B.C.'s climate plan fails to limit emissions.

Under the plan, Pacific NorthWest LNG could result in:

258
Extra shale gas wells drilled/year

9.2
million tonnes (Mt) of carbon pollution per year

5.1 million m^3
freshwater use per year

This is equivalent to:

1.9 million cars
on the road

annual residential freshwater use of
56,000 Canadians

pembina.org/pub/BCShaleTool

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Pacific NorthWest LNG

A project that doesn't fit in B.C.'s climate plan

Implications of B.C.'s climate plan for Pacific Northwest LNG

- Under the policies in B.C.'s new climate plan, Pacific NorthWest LNG (PNW LNG) and its associated upstream operations would become one of Canada's largest carbon polluters if the full project proceeds as proposed.
- If built, PNW LNG will make it impossible for B.C. to achieve its legislated 2050 climate target. Carbon pollution from the project could reach 9.2 million tonnes (Mt) by 2030 and increase to 10.0 Mt by 2050. B.C.'s 2050 target is 13 Mt of carbon pollution.
- Since the B.C. government has failed to put forward a plan for LNG development that will allow the province to meet its climate targets, the federal government should reject the project. For B.C. to get back on track for its climate targets, it needs to implement the full package of recommendations from the Climate Leadership Team.
- For more information about PNW LNG, see: pembina.org/pnwlng.

The numbers behind the infographic

- Based on two phases proposed by Pacific NorthWest LNG for Prince Rupert and associated upstream operations:
  - Phase 1 with a capacity of 12.8 million tonnes of LNG per year (Mtpa).
  - Phase 2 with a capacity of 6.4 Mtpa.
- Assumes implementation of environmental policies and funding commitments in B.C. climate plan, including improved methane emissions management and upstream electrification. This analysis also accounts for gas sourced from the low formation CO_2 Montney region.
- PNW LNG's choice of technology to power the LNG terminal is natural gas direct drive, with a stated emissions intensity of 0.255 t-CO_2e/t-LNG.
- Environmental impacts displayed are for 2030.
- Environmental impacts calculated for 2030 as the difference between a scenario with the two phases (19.2 million tonnes of LNG) and constant non-LNG natural gas production, compared to a scenario with no LNG and constant non-LNG natural gas production.
- The number of cars equivalent is based on annual emissions for a standard personal vehicle of 4.75 tonnes of CO_2e.[1]
- The water use comparator is based on annual per capita residential water consumption of 91.615 m^3/yr.[2]
- The global warming potential for methane is set at 34, to reflect the most recent findings of the Intergovernmental Panel on Climate Change (IPCC AR5).

1. Environmental Protection Agency, "Calculations and References: Passenger vehicles per year" (June 18, 2015). http://www.epa.gov/cleanenergy/energy-resources/refs.html#vehicles
2. Environment Canada, "Residential Water Use in Canada Indicator Data" (June 18, 2015). http://www.ec.gc.ca/indicateurs-indicators/default.asp?lang=en&n=553CC57B-1

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