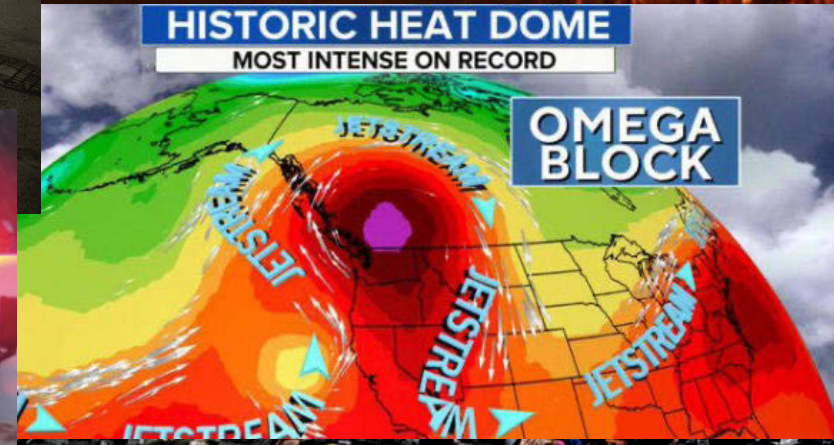


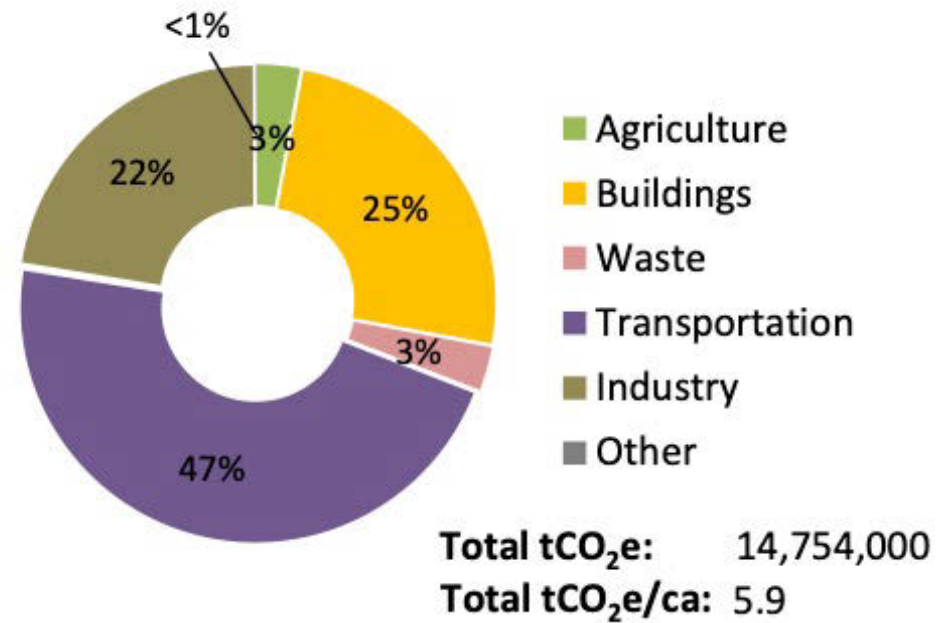
Alex Boston
Executive Director





Hundreds reported dead
amid Canada heat wave

Metro Vancouver GHGs



Metro Vancouver, 2021



Zero Carbon Transportation Pillars



**Renewable
Fuels**



**Carbon
Tax**



**ZEV &
Efficiency**



**Integrated Land Use
& Transportation**



**Vision Zero
Safety**

Only one country in the world has driven GHGs below 1990 levels: Sweden!
These are the pillars raised comprehensively across Sweden nationally and locally.



Zero Carbon Transportation Pillars



Renewable
Fuels



Carbon
Tax



ZEV &
Efficiency



Integrated Land Use
& Transportation



Vision Zero
Safety

Key Authority

Local

Provincial

BC/MV Action

✓

✓✓✓✓

✓

✓✓✓✓

**

✓

✓✓✓✓

**

✓✓✓✓

✓✓

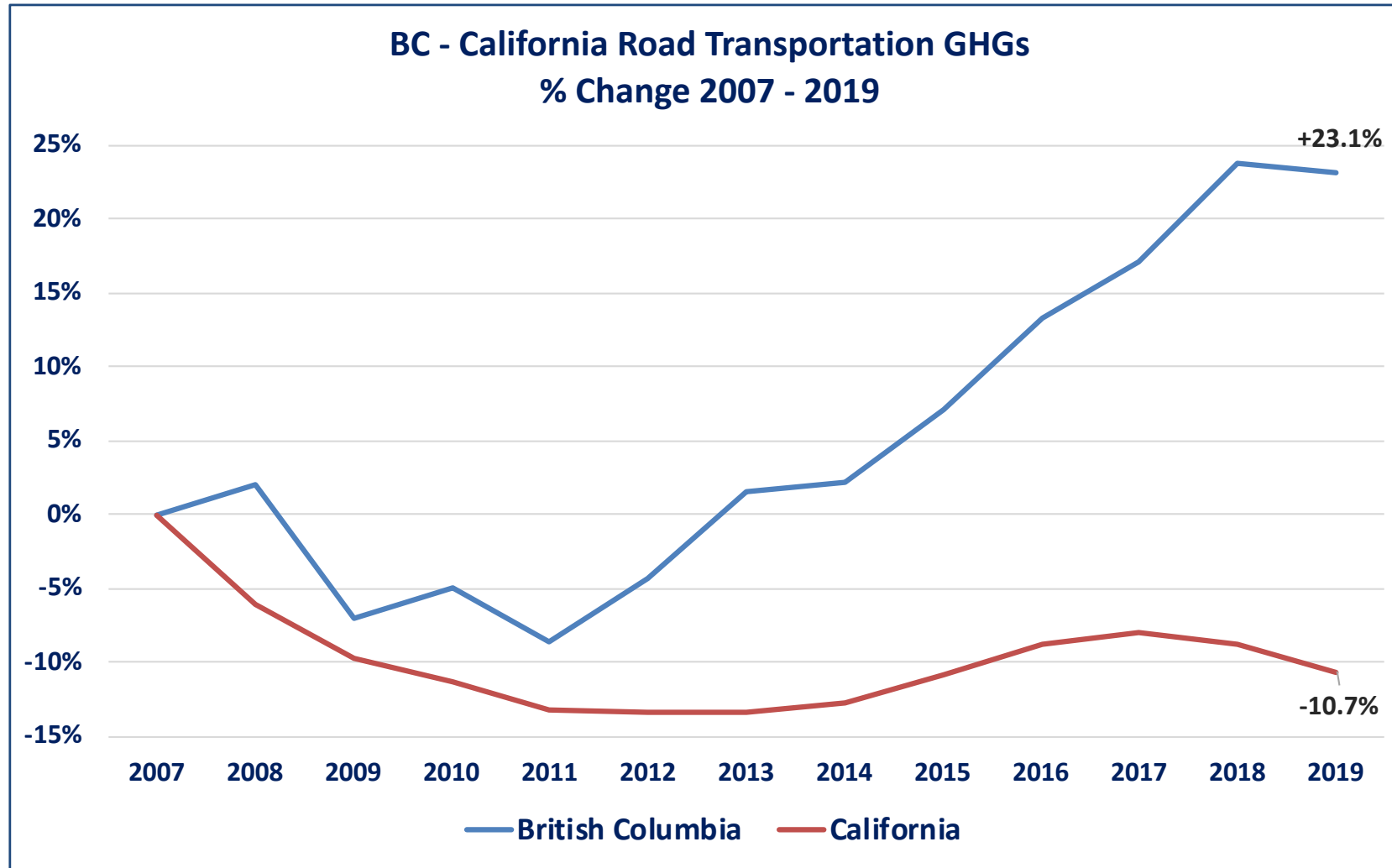
*

✓✓✓


✓✓✓

*

N America's Most Successful Jurisdiction on Transpo GHGs



California has raised the first four pillars, including integrated land use and transportation.
(It hasn't raised the Vision Zero safety pillar, notably, reducing vehicle speeds.)



Thousands of cities are undertaking climate action plans,
but their aggregate impact on urban emissions is uncertain... Current climate
action plans focus largely on energy efficiency.
Fewer climate action plans consider land-use planning...

Effective mitigation strategies involve packages of mutually reinforcing policies, including co-locating high residential with high employment densities, achieving high diversity and integration of land uses, increasing accessibility and investing in public transport...

IPCC, Assessment Report 5, Mitigation Working Group, 2014

*effective urban planning can reduce
GHG emissions from urban transport
between 20% and 50%*

IPCC, Special Report on Global Warming of 1.5° C, 2018

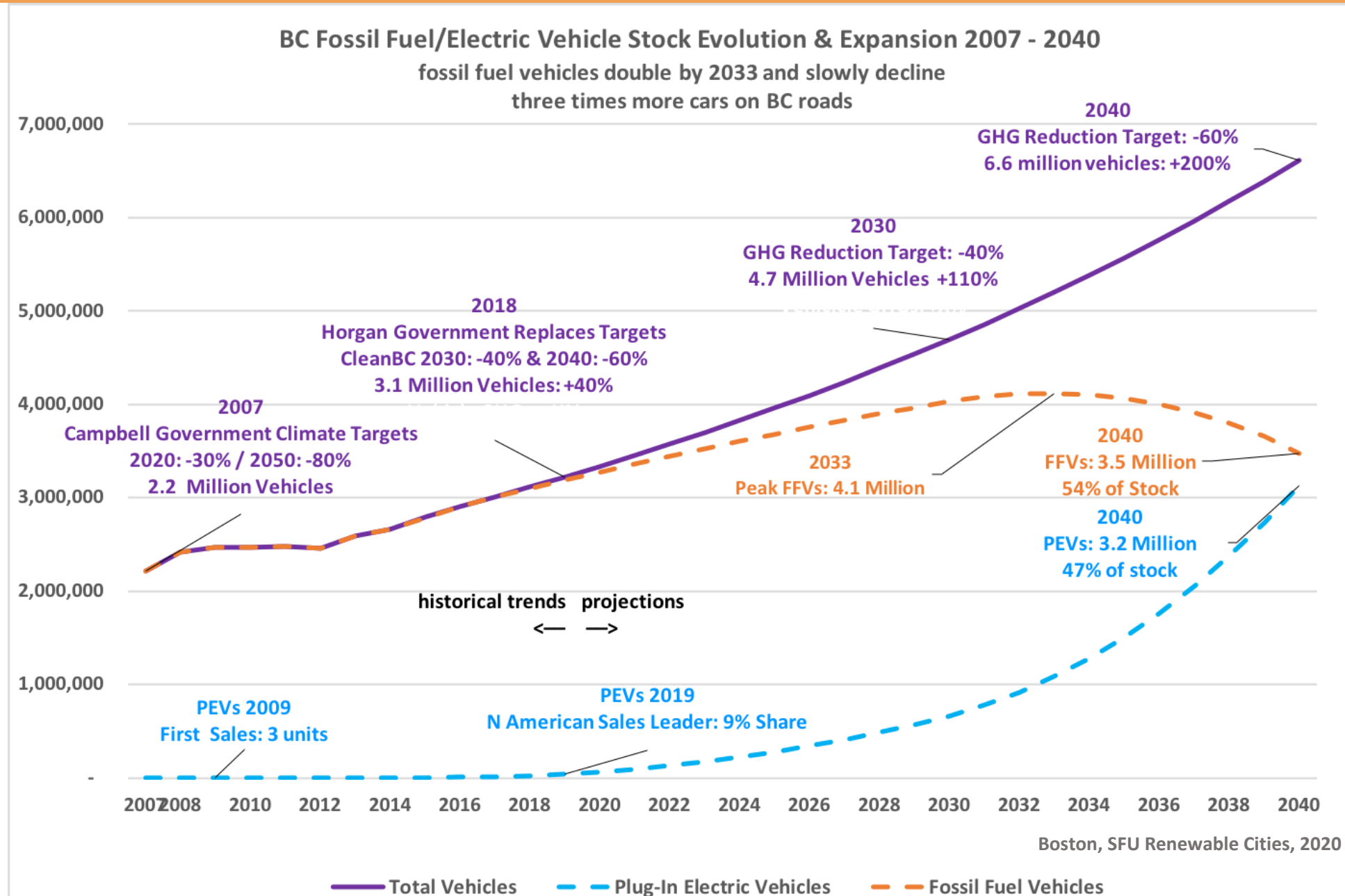
MIND THE GAP

***Sustainable land use is the lowest cost strategy wedge
with the highest co-benefits:***

*congestion management,
transit revenue & ridership,
affordable housing & affordable transportation,
diverse public health benefits,
civic infrastructure cost savings,
resilience to climate impacts, avoiding catastrophic costs to property,
infrastructure, human life & ecosystems*



BC GHGs 2007 - 2017



Metro Vancouver Policy Non-Alignment

Metro Vancouver GHG reduction target: -45% by 2030

Clean Air Plan passenger transportation target: -65% by 2030



Metro 2050 will sustain high transportation GHGs, increased congestion and growing vulnerability to climate change impacts.

Metro Vancouver Vision

*Metro Vancouver embraces collaboration and **innovation** in providing **sustainable regional services** that contribute to a **livable and resilient region** and a **healthy natural environment** for current and future generations.*

BIG MOVES

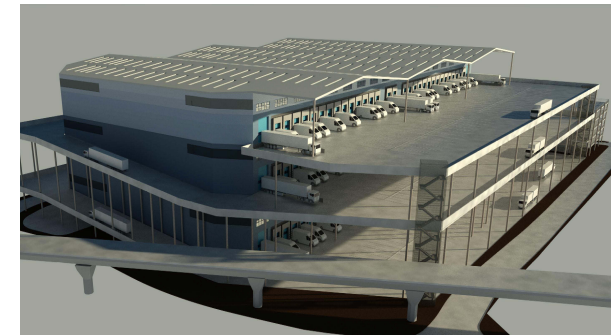
**Transit Hub Housing
on underutilized public land**



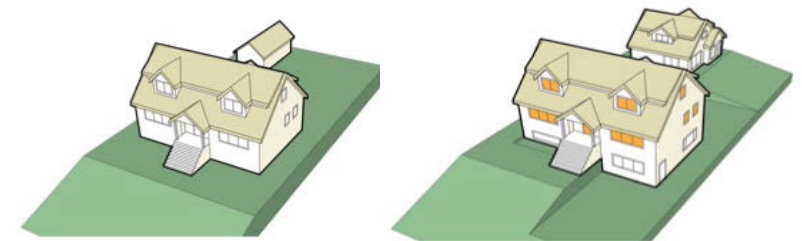
**Consolidation Centre Network &
Zero Emission Freight Vehicle
Revolving Fund**



**Multi-Storey Warehousing
Industrial Intensification**



**General Urban Gentle Intensification
around centres and corridors**



WORKING RESOLUTION ON METRO 2050, CLIMATE, CONGESTION, AFFORDABILITY & PROSPERITY

Whereas a series of unprecedented, multi-billion-dollar disasters across our province attributed in part to climate change have exposed the vulnerability of B.C. communities to climate change impacts.

Whereas projected climate change impacts, sustained, high levels of greenhouse gas emissions and an escalating affordability crisis are inconsistent with Metro Vancouver's vision:

Metro Vancouver embraces collaboration and innovation in providing sustainable regional services that contribute to a livable and resilient region and a healthy natural environment for current and future generations.

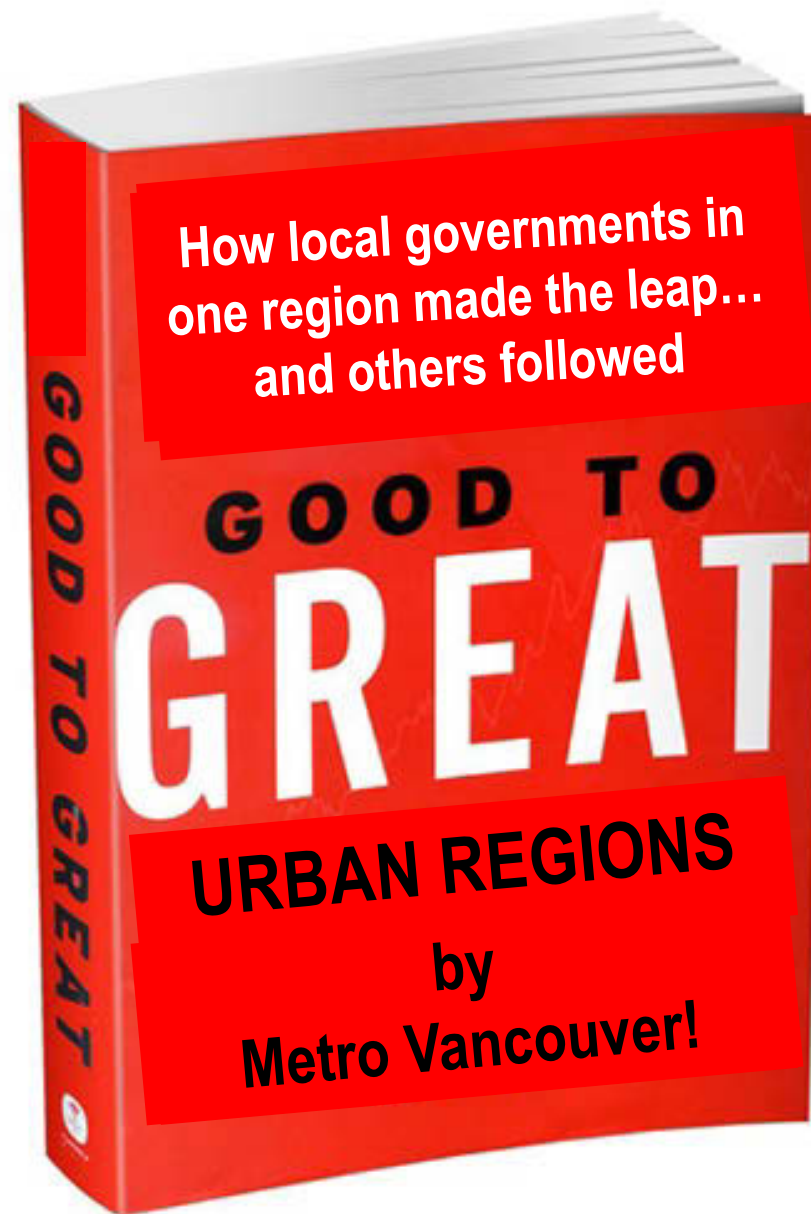
Whereas the Intergovernmental Panel on Climate Change has underscored that a central focus for local government action to reduce greenhouse gas emissions is sustainable urban land use and that such actions can be delivered at low cost with high co-benefits, including increased resilience to climate change impacts, affordable transportation and congestion management.

Whereas Metro Vancouver has adopted IPCC recommended targets and it is uncertain if the draft regional land use agenda—Metro 2050—makes a meaningful contribution to reducing greenhouse gas emissions.

Be it resolved that:

The Climate Action Committee solicits analysis from MV staff on the contribution of Metro 2050 to GHG reductions and congestion to help elected officials and the public better understand the land use planning implications of this important agenda, specifically:

1. Estimate the change under Metro 2050 to total passenger vehicles and total driving by 2030 and ascertain if Metro can meet the provincial government's 2030 targets in the CleanBC Roadmap to "reduce distances travelled in passenger vehicles by 25%"?
2. Estimate the contribution of Metro 2050 to Metro Vancouver's 2030 GHG reduction commitments of 45% across the community and 65% in passenger vehicles?
3. Coarsely evaluate increased or reduced vulnerability in the region to climate change impacts as *a result of* Metro 2050 land use policy, e.g. to people, property, infrastructure, food production, key ecosystems.
4. Coarsely identify a half dozen land use strategies for passenger and regional urban freight vehicles that would increase Metro 2050's odds of meeting 2030 GHG targets, reduce driving demand consistent with provincial targets, reduce vulnerability to climate change impacts, increase affordable housing and transportation, and/or reduce upwards pressure on property taxes, utility fees and transit fares.
5. **Establish leading targets that drive transportation GHG reductions such as mode shift, driving distance reductions (vehicle km travelled) that are attributable to integrated land use and transportation to evaluate annually in RGS reporting along with RGS coarse correction recommendations, if required.**



Alex Boston
Executive Director



Metro Vancouver Climate Action Committee

2022 Work Plan – Climate 2050

Roadmaps for nature and ecosystems & land use and growth management

Christy Juteau, RPBio

christy.juteau@arocha.ca

14 January 2022

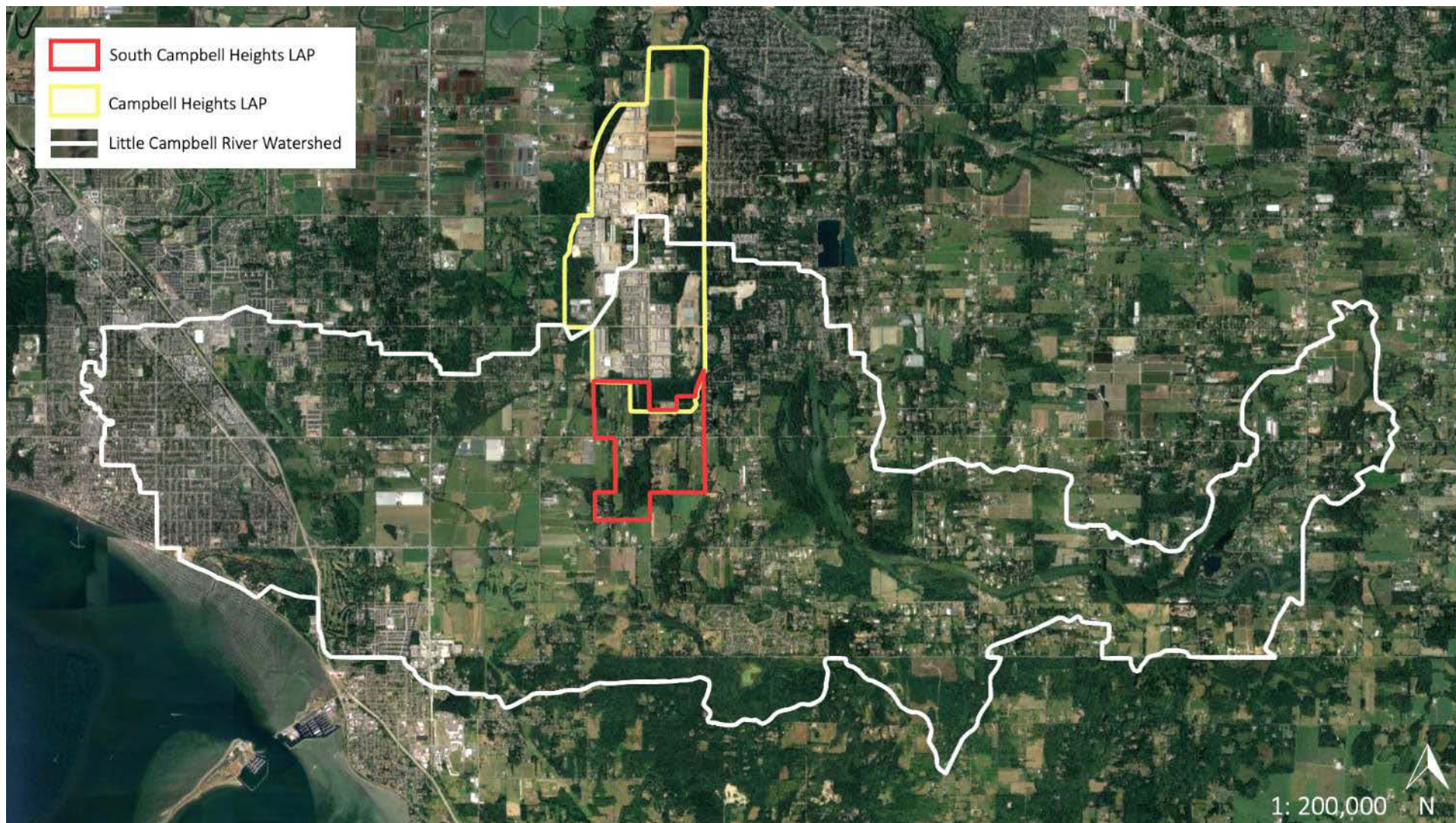


METRO VANCOUVER

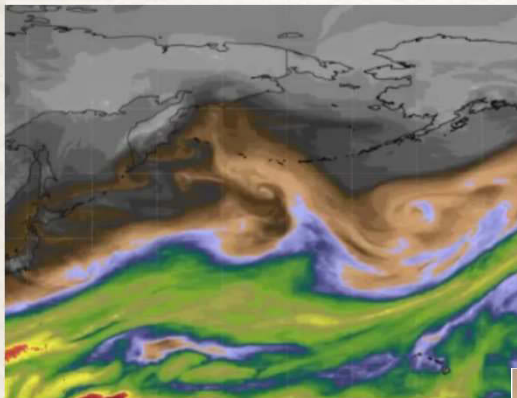
A satellite map of the Metro Vancouver region. The map shows the city of Vancouver and its surrounding areas, including the Fraser River and the Pacific Ocean. A white outline highlights the Little Campbell River Watershed in the southeast. The map includes a north arrow and a scale of 1:900,000.

Little Campbell River Watershed

N 1: 900,000



Climate Emergency



The Narwhal
Dec 14, 2021
NEWS
After a year of climate disaster, B.C. grapples with the urgent need to adapt to its dangerous future
'Climate change is upon us,' but B.C.'s not yet prepared to face the heat, wildfires and floods ahead



VANCOUVER SUN
News / Local News
Climate change made B.C. heat wave 150 times more likely, study concludes
"An event of this extremity would have been virtually impossible in the past. But we are going to be seeing more intense and more frequent heat waves in the future."



CTV NEWS
FOLLOW ON f t i y l n
Jan 6, 2022
CLIMATE AND ENVIRONMENT | News
Indigenous communities at higher risk of climate change-induced flooding, study shows

Home > Local News
B.C.'s record rainfall may be the new normal, experts warn
"It's very consistent with what climate projections describe [of] the reality coming for us," says meteorologist Armel Castellan.

"With extreme flooding and out-of-control wildfires, British Columbians felt the impacts of climate change all around us this year," said Premier John Horgan. "The scale of the climate emergency we're living through demands we act with even greater urgency..."

Jan 8, 2022
Jan 9, 2022
Dec 30, 2021
BRITISH COLUMBIA
BC Gov News

Metro2040 Goal 3: Environment & Climate Change

Protect and enhance natural features and their connectivity, reduce greenhouse gas emissions, and mitigate and prepare for climate change

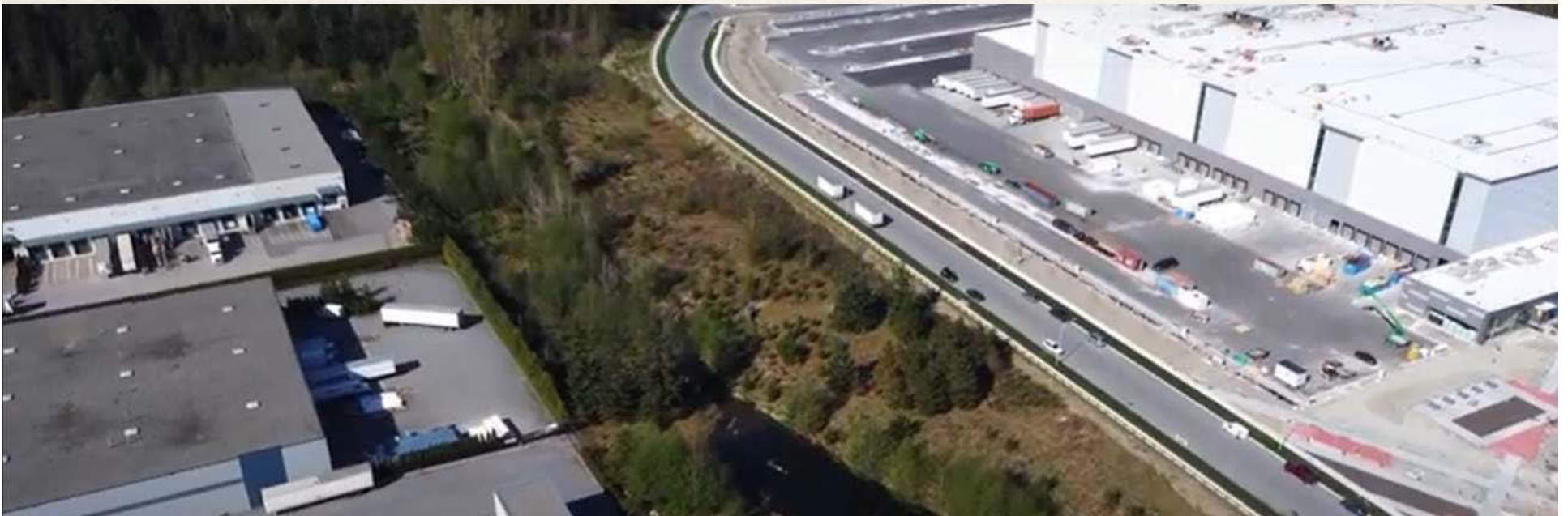
Climate 2050:

Protecting and enhancing natural areas and their connectivity are essential in assisting the region's communities to adapt to climate change

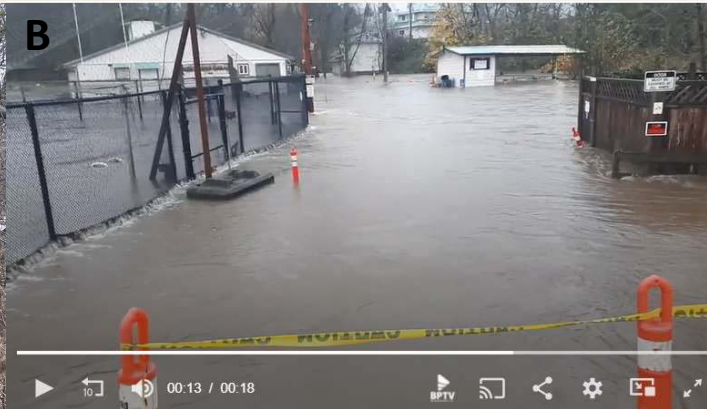


Urban Containment Boundary:

to establish a **stable, long-term**, regionally defined area for urban development... reinforces the **protection of agricultural, conservation and rural areas**, and provides predictability for locating urban uses, major regional transportation and infrastructure investment.



Nov 2021 Flood damage in the TA'TALU/Little Campbell River

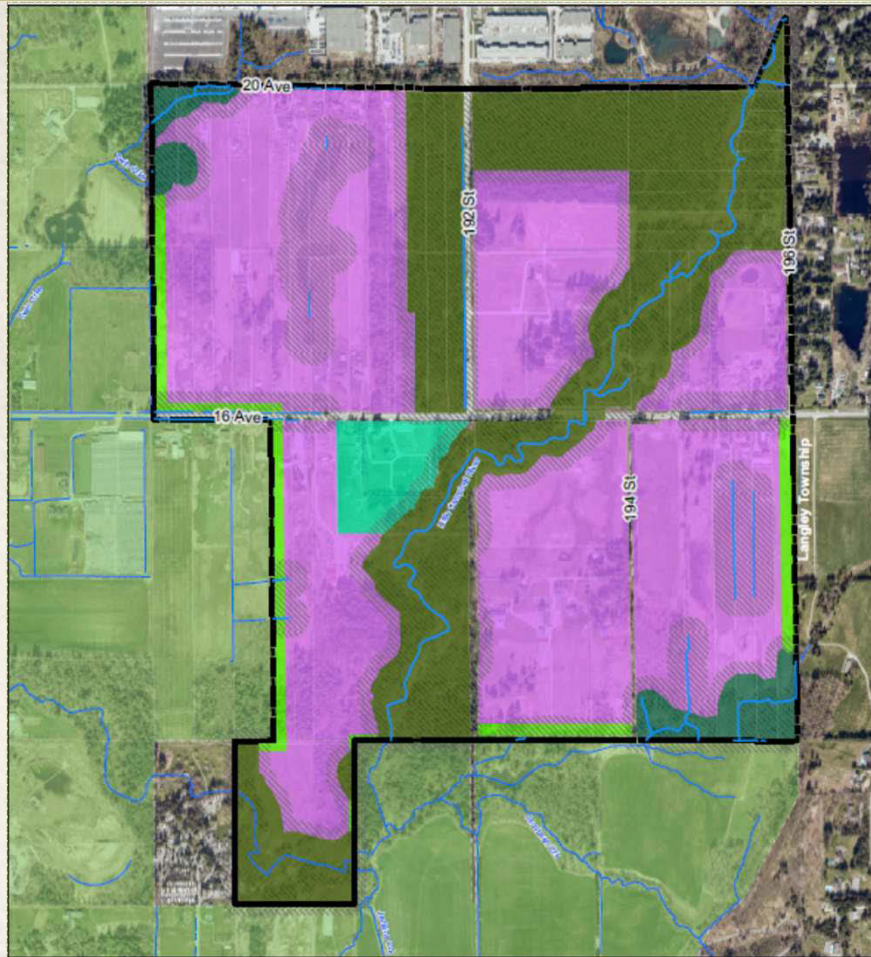


A) Land slide on Semiahmoo First Nation land, compromising road and power line.

B) Flooding at Hatchery, displaced 100+ salmon, freshly laid salmon eggs scoured out and displaced.

C) Log debris jams, bank erosion.

Aquifer Vulnerabilities – Forest loss – Stream health



Relationship of percent impervious surface to stream health

Bauer and Loeffelholz (2004)

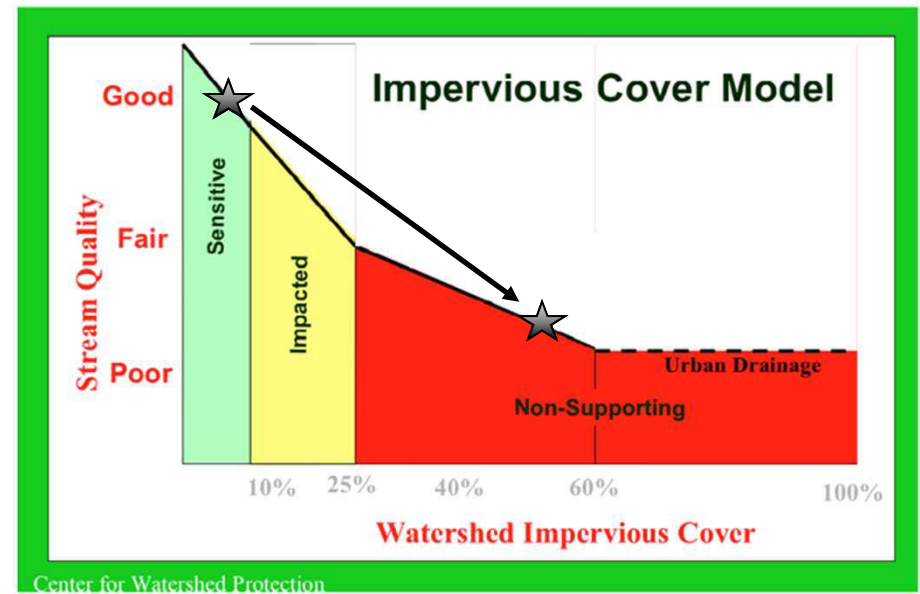
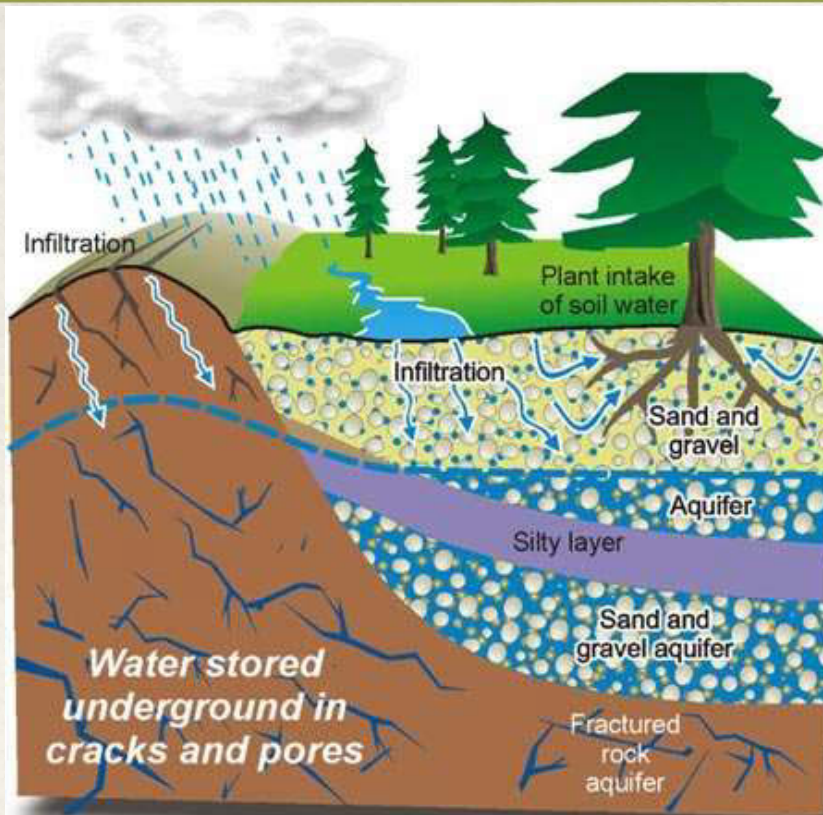
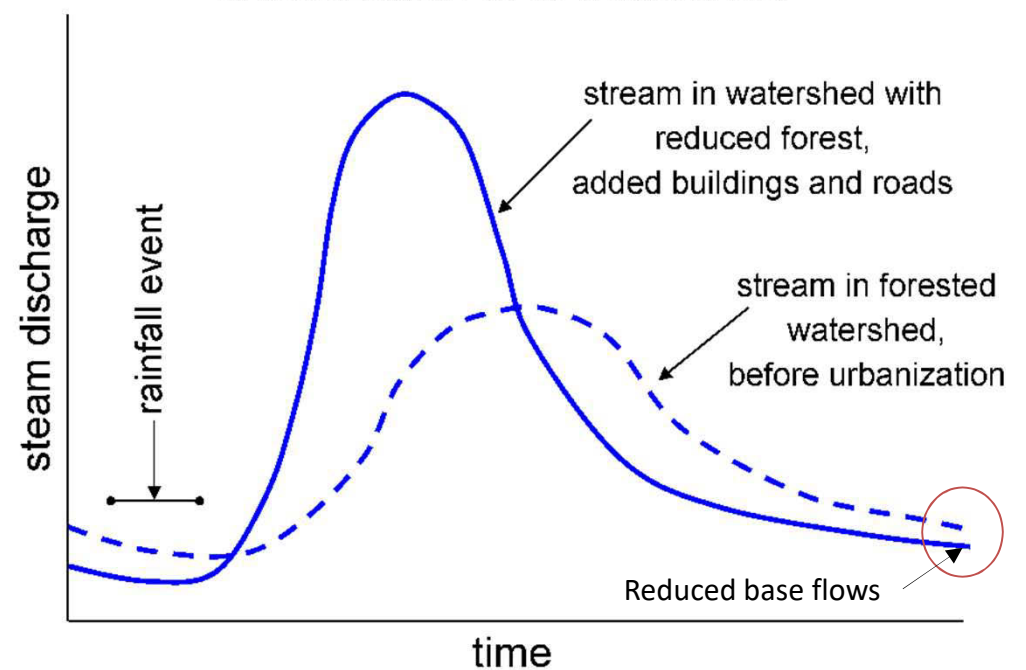


Figure 1. Model of impact of impervious surface on stream quality.

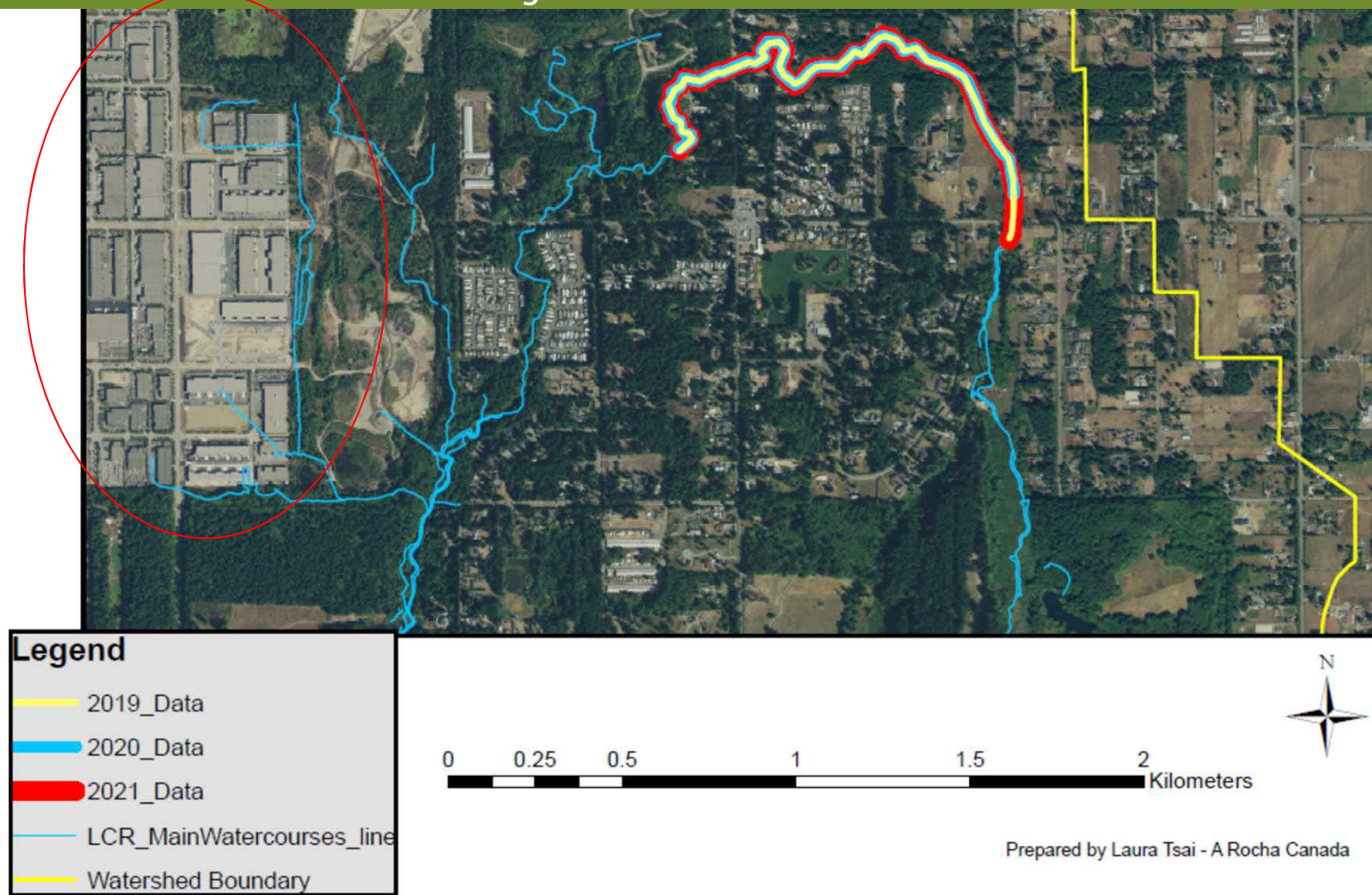
Aquifer Protection – Critical Recharge Areas



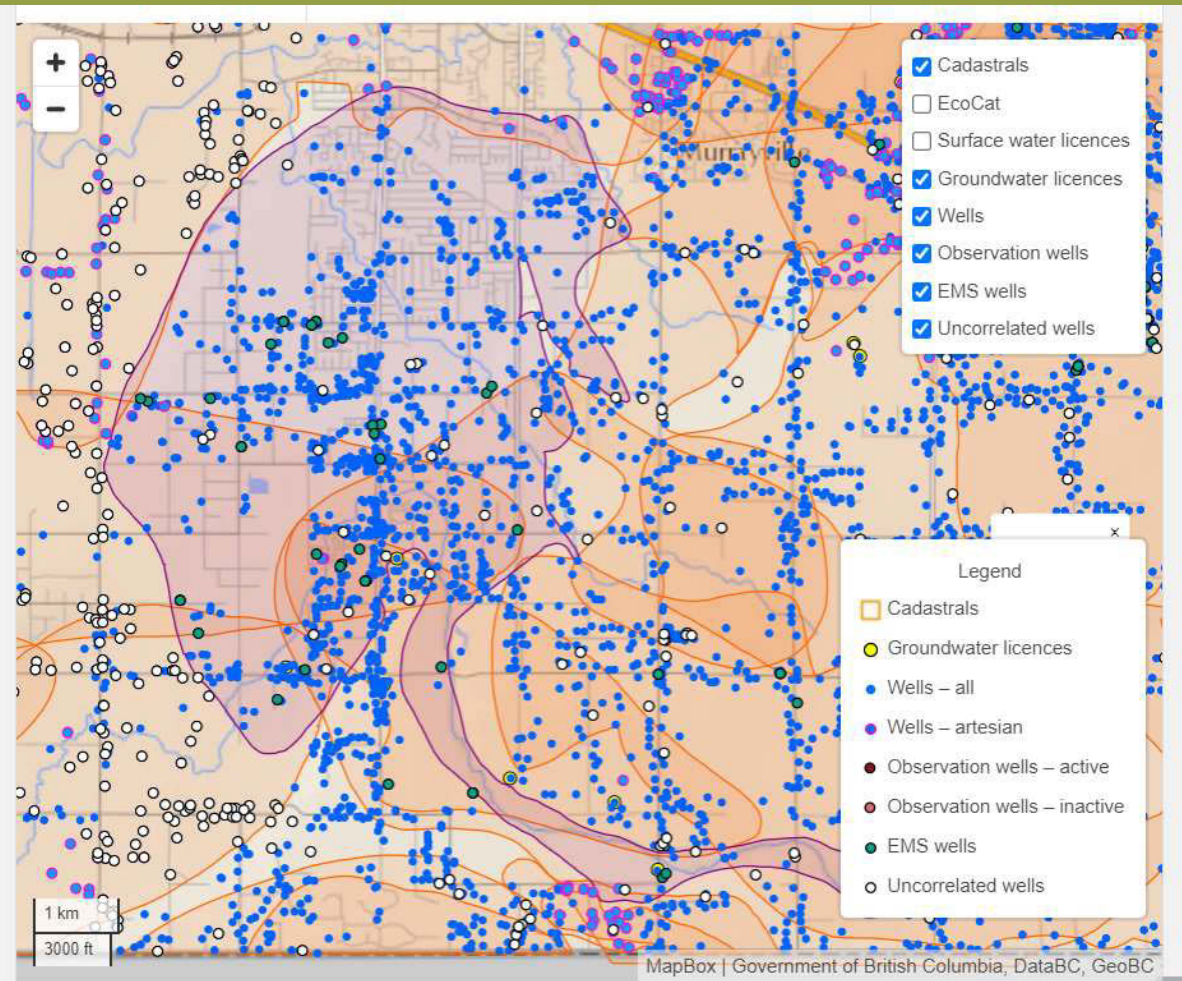
Hydrograph of stream flooding before and after urbanization of a watershed



Aquifer Vulnerabilities – Dry Reach



Aquifer Vulnerabilities – Human health – Drinking water – Salmon



Reconciliation



“This plan goes against what
we’ve been working towards”
- Chief Harley Chappell

Recommendation



Advise MV Board to reject this proposal in light of urgent climate conditions

Thank you

CANADA
A ROCHA
Environmental Stewardship





Capitalizing on
Retrofitting
Opportunities
for GHG Emission Reductions and Job Creation

Presentation to Metro Vancouver Climate Action Committee





Climate Change



A modern, two-story house at night. The house features a mix of materials: white vertical siding on the upper level, dark grey horizontal siding on the lower level, and light-colored horizontal wood siding on the ground floor. Large glass doors and windows are illuminated from within, showing a bright interior. A small evergreen tree is in the foreground on the left, and several others are on the right. The sky is a deep blue.

cleanBC

our nature. our power. **our future.**



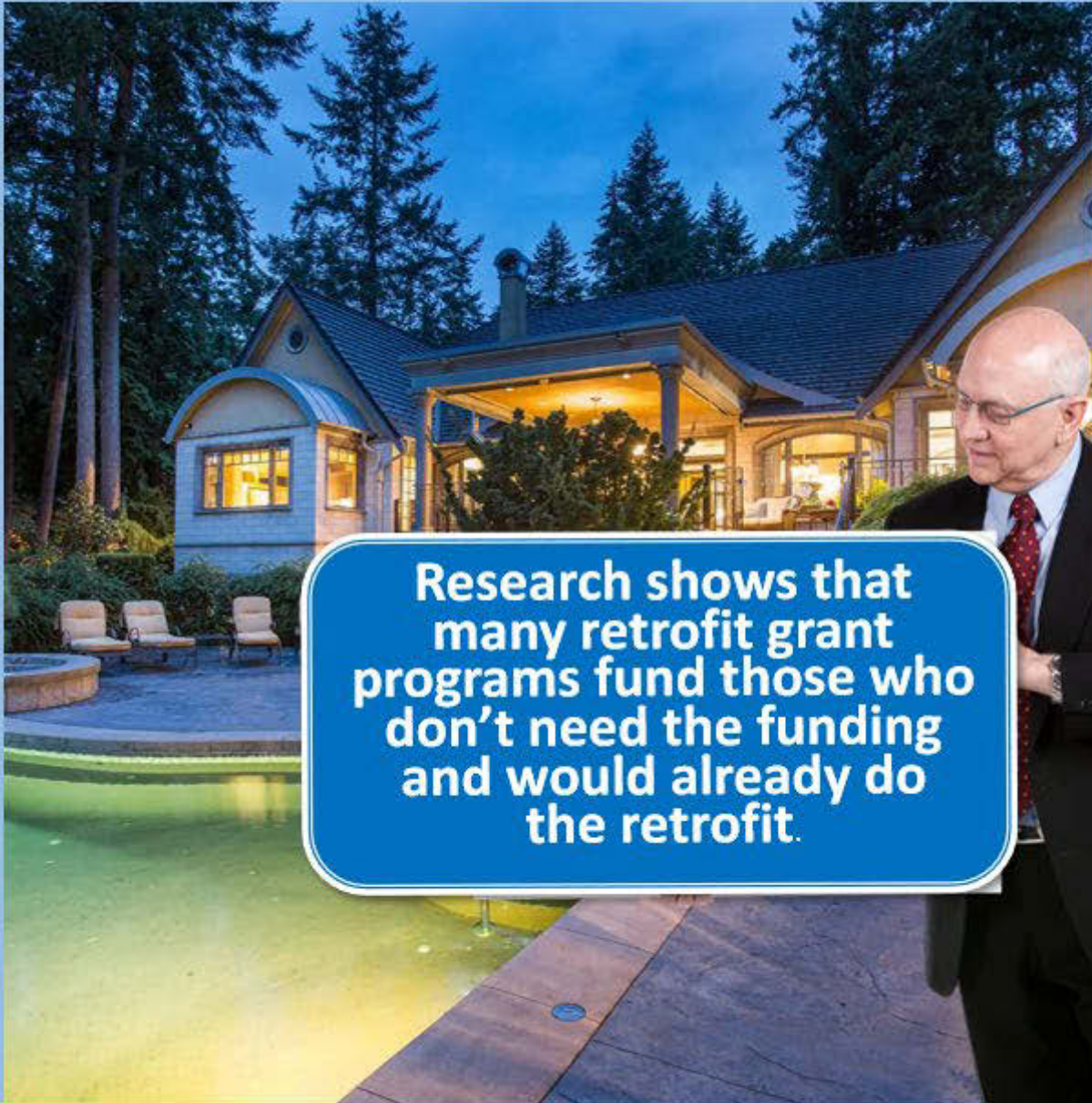
Retrofits

Existing buildings

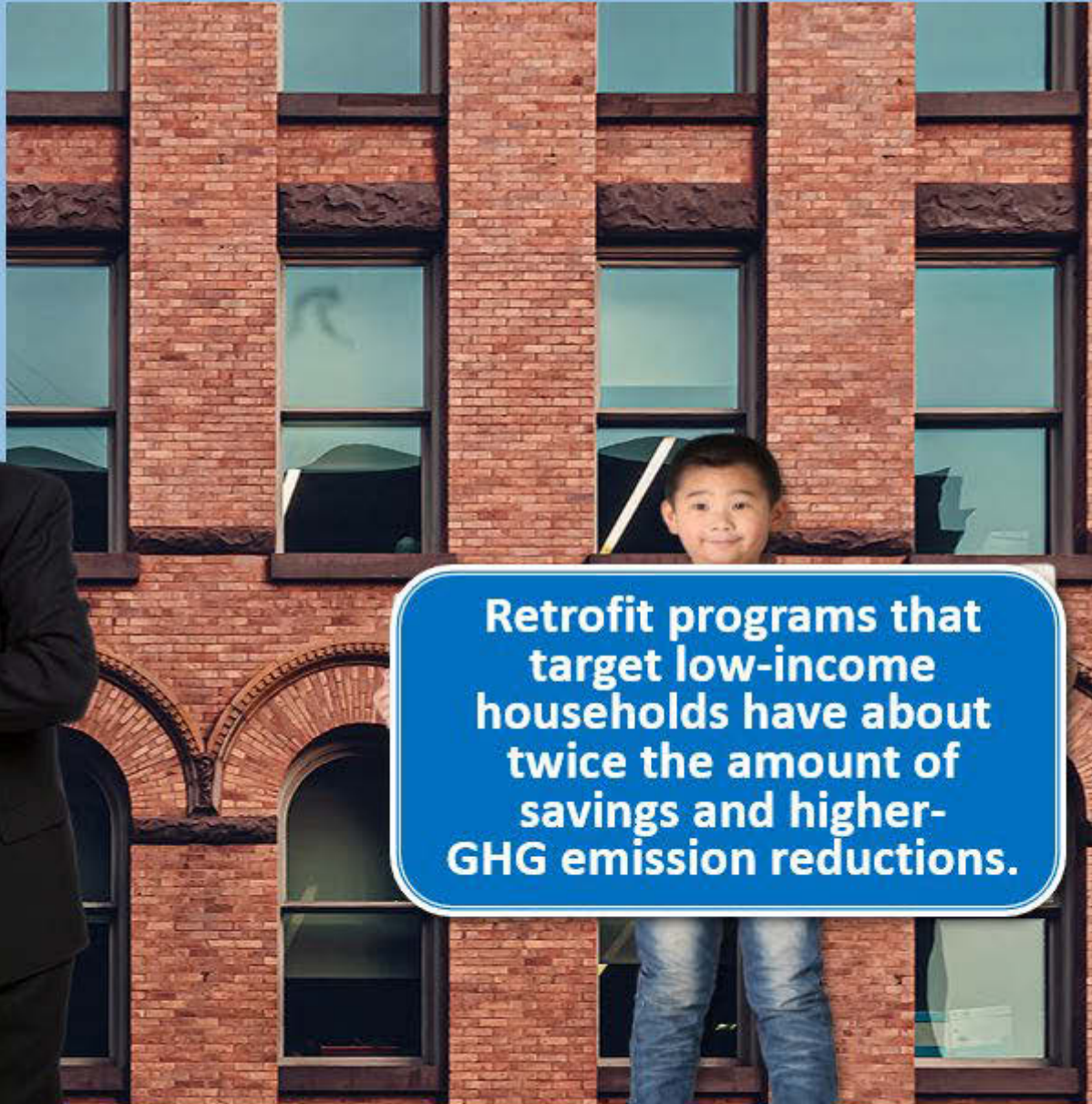


Retrofits

Grants & Financing

A man in a dark suit and glasses stands in front of a house at night. The house has a covered porch with warm interior lighting. A swimming pool is visible in the foreground on the left.

Research shows that many retrofit grant programs fund those who don't need the funding and would already do the retrofit.

A young boy is standing in a window of a multi-story brick building. He is looking out the window and smiling. The building has many windows and a classic brick facade.

Retrofit programs that target low-income households have about twice the amount of savings and higher-GHG emission reductions.



Efficiency BC



Better Homes



Better Buildings

**A people-centred
approach**

Retrofitting can be complicated.
Let's make it easy.



Retrofit Manufacturing
over **\$6.5**
Billion

*Market in retrofit materials
in BC in 10 years.*

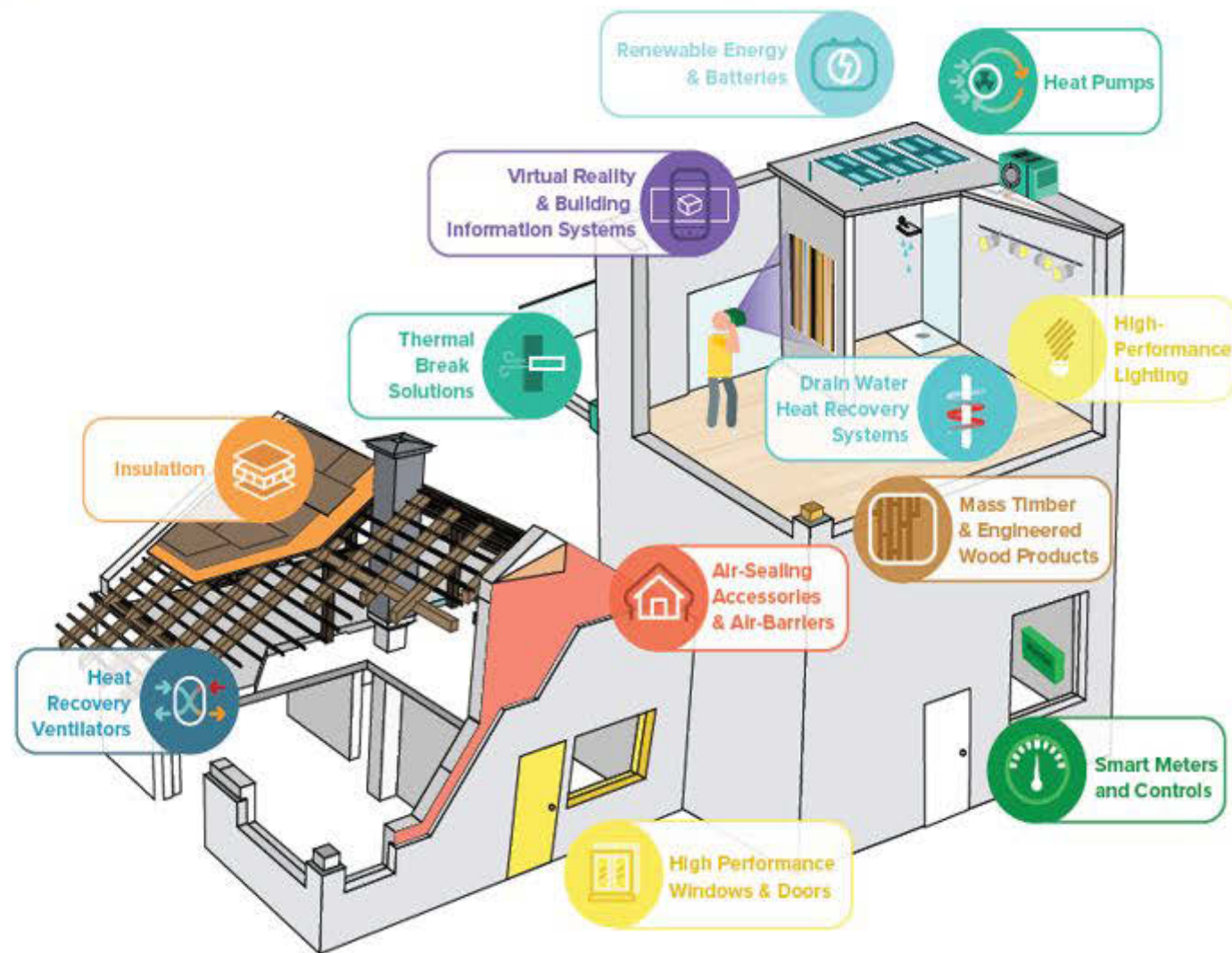
Affordability

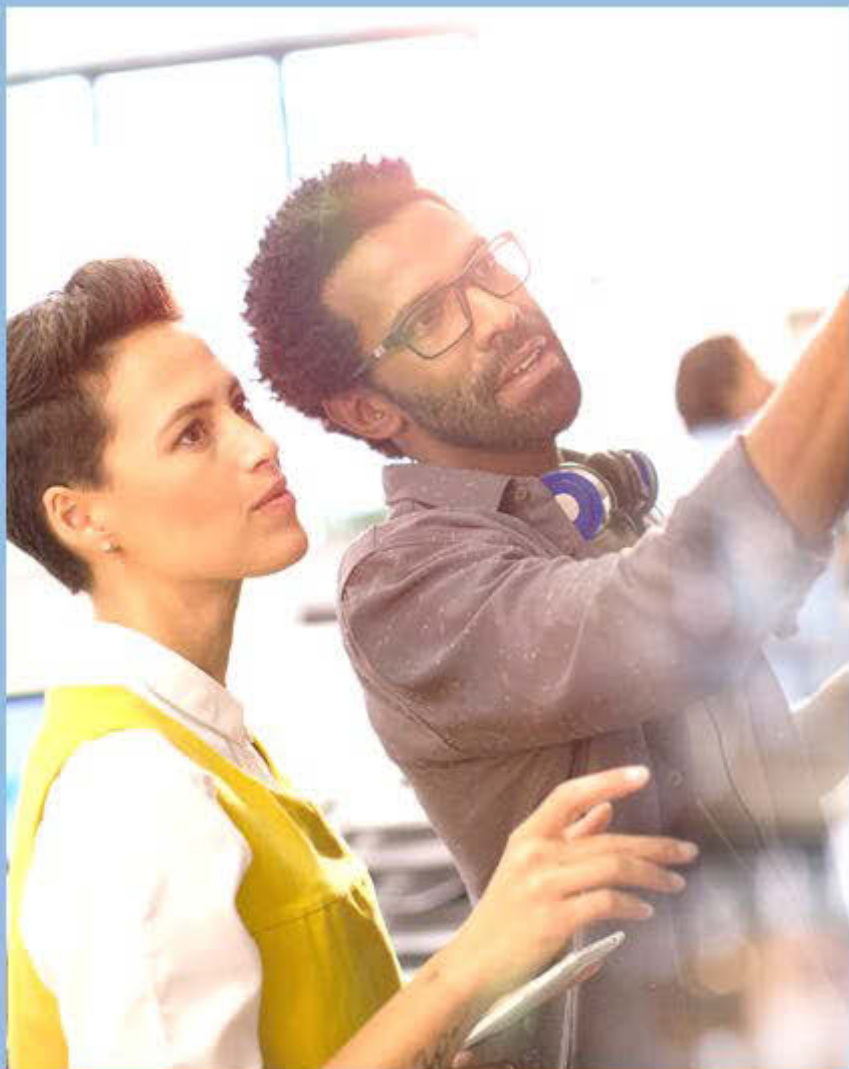
Climate Action

Retrofits
Building a Better BC

Creating Jobs

Equity





Self-selection (\$\$\$\$)



Organized (\$\$)



RETROFIT FACTS

Investments in Building Retrofits will create substantial tax revenue for BC.



For every \$1 invested in retrofitting, government can see anywhere from \$2 to \$5 returned in taxes.

Investments in Building Retrofits will increase our GDP and create jobs.



For every \$1 spent on retrofits there is a \$2.3 growth in GDP.

So \$1 billion dollars invested would see a:

- ➔ \$2.3 billion growth in GDP
- ➔ Create 9,500 new good-paying jobs.
- ➔ Generate between \$2 - \$5 billion in taxes for government.

Pembina Institute, 2021







THANK YOU



Above the fog

2022 Work Plan

CLIMATE ACTION COMMITTEE

Roger Quan

Director, Air Quality and Climate Change

Climate Action Committee January 14, 2022

metrovancouver

CLIMATE ACTION COMMITTEE TERMS OF REFERENCE

PURPOSE

The Climate Action Committee is the standing committee of the Metro Vancouver Board that provides advice and recommendations on policies, bylaws, plans, programs, budgets, and issues related to climate action, air quality, energy, environment, and the sustainability innovation funds.



TEMPERATURE + FEELS LIKE

MONDAY AFTERNOON

CAMPBELL RIVER
40° 46

COMOX
39° 45

TOFINO
29° 36

PORT ALBERNI
42° 47

NANAIMO
36° 42

VICTORIA
39° 44

WHISTLER
39° 44

SQUAMISH
43° 49

VANCOUVER
39° 47

HOPE
44° 50

ABBOTSFORD
46° 52

WHITE ROCK
36° 42

June 2021



RAINFALL SUMMARY

SINCE SATURDAY

2 5 10 20 30 50 75 100 200 300 400 500 mm

PORT MELLON

199 mm



SQUAMISH

205 mm



COQUIHALLA SUMMIT

252 mm



HOPE

294 mm



BURKE MOUNTAIN

209 mm



AGASSIZ

228 mm



VANCOUVER HARBOUR

133 mm



PITT MEADOWS

183 mm



ABBOTSFORD

167 mm



CULTUS LAKE

226 mm



November 2021

MALAHAT

182 mm



VICTORIA

149 mm



CLIMATE ACTION COMMITTEE PRIORITIES

Climate Action and Energy

- initial *Climate 2050 roadmaps*
- online reporting and communications tool
- performance monitoring
- partnering on implementation
- action while planning



CLIMATE ACTION COMMITTEE PRIORITIES

Corporate Climate Action

- GHG reductions and credits
- new provincial program to replace CARIP
- corporate policies



CLIMATE ACTION COMMITTEE PRIORITIES

Clean Air

- Implementation of the *Clean Air Plan*
- new bylaws and regulations
- monitoring upgrades
- air quality advisory service



CLIMATE ACTION COMMITTEE PRIORITIES

Sustainability Innovation Funds

- advise Board on three SIF areas:
 - Regional District
 - Liquid Waste
 - Water
- support innovative climate action





committed to a
**carbon
neutral
region** by
2050

Thank you

metrovancouver
Together we make our region strong

METRO VANCOUVER ZERO EMISSIONS INNOVATION CENTRE (ZEIC)

5.2

Metro Vancouver
Climate Action Ctte
January 14, 2022



Dir. Jen McCutcheon
ZEIC Board Member and
Metro Vancouver Representative
Zero Emissions Innovation Centre



Melina Scholefield, P. Eng.
Executive Director
Zero Emissions Innovation Centre



**ZERO
EMISSIONS
INNOVATION
CENTRE**

Acknowledgement of Land & Peoples



Image: Artist rendering of map of Canada called 'Our Home And Native Land'

Image Credit: Jennifer Adomeit, <https://www.ottawalife.com/article/our-home-and-native-landscape?c=2>

OVERVIEW

1. National LC3 initiative
2. LC3 strategies and tools for action
3. Zero Emissions Innovation Centre
4. Context within region
5. Building the foundations for the future



Image: Pre-fab high performing building systems being constructed for Reframed Lab initiative has projects across Metro Vancouver in Coquitlam, New Westminster, North Vancouver and Vancouver

Credit: <https://reframedinitiative.org/about/>

LOW CARBON CITIES CANADA (LC3) NETWORK

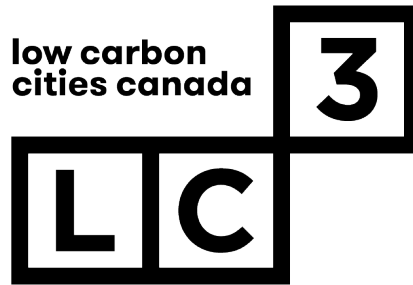


Image: City of Surrey district energy network expansion project - Mobile Thermal Energy Storage (M-TES) can be a viable and cost-effective way to harvest waste energy from industrial sources

ZEIC 4

Credit: <https://pics.uvic.ca/research/m-tes-can-deliver-low-carbon-energy-harvesting-industrial-waste-heat>

Low Carbon Cities Canada (LC3): National initiative to catalyze, accelerate & scale climate innovation



Canada

**Nationally Determined
Contribution (June 2021)**

Reduce GHGs from 2005
levels by 40-45% by 2030

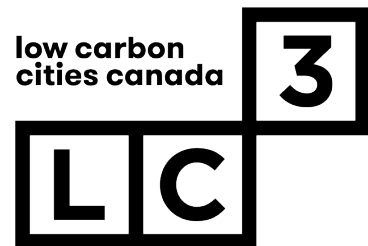
Net Zero by 2050

ZEIC is one of **7**
regional centres across the
country to share a
\$185M
Federal Endowment Investment

Low Carbon Cities Canada (LC3): Centres in seven most populous cities, representing 43% of population

National Office

Federation of Canadian
Municipalities Green Municipal
Fund



Calgary

Climate Innovation Fund,
hosted by the Alberta Ecotrust
Foundation

Edmonton

Climate Innovation Fund,
hosted by the Alberta Ecotrust
Foundation

Greater Toronto & Hamilton

The Atmospheric Fund

Halifax Region

Halifax Climate Investment
Innovation and Impact Fund

Metro Montreal

Greater Montreal Climate
Fund

Ottawa

Ottawa Climate Action Fund,
incubated by the Ottawa
Community Foundation

Metro Vancouver

Metro Vancouver Zero
Emission Innovation

\$21.7M endowment

LC3 STRATEGIES + TOOLS FOR ACTION



Image: B.C. partners with City of Vancouver to create cargo e-bike micro hub project

Credit: <https://www.vancouverisawesome.com/local-news/bc-partners-with-city-of-vancouver-to-create-cargo-e-bike-micro-hub-project-3796450>

Low Carbon Cities Canada (LC3) Network: Strategies

Strategy 1:

Go where public and private dollars can't

- Both public and private investors can be risk averse, creating a 'valley of death' between ideas, pilots and implementation at scale
- Help de-risk and overcome barriers
- Build confidence, capability and know-how

Strategy 3:

Go where the ideas are

- Impact investing in for-profit entities
- Grant-making (public and non-profit sectors)
- Local programs (internally-led initiatives)

Strategy 2:

Go where the emissions are

- Focus on major emissions source to 'follow the carbon'
- Across the country, most urban carbon is from buildings, transportation and landfill waste

Strategy 4:

Unlock co-benefits for communities

- Collaborate with diverse local organizations for local solutions
- Reduce carbon + maximize benefits for climate adaptation, resilience, equity, public and ecological health and well-being, job creation and economic development, reconciliation with Indigenous peoples

Low Carbon Cities Canada (LC3) Network:

Tools and focus areas

Tools

Grants

Give min 20% of annual endowment payout

Impact Investments

Use endowment as fund for loans, financing, loan guarantees

Programs

Deliver programs, partnerships & collaborations to support policy innovation, research, capacity-bldg

Focus Areas



**Green
buildings**



**Renewable
energy**



**Low carbon
mobility**

Low Carbon Cities Canada (LC3) Network:

Obligations for LC3 Centres across country

Reporting

Annual reporting of projects, fundraising and contributions towards GHG emissions in the region

Endowment Matching

Within 10 yrs, match Federal Government's endowment contribution of \$21.7M



METRO VANCOUVER ZERO EMISSIONS INNOVATION CENTRE

Image: Tsleil-Waututh Nation unveils Metro Vancouver's biggest solar power project
Credit: <https://www.nsnews.com/local-news/tsleil-waututh-nation-is-set-to-unveil-metro-vancouvers-biggest-solar-power-project-3150475>

Metro Vancouver Zero Emissions Innovation Centre: Vision, mission and board of directors

Vision (working)

Metro Vancouver has achieved **zero emissions by 2050** through mass, transformative innovations in **buildings, transportation, energy supply** and other GHG-intensive sectors.

Mission (working)

To advance policy innovation, facilitate capacity building and collaboration, and catalyse market investments to accelerate zero emissions innovation in collaboration with local governments.

Board of Directors

Dr. Peter Robinson
Chair

Cllr. Adriane Carr
City of Vancouver

Andrew Broderick
New Market Funds

Brenda Knights
Seyem, Kwantlen Nation
Economic Development

Chris Gilmore
Province of BC Climate
Secretariat

Colin Doylend
Nexii Building Solutions

Chih-Ting Lo
Vice Chair
EELO Solutions

Cllr. Curtis Thomas
Tsleil-Waututh Nation,
Warrior Plumbing

Dir. Jen McCutcheon
Metro Vancouver

Karen Tam Wu
Pembina Institute

Kira Girwing
Sacha Investments

CONTEXT WITHIN THE REGION



Image: Burnaby-based Loop Energy and GreenCore Partner on Next Generation, Hydrogen-Powered EV Chargers ZEIC 13
Credit: <https://www.bctechnology.com/news/2021/6/23/Burnaby-based-Loop-Energy-and-GreenCore-Partner-to-Develop-and-Build-Next-Generation-Hydrogen-Powered-EV-Chargers.cfm>

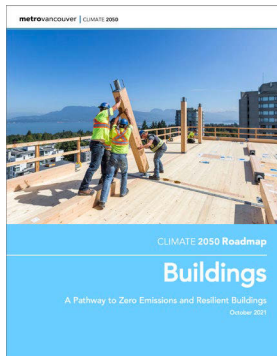
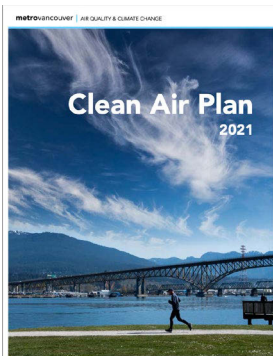
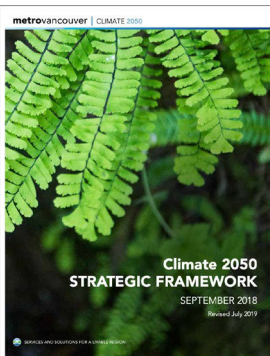
Supporting regional targets and plans: Working together to support collective action across sectors

Metro Vancouver

Climate 2050

Reduce GHGs from 2010 levels by 45% by 2030

Carbon neutral by 2050



31%
CARS AND TRUCKS



17%
INDUSTRY



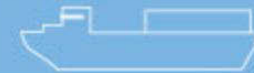
8%
NON-ROAD
ENGINES



26%
BUILDINGS



7%
AIR, MARINE, RAIL



5%
HEAVY DUTY
VEHICLES



3%
AGRICULTURE



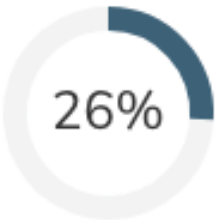
3%
WASTE



Context & action across municipalities:

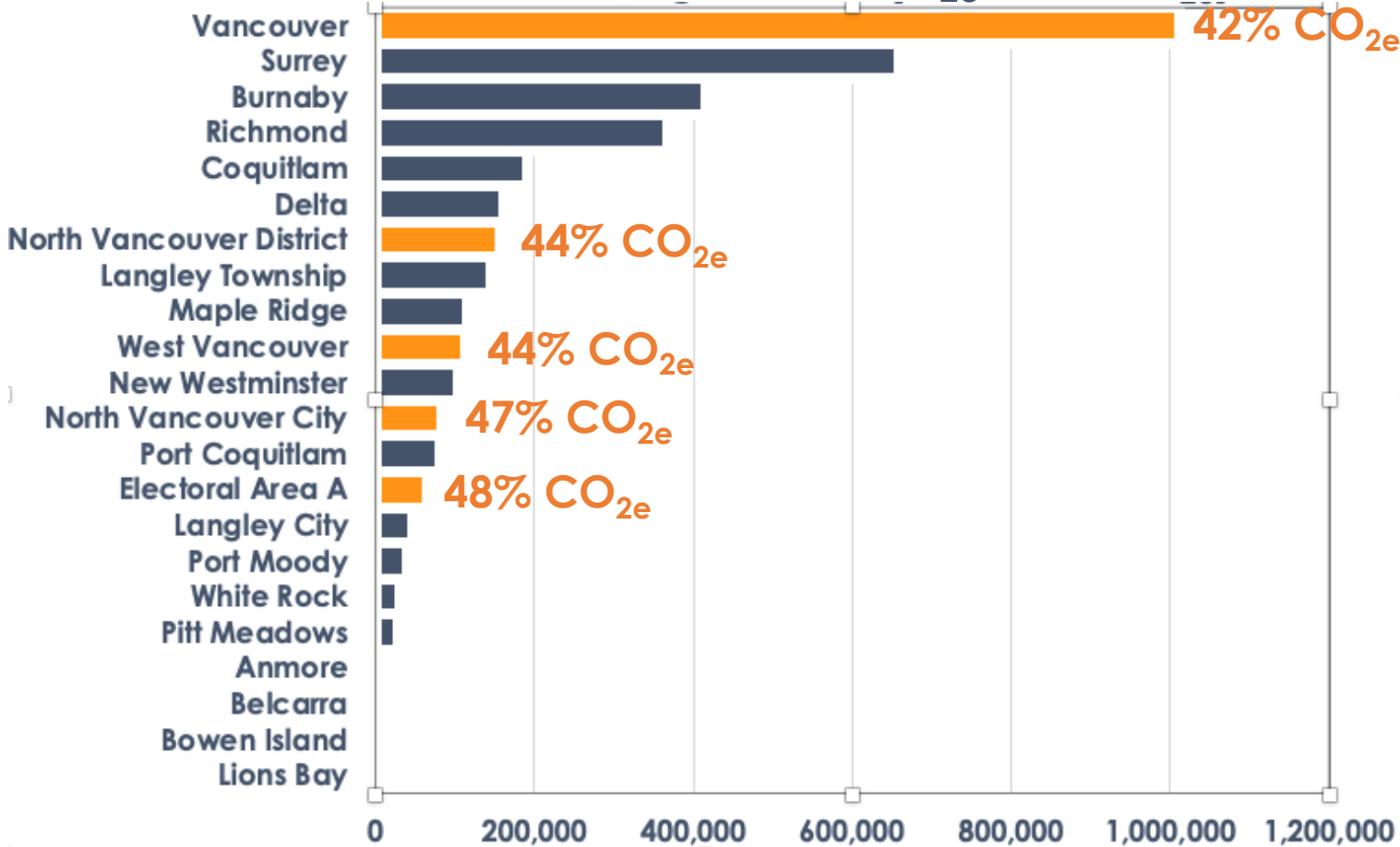
Needs and opportunities around GHG emissions vary

2019 Region-wide GHGs from Buildings



Addressing building emissions is essential for many municipalities to meet their overall climate targets

2019 GHGs from Building Sources by Municipality (tonnes of CO_{2e})



BUILDING FOUNDATIONS FOR THE FUTURE



Image: Township of Langley Low Carbon Mobility Plan Enhances EV Options

Credit: <https://www.tol.ca/news/low-carbon-mobility-plan/>

Key milestones and next steps for ZEIC:

Setting positive foundations for the future



**How best can ZEIC support the region
and its communities?**

We'd love to hear from you!

THANK YOU

Director Jen McCutcheon

ZEIC Board Member and
Metro Vancouver Board Representative

Melina Scholefield, P. Eng., Executive Director

Metro Vancouver Zero Emissions Innovation Centre

Melina.scholefield@zeic.ca

www.zeic.ca

Follow us on LinkedIn

ZERO
EMISSIONS
INNOVATION
CENTRE

SHOULD I BE WORRIED?



A Regional Consumption-Based Emissions Inventory

METRO VANCOUVER

Sheryl Cumming, P.Eng.

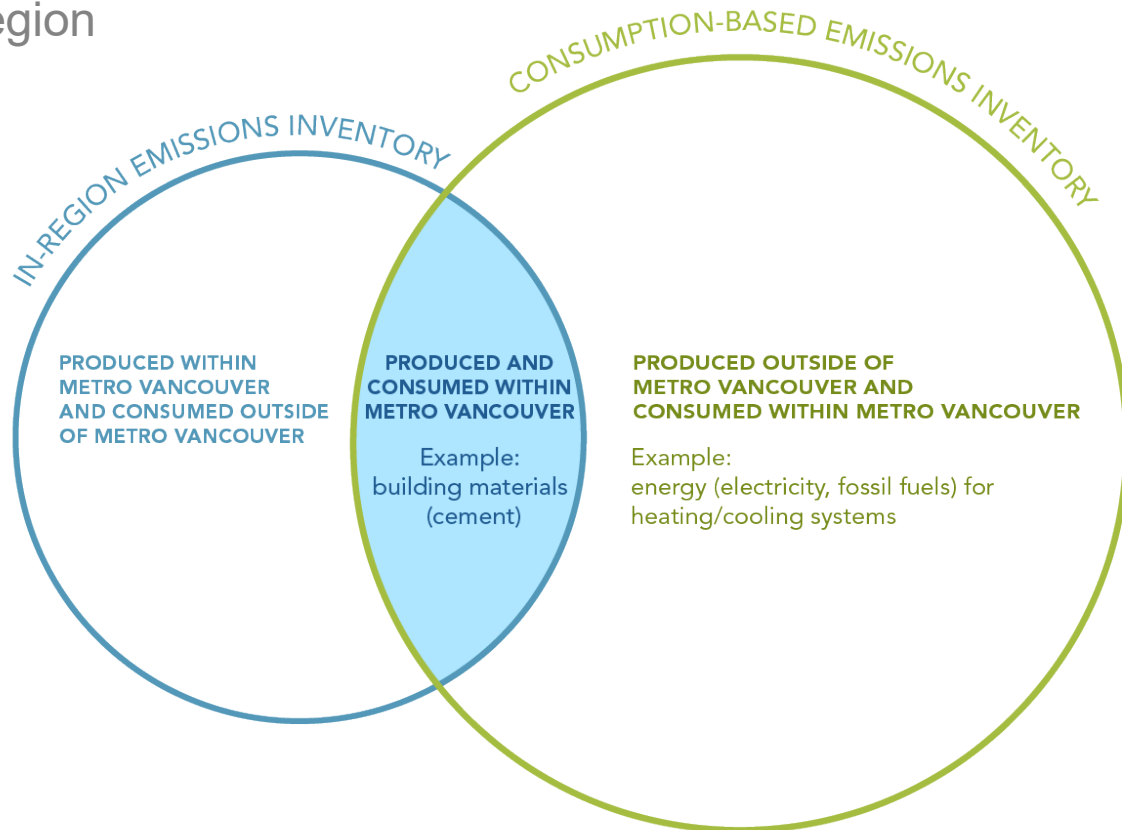
Project Engineer, Parks & Environment

Climate Action Committee Meeting, January 14, 2022

metrovancouver

CONSUMPTION-BASED EMISSIONS INVENTORY (CBEI)

Metro Vancouver Region



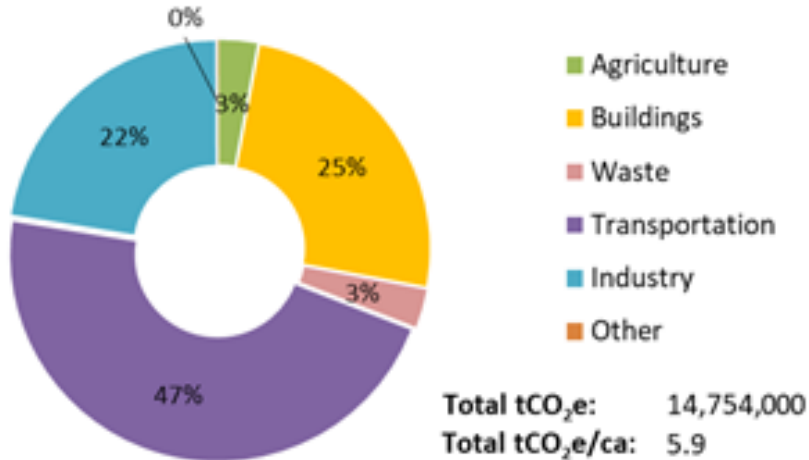


CBEI GHG EMISSION SOURCES

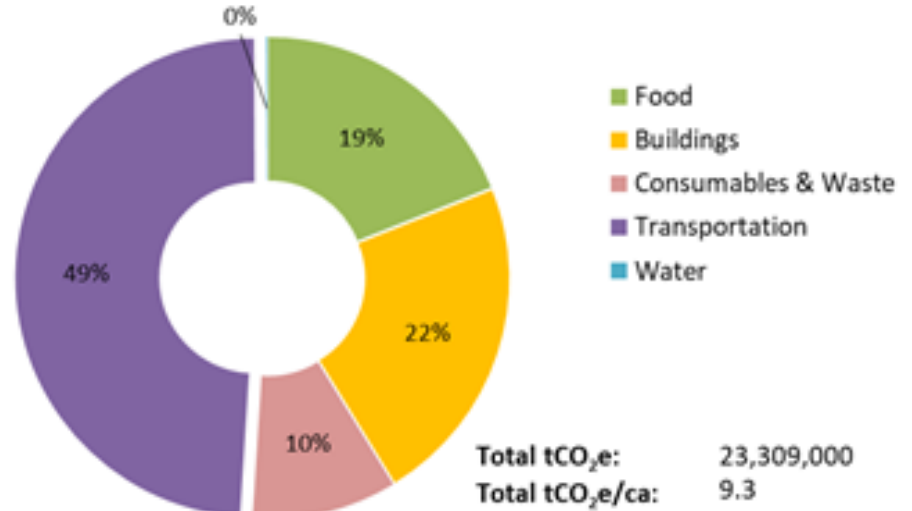
- Buildings
- Transportation
- Food
- Consumables and Waste
- Water

METRO VANCOUVER GHG EMISSIONS

Territorial Emissions Inventory



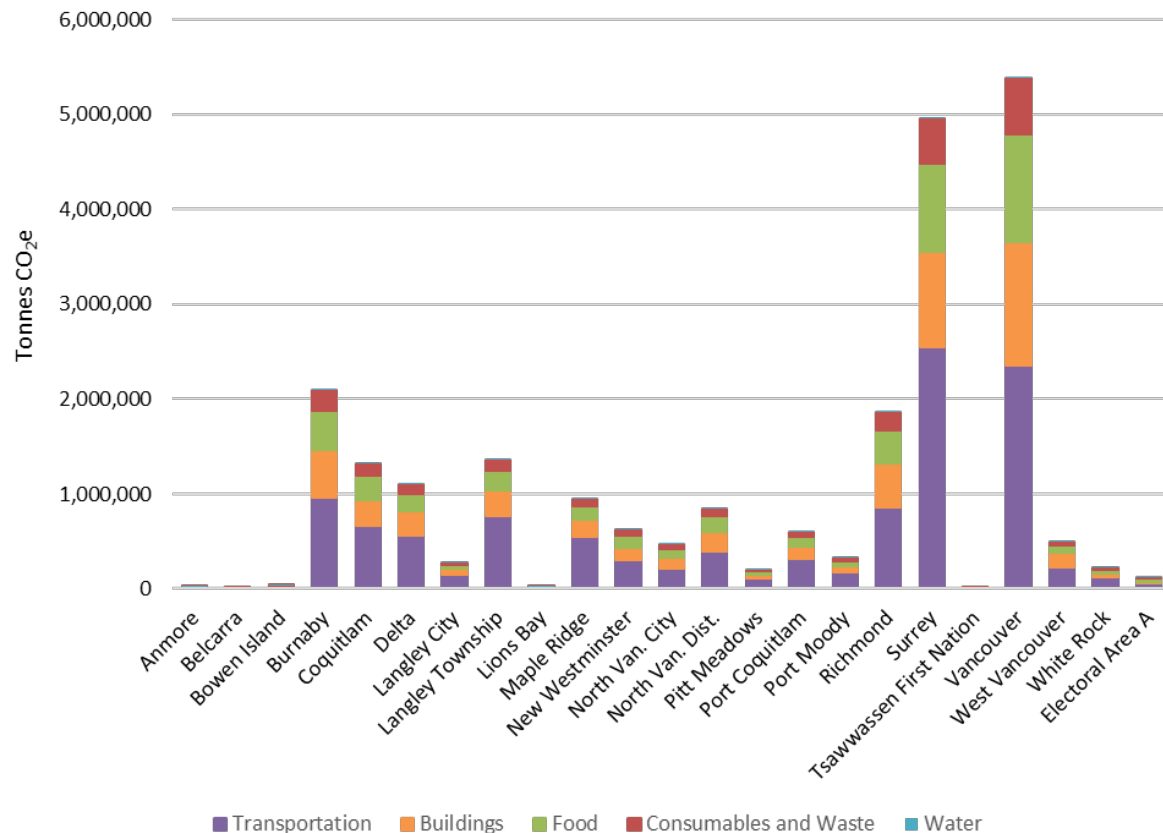
Consumption-Based Emissions Inventory



CONSUMPTION-BASED GHG EMISSIONS BY COMMUNITY

Across Metro Vancouver

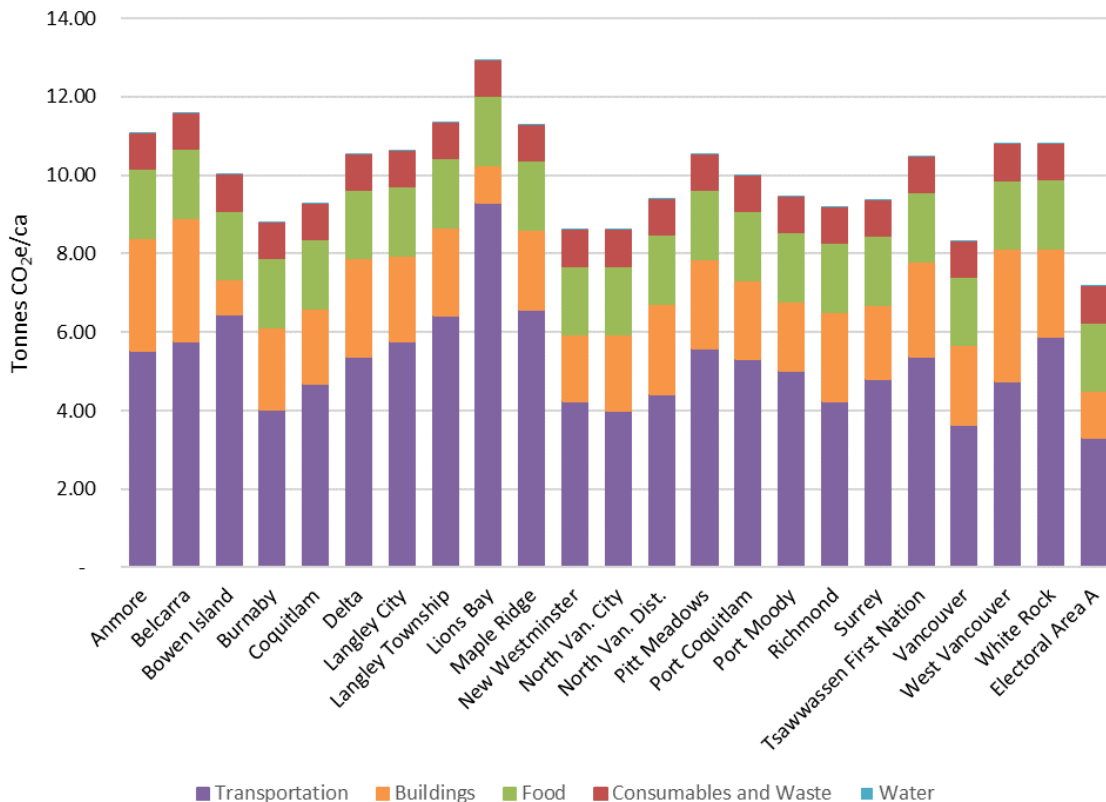
- Transportation and Buildings – major sources of GHGs (operating and embodied)
- Buildings – 69% operating
- Transportation – 66% operating
- Food – 96% embodied
- Consumables & Waste – 81% embodied emissions



CONSUMPTION-BASED GHG EMISSIONS PER CAPITA

Across Metro Vancouver

- Higher GHGs in communities reliant on larger vehicles
- Higher GHGs in communities with larger homes, low density housing
- Food GHGs primarily from production, food-miles small
- Consumables and Waste based on regional waste and recyclables



IMPLICATIONS FOR REGIONAL GHG MANAGEMENT

- Operating emissions from Transportation and Buildings – remains a priority
- Embodied emissions from Food, “Consumables & Waste” emerges in the CBEI
- Consideration of trade-offs, unintended consequences, and co-benefits of policy approaches on embodied emissions



Questions

metrovancouver
Together we make our region strong

Clean Transportation:

Findings and actions to strengthen the sector in the Metro Vancouver region

Gregory Freeman, Senior Economist
Megan Gerryts, Senior Policy Advisor

January 14, 2022
Climate Action Committee Meeting



Our Role as a Regional Service



Thought leadership



Regional Convener

One voice on regional strategic priorities



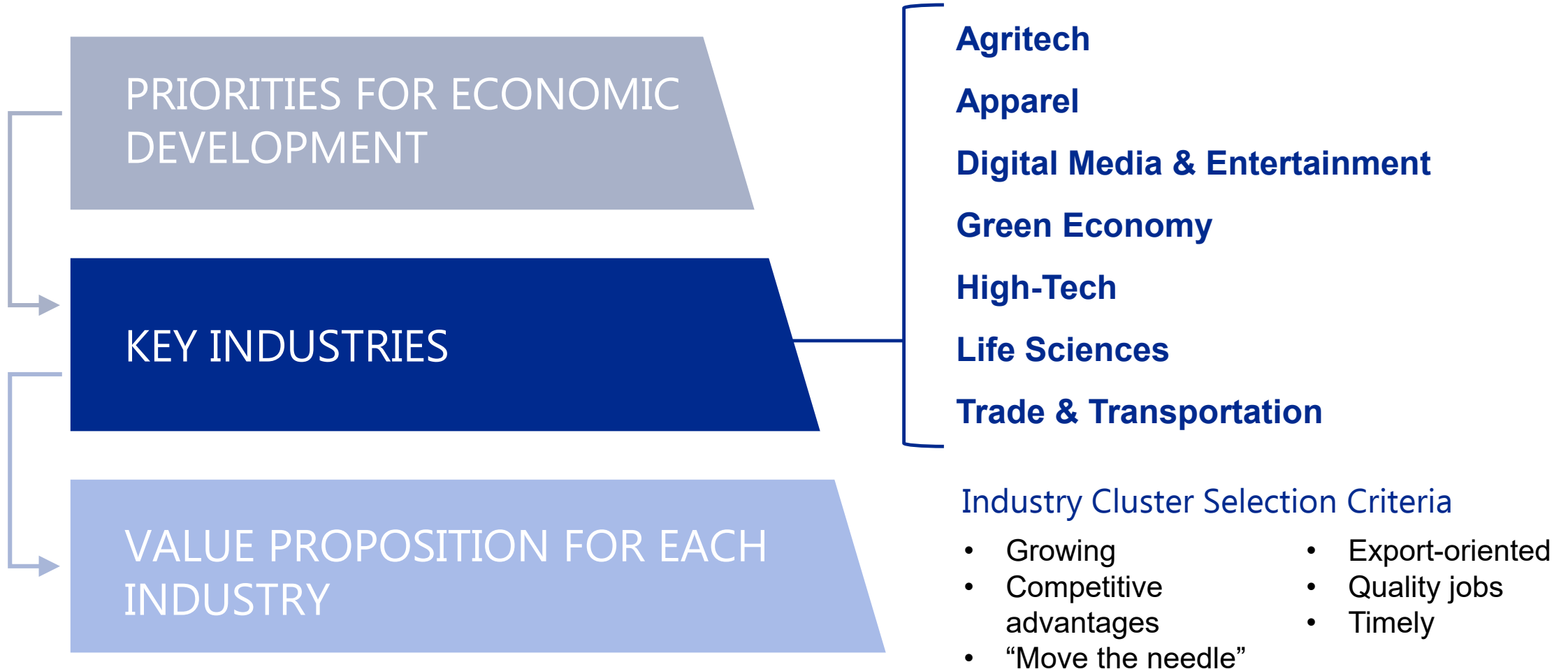
Invest Vancouver Approach

Positioning the region for success in a rapidly evolving global economy



Invest Vancouver Approach

Positioning the region for success in a rapidly evolving global economy



Invest Vancouver Approach

Positioning the region for success in a rapidly evolving global economy



PRIORITIES FOR ECONOMIC
DEVELOPMENT

KEY INDUSTRIES

VALUE PROPOSITION FOR EACH
INDUSTRY

Clean Transportation:
Findings and actions to strengthen
the sector in the Metro Vancouver region
November 2021

Gregory Freeman, Senior Economist, Invest Vancouver
Megan Gerryts, Senior Policy Advisor, Invest Vancouver

**INVEST
VANCOUVER**

Opportunity, Amplified. In a region like no other.

Understanding the Clean Transportation Value Proposition



What actions can policy-makers take to build capacity in the clean transportation sector?

- 1 Identifying competitive advantages based on the firms who are here now
- 2 Strengthen advantages by identifying and remedying challenges faced by firms in the region

Research Approach

Primary, qualitative research through interviews with CEOs, founders, senior executives of clean transportation firms in the region, supplemented by secondary research

Regional Advantages in Clean Transportation



Three urgent actions to strengthen the regional value proposition in clean transportation



Permitting

Improve the permitting process to provide greater accountability, certainty, predictability and reduced risk

Municipal action



Physical Spaces

Use a portion of the InBC fund to invest in industry-critical physical spaces to be leased to firms at below-market rates

Provincial action



Hydrogen Cluster Development

Launch a hydrogen hub in the region to co-locate hydrogen supply and demand

Multi-stakeholder collaboration

Read the full report at
investvancouver.ca



INVEST VANCOUVER

Opportunity, Amplified. In a region like no other.