



Recommendations for a Strong Manitoba Climate Plan and Budget

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Summary

This briefing provides high-level recommendations for Manitoba’s “Roadmap to Net-Zero” and specific recommendations for low-hanging climate investments in five major sectors: agriculture, transportation, buildings, industry and waste. It identifies existing budget lines or agencies that should receive additional funding in the 2026 provincial budget and in subsequent years. These recommendations build upon Climate Action Team’s (CAT) previous work in the *Road to Resilience* reports and should be seen as starting points for expanded funding and policies to be developed in subsequent years. In addition to the five priority policies suggested below, the Province should also make additional investments in renewable electricity generation, protection and restoration of ecosystems, impact assessment processes and emergency response systems. Improved coordination and oversight will be required through a Climate Emergency Secretariat or equivalent body.

Recommendations

The Province of Manitoba must ensure four characteristics of its climate plan:

- **Comprehensive**, covering all major sectors, including agriculture and transportation;
- **Strong targets**, including 2030 and 2035 emissions-reduction targets;
- **Well-resourced**, with policies backed with significant funding in the Budget 2026; and
- **Equitable**, advancing socioeconomic equality and ensuring nobody is left behind.

In the short-term, the Province of Manitoba should increase its climate-specific funding by at least **\$300 million** in Budget 2026, which is equivalent to 1.2 percent of budgeted provincial spending in 2025 and 5.2 percent of the Province’s annual social cost of greenhouse gas (GHG) emissions at last count. This would include additional spending of:

- **\$50 million** to accelerate lower emitting agriculture practices;
- **\$100 million** for urban and rural public transit operations;
- **\$100 million** to install ground-source heat pumps and building retrofits;
- **\$25 million** to increase environmental monitoring and compliance of industry; and
- **\$25 million** to support and establish food waste rescue and composting programs.

Essential Characteristics of a Strong Provincial Climate Plan

The Province of Manitoba must ensure four characteristics of its upcoming climate plan:

Comprehensive: The plan must provide a clear blueprint for how the Province will rapidly reduce emissions in line with Canada’s international climate commitments that require wealthier countries to do their fair share, and coordinate the careful transition to a zero-emissions provincial economy.¹ This transition necessarily involves all sectors in Manitoba: there cannot be any “free riders” whose pollution is subsidized by the rest of society. While emissions reductions will look different in various sectors, all efforts must be collectively guided by a provincial plan that provides clarity in timelines, funding and enforcement for failure to meet targets. It must also include a plan for climate adaptation and improved responses to extreme weather events.

Strong targets: Manitoba’s existing emissions-reduction target, established by the previous government using an atypical “carbon savings account” approach, is not sufficient given the urgency and scale of the climate crisis.² Building on the strong private member’s bill introduced by the Manitoba NDP in 2019, the Province of Manitoba should adopt targets of a 50 percent reduction below 2023 levels by 2030 (at or below 10.6 megatonnes of carbon dioxide equivalent, or MtCO₂e), a 67 percent reduction by 2035 (at or below 7 MtCO₂e) and an 80 percent reduction by 2040 (at or below 4.3 MtCO₂e).³ The targets would firmly establish Manitoba as a national leader in climate action and provide clarity to relevant industries looking to build capacity in the province.

Well-resourced: A successful climate plan must have a sufficient level of resources to back up strong targets, timelines, and policies. This includes direct public funding to programs, as well as increased government capacity and coordination dedicated to implementation, sectoral modelling and supportive legislation and regulations to accelerate climate action. The Province must also dedicate funding to ensure regular monitoring and reporting of progress. Public investments must ramp up in Budget 2026.

Equitable: The plan must also advance socioeconomic equality and ensure nobody is left behind. By centering principles of a just transition and Indigenous self-determination, a strong climate plan can ensure that workers and communities that are disproportionately affected by climate change and a transition away from fossil fuels and emissions-intensive agriculture benefit from public policies and investments, including in Northern Manitoba. Policies and incentives should also support low-income people and renters who cannot afford to buy a new vehicle or household upgrade, not only home-owners and businesses.⁴

Denmark provides a strong example of a suitably ambitious climate plan, which includes:⁵

- Strategies for all sectors, including a landmark agriculture and climate policy, large-scale renewable development and a commitment to phase-out oil and gas extraction.
- Deep emissions-reduction targets, aiming for—and on track to achieve—70 percent below 1990 levels by 2030, and at least 78 percent by 2035.
- Big spending, including large supports for wind power development, heat pump subsidies, and restoration of agricultural lands into peatlands.
- Focus on equity, including a “socially just green transition” for workers, analysis of Denmark’s global emissions footprint and leveraging gains with “climate diplomacy.”

Five Low-hanging Climate Investments for Manitoba

We propose five key policies and investments for the Province of Manitoba to reduce GHG emissions, improve resilience to extreme weather events and create good green jobs in a variety of sectors. These recommendations target achievable opportunities in the province's largest emissions sources that build on past and present successes. The Province already supports emissions reductions through a range of initiatives; however, these efforts must be scaled up, with more funding and coordination, to meet the urgency and scale of the climate crisis.

The major focus of the following recommendations is emissions reductions, and these measures present among the greatest opportunities to reduce Manitoba's contribution to the climate crisis in the near-term. This is an extremely important objective in and of itself. Although Manitoba's emissions only represent 3 percent of Canada's total, its per-capita emissions are only slightly lower than the national average and more than double the global average.⁶ In 2023, Manitoba emitted 21.3 MtCO₂e.⁷ The federal government's estimate of the "social cost" of GHGs was at least \$261/tonne in 2023, meaning that Manitoba's emissions represented upwards of \$5.8 billion in damages in that year alone.⁸ And even these are recognized as conservative estimates as they do not include significant but complex effects such as climate feedback loops.⁹ As the catastrophic wildfires of this past summer have demonstrated, failing to act will result in ever-increasing human, ecological and financial costs.¹⁰

Climate action is not only about avoiding severe damages; it also provides immense opportunity in transitioning the province into greater social and economic well-being during an era of tumultuous world developments, offering the potential to position Manitoba as a national and even global leader. Targeted public funding can help develop strong capacity and job growth in a wide variety of fields: soil science and ecosystem restoration; public transit operations and manufacturing; heat pump installation and building retrofitting; environment compliance and enforcement; compost collection and processing; installation of wind, solar and battery storage; and much more.¹¹ Such measures can also improve public health, affordability and social connectiveness. However, both the emissions-reduction and job-creation potential of these recommendations largely depend on the amount of long-term funding and support allocated to them, including for training and procurement of necessary equipment.

Some of these opportunities, such as CAT's ongoing recommendation of establishing a Thermal Energy Services utility to develop geothermal heating at a province-wide scale, will likely take several years to establish.¹² But there are many shorter term opportunities to increase funding to already-existing initiatives that would help Manitoba better position itself for this transition in the coming years. These five recommendations offer specific investments that the Government of Manitoba can make in the upcoming 2026 budget to demonstrate climate leadership and ambition; the Province must index any new funding to inflation and annually review it for additional spending. At the same time, these must be understood as low-hanging fruit and the bare minimum of climate action, especially given the urgency of emissions reductions. Such mitigation measures must also be paired with a commitment to oppose any new fossil fuel infrastructure and develop a phase-out plan.

Recommendation 1: Increase Funding for Agricultural Climate Mitigation and Resilience Programs

Scale of the problem: In 2023, Manitoba’s agricultural emissions were 7.1 MtCO₂e, including 3.3 MtCO₂e from animal production, 2.5 MtCO₂e from crop production and 1.3 MtCO₂e from on-farm fuel use.¹³ That same year, only 19 percent of Manitoba’s farmland acres were under a valid Environmental Farm Plan (EFP), through which “areas of environmental risk are identified and action plans are developed to mitigate environmental issues,” while detailed soil surveys had only been completed on 30 percent of acreage.¹⁴

Damages in the social cost of GHG emissions: \$1.85 billion in 2023, including \$630 million from enteric fermentation.¹⁵

Department, budget line and 2025/26 spending: Manitoba Agriculture, 3.4 (a) Sustainable Agriculture (\$4.3 million in 2025/26) and (d) Sustainable Agriculture Incentives Program (\$2 million in 2025/26).¹⁶

Existing approaches: Manitoba Agriculture spends a significant amount on insurance and income supports for agricultural producers, including \$76 million to AgrilInsurance and \$42 million to AgriStability in 2025/26 (both administered by Manitoba Agricultural Services Corporation).¹⁷ These costs will likely escalate in future years and decades due to drought, flooding and crop failures worsened by climate change.¹⁸ By comparison, the operating expenses and grant assistance provided to the Sustainable Agriculture Unit—which works to implement a wide range of Beneficial Management Practices (BMPs) like zero-till, agroforestry, cover crops and manure management—totaled \$6.3 million in 2025/26.¹⁹ The Province spends ten times more on risk management and credit and income support programs than on the entire division of Agriculture Production, Innovation and Resilience, of which Sustainable Agriculture is a unit.²⁰ The Manitoba Association of Watersheds also administers related agriculture-specific programs including the Growing Outcomes in Watersheds (GROW) and the Prairie Watersheds Climate Program (PWCP).²¹ While important, these efforts are extremely underfunded.

Proposed approach: The Province of Manitoba should increase the annual budget dedicated to the Sustainable Agriculture Unit, both operating expenses and grant assistance, along with related work in other units of the division. This budget increase should be aimed at improving in-house capacity for developing and implementing EFPs, BMPs, soil surveys, emissions measurements, electrification of on-farm processes and independent nutrient-management plans.²² Efforts should be made to require participation in such programs a condition of receiving future subsidies, including insurance and income supports. A longer term priority of this work should be to curb emissions-intensive production—especially beef and dairy cattle—and identify alternative uses for the land, such as restoring grasslands, wetlands and forests that can provide far greater carbon sequestration capacities.²³ This transition must be paired with broader policies to reduce meat consumption and promote plant-based diets, which represent far lower emission- and resource-efficient food sources.²⁴

Recommended additional spending in 2026/27: \$50 million to Sustainable Agriculture’s operating expenses and grant assistance, along with related work in other units of division.

Recommendation 2: Expand Urban and Rural Public Transit Through Dedicated Operating Funding

Scale of the problem: In 2023, passenger transport emissions from SUVs, pickup trucks and cars totaled 3.2 MtCO₂e.²⁵ About half of these emissions occur in Winnipeg.²⁶

Damages in the social cost of GHG emissions: \$867 million in 2023.

Department, budget line and 2025/26 spending: Municipal and Northern Relations, 13.4 (a) Funding to Municipalities and Related Grants (\$378 million in 2025/26).²⁷

Existing approaches: In 2017, the province's long-standing 50/50 funding arrangement with urban transit systems including Winnipeg, Brandon and Selkirk was ended and dedicated funding was frozen at 2016 levels.²⁸ Since then, municipalities have received provincial support through a general basket funding approach for a wide range of spending priorities. From 2017 to 2021, municipal funding was significantly cut, only returning to pre-2016 levels by 2023/24.²⁹ Under the current government, municipal funding has been consistently increased via the introduction of an annual two percent increase and the One Manitoba Growth Revenue Fund that is funded through a share of the gas tax.³⁰ Such increases are undoubtedly welcome and require continuation. At the same time, it is clear that transit operations require significantly increased funding to achieve the frequency, reliability and affordability of service needed to replace private vehicle trips with transit, which is far more efficient and lower emitting on a per-rider basis.³¹ Given the centrality of passenger transportation to Manitoba's emissions landscape and the slow uptake of electric vehicles despite generous subsidies, it is necessary for the province to restore dedicated transit funding that recognizes the importance of transit.³²

Proposed approach: The Province of Manitoba should provide permanent and long-term operating funding for urban, intercity and rural public transit systems, on the condition that new funding is additive, not substituting existing spending. Specifically, the Province should offer cost-matching funding to municipalities and communities for additional spending on transit operations above 2025 levels, while maintaining existing provincial funding to municipalities, including the two percent annual escalator. This budget increase would effectively double additional investments by municipalities in transit operations and help to significantly improve transit service in municipalities across the province. Such funding should be extended to municipalities and communities that do not currently have transit service, including in rural and Northern Manitoba.³³ Several conditions should be placed on this funding opportunity to maximize the effectiveness of spending and resulting transit service. Firstly, recipient transit services should be wholly owned by public or community bodies, ensuring long-term sustainability and a focus on public good, rather than private profits.³⁴ Secondly, benefitting transit services should be fixed-route, rather than on-demand, which is inefficient and emissions-intensive.³⁵ These investments should be paired with increased funding of active transportation, including e-bike subsidies and infrastructure like bike lanes, traffic calming and bike parking.

Recommended additional spending in 2026/27: \$100 million to Funding to Municipalities and Related Grants, explicitly earmarked for public transit operations in accordance with conditions described above.

Recommendation 3: Expand Geothermal Heating and Retrofits by Prioritizing Public Buildings and Laying Groundwork for a Dedicated Utility

Scale of the problem: In 2023, building emissions—a vast majority from using fossil gas for space heating—were 2.8 MtCO₂e. Of these, 1.7 MtCO₂e were from commercial and institutional buildings such as offices, retailers, schools and hospitals.³⁶

Damages in the social cost of GHG emissions: \$731 million in 2023.

Department, budget line and 2025/26 spending: Efficiency Manitoba, Environment and Climate Change/Manitoba Hydro (\$89 million in 2025/26).³⁷

Existing approaches: Efficiency Manitoba already offers a wide range of programs relating to building energy efficiency measures, including the government's new Affordable Home Energy Program that provides upfront interest-free funding for 5,000 ground-source heat pumps (GSHPs).³⁸ GSHPs offer by far the most energy-efficient and cost-effective technology to replace both gas and electricity for heating, providing a consistent source of heat in the winter and cool air in the summer; even greater efficiencies are found in district heating systems.³⁹ Further efficiencies can be achieved through deep energy retrofits (DERs)—which can include replacing windows, doors and roofs, improving mechanical systems and upgrading insulation and air sealing—with the goal of reducing energy use by at least 50 percent.⁴⁰ While a promising start, the pledge of GSHPs for 5,000 households only represents a small fraction of the total building count in the province and will need to be significantly scaled up to maximize the emissions- and cost-reduction potential of the technology.⁴¹ Further, Efficiency Manitoba's annual spending remains relatively low, often spending below its budgeted allocation.⁴² It received a sizable budget increase in 2025/26, to \$89 million in authorized spending, but will require much more financial support and capacity building to increase the scope and economies-of-scale required for meaningful efficiencies and emissions reductions in the sector.

Proposed approach: The Province of Manitoba should significantly increase funding to Efficiency Manitoba to accelerate installation of GSHPs and DERs in residential, government, institutional and commercial buildings, prioritizing large provincially owned buildings, including hospitals, schools, public housing and offices, due to their permanence of ownership, high heating and cooling requirements and current dependency on fossil gas. This initial focus would not only reduce energy consumption and emissions but serve as large-scale demonstration projects and capacity-building opportunities. The Province should also revise Efficiency Manitoba's mandate and powers to advance emissions reductions through electrification, increase building code requirements and require GSHPs in all new buildings.⁴³ Internal capacity building within Efficiency Manitoba and a potential utility should be prioritized whenever possible, allowing it to assume a greater coordinating role, along with acquiring necessary equipment and accelerating training.

Recommended additional spending in 2026/27: \$100 million to Efficiency Manitoba, prioritizing the installation of GSHPs and DERs in provincially owned buildings to increase capacity for dedicated utility. These improvements are often extremely expensive and will require far more funding support in future years.

Recommendation 4: Develop Industrial Emissions Caps and Strengthen Monitoring, Compliance and Enforcement Capacities

Scale of the problem: In 2023, industrial emissions—defined here as the province’s oil and gas sector, heavy industry (including fertilizer, lime and ethanol fuel production) and light manufacturing, not including building-related emissions—totalled 3 MtCO₂e. While not typically thought of as industrial emitters due to their disparate nature, freight trucking and rail added another 1.8 MtCO₂e, while domestic aviation contributed 0.5 MtCO₂e.⁴⁴

Damages in the social cost of GHG emissions: \$783 million in 2023 (\$1.38 billion if freight trucking/rail and domestic aviation is included).

Department, budget line and 2025/26 spending: Environment and Climate Change, 12.2 (b) Environmental Compliance and Enforcement (\$5.5 million in 2025/26).⁴⁵

Existing approaches: Manitoba governments have long indicated support for introducing climate policy that works to reduce industrial emissions, joining the Western Climate Initiative—which aimed to establish a regional emissions trading market—in 2007 and committing to developing a cap-and-trade system in 2015.⁴⁶ The output-based pricing system for “emissions intensive, trade exposed” facilities that was eventually introduced in 2019—requiring large emitters to pay \$25 tonnes of carbon dioxide equivalent per year (tCO₂e/yr) or purchase offsets after exceeding an annually declining threshold—was soon replaced with the more stringent federal backstop, which continues to this day.⁴⁷ However, this system remains fairly lenient: the Canadian Climate Institute has reported that industries across the country pay an average of \$8.40 or less per tCO₂e, and federally collected proceeds are returned to provinces and awarded to companies for emissions reductions.⁴⁸ Stronger provincial policies are needed to reduce industrial emissions.

Proposed approach: The Province of Manitoba should introduce regulations for industrial polluters to cap emissions and reduce them each year in line with climate targets. While cap-and-trade and unit-based emissions pricing systems can be more palatable to industry, these approaches permit high levels of GHGs if companies are willing to pay.⁴⁹ The Province of Manitoba should introduce firm and annually declining emissions caps relative to 2023 levels, akin to the global approach to reducing CFCs and HFCs.⁵⁰ To better account for the disparate nature of some emitters, such as in oil and gas or in freight trucking, these caps should be calculated on a company-by-company basis for all companies emitting more than 10,000 tCO₂e/yr. Failure to comply with these scheduled reductions should result in major fines and penalties. Such measures would provide clear and predictable guidance to industry and greatly accelerate innovation and zero-emissions technologies, as well as prevent “free riding” by industry as the rest of society works to reduce emissions. Crucially, these emissions caps should be accompanied by increased provincial monitoring and enforcement efforts, including a dedicated methane leak detection team focusing on the oil and gas sector, which can be achieved with a sizable increase in funding to monitoring, compliance and enforcement.⁵¹

Recommended additional spending in 2026/27: \$25 million to Environmental Compliance and Enforcement, including the creation of a dedicated methane leak detection unit.

Recommendation 5: Reduce Food-Related Emissions Through Rescue of Food Leftovers and Diverting Organic Waste from Landfills

Scale of the problem: In 2023, landfills and other municipal solid waste emitted 1.3 MtCO₂e, largely methane.⁵² An estimated 40 percent of Manitoba's waste is organic waste from food, yards and construction.⁵³ Some agricultural emissions can also be linked to this problem given that food waste must be replaced with new agricultural products.⁵⁴

Damages in the social cost of GHG emissions: \$339 million in 2023.

Department, budget line and 2025/26 spending: Environment and Climate Change, 12.2 (d) Environmental Programs and Remediation (\$11.4 million in 2025/26).⁵⁵

Existing approaches: Almost half of all food produced for Canadian consumption is wasted every year, most of which ends up in landfills where it turns into a large-scale methane source.⁵⁶ There are already a variety of organizations and initiatives working in Manitoba on food rescue including Second Harvest, Leftovers Foundation, Loop Resources, Brandon's Food Rescue Grocery Store, Fireweed Food Co-op and Climate Change Connection.⁵⁷ On the composting front, Brandon has led the way in Manitoba, first launching a green cart pilot project in 2010 and since expanding into a citywide service.⁵⁸ Since 2014, the Manitoba Composts Support Payment program has provided financial supports to composting facilities, distributing \$875,000 in 2023/24 to nine recipients.⁵⁹ Several smaller municipalities including Winkler, Morden and Altona provide green bin pick-up, while Compost Winnipeg offers compost pick-up from homes, businesses and drop-off points throughout the city.⁶⁰ Despite running a highly successful curbside composting pilot program, the City of Winnipeg will not implement a full-scale program until 2030; while a significant improvement from the current voluntary and costly system, this program will remain limited to single-family residential food waste, excluding multi-family residences like apartment buildings.⁶¹ Much progress has been made but necessary expansion requires additional provincial funding supports.

Proposed approach: The Province of Manitoba should introduce dedicated funding for food rescue and composting programs across the province, collaborating with municipalities, agricultural producers, shippers, retailers and existing programs. These initiatives should aim to provide comprehensive service across sectors and building types; for example, composting pick-up shouldn't be limited to single-family homes but expanded to multi-family residences such as apartment and condo buildings, along with the institutional, commercial and industrial (IC&I) sector. Together, these efforts would help reduce emissions related to food production by ensuring that edible food is not wasted; they would also reduce methane emissions and the need for costly landfill gas capture systems, lengthen the lifespan of landfills and produce highly fertile soil amendments. Existing services should be financially supported to bolster their operations, and new services created in municipalities or sectors where they don't currently operate. More generally, the Province should work to improve the accessibility of waste diversion and recovery, including for multifamily homes and the IC&I sector.

Recommended additional spending in 2026/27: \$25 million to existing or new food rescue and composting services.

Additional Considerations

Given that the focus of these recommendations is on concrete emissions reductions from present-day levels, this briefing does not provide recommendations about electricity generation as Manitoba's grid currently produces very low emissions (although this may change with additional natural gas-fired power). This means that additional electricity generation will not immediately translate into emissions reductions. But while electricity demand can be reduced through measures described in this briefing, the electrification of many processes currently fueled by fossil fuels will clearly require a significant buildout of additional electricity supply. A previous analysis by CAT projects that energy supply will need to more than double by 2050 in order to achieve full electrification of space heating, vehicles and future demand growth.⁶² Work has already started in this area through Manitoba's plan to procure up to 600 megawatts (MW) of utility-scale wind power from projects with Indigenous majority ownership.⁶³ However, this is only a fraction of the 5,000 MW of wind power that is likely required.⁶⁴ There is also a need for a major buildout of solar power—both ground-mounted and rooftop—along with battery energy storage systems, which are technologically achievable and require direct public ownership to rapidly deploy. It is necessary for the Province to prioritize developing renewable electricity generation.

Likewise, this brief does not address the urgent need for considerably more resources allocated to protecting and restoring carbon-sequestering ecosystems, including in the form of improved wildfire management. The reason for this omission is because the focus of this brief's recommendations is identifying ways to reduce directly human-created emissions sources, rather than managing the increasingly climate-induced release of carbon stores. To its credit, the Province of Manitoba has been working to establish the Seal River Watershed as a national park reserve and/or Indigenous protected and conserved area.⁶⁵ There is much more to be done in this area, such as restoring wetlands, which can also provide major flood protection and water quality improvements, along with the prevention of further destruction of ecosystems from the expansion of agriculture, roads, resource extraction and settlement.⁶⁶ Further resources should be allocated to wildfire management, especially for Indigenous-led cultural burning and prescribed fire practices, along with greater training, employment and participation of Northern Indigenous peoples in programs akin to the federally funded Indigenous Guardians and the strategy developed by the Indigenous Leadership Initiative.⁶⁷ At the same time, the Province of Manitoba cannot afford to rely on "nature-based solutions" to limit the climate crisis, and must primarily focus on reducing fossil fuel and agricultural emissions.⁶⁸

Finally, this briefing does not offer specific recommendations about the many necessary adaptation and emergency/disaster-response measures that require substantial funding, such as mass distribution of respirators during severe wildfire smoke and upgrading of building ventilation systems, the establishment of permanent evacuation and cooling centres and the creation of dedicated extreme weather response teams to ensure the well-being of people.⁶⁹ All of these aspects are equally important to a strong provincial climate plan that both rapidly reduces emissions and prepares the province for increased intensity, duration and frequency of extreme weather events.

Conclusion

This briefing has provided recommendations and near-term investments that the Province of Manitoba should consider for inclusion in its upcoming climate plan and subsequent budget. These budget proposals would add \$300 million to the Province's annual spending. While this is a significant sum, it represents only 1.2 percent of budgeted provincial spending in 2025, and 5.2 percent of the province's social cost of GHG emissions at last count.⁷⁰ The Province has many progressive revenue-generating tools at its disposal, most notably increasing taxes on high-income households and corporations, which tend to have significantly higher emissions than average.⁷¹ There is simply no getting around the fact that serious climate action requires significant financial resources. However, as discussed earlier, the cost of inaction will be exponentially greater as extreme weather events become the "new normal." The severe impacts of drought in recent years on hydroelectric generation and agricultural production in Manitoba are dire examples of what's to come, requiring a rapid reconfiguration of almost every facet of the provincial economy.⁷²

These recommendations, policy proposals, and additional considerations are intended to be a strong starting point for the Province's climate action. If well-funded and supported, each of these would translate into sizable emissions reductions that would help greatly improve Manitoba's resiliency, affordability and reputation as a national and even global leader in this area. But they must be understood as only that: a starting point. Significantly more work will have to be done in each of these sectors to reduce emissions as quickly as possible. When it comes to phasing out fossil fuel usage, the mission is clear: build more renewable power and electrify all processes in the most energy-efficient manner possible. It is important to acknowledge and provide reparations for the harms of hydroelectric development in Manitoba; nonetheless, the province is in an enviable position in terms of electricity supply that should be leveraged as an advantage, not reason for further delay.

This transition will be more complicated for agriculture and its associated inputs, especially relating to the extensive use of synthetic fertilizer for crop production. Along with recommendations provided in CAT's *Road to Resilience* report on agriculture solutions, addressing this complex issue will likely require a major reconfiguration of agricultural production and consumption, such as curbing crop usage for highly inefficient ends like animal feed and biofuels, and phasing out government subsidies for high-emitting sectors like cattle production.⁷³ Like with the fossil fuel industry, agriculture will require a "just transition" for its workers that funds and incentivizes lower emissions and more socially beneficial uses of land.⁷⁴ Such transformations will be undeniably difficult but are equally as important as the need to eliminate fossil fuel production and consumption.

This summer's catastrophic fires—resulting in many states of emergency, evacuations of tens of thousands of people and massive economic and environmental damages—cannot be treated as an anomaly. Climate change is here and requires immediate and committed action. Manitoba cannot afford to rest on its laurels but rather use this uncertain moment as an opportunity to assert a new vision for the province that builds on past successes and works towards a zero-emissions future. These specific recommendations, and CAT's *Road to Resilience* series of reports, offer necessary and viable starting points for this transition.

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