

2007 and Beyond:

A Community Climate Change Consultation

**Tuesday, June 27, 2006
Crossways in Common
222 Furby Street
Winnipeg, Manitoba**



CONSULTATION REPORT
Submitted to Manitoba Climate and Green Initiatives
Manitoba Energy, Science and Technology

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Executive Summary

Manitoba Energy, Science and Technology's Climate and Green Initiatives Branch is updating the 2002 Climate Change Action Plan for Manitoba. This consultation workshop was convened by Climate Change Connection with the goal of providing a range of recommendations to the Branch as it begins drafting a new plan.

The workshop focused on three key areas: transportation, agriculture and the City of Winnipeg. These three are sectors in which Manitoba's greenhouse gas emissions are the highest, and in which there has been little progress in implementing reductions. The government has indicated that these areas will be priorities for the updated Action Plan.

Invitations were extended to community stakeholders and organizations around Manitoba who have been involved in one form or another with Climate Change Connection since its inception in 2002. These stakeholders included partners on project work, community and youth workshop participants, Steering Committee members, and other practitioners of climate change education and outreach.

Seventy invitations were issued and twenty-six people participated in the workshop, from a range of interests, all of whom had significant levels of involvement and knowledge on climate change issues. It is of note that there were no representatives from the Agricultural community present. Similarly, the health and business sector were very under-represented amongst those who attended. Participants were asked to specify their top two choices amongst the three priority areas for the morning sessions, and were also asked to indicate other topic areas of importance to them. These "other" topic areas were discussed in the afternoon sessions.

The process for the workshop was participatory and interactive. All recommendations developed in facilitated small groups were recorded, and consensus was not an explicit goal. However, a kind of consensus was evident throughout the day: all participants took the challenge of developing recommendations very seriously, and they see the development of a meaningful plan and clear results as being of paramount importance. A comment from one participant about the need for a new plan to be much more strategic than the 2002 version was discussed during the afternoon session, and was strongly endorsed by those who were still in the room (a majority of the participants).

This report is provided to the Climate and Green Initiatives Branch and is posted on the Climate Change Connection website at www.climatechangeconnection.org.

2002 Manitoba Climate Change Action Plan – Jane Gray

Ms. Gray began the agenda by providing an overview of the 2002 Manitoba Climate Change Action Plan which emerged from the consultations of the Manitoba Climate Change Taskforce. It was noted that the biggest job faced by the new Climate and Green Initiatives Branch is to update that plan, much of which was focused around how Manitoba could assist Canada overall in meeting Kyoto Protocol commitments, and how Manitoba might move beyond the Kyoto commitments. It was further noted that the Taskforce Recommendations were strong in the areas of diversifying Manitoba's energy production, and in making Manitoba more "climate friendly".

Some accomplishments in the Province over the past 4 years:

- Ground source heat pumps: a consumer loan program has proven popular and Manitoba leads the country in new installations,
- The Province is rapidly developing wind energy installations,
- Hybrid fuel buses are manufactured in Winnipeg, and primarily being exported, the plan is to have some running on Winnipeg streets in the near future,
- There are new developments in the area of bio-fuels with the Husky ethanol plant coming on board, and new biodiesel initiatives,
- Energy efficiency: In 2001, Manitoba ranked 9th in Canada, it currently ranks 1st amongst Canadian provinces.

Bill 11 is a new Legislative initiative that will provide for the creation of a fund to support more energy efficiency initiatives, especially in low-income and First Nations communities.

Areas for improvement were also covered, specifically the agriculture and transportation sectors, and the City of Winnipeg - all primary subjects of this workshop. It was emphasized that more needs to be done in these areas.

In agriculture, some actions warranting further exploration include: helping producers reduce the use of synthetic fertilizers, finding markets for nitrogen fixing crops, supporting programs for the protection of riparian areas, sustainable manure management, anaerobic digesters, a transition to more organic agriculture, and initiatives aimed at on-farm vehicles.

In transportation, there is the challenge of getting people out of their cars, emphasizing the need for the Commuter Challenge program year-round, and development of green communities and schools.

Plenary Session

Participants were given an opportunity to ask questions and discuss the contents of the presentation. The topics that were discussed are summarized below:

- Biofuels – discussion of the energy balance, using winter wheat as a feedstock, potential benefits, GHG outputs, and the Province's expectations.

- The Province of Manitoba will be issuing an Energy Strategy in the near future
- The Western Energy Alliance – there was a focus on developing biofuel initiatives in the communiqué, as opposed to setting targets.
- The Province of Manitoba's Kyoto targets – the province has focussed on reducing emissions by 2.2Mt annually.
- The National Energy Efficiency Alliance has been responsible for measuring improvements in energy efficiency.
- The City of Winnipeg and climate change – there are limitations and opportunities for the Province to influence the City's performance in a number of areas – some possibilities include tax-sharing and infrastructure agreements.
- Green budgeting in the Province is beginning, but could become much more important. A participant noted that it could extend to an analysis of Treasury Board decisions.
- Methane emissions from landfills – There is a huge potential for methane capture. Engineering work continues on proposal for Brady Landfill. There are also opportunities in the area of composting programs.
- Bill 11 – how this will be operationalized is not finalized. The opportunities, priorities, and administration model will need to be put in place. There are some good examples such as the home insulation program at Swan Lake First Nation.
- Education programs for climate change awareness – curriculum and programming in schools is very important, including students in audits and greening programs.
- E- waste recycling – Green Manitoba is working towards a Producer Responsibility model.
- Wind power – there is great interest in future development of this resource around the province, will depend to some degree on the transmission infrastructure that is in place to accommodate new generation.
- Climate change mitigation vs. adaptation – a participant stressed the importance of including adaptation in the new action plan.

Gap Analysis & Feedback

Participants were asked to provide feedback on the 2002 Climate Change Action Plan, and current practices.

- Green buildings - we are focusing on agriculture and transportation but buildings are a huge contributor of GHGs. It was noted that a new Green Buildings policy has been announced for the Province of Manitoba.
- How do we now address the commercial industry? Green building is voluntary at present. We need to look at legislation like the national building code and what Manitoba can contribute to that. It was noted that there is a Commercial Building Code Taskforce underway.
- Education - we need more public programs, schools programs, example of water meters by fountains and toilets (subtle awareness) - big results. It was noted that there is a Sustainable Development Branch within the Department of Education that will be looking at these issues.

- Micro-generation - some work is being done with Hydro, but the current electricity prices are low and give us little incentive for selling back to the grid.
- Winter roads and northern communities - we can't rely on the roads any more. It doesn't freeze and several of the communities are still dependent on diesel.
- Public Utilities Board feedback indicates that MPIC is not getting any signals from government regarding demand-side transportation initiatives. Suggests distance based insurance as incentive to drive less.
- Pilot initiatives are great but how do we get all of society on board?
- The government should continue to support and encourage local action, innovation, and creative input to policy and planning activities.
- The current plan is premised on economic factors. The report states repeatedly that the "correct conditions and market signals must be present before action is possible. But there is no "market for the climate". How can the price system "send signals" when the resource or system in question isn't priced? I suggest that policies be driven by ecological science and common sense rather than economic ideologies like market capitalism.
- The "plan" of 2002 is not really a plan, but a list of responses by departments. There needs to be evidence of a strategic approach to climate issues. If the inset chart on p.13 accurately reflects GHG emissions by sector, then a strategic approach should focus on agriculture, transportation, buildings and pipeline operations, and not sweat the small stuff.
- A strategic plan should have clear indicators, performance milestones, evaluation protocols, and accountability mechanisms.
- We need NEW money, not just re-announcing stuff that has already been covered. I suggest new money for new initiatives that achieve change on the ground - not more research, "awareness" building, or getting ready to get ready to...
- Connect the dots - all departments of government (including Health and Education) should be represented in any strategic approach to addressing climate change. Start networking and interacting with people working on peak oil, remember that our initiatives will take energy themselves to achieve.
- New technology isn't necessarily the sole answer. Biofuels are a way of rescuing an unsustainable transport system in the first place. No imaginable technology, no matter how efficient, will be sustainable if the value system guiding its development and application is oriented toward growth rather than steady-state management regimes.
- Health is a climate issue. Climate change will likely have significant human health impacts, most of them negative, and happily, many of the measures needed to combat climate change would have significant health benefits. These linkages need to be highlighted in the next plan.
- We need more of a strategic effort to understand where the effort is going, public awareness is necessary to support legislation, but the legislation needs to be in place and lead the way for individuals to get on board.
- Education isn't thorough enough. Feel good programs aren't the answer. Like recycling in schools, there shouldn't be a need for environmental science 101 in first year of university because students should get it in secondary schools.
- Building trades need education about Power Smart programs.

Recommendations from Small Group Breakout Sessions

Participants worked in smaller groups on the priority areas they had selected. (Agriculture, Transportation and City of Winnipeg). Two separate groups discussed each broad topic area. Acknowledging the vast range of topics under each area, the groups first brainstormed to focus on several key themes, then divided themselves further to explore the various themes identified. The recommendations from the groups are amalgamated below.

The topic areas overlapped on numerous occasions, and thus the same recommendation may appear under more than one broad heading. In addition, some recommendations were repeated within the broad headings.

Agriculture

Important note: No agricultural producers amongst the participants, although representatives from Keystone Agricultural Producers, Canadian Organic Growers, Manitoba Pork Council, and Manitoba Milk Producers were duly invited to the consultation. However, any of those who chose this category had some connection to agriculture and food issues.

The Climate and Green Initiatives Branch plans to hold rural workshops on the new plan, and we encourage the engagement of a wide range of producers, including Keystone Agricultural Producers and its commodity groups, the National Farmers Union, and the Organic Producers sector.

Allan Carson of Manitoba Agriculture, Food and Rural Initiatives (MAFRI) facilitated the Agriculture groups.

*** Indicates this recommendation occurred more than once. The number of symbols indicates how many times the recommendation re-occurred.**

^ Indicates this recommendation occurred under other broad area headings.

General Recommendations

- Identify sustainable usages for agricultural by-products - e.g. strawboard
- We need more research to identify regional variations in Manitoba with a warming climate - especially precipitation patterns
- Create a provincial food procurement policy - including hospitals, prisons, etc.
- Producers need to be involved in policy development

Local Production

- Promote urban/community gardens - roof top gardening/ "victory gardens"
- Promote community shared agriculture
- Public education - impacts of climate change, food miles, health related issues

- Promote and educate northern communities to produce local food - e.g. greenhouses

Organic

- Develop a strategic plan to assist farmers in transitioning to organic production - including government leadership, education, and initiatives
- Develop awareness towards interconnection with health and environment - whatever you put into the earth will eventually transfer to your body
- Create a organic certification program and encourage labelling of organic products
- Require a % of milk from the Milk Marketing Board to come from organic sources
- Develop statistics concerning health and organic farming

Marketing

- Promote the expansion of local marketing structures for locally produced foods
- Create/enhance the marketing advantage of organics foods - e.g. labelling, certification, etc.
- Promote/market healthy living and health through organic food connection - utilize local champions

Farm Practices

- Reduce the amount of nitrogen fertilizers - determine why the use of nitrogen fertilizers have increased but yields have not - seek to reduce "waste" in fertilization
- Ensure efficient operation of farm machinery - e.g. GPS - requires education
- Nutrient management policy - level of manure on fields, co-generation exploration
- Provide farmers with soil testing facilities
- Ensure the use of appropriate feed stock for cattle to reduce methane
- Use alternative fuels in farm machinery*
- Eliminate/ ban stubble burning
- Research a wider scope of biomass energy sources - waste materials for anaerobic fermentation, burning, etc.
- Promote no/min. tillage
- More permanent cover systems
- Develop programs that create farmers that are stewards of the land
- Phase out large ILO's
- Move away from monoculture cropping systems and protect genetic diversity - especially seeds
- Increase environmental farm plans for mitigation practices to reduce GHG emissions
- Reduce risk for alternate food crop production - e.g. expand crop insurance - understand implication of climate change
- Educate farmers on crop rotation - past experiences (back casting)
- Strengthen farm extension services in province
- Support policies to drive more complex diverse farming models - i.e. more synergy between enterprises

Adaptation

- Identify new crops for farmers to grow - e.g. winter wheat, switch grass, etc
- Diversification at the farm scale level - include on farm energy systems
- Research and identify indicators and benchmarks for progress
- Identify new techniques to extend growing seasons - e.g. greenhouses, using solar or waste energy
- Best Management Practices should be geared towards GHG reduction and adaptation
- Need comprehensive water conservation strategy as part of climate change plan

City of Winnipeg

This section of the report will be sent to the City of Winnipeg Environmental Co-ordinator to aid in developing a Climate Change Plan for the City. It is no surprise that there was a large overlap between the City of Winnipeg and Transportation recommendations. In fact, both "City" groups selected transportation as a sub-theme for City recommendations.

Michael Dudley of the Institute of Urban Studies facilitated the City groups.

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^ Indicates this recommendation occurred under other broad area headings.

General Recommendations

- Implement an active transportation policy for the City - province should facilitate, incent and compel
- Integrate transportation as a high priority with city planning and development planning*
- Government officials should be leaders and use green transportation

Transportation

Transit

- City streets require more Diamond Lanes - they are essential to all major routes - the City must enforce
- Increase public transit investment
- Identify more efficient, alternative fuel sources - low cost efficient mass transit - electric buses ***
- Enforce compulsory purchase of bus passes by City employees
- Real Time scheduling
- Improved shelters
- Smaller buses for feeder routes
- Intermunicipal transit systems
- Financial incentive for transit^
- Multi-mode transport connectivity

Bike / Active

- Strong pro bike policies are needed
- More bike paths*
- Bicycle commuter routes** - bike friendly urban environment
- Secure bike parking*
- Increase walkability eg. Way-finding
- Portage and Main open to pedestrians

Roads /Cars

- More car free zones/pedestrian zones
- Provide insurance incentives for hybrids and disincentives for other cars^
- Stop subsidizing parking
- City streets should go on a "Road Diet" - decrease width of car lanes to provide lane for cyclists
- Implement carpooling incentives/service
- Implement car sharing program
- Make hybrid taxi vehicles mandatory
- Create programs that allow citizens to reduce auto use

Fiscal

- Use fuel tax revenue to create new green infrastructure programs
- Put a levy on commercial parking lots
- Waste
- Composting
- Create a community based/city wide composting strategy
- Curb side pick up - city wide composting of organics*
- Stronger promotion of residential composters
- Indorse Rockwood Development Proposal for industrial composting

Sanitation

- Implement comprehensive sewer avoidance plan e.g. composting toilets
- Design sewage system to recover nitrogen for fertilizer
- Enforcement of ban on toxic substances in waste water system
- Review sewer surcharge
- Change codes for rainwater/greywater use

Solid Waste

- Focus on commercial waste reduction**
- Expand recycling to new areas e.g. commercial, with government regulation
- Pay as you throw garbage/user pay system*
- Increase tipping fees
- Green Manitoba should maintain effective programs such as MPSC
- Demand less packaging
- Extended producer responsibility
- Reuse and recycle furniture and building materials
- Require public sector to report consumption and waste

- Subsidize cloth diaper and diaper service
- Incubator think tank - waste exchange for recycled material
- Green procurement

Hazardous Waste

- More accessible hazardous and e-waste collection
- Implement fine for disposing used oil and paint down the sewer

City Planning

Housing

- Housing densification
- GHG profile required for urban housing renewal
- District heating for residential areas

Planning

- Implement environmental strategy
- Plan Winnipeg 2020 need targets and indicators
- Require City to report to Province and public on environmental parameters
- Reduce sprawl in planning
- Regional planning needs coordination
- Front end public consultation on new development proposals
- Annual constituency based planning - e.g. councillors, MLAs, public forum
- Tax structure that reflects the cost of infrastructure
- Create a sustainable transportation plan
- Exurban development regulation
- Reinforce provincial mandates
- New development must minimize car use and maximize alternative transport modes, increase mix use, emphasis in fill, emphasize downtown*
- Create green building codes
- Tie property taxes to energy efficiency
- Require green procurement
- Improve public decision making process
- Implement city plans with criteria for evaluation of exceptions
- Ban cosmetic pesticides and fertilizers
- Regulate 2 stroke motors
- Implement green space bylaws
- Schools need energy efficient retrofits

Transportation

Lisa Quinn, Fleet Management Agency, City of Winnipeg, facilitated the Transportation groups.

*** Indicates this recommendation occurred more than once. The number of symbols indicates how many times the recommendation re-occurred.**

^ Indicates this recommendation occurred under other broad area headings.

General Recommendations

- Create a citizen lead task force to develop a plan to move away from fossil fuel dependent transportation
- Democratize the planning process for transportation

Northern/Remote/Long Haul

- Develop alternative to transportation i.e. self-sufficiency and communication - locally sourced products and skills*****
- Freight consolidation and transportation coordination
- Create a strategy for intercommunity transportation
- Explore alternative modes of transportation eg. Rail lines - include passenger (Nationally), blimp*****
- Explore alternative fuels**
- Secure stockpiling of resources in hubs
- Create tighter emission controls
- Eliminate idling - trucks, buses, cars
- New technology required to maintain refrigeration in trucks when engine is off
- Park and ride into cities

Shifting Attitudes

- Public education
- Emphasize connection to health*
- Remove taxes on active transportation items*
- New drivers must complete test on awareness of car impacts and alternatives
- Driver Ed (including bus and truck) must include road sharing with bikes
- Transportation needs to be inclusive for all and needs to have an ecological basis
- Free transit days
- Car free days

Urban /Built Environment

- Regulate urban design to incorporate transportation friendly design**
- Promote telecommuting*
- City employees bus pass^
- Improve public transportation^
- Quantify the full costs of car culture - use this info to develop incentives
- More diamond lanes - better accommodation of bikes on roadways^
- University student transit passes
- Commercial developments should have adequate pedestrian and transit access
- Improve transit system - enforced bus lanes, frequency, routes, shelters, Real Time schedules, services at transit nodes^
- Invest in sustainable infrastructure
- Reduce parking space for commercial developments
- Smart city planning - not car dependant*

Technology

- Biodiesel and biofuels should use post consumer waste - natural gas and methane capture
- Hydrogen development and fuel cells**
- Tax incentives to purchase Hybrid and energy efficient vehicles***
- Explore technologies to grow food locally eg. Greenhouses^
- Disincentives for inefficient technology
- Create carbon tracking system to support move to alternative transportation
- Require an evolution/phase-in to climate-friendly land-friendly and health- friendly public transportation system

Bikes

- Create more bike storage^
- Safe bike storage^
- New bike lanes^
- Bike education

Financial /Fiscal

- Tax city road use by bedroom communities
- Tax on fuel intensive hauling
- Develop different economic model encouraging networking and pooling of local resources
- Commercial parking space tax^

Other essential topics

Other topics listed in this section were identified by participants as important for consideration in the updated Provincial plan. Participants self-selected into small groups for discussion of these topics.

General

- Long term environmental decision-making should be multi-party
- Use precautionary principles to evaluate solutions

Adaptation

- Create an adaptation strategy - including forestry, fisheries, water, energy, etc.
- Develop an Adaptive Management Plan - process for decision making
- Requires research to support Adaptation Plan

Business

- Engage small to medium businesses on climate change
- Promote existing incentives to small and medium enterprises
- Create new incentive programs
- Province must do more to promote and facilitate environmental industries in Manitoba

Education

- Promote climate education in classrooms - including living classrooms and action-oriented learning at all levels (grade school to university)
- Bike education - sharing the road, safety, etc.
- Incorporate ecological issues into human ecology education
- Public education to change attitudes - connection with ecosystems and alternatives, values, sustainability, consumerism - needs to be participatory
- Mandatory climate change, health, and alternative transportation education to obtain driver's license^

Energy

- Create programs to reach larger property owners (eg. Malls, and commercial properties) about energy efficiency and climate-friendly opportunities
- Create awareness and promote existing energy efficiency programs
- Re-assess building design for energy efficiency
- Provide incentives to manufacturers of equipment that is energy efficient or uses alternative sources
- Provide incentives for purchasing energy efficient vehicles, appliances, etc.
- Price electrical power at full cost (eliminate subsidy from export)

Environmental Justice

- Focus adaptation efforts in creating a just transition for northern communities in adapting their economies and lifestyles to a new warmer, non-polluting lifestyle
- Indigenous Rights - Respect First Nations jurisdiction and ownership of resources - land and water - require a government to government management plan

Health

- Bring health and healthy living representatives into the climate change discussion and planning
- Prepare for cultural changes which will occur in the north
- Use a "well-being" index in Manitoba
- Increase awareness of the link between "car culture" and mental health - isolation, road rage, lack of community connectivity, etc.
- Cost accounting of health impacts - asthma, sedentary lifestyle, heart disease, etc.
- Northern communities
- Address cultural impacts of climate change in remote northern communities
- Identify and develop appropriate scale industries for northern communities - these industries should be sustainable and adaptive to climate change
- Funding should be provided for education, training, and building energy efficient/culturally appropriate housing
- Housing - stop building cheap, inefficient, southern style homes. Train local people to cut and build log homes
- Continue subsidizing the north
- Identify food security issues in the north - i.e. cost of food

Water

- Create a Water Management Plan - should be developed at multiple levels (housing, neighbourhood, community, city, watershed, basin, nationally, etc.) to ensure a sustainable water source for drinking, agriculture, tourism, fishing, etc. - set regulations and severe penalties for non-compliance
- Identify the economic vulnerabilities to risks associated with climate change and water
- Require Integrated Water Resource Management (IWRM) - including planning, prioritization, pricing of water use, and rainwater collection
- Governance and accountability

The report-back from this small group work triggered a plenary discussion at the end of the day, and other participants generally found themselves in agreement with the points that follow.

It was requested that this section be particularly highlighted to those drafting the new plan, in addition to the sector-specific recommendations generated earlier in the day:

- Neither citizens nor government can expect government to solve the problem on its own.
- Climate change is a cultural problem, and government is part of our culture.
- Government is afraid of negative economic indicators: but most institutions operate with very narrow paradigm of economic indicators. More quality-of-life measurements are required - such as "Genuine Progress Indicator".
- Government needs to be a partner, not a controller. But what is the nature of the partnership?
- Partnership needs to take place in context of a "system" in which feedback is natural.
- The question we need to ask of the provincial government is: "Can you do this by yourself or do you need help? What kind of help do you need?"
- Action is needed quickly.
- Direction is more politically palatable to the general public if it comes from NGOs, not from government. Government should look at what NGOs are doing, and expand on it.
- Exclusive responsibility should not be on NGOs. There are some things that only government can do - such as regulating.
- Leadership is required, partnerships are required, and humility is needed.
- Climate change does not allow us to carry on a "politics/business as usual" approach. Ethanol for example: this can only be a stop-gap measure: coming up with a new way to fuel cars isn't the answer - we need to question our whole automobile-dependent society.
- The province needs a policy framework. Before describing WHAT the province is going to do about climate change, it needs to articulate the WHY and HOW.

Conclusion

Climate Change Connection provides this workshop report to the Climate and Green Initiatives Branch with the intent of providing a kind of "snapshot" of community and stakeholder recommendations for government action on climate change. It is our sincere hope that government will carefully consider these recommendations, and will attempt to consult much more broadly with Manitobans about the development of a new plan. Broad citizen involvement in creating a plan is a necessity for success in implementing its provisions, especially on the subject of climate change which touches so many facets of our daily lives and enterprise.

Consultation Participants

Basham, Andrew	EcoMAFIA
Belik, Vivian	University of Winnipeg Students Association
Blair, Danny	University of Winnipeg - Department of Geography
Burch, Mark	University of Winnipeg - Sustainability Coordinator
Choy, Cindy	Manitoba Round Table for Sustainable Development
Clark, C. Stuart	Manitoba Round Table for Sustainable Development
Cook, Heidi	Southern Chiefs Organization Inc.
Corley, Ken	Vincent Massey Collegiate
Cunningham, Dennis	MEIA
Easton, Mary Jane	St. Ignatius Church Environmental Committee
Garlich, Carolyn	Provincial Council of Women
Hastings, Katie	University of Winnipeg, Department of Geography
Hunter, Kristina	Manitoba Round Table for Sustainable Development
Keep, Tom	City of Brandon - C4 Community
Glen, Koroluk	Manitoba EcoNetwork Water Caucus
Koster, Kristine	Former City of Winnipeg Environment Committee Coordinator
McKechnie, Beth	Resource Conservation Manitoba
McQuaker, Randall	Resource Conservation Manitoba
Miller, Peter	Time to Respect Earth's Ecosystems
Morgan, Shaunna	Centre for Indigenous Environmental Resources
Parry, Jo-Ellen	International Institute of Sustainable Development
Rauh, Steve	Family Centre
Sparling, Jennifer	U of M Recycling and Environmental Group
Suzuki, Joan	Faith and the Common Good
Thompson, Shirley	Natural Resource Institute
Thurgar, David	Winkler/Morden - C4 Community

Consultation Representatives from the Province of Manitoba

Altemeyer, Rob	MLA - Wolseley
Cunningham, Neil	Climate & Green Initiatives
Gray, Jane	Climate & Green Initiatives

Consultation Facilitators

Carson, Allan	MAFRI
Dudley, Mike	Institute of Urban Studies
Quinn, Lisa	Winnipeg Fleet Management Agency

Consultation Staff and Coordinators

Lindsay, Susan	Climate Change Connection
Lindsey, Anne	Manitoba Eco- Network
Sparling, Jennifer	Consultation Scribe
Van Caesele, Rachel	Climate Change Connection

Consultation Agenda

2007 and Beyond:

A Community Climate Change Consultation

Tuesday, June 27, 2006 8:30 AM – 4:00 PM
Multi-Purpose Room, Crossways in Common
222 Furby Street

8:00 – 8:30 **Registration and Morning Refreshments**

8:30 – 9:00 **Introduction**

9:00 – 9:45 **2002 Manitoba Climate Change Action Plan**
Jane Gray, Climate and Green Initiatives

9:45 – 10:15 **Gap Analysis and Feedback on 2002 MB CC Action Plan**

10:15 – 10:30 **BREAK**

10:30 – 11:30 **Recommendations: SESSION 1**

11:30 – 12:30 **Recommendations: SESSION 2**

12:30 – 1:30 **LUNCH**

1:30 – 2:00 **Report back from SESSION 1 & 2**

2:00 – 3:00 **Recommendations: SESSION 3**

3:00 – 3:15 **BREAK**

3:15 – 3:30 **Report back from SESSION 3**

3:30 – 4:00 **Next steps and Closing**