

Carbon Pricing in Canada: From Government Policy to the Impacts on Urban Mobility and Social Exclusion

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In order to meet its international commitments to reduce greenhouse gas emissions, the Government of Canada agreed with nearly all provinces on the *Pan-Canadian Framework on Clean Growth and Climate Change* in December 2016. This framework will require a minimum price on emissions, expressed as a price per tonne of carbon dioxide equivalent. It is typically referred to as carbon pricing. Carbon pricing policies are currently in effect in Alberta, British Columbia, Ontario, and Quebec, and the federal framework will ensure all provinces have a minimum level of carbon pricing in 2018. While some of the revenue generated by carbon pricing policies will be invested in public transportation infrastructure projects, it is not clear whether consideration has been given to the effects of carbon pricing plans on mobility. In addition, it is not clear if various levels of government in Canada have considered if changes in mobility due to carbon pricing will affect social exclusion. In this talk, I present the framework and an overview of the three studies that will constitute my dissertation. I use scale, mobility, and social exclusion as conceptual lenses to position my analysis. The first study will look at how government policy and debate has conceptualized the impacts of carbon pricing on urban mobility and social exclusion. The second study will look at the effects of current carbon pricing policies in Canada on household spending; focussing on changes to spending on mobility and leisure. The third study will investigate effects of these pricing policies on household reporting of time spent travelling and the purpose for travelling.