 the target date – as the Connecticut Legislature mandated in 2004. Even the stated goals for the Action Items may need to be revised. For example, the goal for the Action Item on Conservation – "By 2025, increase the amount of energy saved through conservation programs…within the region by 20%" – seems overly moderate given the rising cost of energy and the huge savings in both pollution and consumer costs that could accrue with more aggressive conservation programs in the states and provinces.

The policies recommended in the Plan may also need to be adjusted, based on how the policy picture has changed in the last five years. For example, four of the six New England states have moved ahead with the Regional Greenhouse Gas Initiative, and concepts like energy efficiency competing with supply are becoming accepted as important options for the region. Again, there have been regional efforts to stimulate discussion and share best practices around developing policy concepts, but these efforts have been underemphasized, delayed or overshadowed by politics.

Finally, improved and coordinated leadership from the Governors and Premiers would serve to pressure the U.S. and Canadian federal governments to take a leadership role in addressing global warming. The U.S. federal government has largely failed even to acknowledge that the problem exists; the U.S. Environmental Protection Agency does not consider carbon dioxide a pollutant. In Canada, a once progressive federal stance on global warming has been discarded by the present government, which has dismantled the national Canadian climate plan and is attempting to bury global warming as an issue. In the U.S., individual states have been responsible for most of the positive policy developments, and they need to press harder – especially publicly – for real support at federal level. With the withdrawal of the Canadian federal government, the onus is on the provincial governments to take the lead on climate protection in the short-term, and they should continue to push the federal government to treat global warming with urgency.

III. Efficiency and Transportation Need Serious Attention

Energy efficiency and transportation are two areas that the Governors and Premiers must focus on in the coming five years if they are to hit the 2010 pollution reduction target. Energy efficiency is where the states and provinces can achieve the most cost-effective pollution reductions, and there are huge reservoirs of efficiency potential in the region that remain untapped. The transportation sector, on the other hand, is probably the most difficult sector to address, while also being the largest regional source of global warming pollution and probably the fastest growing source as well.

A 2005 study of energy efficiency in the New England states found that the states can develop their energy efficiency potential for 3.1 cents per kWh, while developing new electricity generation costs about 9.4 cents per kWh when the costs of transmission and distribution are included.[2] Electricity demand continues to rise in the region, and, at one-third the cost of investing in new generation, energy efficiency is by far the cheaper solution to the problem. The cost equation for the Canadian provinces is almost certainly similar. The challenges of securing a reliable supply of electricity and meeting the 2010 pollution reduction target have this one common solution – energy efficiency. While Resolution 30-2 from the last NEG/ECP Conference does resolve that the region "will seek to mitigate future growth in electric energy demand through energy efficiency and demand

[2] "Energy Efficiency: The Smart Way to Reduce Pollution in the Northeast." August, 2005. http://www.newenglandclimate.org/files/rggiefficiency2005.pdf. pgs. 19-20.

response," it does not clarify the reasons that these strategies are so beneficial. The states and provinces should all aggressively expand their efficiency programs to cover all fuels and all sectors. Funding for the programs should not be determined arbitrarily, but should instead be tied to the levels of efficiency that will be necessary to meet the region's pollution reduction targets and maximize consumer savings. More efficient buildings are one area where there are significant global warming pollution reductions to be made, both for public and private construction, as building choices now will determine our energy use in the decades to come. These strategies, combined with a renewed focus on developing both utility-scale and distributed renewable sources of electricity, are the best short-term options the states and provinces have for reversing the trend of rising emissions and meeting their climate protection commitments. At this point, halfway to 2010, it will take quick and decisive action to tamp down demand.

In the transportation sector, there is no strategy as straightforward as (non-transportation) energy efficiency; slowing and reducing global warming pollution from this sector will require long-term planning for the most part. The two primary ways to reduce transportation emissions are to make vehicle fleets cleaner in terms of per-mile emissions (with cleaner cars or carbon-neutral fuels) and to reduce the amount people drive, or vehicle-miles traveled (VMTs).

A notable regional success is that five of six New England states and Quebec are moving towards adopting the California Clean Cars standard or an equivalent program. Coming into effect for the 2009 model year, the California program will reduce global warming pollution from new cars 30% by 2016 in the jurisdictions where it is adopted. All the state and provincial governments should also be seriously considering other policy options for getting more fuel-efficient and low emission vehicles on the road. Tax incentives for fuel-efficient and alternative-fuel vehicles are a strong option. One promising revenue-neutral program design – termed a "feebate" program – would reduce sales taxes on the cleanest cars and raise taxes on the most polluting ones.

Reducing VMTs especially will demand long-term planning because a root cause of the problem is sprawling development patterns. Important strategies to combat sprawl include incentives for compact, mixed-use development, shifting development to transit-accessible locations, and re-developing abandoned urban sites. If these kinds of strategies are combined with far better regional funding for transit, regional rail, and pedestrian and bike infrastructure, it will go a long way to enabling people to choose less polluting transit options. Finally, states and provinces should work to change the incentives of driving. Governments should work with employers to reduce subsidies for driving – like free parking – and to reduce barriers to commuting without a car. Another important strategy to reduce VMTs is to move to mileage-based auto insurance, which would tie insurance premiums to the amount people drive.

All these strategies to reduce global warming pollution from the transportation sector will require several years to start making a dent in global warming pollution. The states and provinces need to move quickly to be able to make significant transportation sector reductions before the 2020 deadline, much less the 2010 one.

Conclusions

Five years after the signing of the 2001 *Climate Change Action Plan*, the states and provinces are not on track to meet the 2010 pollution reduction target. The necessary policies are not in place, and emissions are far from under control. To get back on track, it is going to take real leadership from the Governors and Premiers. They should all be clamoring to get A's on the policy grades and then raising the bar even higher. And if the Governors and Premiers are going to hit the 2010 target, they will have to place a special focus on

breaking through the systemic barriers to increasing efficiency and reducing driving. For support and solutions, they should be looking not just to their own administrations, but also to the environmental community and other key sectors.

With aggressive re-engagement from the Governors and Premiers, the states and provinces can get back on track. And with the top executive officials as the driving force behind climate policy in the region, New England and Eastern Canada can once again be driving forces for climate policy in their respective nations.

Summary of the New England Governors / Eastern Canadian Premiers' Climate Change Action Plan of August 2001

Background

In July of 2000, the Conference of New England Governors and Eastern Canadian Premiers (NEG/ECP) adopted Resolution 25-9 on global warming and its impacts on the environment. The NEG/ECP recognized that "global warming, given its harmful consequences to the environment and the economy, is a joint concern for which a regional approach to strategic action is required." To that end, in August of 2001 the NEG/ECP adopted a Climate Change Action Plan that set regional greenhouse gas emission reduction goals and identified nine action steps that must be taken to achieve them.

Regional Goals

Short-Term: Reduce regional greenhouse gas (GHG) emissions to 1990 levels by 2010.

Mid- Term: Reduce regional GHG emissions by at least 10% below 1990 levels by 2020, and establish an interactive five-year process, commencing in 2005, to adjust the goals if necessary and set future reduction goals.

Long-term: Reduce regional GHG emissions sufficiently to eliminate any dangerous threat to the climate; current science suggests this will require reductions of 75-85% below current levels.

Action Steps Called for in the Climate Change Action Plan

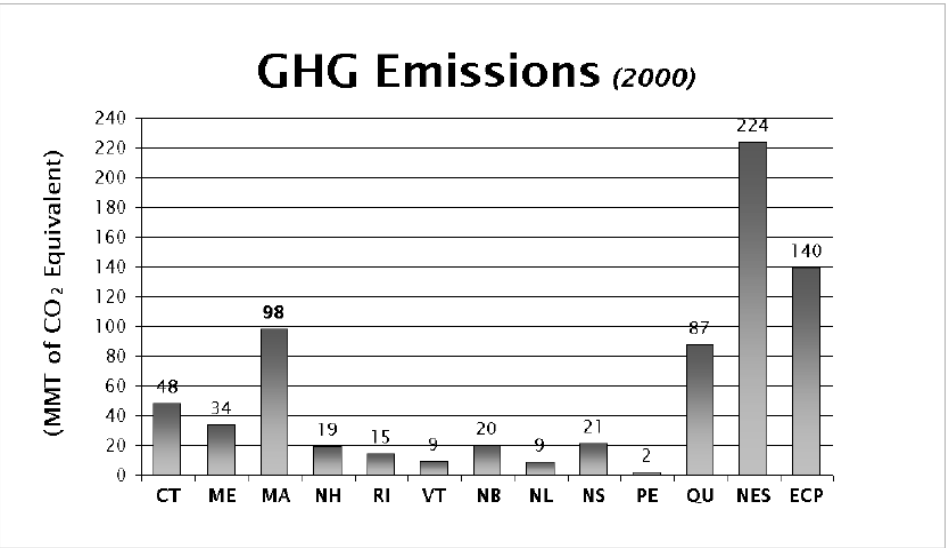
1. Establish a Regional Standardized GHG Emissions Inventory
2. Establish a Plan for Reducing GHG Emissions and Conserving Energy
3. Promotion of Public Awareness
4. State and Provincial Governments Lead by Example
5. Reduce GHG Emissions from the Electricity Sector
6. Reduce Total Energy Demand Through Conservation
7. Reduce and/or Adapt to Negative Social, Economic and Environmental Impacts of Climate Change
8. Decrease the Transportation Sector's Growth in GHG Emissions
9. Create a Regional Emissions Registry and Explore a Trading Mechanism

***To view the complete Plan visit: http://www.negc.org/documents/NEG-ECP%20CCAP.PDF**

Overview of Regional Greenhouse Gas Emissions

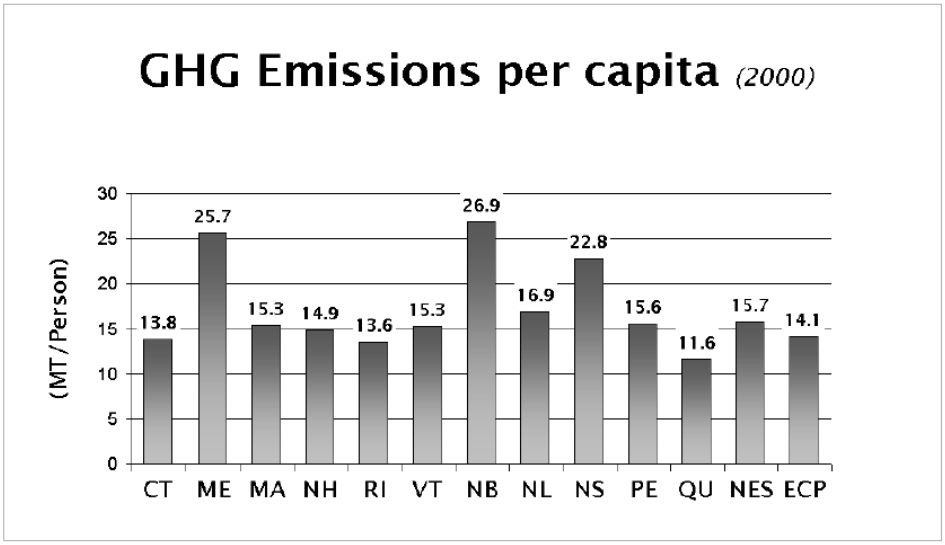
Greenhouse Gas Emissions

(Source: U.S. EPA/NESCAUM and Environment Canada, 2000)



Per Capita Greenhouse Gas Emissions

(Source: U.S. EPA/NESCAUM and Environment Canada, 2000)



NES: New England States
ECP: Eastern Canadian Provinces

NOTE: Attempts were made to obtain more current comparable state and provincial emissions data, but more recent emissions data was not available for all jurisdictions.

Regional Summary of Policy Grades

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of greenhouse gases by 75-85% below 2001 levels. For this grading section, each state and province has been graded on its progress towards implementing eight of the "Action Items" called for the in regional Climate Change Action Plan ("policy grades"). The overall grades are as follows:

State / Province	2006 Grade	2005 Grade	2004 Grade
Connecticut	C+	B	B-
Maine	B	B-	C
Massachusetts	C-	C+	B-
New Hampshire	D+	C-	D+
Rhode Island	C+	B-	C-
Vermont	C-	C	D+
New Brunswick	C-	C+	C-
Newfoundland and Labrador	B-	B	C-
Nova Scotia	C	C-	C-
Prince Edward Island	B-	B+	B-
Quebec	B+	B-	B-

In the following pages, each state and province is given the above, overall grade as well as grades for their performance on the eight "Action Items." The grades are followed by highlights of areas where the state or province has performed well and those areas that need improvement.

Climate Change Scorecard – 2006

Connecticut

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on its performance towards achieving eight of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	A-
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	B
3. Promote Public Awareness	B-
4. Government Leads by Example	C+
5. Reduce GHG from the Electricity Sector	B+
6. Reduce Total Energy Demand Through Conservation	C+
7. Reduce / Adapt to Impacts of Climate Change	D+
8. Reduce GHG from the Transportation Sector	D+
Overall Grade	**C+**

Progress Made

In 2004, the CT legislature passed Public Act 04-252, requiring the state to meet the meet the region's global warming pollution goals, and in 2005 the state released the 55 policy CT Climate Change Action Plan.

Clean Electricity:

- In December 2005, Connecticut formally agreed to join the Regional Greenhouse Gas Initiative, a northeastern program to reduce global warming pollution from power plants. This mandatory program is widely believed to set the precedent for national global warming regulations.
- Connecticut has one of the nation's strongest renewable energy standards in the country, with 7% of electricity coming from "Class I" clean, renewable sources by the year 2010.

Clean Transportation:

- CT issued regulations adopting the California Clean Cars tailpipe pollution standards, reducing greenhouse gas emissions from new cars 30% by 2016; and will create a global warming labeling program for new cars.
- In 2005 and 2006, Connecticut began to increase investment in mass transit by funding a new commuter rail service between New Haven and Springfield, station improvements, new rail cars for Metro North and a Hartford to New Britain bus way.

Government Lead by Example:

- In 2006 the legislature mandated that new state construction and renovation projects (schools exempted) be built to the green LEED Silver standard. The state government also committed to purchase 20% clean energy by the year 2010, and began making the state fleets more fuel efficient by purchasing hybrid vehicles.

Improvements Needed

- CT is the only New England state without programs to help businesses and households use natural gas more efficiently. CT has yet to join RI and ME and mandate that electric and gas utilities put lower-cost efficiency before charging ratepayers to build new expensive new power plants or other supply.
- The state has not aligned its transportation planning with its global warming goals. The governor and state agencies have made no progress reducing black carbon soot from diesel vehicles to levels outlined in climate plan. CT has made little progress coordinating development to link housing, jobs and transportation. The state should calculate GHG emissions for all transportation projects and prioritize approaches which will reduce pollution. Local transit districts are consistently under-funded. The state provides no incentives for its employees to choose to commute using transit or ride-sharing.

Grader: Roger Smith, Clean Water Fund, (860-232-6232), rsmith@cleanwater.org

Climate Change Scorecard – 2006

Maine

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on its performance towards achieving eight of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	A-
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	A-
3. Promote Public Awareness	C+
4. Government Leads by Example	B+
5. Reduce GHG from the Electricity Sector	B-
6. Reduce Total Energy Demand Through Conservation	B-
7. Reduce / Adapt to Impacts of Climate Change	C-
8. Reduce GHG from the Transportation Sector	B-
Overall Grade	**B**

Progress Made

- Governor Baldacci initiated the *Governor's Carbon Challenge* to encourage and recognize businesses and institutions that voluntarily reduce their greenhouse gas emissions.
- The State has made progress in "leading by example" by increasing its fleet of hybrid vehicles, requiring LEED standards for new and renovated state buildings, reducing employee vehicle miles traveled, reducing energy consumption and increasing its purchase of clean energy.
- During the 2005-2006 legislative session, Maine passed: 1) the global warming tailpipe emission standards, and sales goals for cleaner cars; 2) a one-year $0.08/gallon tax credit for biodiesel; 3) new permissions for the Public Utility Commission to enter into contracts for energy efficiency, as well as higher prioritization of renewables and carbon-neutral generators in energy contracting.
- The State is preparing to implement a pilot *Whole House* program to increase the efficiency of residential buildings and to train professionals in this field.
- The State issued its first progress report on its 2004 Climate Change Action Plan in January, 2006.

Improvements Needed

- The legislature should increase funding for Efficiency Maine and create policies to increase efficiency of home heating oil.
- The State should educate Maine residents further about projected impacts from global warming to the state's natural resource-based economy, work more closely with the research community in Maine, and incorporate adaptive measures into policymaking and initiatives.
- The State should adopt regulations that implement the Regional Greenhouse Gas Initiative with maximum investment in energy efficiency and consumer benefits.
- The Public Utilities Commission should create rules that maximize the use of cost-effective efficiency and clean renewable power.
- Mandatory energy efficient building codes are needed for all sectors.

Graders: Natural Resources Council of Maine, (207-622-3101); Environment Maine, (207-253-1965)

Climate Change Scorecard – 2006

Massachusetts

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on its performance towards achieving eight of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	C+
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	B
3. Promote Public Awareness	D+
4. Government Leads by Example	B
5. Reduce GHG from the Electricity Sector	F
6. Reduce Total Energy Demand Through Conservation	B-
7. Reduce / Adapt to Impacts of Climate Change	D+
8. Reduce GHG from the Transportation Sector	D+
Overall Grade	**C-**

Progress Made

- The Massachusetts Legislature adopted strong appliance efficiency standards in the fall of 2005.
- One of the best implemented parts of the state Climate Protection Plan continues to be government lead-by-example policies – including clean vehicle purchasing and energy efficiency upgrades to state buildings.
- State efforts to encourage transit-oriented development have been relatively well-funded and coordinated.

Improvements Needed

- Governor Romney and Massachusetts took a major step backwards in December of 2005, when he pulled the state out of the Regional Greenhouse Gas Initiative (RGGI) and then subsequently proposed weakening the "Filthy Five" carbon dioxide standards. The State Senate considered a bill to reverse the Governor's decision on RGGI, but, despite public support from 27 of 40 senators, the bill was shelved.
- While the administration has implemented some promising policies to address sprawl, the growth of vehicle miles traveled (VMTs) is still a major and growing problem in the transportation sector. The state should better fund its currently under-funded transit systems to start getting more people into less polluting – and cheaper – alternatives to driving. Transit improvements would be bolstered by smart policies that provide incentives to drive less, such as mileage-based auto insurance.
- The Legislature should encourage the purchase of cleaner cars. As outlined in the state Climate Protection Plan, a revenue-neutral incentive program could reduce sales taxes on the cleanest cars and raise taxes on the most polluting ones.
- The state's Renewable Portfolio Standard (RPS) has been under attack in the Legislature, with various bills proposed that would designate old or polluting sources of power as new, renewable energy. Instead of backsliding, state government should be implementing policies that will encourage the growth of truly new renewable energy – such as mandating that utilities sign long-term contracts for clean power.
- Though various state agencies have been working to encourage the growth of renewable energy in Massachusetts, the governor and some other public officials have continued to attack the Cape Wind Project, which would be far and away the largest source of clean, renewable energy in New England.
- State energy efficiency programs should be expanded beyond just electricity efficiency to include significant, mandatory programs for natural gas and heating oil. In Massachusetts, gas and oil efficiency represent largely untapped reservoirs of energy savings and pollution reductions.

Graders: Clean Water Fund, (617-338-8131, x209); Conservation Law Foundation, (617-850-1721); Mass Climate Action Network, (781-643-5911); MASSPIRG Education Fund, (617-747-4316)

Climate Change Scorecard – 2006

New Hampshire

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on its performance towards achieving eight of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	B-
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	F
3. Promote Public Awareness	D+
4. Government Leads by Example	B
5. Reduce GHG from the Electricity Sector	D
6. Reduce Total Energy Demand Through Conservation	C-
7. Reduce / Adapt to Impacts of Climate Change	C-
8. Reduce GHG from the Transportation Sector	D-
Overall Grade	**D+**

Progress Made

- New Hampshire has in place an inventory of sources of greenhouse gas emissions that stacks up well against other states' efforts.
- Governor Lynch issued an executive order in 2005 calling for state government to reduce energy use in state facilities by 10%. It also initiates a Clean Fleets Program to improve fuel efficiency in state owned vehicles. An energy information system is being implemented to measure progress toward meeting the goals of the executive order, as well as an incentive award for best department effort.
- Working with stakeholders and scientists, New Hampshire has completed a study detailing some of the local impacts climate change will have on the state's resources.
- New Hampshire maintains good programs for energy-saving retrofits to state buildings and providing incentives to utility customers to make energy efficiency improvements, though continued funding is in jeopardy.
- The Legislature has set up an Energy Policy Commission to make recommendations on renewables development, fuel diversity and utility divestment, though it won't specifically address climate action.

Improvements Needed

- The state has made no progress in developing a comprehensive plan, identifying policies and timelines necessary to reach the regionally agreed upon goals.
- Greenhouse gas pollution from transportation continues to grow in NH, yet the state has yet to adopt a clean cars standard or make significant investments in alternative transportation.
- Legislation to address power plant CO2 reduction by giving the administration RGGI negotiating authority was held off for possible RGGI model rule/implementation legislation next year.
- The state is making little progress to develop renewable energy, such as a utility renewable portfolio standard or other incentives.
- Stable and enhanced funding for demand-side conservation measures is needed, and building codes need to be brought up to international standards.

Graders: Clean Water Fund, (603-430-9565); New Hampshire Public Interest Research Group Education Fund, (603-229-3222)

Climate Change Scorecard – 2006

Rhode Island

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on its performance towards achieving eight of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	B+
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	B
3. Promote Public Awareness	C-
4. Government Leads by Example	C+
5. Reduce GHG from the Electricity Sector	C
6. Reduce Total Energy Demand Through Conservation	B+
7. Reduce / Adapt to Impacts of Climate Change	C-
8. Reduce GHG from the Transportation Sector	C+
Overall Grade	**C+**

Progress Made

In 2002, the Rhode Island Greenhouse Gas Stakeholders Group published the Greenhouse Gas Action Plan which outlines programs and policies the state could undertake to meet its commitment under the New England Governors' and Eastern Canadian Provincial Premiers' Climate Change Action Plan. Some progress has been made in implementing aspects of the plan:

Clean Electricity

- In 2004, Rhode Island passed the Clean Energy Act to require 16% of the state's electricity to come from clean, renewable sources.
- In 2005 and 2006, the state adopted legislation to set state standards for appliance efficiency.
- The General Assembly passed a comprehensive energy bill in 2006 that establishes a mandate to procure all cost-effective electric efficiency and renewable energy, and creates a natural gas efficiency program.
- The state House of Representatives unanimously passed a resolution to support Rhode Island joining the Regional Greenhouse Gas Initiative. This act will be critical if the governor continues to keep Rhode Island out of the agreement and legislation becomes necessary to join the program.

Clean Transportation

- Rhode Island has adopted the California "Clean Cars" program, to reduce global warming pollution from new cars and trucks 30% by 2016.
- In 2006 ground was broken on a new commuter rail station at T.F. Green airport in Warwick, RI.

Government Lead by Example

- Gov. Carcieri's Executive Order on Green and Clean State Vehicles will result in the purchase of state vehicles with improved fuel efficiency and reduced pollution emissions.
- An executive order on Energy and Environmental Performance Standards for New Public Buildings will require any new or renovated public building must meet LEED efficiency standards.

Improvements Needed

- Gov. Carcieri has failed to join the Regional Greenhouse Gas Initiative (RGGI), the first regional cap and trade policy to reduce global-warming pollution from power plants in the United States.
- Transportation remains the largest source of in-state global warming emissions, but the state has not yet adequately addressed the need to reduce oil consumption and the amount of driving done by Rhode Islanders.

Graders: Clean Water Fund, (401-331-6972); Conservation Law Foundation, (401-351-1102); Rhode Island Public Interest Research Group, (401-421-6578)

Climate Change Scorecard – 2006

Vermont

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on its performance towards achieving eight of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	D
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	F
3. Promote Public Awareness	D-
4. Government Leads by Example	B+
5. Reduce GHG from the Electricity Sector	B+
6. Reduce Total Energy Demand Through Conservation	A-
7. Reduce / Adapt to Impacts of Climate Change	D
8. Reduce GHG from the Transportation Sector	D
Overall Grade	**C-**

Progress Made

- In September 2003, Governor Douglas established the Climate Neutral Working Group (CNWG) to reduce state government emissions and provide a good example for others to follow. The plan developed by the CNWG is very strong but slow implementation led to a 24% increase in yearly emissions in 2005.
- In December 2005, Governor Douglas established a commission charged with developing a climate action plan for the state of VT. The state legislature required that the climate action plan be completed by September, 2007.
- Vermont joined the Regional Greenhouse Gas Initiative and adopted the California global warming pollution standards for automobiles.
- In 2006 legislation was passed that promotes smart growth development, sets appliance efficiency standards, and requires state agencies to analyze the global warming impact of their projects.
- The budget for Vermont's efficiency utility, Efficiency Vermont was increased but still fails to capture all cost effective efficiency savings.

Improvements Needed

- To date there has been a lot of talk and little action to build Vermont's renewable energy future. The Governor should reconsider his opposition to wind power and the legislature should strengthen current programs to promote instate development of renewable resources.
- The state legislature and the governor should work together to ensure they are prepared to move aggressively and implement the policies that are developed for the Climate Action Plan.
- The efficiency utility should be fully funded and given a mandate to address energy efficiency regardless of fuel type.
- Vermont should coordinate with neighboring states and provinces to build out a regional rail system.
- Both the Governor's office and the state legislature have done little to educate and engage Vermonters on the issue of climate change. Climate change threatens two of the key element's of Vermont's economy, tourism and agriculture. A comprehensive education program should be developed to help inform Vermonters about the importance and urgency of the issue.

Grader: Vermont Public Interest Research and Education Fund, (802-223-5221)

Climate Change Scorecard – 2006

New Brunswick

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on its performance towards achieving eight of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	A
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	F
3. Promote Public Awareness	D
4. Government Leads by Example	B-
5. Reduce GHG from the Electricity Sector	C+
6. Reduce Total Energy Demand Through Conservation	C+
7. Reduce / Adapt to Impacts of Climate Change	C
8. Reduce GHG from the Transportation Sector	F
Overall Grade	**C-**

Progress Made

- The New Brunswick Energy Efficiency and Conservation Agency (Efficiency NB) was established in 2005 and now operates with a budget of $12 million. It is in the development stage, but offers an energy audit and incentive program for the residential sector.
- The Province's renewable portfolio standard has been legally established in regulation.
- New government buildings, including new hospitals and schools are being constructed to meet the LEED (Leadership in Energy and Environmental Design) Silver Standard for green buildings.
- Impacts of the climate crisis are now routinely considered in land use planning decisions by the Province.
- The provincial government now requires that new vehicle purchases by government departments be made based on life-cycle costs, which should increase the fuel efficiency of the government fleet.

Improvements Needed

- New Brunswick has no climate action plan despite public consultations completed in 2003. A bold plan is needed if the Province has any hope of achieving the 2020 target of reducing greenhouse gas emissions below 1990 levels by 10 percent. In the absence of a plan, emissions in 2004 were almost 47% higher than those in 1990, so New Brunswick will not achieve the 2010 target.
- Efficiency NB must move quickly from its developmental stage to establish and achieve clear targets for energy efficiency improvements and fuel switching in the residential, commercial and industrial sectors if it is to have a meaningful impact on provincial greenhouse gas emissions.
- The commitment made in the provincial energy policy of 2001 to "promote cogeneration as the most energy efficient electricity generation option" needs to be implemented in a meaningful way and consideration of a new coal-fired power plant for northern New Brunswick abandoned.
- The reduction of transportation-related emissions must become a focus of government policy, regulation and investment.
- Climate action appears to be falling further off the Province's political agenda as the newly elected federal government has abandoned Canada's initial Kyoto target, cancelled Kyoto-related programs and incentives and signaled it wish for subsequent Kyoto targets to be voluntary in nature. The Premier of New Brunswick needs to join the Premiers from Quebec, Newfoundland and Labrador, Ontario and Manitoba, and mayors from across Canada in affirming his support for Canada's initial Kyoto target and maintaining the integrity of Kyoto as a legally binding international mechanism for reducing greenhouse gas emissions on a global, fair and equitable basis.

Grader: Conservation Council of New Brunswick, (506-458-8747)

Climate Change Scorecard – 2006

Newfoundland & Labrador

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on its performance towards achieving eight of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	A
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	B-
3. Promote Public Awareness	B+
4. Government Leads by Example	B-
5. Reduce GHG from the Electricity Sector	B-
6. Reduce Total Energy Demand Through Conservation	C-
7. Reduce / Adapt to Impacts of Climate Change	B+
8. Reduce GHG from the Transportation Sector	D-
Overall Grade	**B-**

Progress Made

Following the release of its first Climate Change Action Plan in July 2005, Newfoundland & Labrador has moved forward on many of the Plan's 40 action items, and increased staffing to oversee initiatives. The province is signaling a continued desire to pursue greenhouse gas reduction initiatives (including a new $6.9 million low income energy efficiency program, and continued support for a Climate Change Education Centre) despite federal government withdrawal from similar initiatives during 2006. The province also sponsored conferences and workshops during 2005-06 with key sectors regarding climate change mitigation and adaptation. In renewable energy, the province's public utility sought proposals for 25 MW of wind energy, and the Department of Natural Resources began monitoring wind energy potential in Labrador. The provincial government has recently completed public consultations on two major complementary policy initiatives: an Energy Plan (to be announced later this year), and a Sustainable Development Act and Roundtable, to be introduced during the upcoming legislative session.

Improvements Needed

The provincial Climate Change Action Plan must have targets and timetables to ensure that its actions link to clear, performance-based benchmarks that will help achieve the Plan's stated objectives. Gaps in the Plan (still a work in progress) must also be addressed, preferably through a multi-stakeholder process to guide implementation and lever resources and partnerships. Energy conservation in the buildings and transportation sectors could provide significant opportunities for gains in addressing the Plan's goals, while also addressing a range of public policy priorities from job creation to rural economic development – these sectors require concrete policies and program resources. NL's emerging Energy Plan and Sustainable Development Act must reinforce the Climate Change Action Plan, and be based on the principle of a low-carbon future, leading NL toward sustainable, renewable energy and sustainable, efficient communities.

Grader: Bruce Pearce, Sierra Club of Canada – Atlantic Canada Chapter, (709-739-1665)

Climate Change Scorecard – 2006

Nova Scotia

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on its performance towards achieving eight of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	A
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	D+
3. Promote Public Awareness	C
4. Government Leads by Example	C+
5. Reduce GHG from the Electricity Sector	C
6. Reduce Total Energy Demand Through Conservation	C+
7. Reduce / Adapt to Impacts of Climate Change	C
8. Reduce GHG from the Transportation Sector	C-
Overall Grade	**C**

Progress Made

- GHG emissions in Nova Scotia are up 11% between 2001 and 2004, and 16.5% between 1990 and 2004. A 3.3 Mt reduction is needed to meet 1990 levels.
- In the fall of 2005, the government established the Smart Energy Choices Program, with $10 million for energy efficiency incentives, education, and a 10% rebate for solar hot water. Later, the 'Green Energy Framework' identified 1 million tonnes in annual GHG reductions in the electricity sector. In addition, the Keep the Heat low-income program provided energy savings kits to every participant. However, the modest low-income energy efficiency initiatives in the Keep the Heat Program were cancelled for an energy sales tax cut, and the initiatives mentioned above are in limbo because Nova Scotia has yet to show leadership in the face of the federal government's cuts to climate pollution programs.

Improvements Needed

- The province must release a GHG reduction plan that makes specific references to the NEG/ECP targets, and is implemented in cooperation with an inter-sectoral working group. In the face of the federal government's retreat from fighting climate pollution a provincial plan must ensure the security of audit-based efficiency programs and include market-oriented regulations, such as the carbon tax recently adopted by Quebec.
- Nova Scotia must work to catch-up to the New England states by developing electricity Demand Side Management Strategies (DSM) with appropriate funding levels (3% of utility revenues is a best-practice standard). The electricity DSM strategy should be coupled with an aggressive efficiency strategy for all fuel-types implemented by Conserve Nova Scotia.
- A standard price for renewable energy is required to provide financial security for community-based renewable energy projects. A fuel-efficient vehicle feebate program and infrastructure investments are needed in the transport sector.

Grader: Ecology Action Centre, (902-442-0199)

Climate Change Scorecard – 2006

Prince Edward Island

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on its performance towards achieving eight of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	A
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	B-
3. Promote Public Awareness	C
4. Government Leads by Example	C+
5. Reduce GHG from the Electricity Sector	A
6. Reduce Total Energy Demand Through Conservation	D+
7. Reduce / Adapt to Impacts of Climate Change	B-
8. Reduce GHG from the Transportation Sector	C
Overall Grade	**B-**

Progress Made

- PEI continues to be a national leader in terms of its renewable energy policies, particularly with respect to wind energy. The Renewable Energy Act was proclaimed in December of 2005, putting in place a Renewable Portfolio Standard for electricity of 15% by 2010, Minimum Purchase Price Regulations, Designated Area Regulations, and Net-Metering.
- The province has commissioned an additional 30 MW of wind power, which will become operational in 2007. This additional capacity will allow PEI to meet its RPS of 15% by 2007; three years earlier than required.
- Renewable fuels are a continued focus of the Province, which hopes to take advantage of a federal renewable fuels standard. The Province is looking at proposals for a local biofuels production facility. In addition, over the past year, the Province piloted renewable fuels in 4 of their vehicles and 2 furnaces and are considering expanding the project.
- The Public Transit System for Charlottetown has become operational with greater than expected success. Additional buses will be introduced.

Improvements Needed

- The Province has neither a provincial building code nor a policy for green building. Such initiatives would greatly reduce commercial and residential building GHG emissions.
- Although the Province has moved forward with respect to renewable energy, more emphasis on energy conservation through demand side management strategies is required.
- Social, economic and environmental adaptation to the impacts of climate change must be more of a priority. The province needs to be identifying areas susceptible to catastrophic climate events and establishing monitoring indicators.
- PEI lacks any comprehensive, forward-looking policies on land use planning to control for sprawl and to mitigate and adapt to the impacts of climate change. The promotion of smart growth will help reduce the Island's GHG emissions and increase the quality of life.
- The agricultural sector is a major producer of GHG emissions on PEI and therefore, further actions must be taken to reduce consumption of fossil fuels and promote a more sustainable system of production.
- PEI's Waste Watch Program shows leadership in waste management; however there are problems with excessive trucking, improper storage of low-quality compost and the state of construction & demolition dumpsites.

Grader: Atlantic Canada Sustainable Energy Coalition (ACSEC), (902-566-1946)

Climate Change Scorecard – 2006

Quebec

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on its performance towards achieving eight of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	A
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	A
3. Promote Public Awareness	C
4. Government Leads by Example	C
5. Reduce GHG from the Electricity Sector	A
6. Reduce Total Energy Demand Through Conservation	B+
7. Reduce / Adapt to Impacts of Climate Change	A
8. Reduce GHG from the Transportation Sector	C+
Overall Grade	**B+**

Progress Made

The government of Québec recently made public (June 2006) a very comprehensive GHG emissions reduction Plan (2006-2012) that, if implemented rapidly, would bring the province's GHG emissions 1,5% below 1990 levels by 2012. A new carbon tax – bringing 200M$ of new revenues per year and used to finance the plan -, the adoption of California standards for car emissions, the improvement of the existing building code, and the capture of methane from landfills, are some of the features of this well-received plan. A new energy strategy, as well as a new public transit policy (both made public in June 2006) also call for increased reliance on energy efficiency and renewables, as well as new public investments to increase public transit services. While Québec has finally given itself decent – but long-awaited - GHG emissions reduction policies, they still have to be implemented.

Improvements Needed

While the plan calls for the implementation of a significant public awareness campaign on climate change, it must be noted that the province has cut nearly all funding programs for environmental NGOs working in the field in the last three years, sporadically supporting some limited initiatives. The province will have to do better here in the coming year. Also, Québec seems to be missing the importance of promoting « smart-growth » urban planning and sprawl-reduction initiatives in any systematic way, something that must receive attention in the coming years. Finally, the government itself should make internal green or climate-friendly procurement policies a reality, so as to truly lead by example. During the forthcoming year, environmental NGOs will closely monitor the implementation of the new climate plan, as well as the other needed improvements.

Grader: Hugo Séguin, Équiterre, (514-522-2000, poste 235)

Pollution Reduction Grades

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with goals of reducing the region's emissions of greenhouse gases to 1990 levels by 2010, 10% below 1990 levels by 2020, and 75-85% in the long-term. For this grading section, each state and province has been graded on its progress towards meeting its first pollution reduction target in 2010. The grades are as follows:

State / Province	2006 Grade
Connecticut	F
Maine	F
Massachusetts	F
New Hampshire	F
Rhode Island	F
Vermont	F
New Brunswick	F
Newfoundland and Labrador	D
Nova Scotia	F
Prince Edward Island	D
Quebec	D

Greenhouse Gas Emissions Profiles

(Million Metric Tons Carbon Equivalent)

State/Province	1990 Emissions	2000 Emissions	2004 Emissions	% Change from 1990
Connecticut	40.8	44.7	--	--
Maine	26.5	29.2	--	--
Massachusetts	91.2	85.6	--	--
New Hampshire	5.8	7.2	--	--
Rhode Island	10.7	12.9	--	--
Vermont	10.7	9.8	--	--
New Brunswick	16.4	20.7	24.1	47%
Newfoundland and Labrador	10.1	9.2	10.5	4%
Nova Scotia	19.7	21.5	23.0	17%
Prince Edward Island	2.1	2.3	2.3	10%
Quebec	86.6	87.5	91.8	6%

Sources: For the provincial data, graders referenced Environment Canada's *National Inventory Report - Greenhouse Gas Sources and Sinks in Canada, 1990-2004.* For the state data through 2000, graders referenced Environmental Protection Agency and NESCAUM data. The states do not have updated greenhouse inventories through 2004. For the most recent years, graders used a set of sales and consumption data for the primary greenhouse gas fuels as a proxy for greenhouse gas emissions. The trends for sales and consumption of these fuels were clearly upwards.

Methodology

Individual state and provincial governments have been graded against the commitments made in the New England Governors / Eastern Canadian Premiers (NEG/ECP) Climate Change Action Plan of 2001 (to view the complete NEG/ECP Plan, please visit: http://www.negc.org/documents/NEG-ECP%20CCAP.PDF). There are two overall grading categories, one measuring how well the states and provinces are implementing the recommended policies in the Plan ("policy grades") and one measuring whether they are on track to meet the 2010 emissions reduction target ("pollution reduction grades"). The NEG/ECP Plan provided us with a framework for analysis that could be relatively objective and applicable to each state and province in the region.

For the policy grades, governments were evaluated against a "best case scenario" of where the governments should reasonably be at this point in the regional Plan's implementation – keeping in mind both what is reasonable to expect and the efforts that will be necessary to turn the tide of rising GHG emissions and meet the emissions reduction targets.

Each state and province was given a grade in eight different sections, which coincide with the first eight "*Action Items*" from the NEG/ECP climate plan. To achieve an "A" grade for a particular section, states and provinces would not necessarily need to have fully met the section goal enunciated in the regional Plan, but simply to have done the best that is reasonably achievable at this juncture. To arrive at the section grades for the *Action Items*, a series of "sub-questions" was developed, based largely upon specific steps that were recommended in the NEG/ECP Plan as one that should be taken to achieve the goals of the eight *Action Items.* A number score from 0 to 4 was then assigned to each of these "sub-questions," with the scores then used to determine the grade for that section.

The eight section grades were then averaged to arrive at the overall state or provincial grade. (Note: no grades were given for state and provincial progress towards *Action Item 9: The Creation of a Regional Emissions Registry,* as it was deemed too difficult to gauge individual state and provincial contribution to this cooperative goal.) Each *Action Item* from the NEG/ECP Plan was given equal weight in the grading process.

To obtain the information necessary to accurately score each section for the policy grades, the groups and individuals who conducted the scoring worked with a variety of entities in their respective states and provinces. Although this work varied between the different jurisdictions, most of the grading was done with the help of executive branch staff, state and provincial environmental regulators, agency staff from the various energy, transportation, development and environmental agencies and other key individuals as appropriate. Every effort was made to gather the most thorough and current information regarding state and provincial efforts to reduce greenhouse gas emissions.

For the pollution reduction grades, the graders evaluated whether the states and provinces were on track to hit the 2010 pollution reduction target. Graders used trends in emissions data through 2004 to assign the grades. The Canadian federal government currently publishes a comprehensive GHG inventory for the provinces through 2004. For the U.S. states, meanwhile, there is a 3-4 year lag for having their GHG inventories updated because of delays in receiving certain federal government energy data. To determine trends for the New England states, graders instead looked at sales and consumption data for a set of fuel categories, which together act as a proxy for GHG emissions. Examples of such proxy categories are motor gasoline sales, sales of distillate fuels, electricity consumption, and vehicle-miles traveled.

To obtain more detailed information on how the grading was conducted for a specific state or province, please contact the "graders" listed on the bottom of that state or provincial summary page, or contact:

United States: Brian Thurber, Clean Water Fund, Massachusetts, 617-338-8131, x209
Canada: David Coon, Conservation Council of New Brunswick, 506-458-8747

The following are examples of the criteria we used to grade the states and provinces:

1. Establishment of a Greenhouse Gas Emissions Inventory
Is there an inventory going back to 1990 for all sectors? Is it updated every three years?

2. Establishment of a plan for reducing GHG emissions and conserving energy
Is there a comprehensive climate plan? Was it created with public input which has clear targets and timetables? Is it comprehensive? Is there a regular progress review and is the plan updated accordingly?

3. Promotion of Public Awareness
Are there programs to promote dialogue on climate change among groups like conservationists, land managers, energy users, businesses, non-profits, the general public, students, etc.?
Is the effectiveness of this outreach measured?

4. Government Leads by Example
Is there a comprehensive public sector energy reduction program with goals and a baseline?
Is there a policy to encourage purchase of fuel efficient vehicles?
Are government staff, including facilities managers, municipal officials, university and other employees educated and trained on how to reduce greenhouse gas emissions within departments?
Does the state invest in efficiency upgrades if payback is less than 10 yrs?
Is there a good policy that addresses province/state construction and sustainable building design?
Are there requirements for the use of "environmentally preferable" products?

5. Reduce Greenhouse Gases in the electricity sector
Is there a Renewable Portfolio Standard or similar program that mandates increased renewable energy?
Are there additional prov/state programs to promote new renewable energy, cogeneration, and distributed generation and are the programs working?
Has the province or state joined regional/national efforts to reduce carbon intensity of power plants such as the Regional Greenhouse Gas Initiative?

6. Reduce total energy demand through conservation
Are there efficiency programs in place to address all major types of fuel and do they address all sectors - residential, commercial, industrial? Are they securely and appropriately funded?
Doest the government promote EnergyStar or EnerGuide programs?
Is there a program promoting green buildings across all sectors?
Are there stringent commercial and residential energy efficient building codes and are they enforced?

7. Reduce and/or Adapt to Negative Social, Economic and Environmental Impacts of Climate Change
Does the prov/state fund research on impacts and adaptation?
Does the prov/state identify areas susceptible to catastrophic events and document changes?
Are the emergency management agencies involved?

8. Decrease greenhouse gas emissions from the transportation sector
Has the prov/state adopted the California clean cars standard or an equivalent?
Is there a program to create financial incentives for use/purchase of low-emitting vehicles or equivalent?
Is mass transit ridership stable at a high level and funded appropriately?
Is the GHG impact for new public transportation projects calculated and used for planning?
Has there been investment in ports and rail systems to encourage non-car/truck use?

Is there a prov/state strategy for reducing sprawl?
Prov/state works actively and effectively with regional/local planning entities to promote smart growth?
Do zoning laws encourage compact, mixed-use development?