REVISED
October 1/2025
Attachment A pages 4, 19 and 20

HALIFAX

P.O. Box 1749
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Item No.13.1.1

Environment and Sustainability Standing Committee
October 2, 2025

TO: Chair and Members of Environment and Sustainability Standing Committee

FROM: Jacqueline Hamilton, Acting Commissioner of Operations

DATE: September 25, 2025

SUBJECT: HalifACT 2024/25 Annual Progress Report

ORIGIN

June 23, 2020, Regional Council motion (Item No.9.1.6):

MOVED by Councillor Austin, seconded by Councillor Mason THAT Halifax

Regional Council:

1. Authorize the direction contained in the HalifACT 2050: Acting on Climate Together plan, as contained in Attachment A of the staff report dated May 4, 2020;

2. Direct the Chief Administrative Officer to carry out the actions contained in the HalifACT 2050: Acting on Climate Together plan as part of the multi-year budgeting and business planning process, including establishing a target of net-zero municipal operations by the year 2030.

3. Direct the Chief Administrative Officer to prioritize efforts in the following critical core areas:

    a. Create new retrofit, resilience, and renewable energy programming;
    b. Develop a detailed and costed plan for retrofitting existing municipal buildings to be net-zero ready and climate resilient;
    c. Develop an electric vehicle strategy, increase charging infrastructure, and replace fleet vehicles with electric vehicles;
    d. Explore opportunities to require net-zero standards for new buildings in the municipality;
    e. Develop a framework for assessing and protecting critical infrastructure;
    f. Support communities for climate adaptation and climate-related emergencies; and
    g. Develop a financing strategy to operationalize the HalifACT 2050 plan over 30 years.

4. Accept in principle the need to resource the plan and direct the CAO to return to Council with a resource plan for consideration in the 2021/22 budget; and

5. Request that the Chief Administrative Officer provide annual progress reports on the implementation of the HalifACT 2050: Acting on Climate Together plan, to Regional Council through the Environment and Sustainability Standing Committee.

EXECUTIVE SUMMARY

HalifACT: Acting on Climate Together is the municipality's long-term climate action plan to reduce emissions and enhance resiliency to a changing climate, while also promoting social equity and economic development. It was approved unanimously by Council on June 23, 2020, and is one of Canada's most ambitious climate action plans. HalifACT contains various actions that address the municipality's climate emergency declaration and aligns with the 1.5°C pathway recommended by the IPCC.

In 2024/25, key HalifACT and supportive environmental initiatives advanced including:

- Public Transit Electrification: Completion of Ragged Lake Transit Centre expansion, including a 1MW rooftop solar install and the rollout of 60 electric buses, supporting zero-emission goals and service reliability.
- Home Retrofit Pilots: Deep energy retrofit program achieved an over 50 per cent energy savings, enhancing affordability and comfort.
- Renewable Energy Agreements: Long-term contract signed to offset 45 per cent of corporate electricity use through planned wind turbine development. Planned to be operational by the end of 2026, this agreement is expected to reduce corporate emissions by approximately 25 per cent.
- Resilient Infrastructure Standards: Updated design standards to improve safety, reduce costs, and ensure climate-adaptive capital investments.
- Public Electric Vehicle Charging: 29 chargers of varying speeds are now operational at parks and community centres across the municipality. These accessible chargers help to reduce range anxiety and empower residents to transition to lower-carbon transportation.
- CEO Climate Action Charter: The growing platform, co-led by Halifax Partnership and the municipality, engaged businesses in emissions reduction and energy efficiency to support climate leadership and economic development.
- Flood Resilience & Stormwater Management: City-wide floodplain mapping enabled a pilot retrofit program in Spryfield and Upper Hammonds Plains, enhancing public safety and climate adaptation through targeted home upgrades.
- LakeWatchers: The first "State of the Lakes" report was published and presented to Council, promoting transparency and data-driven environmental stewardship.
- Scotiabank Centre Retrofit: A major energy retrofit project that includes LED lighting, advanced building automation, heat recovery, and a natural gas generator began in spring 2024. The retrofit will cut energy use by 26 percent and reduce greenhouse gas emissions by approximately 800 tonnes of CO_2e annually.

While corporate and community emissions have decreased since the baseline year of 2016, the overall status of implementing HalifACT is considered "needs adjustment," as many actions are progressing but not at the pace and scale necessary to meet the science-based targets. To streamline delivery and ensure accountability, the Environment and Climate Change division will begin supporting all Business Units in formally integrating their respective HalifACT actions into future business plans.

The HalifACT targets endorsed by Council reflect both the scale and urgency of the climate crisis. These targets are intentionally ambitious, recognizing that bold action is needed to drive meaningful change. Achieving each target within the specified timeline may be challenging without additional resources. However, sustained action and a whole-of-government approach remain imperative as continued investment and effort by the municipality will still yield meaningful environmental, social, and economic benefits for residents, businesses, and the municipality.

RECOMMENDATION

It is recommended that the Environment and Sustainability Standing Committee forward the HalifACT 2024/25 Annual Progress Report to Halifax Regional Council for information.

BACKGROUND

In 2019, thousands of cities around the world, including the Halifax Regional Municipality, declared climate emergencies, recognizing climate change as a serious and urgent threat. In August 2021, the Intergovernmental Panel on Climate Change (IPCC) released its Sixth Assessment Report,[1] reaffirming that human activity is changing the climate in unprecedented and, in some cases, irreversible ways. Scientists are certain that human activities have caused global surface temperatures to rise more rapidly since 1970 than during any other 50-year period in the past 2,000 years. In early 2025, the World Meteorological Organization confirmed that 2024 was the warmest year on record[2]. This rapid change is driving more frequent and intense weather and climate extremes across all regions.

As outlined in the *Adaptation Baseline Report*[3], if no further action is taken, the Halifax region is projected to experience significant changes by 2050 (relative to 1976–2005) including:

- The number of days above 25 °C is expected to more than double.
- The length of the hot season could quadruple.
- The number of days below freezing may decrease by 35 per cent.
- Precipitation is expected to increase in all seasons, with more falling as rain than snow.

These changes will reduce winter snowpack, increase the risk of summer drought and forest fires, and contribute to more frequent extreme weather events. For example, single-day rainfall could increase by 10 per cent, raising the risk of flash floods and straining stormwater infrastructure. Stronger and more frequent hurricanes, combined with rising sea levels, are also expected to increase coastal flooding[4]. A warming climate is also affecting the region's ecosystems. Increased lake temperatures are reducing oxygen levels, placing stress on aquatic life. More intense rainfall is contributing to frequent and severe algal blooms, including harmful blue-green algae. Warmer winters and changing precipitation patterns are affecting forests, accelerating the spread of invasive species and pests.

HalifACT: Acting on Climate Together[5] (HalifACT) is the municipality's long-term climate action plan to reduce emissions and enhance resiliency to a changing climate, while also promoting social equity and economic development. It was approved unanimously by Council on June 23, 2020, and is one of Canada's most ambitious climate action plans. HalifACT contains various actions that address the municipality's climate emergency declaration and aligns with the 1.5°C pathway recommended by the IPCC. HalifACT is a community-wide and multi-organizational commitment for ambitious, yet critical climate action. The sheer scale of action required to meet targets means that action cannot only occur at the municipal level, but must also take place across businesses, other levels of government, non-profits, academia, the community, and at the individual level. At its core, HalifACT calls for Acting on Climate Together.

DISCUSSION

Attachment A summarizes progress made on each action of HalifACT from April 1, 2024, to March 31, 2025, as provided by each responsible Business Unit (BU). Accompanying this summary is a State of

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[1] Intergovernmental Panel on Climate Change, Climate Change 2021: The Physical Science Basics https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_SPM.pdf
[2] WMO confirms 2024 as warmest year on record at about 1.55°C above pre-industrial level https://wmo.int/news/media-centre/wmo-confirms-2024-warmest-year-record-about-155degc-above-pre-industrial-level
[3] Adaptation Baseline Report, HalifACT https://cdn.halifax.ca/sites/default/files/documents/about-the-city/energy-environment/Adaptation%20Baseline%20Report_0.pdf
[4] Climograph Data for Halifax, Climate Atlas of Canada https://climateatlas.ca/data/city/463/annual_precip_2030_85/climo
[5] HalifACT – Acting on Climate Together, Halifax Regional Council Package. https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/200623rc916.pdf

Progress marker which is measured by comparing the progress, planning, resource allocation, how long the action has been active and results against what is described in the *Low-Carbon Technical Report*[6]. Some highlights include:

Ragged Lake Transit Centre & Electric Bus Rollout: The Ragged Lake Transit Centre expansion reached substantial completion, marking a major milestone in the transition to a zero-emission transit fleet. The project included the installation of charging infrastructure and one of the largest rooftop solar arrays in the region. Sixty battery electric buses were delivered, with several entering service in early 2025. This initiative supports Council's priority for *Environment*, specifically leadership in climate change action and environmental protection. It also aligns with *Service Excellence*, as the municipality innovates and makes evidence-based decisions to meet or exceed the expectations of the people it serves.

Community Deep Energy Retrofit Pilots: Two pilot programs were completed to support residential deep energy retrofits, achieving an average energy reduction of over 55 per cent among participants. These retrofits resulted in home operation savings and improved home comfort, showcasing the potential for a scalable program. The initiative aligns with Council's priorities for affordability and equity (*Communities*), and emissions reduction (*Environment*). By offering integrated support and financing, the program model reduces administrative duplication and delivers measurable benefits to residents. Additionally, such programs promote local economic development within the Green Economy which aligns with the municipality's Prosperous Economy priority.

Renewable Energy Power Purchase Agreements: Through strategic procurement, the Municipality secured a long-term renewable electricity agreement that is estimated to offset 45 per cent of corporate electricity use and reduce emissions by 24 per cent, by the end of 2026. The agreement contributes to the *Prosperous Economy* priority by enhancing energy independence, stabilizing energy rates, and positioning Halifax as a proactive municipality in the clean energy transition.

Public Electric Vehicle Charging: Public electric vehicle charging deployment advanced with 29 chargers now operational across the municipality. These chargers are stationed at parks and community centres, offering residents various charging speed. This aligns with the Council approved Municipal Electric Vehicle Strategy and priority of *Environment* as accessible charging helps to reduce range anxiety and empower residents to transition to lower-carbon transportation.

Climate-Resilient Infrastructure Standards: Significant progress was made in performing a review of the municipal design standards to reflect climate-informed practices. Key updates being considered include revised bridge design standards, a wildfire egress road cross-section standard, and new guidance for nature-based coastal protection. These updates will support the Council priorities of *Environment*, by increasing climate resilience and adaptation, *Responsible Administration*, through well-managed infrastructure investment, and *Communities*, by improving public safety and ensuring that capital projects are future-proofed and climate-adaptive.

CEO Climate Action Charter: The CEO Climate Action Charter, co-led by the Halifax Partnership and the Municipality, continues to grow as a platform for business leadership in climate action. Signatories commit to reducing emissions, improving energy productivity, and sharing best practices. The Charter supports operational efficiency, economic development, and Halifax's reputation as a climate leader.

Flood Resilience and Stormwater Management Initiatives: Municipality-wide floodplain mapping was completed using climate projection and LiDAR data. Using this data, a pilot climate resiliency retrofit program was launched in Spryfield and Upper Hammonds Plains, providing free flood prevention upgrades to nine homes. These initiatives enhance the municipality's ability to manage risk and support public safety, infrastructure protection, and climate adaptation.

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[6] Halifax Regional Municipality Low-Carbon Technical Report
https://cdn.halifax.ca/sites/default/files/documents/about-the-city/energy-environment/Technical%20Report.pdf

LakeWatchers: LakeWatchers is Halifax's lake monitoring program, aimed at tracking water quality and ecosystem health. This fiscal year, the first-ever State of the Lakes Report was published, providing baseline data to support environmental protection and informed decision-making.

Scotiabank Centre Retrofit: A major energy retrofit project started at the Scotiabank Centre in spring 2024. Key retrofits included LED lighting, advanced building automation, heat recovery, and a natural gas generator. These upgrades contribute to improved energy efficiency and reduced reliance on fossil fuels. The retrofit will cut energy use by 26% and reduce greenhouse gas emissions by approximately 800 tonnes of CO_2e annually. These benefits also extend to the adjacent former World Trade and Convention Centre, amplifying the project's overall impact.

Highlights from community projects that contribute to HalifACT's community-wide targets can be found in Attachment B.

Progress on HalifACT

Within the five years that HalifACT was approved, the focus has shifted more recently to implementing the plan. During the initial years, efforts were focused on foundational work like strategy and program development, inter-departmental collaboration, and scaling up internal capacity. With capital funding secured in 2022/23 through the climate action tax, the implementation of various initiatives progressed. The overall status of implementing HalifACT can be assessed as "needs adjustment" as many actions are progressing, but not at the pace and scale necessary to meet the science-based targets.

The scale and pace required to meet the ambitious goals of HalifACT require a whole-of-government approach. Successful implementation will require that each Business Unit (BU) continue to embed its respective HalifACT action into its annual business plan. The Environment and Climate Change division will continue to support BUs in determining resource needs and clearly articulating how climate action also delivers social, economic, and community benefits.

Corporate and Community Emissions

HalifACT establishes a corporate target of net-zero emissions by 2030, a community-wide target of a 75 per cent emission reduction from the baseline year of 2016 by 2030, and net-zero community-wide emissions by 2050. Figures 1 and 2 summarize the progress to date for corporate and community targets, respectively. Developing emissions inventories is an ongoing, iterative process. They are regularly updated as more accurate data and improved methods become available. A key update to the inventory this year is the inclusion of the Halifax Transit fleet emissions in the corporate emissions totals.

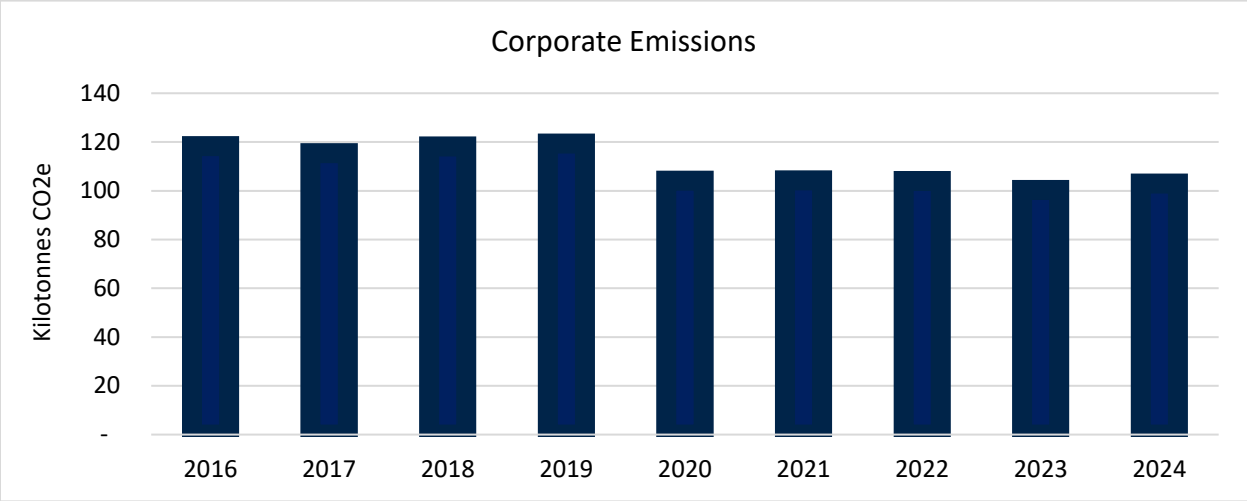

Figure 1. Corporate emissions in kilotonnes of CO_2 equivalent

Corporate emissions are a direct result of energy use related to buildings, street lighting, and vehicles (public works, fleet, transit) owned and contracted by the municipality. Solid waste emissions associated with landfill gases are included in the community emissions. While there has been a steady decrease in emissions since the baseline year of 2016, emissions rose 3% over the last year. The increase can be largely attributed to the new organics facility, which recently came online, and the fact that the existing facility has not yet been decommissioned. Additionally, there was an increase in fuel consumption by both Solid Waste collection vehicles and Halifax Transit buses. The increase in buses is partially due to an increase in kilometres traveled. The increase in emissions underscores the urgency of continuing to accelerate fuel switching in buildings, increasing renewable energy options, and decarbonizing transportation to align with growth. With this continued focus, corporate emissions are projected to decrease over the next two years. This will be driven by several key actions, including scaling up building retrofits, the recent addition of electric buses to our transit fleet in and the signing of a renewable energy power purchase agreement, which would see 45% of corporate electricity be generated through wind by the Fall of 2026. With electricity representing a major portion of corporate emissions, the power purchase agreement will significantly reduce both energy costs and emissions.

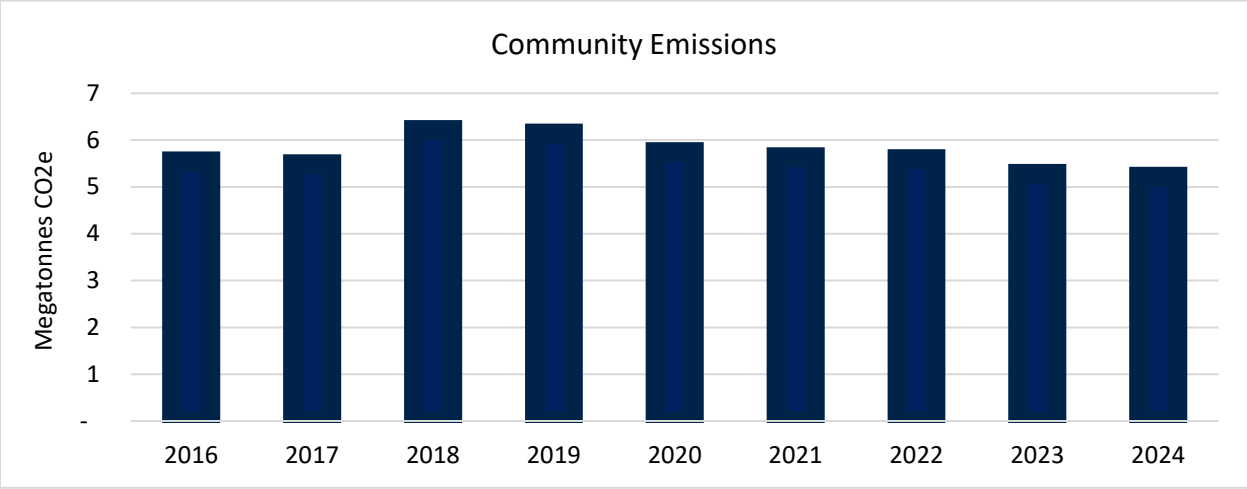

Figure 2. Community Emissions in megatonnes of CO_2 equivalent

Community emissions include all energy use within the boundaries of the Halifax Regional Municipality, including corporate emissions, private commuter vehicles, heavy transport, industrial processes, energy

generation, and buildings. Since the baseline year of 2016, emissions have decreased due to the continued decarbonization of the electrical grid and a reduction in home heating oil use. Since the baseline year of 2016, per capita emissions have decreased from 10.72 to 10.07 tonnes of CO_2 equivalent, despite significant population growth.

Climate Impacts and Investments

Climate impacts cost the municipality and residents more each year that passes. In the past three years, the Halifax region has experienced several extreme weather events:

- In September 2022, Hurricane Fiona caused widespread damage and was the costliest weather event in Atlantic Canadian history.
- In May 2023, the Upper Tantallon wildfire damaged approximately 200 properties and prompted the evacuation of 16,000 residents.
- In July 2023, an atmospheric river event brought more than 250 millimetres of rain in less than 24 hours to some areas, resulting in severe flooding.

Combined, these events have caused more than $1 billion in insured damages. As of March 31, 2024, the municipality had incurred $22.7 million in direct costs related to climate-related disasters.

Table 1 highlights the 2024/25 fiscal year strategic funding dedicated to climate action. This funding is being strategically invested into initiatives that reduce greenhouse gas emissions and enhance community resilience. The fund is also being leveraged to attract additional climate action investments from federal and provincial governments, as well as the private sector.

Table 1. 2024/25 Project Budget Available (in thousands)

	Available	Spent	Committed	Total Spent & Committed
Municipal Building Retrofits	20,721.80	10,322.10	1,548.50	**11,870.60**
Public Charging Infrastructure	5,674.50	2,389.40	615.80	**3,005.20**
Fleet Electrification	5,953.40	533.90	5,419.50	**5,953.40**
Shore Rd. Resilience Improvements	956.80	433.60	151.30	**584.90**
Critical Infrastructure Projects	10,307.80	336.30	700.60	**1,036.90**
Small Projects Bundle	3,427.00	1,034.60	248.00	**1,282.60**
	47,041.70	**15,050.00**	**8,683.70**	**23,733.70**

Proactive climate investment aimed at reducing emissions and increasing community resiliency has the potential to generate significant long-term savings for residents, businesses, and the municipality. Reducing emissions increases affordability by lowering electricity consumption, reducing exposure to carbon pricing and protecting against volatile fuel costs. Building resilient infrastructure reduces maintenance and repair costs from both chronic and acute climate impacts. According to the Canadian Climate Institute, every $1 invested in resilient infrastructure yields an estimated $15 in avoided future losses[7].

Climate action supports economic growth by boosting productivity, attracting businesses, and creating jobs. This is reflected in the Halifax Partnership's *People. Planet. Prosperity.* strategy (2022–2027)[8], which identifies climate leadership as one of the region's key economic value propositions. This is again reflected in the Halifax Chamber of Commerce's *SME Transition to Net Zero Study*[9] which found that most

[7] Damage Control, Canadian Climate Institute. Damage Control: Reducing the costs of climate impacts in Canada.https://climateinstitute.ca/wp-content/uploads/2022/09/Damage-Control_-EN_0927.pdf
[8]People. Planet. Prosperity. Halifax's Inclusive Economic Strategy 2022-27 https://halifaxpartnership.com/sites/default/uploads/People.Planet.Prosperity.Halifax-Inclusive-Economic-Strategy-2022-27-Years-3-5.pdf
[9] Halifax Chamber of Commerce, SME Transition to Net Zero Study https://halifaxchamber.com/policy/sme-transition-to-net-zero-study/

businesses within the Halifax Region are concerned with the current and future impacts of climate change on their business.

The HalifACT targets endorsed by Council reflect both the scale and urgency of the climate crisis. The 2030 targets are intentionally ambitious, recognizing that bold action is needed to avoid the worst impacts of climate change. Achieving each target in its entirety by 2030 is unlikely. However, sustained action and a whole-of-government approach remain imperative as continued investment and effort by the municipality will still yield meaningful environmental, social, and economic benefits for residents, businesses, and the municipality.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this recommendation report.

RISK CONSIDERATION

No risk considerations were identified.

COMMUNITY ENGAGEMENT

Significant community engagement was completed during the development of the HalifACT plan and there has been ongoing stakeholder engagement during implementation. Stakeholders are engaged regularly through the HalifACT Network.

ENVIRONMENTAL IMPLICATIONS

There are significant positive environmental implications associated with the implementation of HalifACT.

ALTERNATIVES

That Environment and Sustainability Standing Committee refuse to forward the report to Halifax Regional Council. This is not recommended as further awareness offers increased transparency and understanding with respect to the implementation of HalifACT.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, SNS 2008 c 39:

7A The purposes of the Municipality are to (a) provide good government; (b) provide services, facilities and other things that, in the opinion of the Council, are necessary or desirable for all or part of the Municipality; and (c) develop and maintain safe and viable communities.

79A (1) Subject to subsections (2) to (4), the Municipality may only spend money for municipal purposes if (a) the expenditure is included in the Municipality's operating budget or capital budget or is otherwise authorized by the Municipality; (b) the expenditure is in respect of an emergency under the Emergency Management Act; or (c) the expenditure is legally required to be paid.

ATTACHMENTS

Attachment A	HalifACT Progress Evaluation – 2024/25
Attachment B	Community Projects – 2024/25

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Attachment A

HalifACT Progress Evaluation 2024/25

Attachment A summarizes progress made on each action of HalifACT from April 1, 2024, to March 31, 2025, as provided by each responsible Business Unit. Accompanying this summary is a State of Progress marker which is measured by comparing the progress, planning, resource allocation, how long the action has been active and results against what is described in the *Low-Carbon Technical Report*[1]. Furthermore, the evaluation of progress only considers Halifax Regional Municipality's contributions to these actions, not the responsibilities of external partners. This reporting year includes an additional Orange-At Risk progress marker. This new progress marker offers additional clarity and differentiation among actions that fall between "On track" and "Minimal progress." In previous years, only three progress markers were used, which resulted in many actions being classified as Yellow- "Some Progress". This additional progress marker allows staff to better articulate the challenges and varying degrees of progress for actions, especially as more refined metrics and evaluation tools are being developed.

The state of progress is defined according to the following:

- **Green** – On Track – The action is progressing as planned and is on pace to meet climate targets within the intended timeline. Implementation is well aligned with goals, and there are no major risks.
- **Yellow** – Needs Adjustment – The action is active and aligned with HalifACT targets, but the current pace of progress is not sufficient to meet the intended timeline. Adjustments in timing, resourcing, or coordination are needed to stay on track and achieve the desired outcomes.
- **Orange** – At Risk – The action is not progressing at the pace required and is unlikely to meet the intended climate targets without major intervention. There are gaps between planning and implementation, and progress is hindered by internal or external challenges. A course correction, increased resourcing, or a shift in approach is required to realign with HalifACT targets. This may be due to ambitious targets, external barriers, or implementation challenges - even where strong effort is present.
- **Red** – Minimal progress – The action has made little to no meaningful progress during the last fiscal year. It is not advancing as intended and may lack active ownership, sufficient resources, or clear direction. Immediate attention is needed.
- **Grey** – Future Action

A summary of progress for each action is shown in the table below organized by municipal business unit, with further detail for each action following the table.

[1] Halifax Regional Municipality Low-Carbon Technical Report https://cdn.halifax.ca/sites/default/files/documents/about-the-city/energy-environment/Technical%20Report.pdf

Summary

	HalifACT Actions	Intended Start Date	Action Lead	Progress 2024/25
Chief Administrative Office				
41	Establish a central Climate Change Office	2020	CAO – Government Relations & External Affairs	
42	Increase staff capacity for implementation	2020	CAO – Government Relations & External Affairs	
Community Safety				
29	Integrate climate into emergency planning	2020	CS – Emergency Management	
30	Improve emergency management communication and coordination	2020	CS – Emergency Management	
31	Neighbourhood resilience and disaster support hubs	2020	CS – Emergency Management	
32	Widely available emergency management training	2020	CS – Emergency Management	
35	Improve food security and food-systems resilience	2020	CS - Food Security	
Finance & Asset Management				
39	Establish new mechanisms for financing climate action	2020	FAM – Accounting & Financial Reporting	
38A	Integrate climate into financial decision-making: Financial disclosures	2020	FAM – Procurement and Accounting & Financial Reporting	
38B	Integrate climate into financial decision-making: Cost of carbon	2020	FAM – Procurement and Accounting & Financial Reporting	
38C	Integrate climate into financial decision-making: Asset Management	2020	FAM – Asset Management and Accounting & Financial Reporting	
40	Green municipal investments	2020	FAM – Revenue	
Halifax Transit				
8A	Expand transit infrastructure	2020	Halifax Transit – Planning & Customer Engagement	
11B	Net-zero municipal operations – transit	2022	Halifax Transit-Planning & Customer Engagement	
Halifax Water				
12	Net-zero water and wastewater operations	2024	Halifax Water	
13A	Climate-informed water supply strategy – municipal service boundary	2024	Halifax Water	

	HalifACT Actions	Intended Start Date	Action Lead	Progress 2024/25
Planning & Development				
46	Include embodied carbon in new construction standards	2026	P&D – Engineering & Building Standards	**Future Action**
1	Net-zero & climate resilient new construction	2020	P&D – Engineering & Building Standards	
14	Climate-informed stormwater management plan and program	2020	P&D – Engineering & Building Standards	
10	EV planning and policy	2020	P&D – Regional & Community Planning	
20A	Fund and implement Green Network Plan	2020	P&D – Regional & Community Planning	
23	Integrate climate into land-use planning	2022	P&D – Regional & Community Planning	
24	Planning policy to enable district energy and microgrids	2024	P&D – Regional & Community Planning	
25	Land protection and conservation on private lands	2020	P&D – Regional & Community Planning	
26	Preservation of natural areas	2020	P&D – Regional & Community Planning	
Parks & Recreation				
21	Implement region-wide naturalization program	2020	P&R – Parks	
Property, Fleet & Environment				
6	Create a coalition to expand and decarbonize district energy systems	2026	PFE – Facility Design & Construction	**Future Action**
11D	Net-zero municipal operations – municipal fleet	2022	PFE – Corporate Fleet	
2	Residential and non-residential deep retrofit program	2020	PFE – Environment & Climate Change	
3	Industrial coalition and support program	2026	PFE – Environment & Climate Change	**Future Action**
4	Community Rooftop solar PV and energy storage program	2020	PFE – Environment & Climate Change	
5	Community scale solar PV and wind generation	2020	PFE – Environment & Climate Change	
7	Advocate and support provincial electricity grid decarbonization	2022	PFE – Environment & Climate Change	
9	Community-wide EV strategy	2024	PFE – Environment & Climate Change	
13B	Climate-informed water supply strategy - outside service boundary	2024	PFE – Environment & Climate Change	
15	HLRA for critical infrastructure in the municipality	2020	PFE – Environment & Climate Change	

	HalifACT Actions	Intended Start Date	Action Lead	Progress 2024/25
16	Risk and vulnerability analysis for critical infrastructure owned and operated by HRM	2020	PFE – Environment & Climate Change	
27	Detailed coastal risk and vulnerability analysis	2020	PFE – Environment & Climate Change	
28	Develop coastal adaptation strategy	2024	PFE – Environment & Climate Change	
33	Undertake neighbourhood climate planning	2024	PFE – Environment & Climate Change	
34	Broad, deep, and collaborative engagement	2020	PFE – Environment & Climate Change	
36	Expand workforce and technology development programs	2024	PFE – Environment & Climate Change	
37	Develop a resilient decarbonized businesses program	2026	PFE – Environment & Climate Change	**Future Action**
43	Annual Indicators Report	2020	PFE – Environment & Climate Change	
44	Carbon offsets framework	2024	PFE – Environment & Climate Change	
45	Consumption-based emissions inventory	2026	PFE – Environment & Climate Change	**Future Action**
11A	Net-zero municipal operations – municipal buildings	2022	PFE – Facility Design & Construction	
17	Zero emissions back-up power in critical infrastructure	2026	PFE – Facility Design & Construction	**Future Action**
18B	Develop inspection procedures for high-risk infrastructure - buildings	2026	PFE – Facility Design & Construction	**Future Action**
19B	Updated and climate-informed design standards for new infrastructure - buildings	2022	PFE – Facility Design & Construction	
Public Works				
19A	Updated and climate-informed design standards for new infrastructure - transportation	2022	PW – Design & Construction Services	
18A	Develop inspection procedures for high-risk infrastructure - transportation	2026	PW – Infrastructure Maintenance & Operations	**Future Action**
20B	Fund and implement Urban Forest Master Plan	2020	PW – Infrastructure Maintenance & Operations	
22	Implement region-wide tree planting and re-greening program	2020	PW – Infrastructure Maintenance & Operations	
8B	Expand active transportation infrastructure	2020	PW – Project Planning & Asset Management	
11C	Net-zero municipal operations – solid waste	2022	PW – Solid Waste Resources	

Efficient Buildings

Action 1 – Net Zero and Climate Resilient New Construction – Needs adjustment

Starting in 2020, develop, adopt, and apply a net-zero and climate resilient program for new construction that:

- *Sets standards and requirements for energy efficiency, renewable energy generation, climate resilience, EV charging, indoor air quality, and solid waste for new residential and non-residential construction so that by 2030, all new construction is net-zero and is designed and built to withstand future climate conditions; and*
- *Is applied to all new residential and non-residential development and is applied to new construction of municipal buildings.*

Action 1 is rated as "needs adjustment" because there are no programs for climate resilient new construction. While the municipality has advocated for the adoption of the National Energy Code for Buildings (NECB), the province's planned NECB Tier adoption does not align with the target of HalifACT.

Nova Scotia Tiered Building Code: On April 01, 2025, the Province of Nova Scotia adopted the 2020 National Energy Code for Buildings (NECB), mandating Tier 1 effective immediately. As part of their news release, the province plans to mandate Tiers 2 and 3 in 2027 and 2029 respectively. While this represents progress toward improved building performance, it does not fully align with the targets of HalifACT. In August 2024, the mayor submitted a letter to the province urging for the adoption of the 2020 NECB. This letter comes after a Council-approved staff report that highlights the economic and climate related benefits of adoption of higher Tiers of the code by 2030.

Industry Support: Halifax Regional Municipality is a foundational partner of the Building to Zero Exchange (BTZx). Throughout the past year, BTZx has been developing a Workforce Readiness Roadmap to identify gaps and required skills to implement higher NECB Tiers. Additionally, BTZx is developing a Net Zero Building Training Strategy. This strategy is designed to support the Nova Scotia building sector's transition to net-zero by enhancing the skills and knowledge of building professionals, improving climate literacy and promoting the Integrated Design Process.

Action 2 – Residential and Non-Residential Deep Retrofit Program – Needs adjustment

Starting in 2020, develop a retrofit program to enable and fast-track energy and climate resilience retrofits in the residential and non-residential sector, so that by 2040, 100% of existing buildings undergo deep retrofits.

Action 2 is rated as "needs adjustment" because while an interim program has been approved, there is no firm source of funding or resources in place for a scaled program that would meet the target of HalifACT.

Community Deep Energy Retrofit Program: Pilot programs are complete. Through the first pilot with Thinkwell Shift, eleven homeowners were given hands-on project management, advice, and support throughout the retrofit. Nine of these homeowners achieved the target of 50 per cent energy reduction or more with the household average across all homeowners being 57 per cent. Individual project costs averaged $38,000 per home before available rebates. On average, these homeowners are expected to save $3,000 annually in utility bills, nearly offsetting their financing costs. Overall, homeowners were able to increase comfort in their homes, reduce energy bills, and lower emissions without taking on the stress of covering upfront costs and navigating the retrofit process alone.

The second pilot with EfficiencyOne (E1) offered homeowners navigation support as an add-on to their current Home Energy Assessment program, while the municipality offered financing if required. The pilot saw six homeowners achieve an average energy reduction of 56 per cent, with individual project costs

averaging just over $30,000. Although the sample size is small, these results indicate a significant improvement in energy reduction over existing programming. At this time, E1 has not indicated that they will pursue additional programming within the municipality. Despite this, they have offered to support the municipality with its programming by educating our administrators on E1 incentives.

A briefing note outlining the lessons learned and proposed program revisions has been submitted to the CAO for review. In parallel with any further programming, ECC will continue engaging with municipal, provincial, and federal partners on securing long-term, sustainable cost sharing. To date, staff have had preliminary discussions with the Town of Bridgewater, the Province of Nova Scotia, the Federation of Canadian Municipalities, the Canada Infrastructure Bank, and the Canada Mortgage and Housing Corporation.

Resilient Retrofit Initiative: Staff are preparing a guidebook for residential retrofits to support increased resiliency to climate hazards (including wildfires, extreme heat, extreme wind, extreme precipitation, drought, coastal and overland flooding, ice and snow).

Resiliency Retrofit Pilot: In partnership with the Town of New Glasgow and the Clean Foundation, the municipality successfully piloted a climate resiliency retrofit program aimed at reducing flood risk and improving homeowner preparedness. This initiative provided no-cost resiliency upgrades—such as sump pump systems, rain gardens, and improved drainage—to nine homes, following 20 comprehensive flood risk and energy assessments. Nature-based solutions were implemented where feasible, though they proved more costly and less practical at the individual lot level. The project revealed that rural areas, like New Glasgow, faced greater challenges in accessing qualified contractors and funding for flood mitigation. Despite these barriers, participants expressed high satisfaction with the program, reporting increased peace of mind, improved home safety, and a strong desire to see the initiative expanded to other communities. The program also significantly enhanced public awareness of flood risks, prevention strategies, and insurance literacy, reaching over 2,700 individuals through outreach events and educational materials.

Action 3 – Industrial coalition and support program - Future Action

With partners, develop an industrial coalition and support program that brings together industry and partners in the form of a "coalition of the willing" that seeks to reduce emissions in the industrial sector through improving industrial process efficiency by 75% by 2040.

Action 3 is rated as “future action” because the action is slated to begin in 2026.

Renewable Energy

Action 4 – Community Rooftop Solar PV and Energy Storage Program – At risk

Significantly scale up or revamp the existing Solar City program to fast-track rooftop solar PV installations and energy storage with the target of installing 1,300 MW solar PV by 2030.

Action 4 is rated as “at risk” because current rates of rooftop solar adoption within the Halifax Region will not result in 1,300 MW of rooftop solar by 2030.

Solar City Program: As of March 31, 2025, 920 Solar City Participant Agreements have been executed, totaling $27.4 million in financing committed to the installation of solar energy technologies. These systems are expected to save property owners a total of $1.9 million annually in utility costs and reduce annual

greenhouse gas (GHG) emissions by approximately 6,600 tonnes of carbon dioxide equivalent (tCO2e). To date, the Program has supported the installation of close to 10 megawatts (MW) of renewable energy in the municipality.

Nova Scotia Power Interconnections: Each year, Nova Scotia Power releases their Net Metering Report which summarizes solar interconnections throughout the year. The 2024 annual report states that approximately 45 megawatts of rooftop solar has been installed in the Halifax Region.

Action 5 – Community-Scale Solar PV and Wind Generation – On track

With partners, develop and/or participate in local community renewable energy initiative that coordinates and advances the development of utility-scale renewable energy generation. Target of 300 MW ground mount solar and 280 MW wind by 2050.

Action 5 is rated as "on track" as approximately 1.1 gigawatts of utility-scale renewables is currently planned for integration into the provincial electricity grid.

Utility Scale Renewables: In the winter of 2024, the Province of Nova Scotia launched the Community Solar Program which enables the development of utility scale solar farms. Currently, 9.2 megawatts of community solar gardens across the province have been approved for participation in the program. This includes the municipality-supported 2.2 megawatts planned for West Petpeswick. Through the province's Green Choice Program and Rate Based Procurement initiatives, approximately 1.1 gigawatts of onshore wind has been approved for development and integration into the provincial electricity grid.

Municipal Renewable Power Purchases: The municipality has entered into a 20-year Power Purchase Agreement (PPA) with Renewall Energy Inc., the only licensed energy retail supplier in Nova Scotia, to purchase renewable energy offsets through wind power. This agreement covers both General and Small Industrial rate code and once operational, it will offset 45 per cent of the municipality's corporate electricity use and 19 per cent of its total corporate energy consumption, resulting in a 24 per cent reduction in corporate emissions.

Action 6 – Create a coalition to expand and decarbonize district energy systems - Future Action

With partners, establish a district energy initiative or coalition that brings together district energy owners and operators in the form of a "coalition of the willing" that seeks to decarbonize existing district energy systems by developing a strategy to fuel switch existing district energy systems to 100% renewable sources by 2050.

Action 6 is rated as "future action" as the action is slated to begin in 2026.

Action 7 – Advocate and support decarbonization of the provincial electricity grid – On track

Actively support, advocate and partner with Nova Scotia Power Inc., the province, and others to decarbonize the provincial electricity grid.

Action 7 is rated as "on track" as approximately 1.1 GW of utility-scale renewables is currently planned for integration into the provincial electricity grid.

Utility Scale Renewables: In the winter of 2024, the Province of Nova Scotia launched the Community Solar Program which enables the development of utility scale solar farms. Currently, 9.2 megawatts of community solar gardens across the province have been approved for participation in the program. This includes the

municipality-supported 2.2 megawatts planned for West Petpeswick. Through the province's Green Choice Program and Rate Based-Procurement initiatives, approximately 1.1 gigawatts of onshore wind has been approved for development and integration into the provincial electricity grid.

Municipal Renewable Power Purchases: The municipality has entered into a 20-year Power Purchase Agreement (PPA) with Renewall Energy Inc., the only licensed energy retail supplier in Nova Scotia, to purchase renewable energy offsets through wind power. This agreement covers both General and Small Industrial rate code and once operational, it will offset 45 per cent of the municipality's corporate electricity use and 19 per cent of its total corporate energy consumption, resulting in a 24 per cent reduction in corporate emissions.

Decarbonizing Transportation

Integrated Mobility Plan Update: The Integrated Mobility Plan is being updated to refine the original 137 actions into approximately 35 priority actions. The update will prioritize the implementation of the Rapid Transit Strategy, the completion of the AAA bikeway network, high-priority sidewalk connections, and the launch of the Mill Cove ferry service. The updated plan will be presented to Council this fall.

Action 8A – Build out transit infrastructure according to Integrated Mobility Plan – At risk

By 2030, build out the transit infrastructure needed to achieve the 2030 mode share targets set out in the Integrated Mobility Plan (IMP).

Action 8A is rated as "at risk" as the IMP is not being advanced at a rate that will meet the 2030 targets. Additionally, land acquisition remains a challenge.

Transit Priority Measures: In 2024/25, the municipality continued working on transit priority corridors and has completed the installation of 605 metre of transit priority lanes. These lanes include pavement markings and signage to give transit priority all day on Barrington Street between Nora Bernard and Duke Streets, and Cogswell Street between Gottingen and Duke streets.

Bus Stop Upgrades: In 2024/25, Halifax Transit installed 25 new bus shelters and upgraded 20 bus stops to improve accessibility, raising the percentage of accessible bus stops across the municipality to 72 per cent.

Action 8B – Build out active transportation infrastructure according to Integrated Mobility Plan – At risk

By 2030, build out the active transportation infrastructure needed to achieve the 2030 mode share targets set out in the Integrated Mobility Plan.

Action 8B is rated as "at risk" due to infrastructure challenges such as land acquisition barriers, project complexity, and capacity constraints. These are not unique to active transportation projects, but are typical of major infrastructure initiatives. Continued planning and support are required to address these barriers and maintain progress toward the 2030 mode share targets outlined in the Integrated Mobility Plan.

Note: Action 8B links to the implementation of the IMP, as detailed above in 8A.

Regional All Ages and Abilities (AAA) Bike Network: The Regional Centre AAA Bike Network is a project

which aims to implement safer, more accessible, and multi-modal connected pathways in the regional center. In 2024/25, approximately 2.5 km of bike infrastructure was built. This included new local bikeways on Isleville and Liverpool Streets, as well as a new bike lane on Almon Street. Additional segments of the Penhorn Greenway were also completed. As of March 2025, 29 km (54 per cent) of the network had been built, with interim tactical solutions bringing the total to 36 km (60 per cent).

Sidewalks: In 2024/25, 4.5 km of new sidewalks were constructed, primarily in suburban areas where sidewalks were previously absent. These installations responded to high-demand locations, such as areas with visible wear paths, and aimed to improve pedestrian safety and accessibility. The municipality also completed its first rural active transportation facility in East Preston under the new Rural Active Transportation program. Public engagement was conducted in rural communities to assess interest in sidewalks and the potential for area rates to fund them.

Greenways and Multi-Use Pathways: Two major greenway projects were completed in 2024/25. The Cole Harbour-Forest Hills Trail was extended and improved, enhancing regional connectivity. In East Preston, a 1.3 km multi-use path was constructed to connect the local daycare and Recreation Centre. This project was the result of a long-standing community initiative focused on improving physical activity and accessibility.

Planning and Design Work: Functional planning advanced on several corridors, including Portland Street, Windmill Road and the Young Street District Infrastructure Planning Project. These projects are expected to be completed in 2025/26. Dutch Village Road was also identified as a potential corridor for improvements, including sidewalks, bike lanes and possible transit priority measures. Planning and design work continued on future AAA segments, including the Midtown AAA Bikeways project and the Woodside–Shearwater Connector. These projects are in various stages of design and public engagement.

Education and Promotion: The municipality supported active transportation through education and outreach initiatives. This included updates to the municipal bike map and support for community-based cycling programs led by the Ecology Action Centre. These efforts aim to increase awareness and encourage safe cycling practices.

Additional Highlights: A shared micromobility by-law was updated, and a request for proposals was issued for a service provider. The program is set to launch in 2025 with an initial rollout of 350 e-scooters and 350 e-bikes, with the potential to expand to 700 of each. Planning and coordination for this pilot occurred throughout 2024/25.

Action 9 – Community-wide Electric Vehicle Strategy – On track

Starting in 2020, establish an electric vehicle (EV) joint venture with partners to significantly increase the uptake of personal and commercial EVs in Halifax.

Action 9 is rated as “on track” as planned public charging installs are progressing as expected, supporting residents in switching to an electric vehicle.

Public Charging: As of March 31, 2025, public charging is operational at Bedford Park & Ride, Grahams Grove, Canada Games Centre, Musquodoboit Harbour Public Library and Dingle Park. Construction is in various stages at the JD Shatford Library, Cole Harbour Place, RBC Centre and Armdale ROW. Construction is expected to commence at St. Margarets Bay Centre and 40 Alderney later this summer while design work is ongoing at Point Pleasant Park, Shubie Park, Bicentennial Centre, and the MacPhee House Museum.

Education: Throughout the summer of 2024, the municipality partnered with the Clean Foundation's Next Ride program to host EV test drive events. Team members were available to answer questions and share information about EVs, rebates, and the Municipal Electric Vehicle Strategy. A total of 17 events were held with over 500 engagements and close to 340 test drives with residents.

Action 10 – Electric Vehicle Planning and Policy – Needs adjustment

Prepare for and catalyze EV uptake through Halifax Regional Municipality planning and policy.

Action 10 is rated as "needs adjustment" because though the municipality continues to support EV adoption through foundational planning and policy, several initiatives outlined in the technical report have not yet begun.

Regional Plan Review: The draft Regional Plan included a policy allowing Land Use By-laws to require new residential and commercial developments with parking be equipped with infrastructure that supports future electric vehicle (EV) charging.

Note: This update reflects the 2024/25 fiscal year, while the draft Regional Plan review was underway. The Plan was refused by the province during the fiscal year for 2025/26. This will be reflected in next fiscal year's update report.

Greening Government Operations

Action 11A – Net-zero municipal operations (Municipal buildings) – At risk

Adopt a commitment, develop a costed plan and implement net-zero municipal operations by 2030, including net- zero and climate resilient new buildings; retrofitting existing buildings by 2030, and renewable energy generation and purchase.

Action 11A is rated as "at risk". While resources and supporting procurement policies are now in place, the current pace of retrofits and net-zero new construction may not achieve the 2030 target.

New Construction: In 2024/25, several new municipal building projects were completed or advanced in alignment with net-zero and climate resilience goals. These included the Eastern Shore Lifestyle Centre, the Beechville–Lakeside–Timberlea Recreation Centre, the Halifax Forum redevelopment and the Ragged Lake Transit Centre expansion. The municipality's Organics Management Facility was also completed this year and incorporates sustainable design features, though it is not net-zero ready. Across these projects, climate resilience features such as cooling systems and backup heating for emergency preparedness are increasingly being integrated into design and construction practices.

Existing Buildings (Retrofits, Recommissioning, Fuel Switching): Work continued with retrofitting existing municipal buildings to improve energy performance and reduce emissions. Fuel-switching projects were undertaken to transition facilities from oil and natural gas to electric heating and cooling where feasible. Recommissioning efforts were also carried out to optimize building energy systems and improve operational efficiency.

A batch retrofit study was commissioned for seven buildings—mainly fire stations in the Hammonds Plains, Sackville, and Waverley areas—with four studies completed this fiscal year. Of those, Fire Stations 50 and 11

are now entering the retrofit design phase. Additional retrofit projects, separate from the batch study, have been completed or are nearing completion at the Scotiabank Centre, Bay Community Centre, Upper Hammonds Plains Community Centre, Bicentennial Theatre, and Sackville Metro Link Terminal. Cole Harbour Place is currently in the retrofit design phase, while the Halifax North Memorial Library is in the early stages of procurement.

Fuel-switching projects were completed or are underway at numerous facilities, including multiple fire stations, community centres, libraries, and arenas. Recommissioning efforts are also in progress at several the Zatzman Sportsplex, Greenfoot Energy Centre, Canada Games Centre, East Dartmouth Community Centre, RBC Centre, and Keshen Goodman Library. The East Dartmouth Community Centre reached substantial completion in March 2025.

Renewable Electricity: Solar projects are in various stages from design at North Preston to complete at Carrolls Corner Community Centre. A nearly one megawatt solar electric system is nearing completion at the Ragged Lake Transit Centre, which is one of the largest rooftop systems in Nova Scotia. Additionally, the municipality has entered into a 20-year Power Purchase Agreement (PPA) with Renewall Energy Inc., the only licensed energy retail supplier in Nova Scotia, to purchase renewable energy offsets through wind power. This agreement covers both General and Small Industrial rate code and once operational, it will offset 45 per cent of the municipality's corporate electricity use and 19 per cent of its total corporate energy consumption, resulting in a 24 per cent reduction in corporate emissions.

Action 11B - Net-zero municipal operations (Transit) – At risk

Adopt a commitment, develop a costed plan and implement net-zero municipal operations, including the electrification of municipal transit and other transit fleet vehicles, including ferries.

Action 11B is rated as "at risk" because while a portion of the bus fleet has been decarbonized, there is no costed plan for the entire fleet to be decarbonized.

Electric Buses: In 2024/25, 60 battery electric buses were delivered to the Ragged Lake Transit Centre with several being deployed on a trial basis as of December 2024. There were three in full service by the end of the fiscal year. Additional buses will enter service as charging capacity comes online, marked by a public launch event planned for May 2025. All electric buses feature updated designs with "Powered by Electricity" branding, reflecting Halifax Transit's commitment to zero-emission public transit.

Ragged Lake Transit Centre: The Ragged Lake Transit Centre underwent a major expansion to support the new electric bus fleet. As of March 31, 2025, the net-zero ready expansion was constructed and all charging equipment was installed. The facility also includes one of the largest rooftop solar arrays in Nova Scotia, which is expected to be commissioned in the summer of 2025.

Mill Cove Electric Ferry: Following the commitment of funding support from all three levels of government, the municipality has commenced the design components for a net-zero and climate-resilient fast ferry project between Mill Cove and downtown Halifax. The current phase of the project includes the procurement of battery electric, zero-emission fast ferries, as well as the design and construction of terminals in the Mill Cove area and in the downtown waterfront. Current designs for the Mill Cove terminal feature a library space, parking areas and a new bridge over the CN Rail line to improve access from the Bedford Highway. Both terminal sites are intended to incorporate multimodal access, aligning with the municipality's Rapid Transit Strategy and Integrated Mobility Plan. As of March 31, 2025, stakeholder and regulatory

consultations were underway, along with preliminary design work and the development of early procurement documents.

Burnside Transit Centre & Alternative Fuels: Planning continued for the rebuild of the Burnside Transit Centre. The new facility is expected to support a range of fuel types, including diesel and electric buses, while also preparing for future alternative fuels. As of March 31, 2025, the project remained in the pre-procurement phase.

A hydrogen feasibility study is underway to support future fleet planning, and the Burnside Transit Centre rebuild. As of the end of the fiscal year, the study had not yet been finalized. In parallel, Halifax Transit is preparing to launch a demonstration project to test hydrogen-diesel injection technology on existing diesel buses. In February 2025, the municipality was notified that its application to the Province of Nova Scotia's Clean Fuels Fund was successful. The province will provide 75 per cent of the total cost for the Dual-Fuel (Diesel-Hydrogen) Bus Demonstration Project.

Action 11C - Net-zero municipal operations (Solid waste) – Needs adjustment

Adopt a commitment, develop a costed plan and implement net-zero municipal operations by 2030, including the reduction of emissions from waste.

Action 11C is rated as "needs adjustment" as there was an increase in emissions at the Otter Lake landfill due to operational changes. These changes will be reviewed in 2025 to explore opportunities for increasing methane extraction and destruction in the landfill.

Solid Waste Strategy Review: Phase 2 of the Solid Waste Strategy Review continued in 2024 and is nearing completion. The review is intended to establish a roadmap for improving waste diversion and aligning municipal waste management operations with HalifACT. It also includes an assessment of the potential impacts of extended producer responsibility regulations, exploration of waste reduction opportunities and evaluation of existing programs.

Organics Management: Organics diversion remains a critical component of the municipality's approach to reducing emissions from solid waste. Halifax has a long-standing source-separated organics program, first implemented in the late 1990s. In response to population growth and aging infrastructure, Regional Council awarded a contract in December 2020 for the development of a new composting facility. Construction and commissioning of the facility was completed in 2024. The new facility is currently operational and is expected to support organics diversion within the municipality for the next 25 to 35 years.

Landfill Gas Collection at Highway 101 Landfill: The Highway 101 Landfill, which closed in 1996, previously supported electricity generation through a third-party contract from 2002 to 2020. Due to declining gas quality and aging infrastructure, power production is no longer feasible. In 2024, the municipality hired a consultant to assess future landfill gas management options. All existing gas wells were repaired early in the year, and inspections were conducted to assess liquid levels and gas quality. A biofilter or biowindow system was selected as a potential solution, and a conceptual design was developed. The municipality also initiated a quarterly monitoring program to support the future detailed design of the system.

Generating Renewable Electricity at Otter Lake Landfill: The municipality continues to explore the feasibility of generating electricity from landfill gas at the Otter Lake Landfill. In 2024, the landfill operator submitted a proposal for the design, construction and operation of a landfill gas-to-electricity project. The financial viability of the project will depend on available funding and the purchase rate for the electricity generated.

In the meantime, the landfill operator continues to collect and flare landfill gas to mitigate greenhouse gas emissions.

Action 11D - Net-zero municipal operations (Municipal fleet) – At risk

Adopt a commitment, develop a costed plan and implement net-zero municipal operations by 2030, including electrification of municipal fleets; and renewable energy generation and purchase.

Action 11D is rated as "at risk". While resources are in place and charging infrastructure is being installed, Change Management practices must still be implemented to enable a smooth transition to electric vehicles. Furthermore, the current pace of transition may not achieve a fully electrified fleet by 2030.

Charging infrastructure: A five-year contract for the supply, installation, maintenance, and operation of fleet charging stations was awarded to SWTCH Energy Inc. In parallel, a roster of three pre-qualified vendors was established to expedite civil and electrical work at smaller-value sites. With this in place, design or construction is now underway at various sites. Major sites include Cowie Hill Depot (39 chargers), Alderney Drive depots (26 chargers), Gottingen Police Station (8 chargers) and the New Fire Headquarters (45 chargers).

Vehicle Transition: As chargers are commissioned, vehicles are transitioned. Currently, 35 fully electric or plug-in hybrid electric light-duty fleet vehicles are in service. Additionally, 14 electric works units are in service. These vehicles include forklifts, ice resurfacers and street sweepers.

Water

Action 12 – Net-zero water and wastewater operations – On track

Adopt a commitment and develop a plan to achieve net-zero water and wastewater operations by 2030.

Action 12 is rated as "on track" because recent work with the Province of Nova Scotia's Green Choice Program and Halifax Water's renewable energy commitments are expected to make achieving net-zero water and wastewater operations by 2030 possible.

Renewable Electricity: Halifax Water continued to invest in renewable electricity, including the installation of a solar energy system at its Head Office on Cowie Hill Road which is expected to supply approximately 23 per cent of the building's total electricity needs. This is in addition to a solar energy system being designed at the Burnside Operations Centre. Halifax Water has also been approved to participate in the Green Choice Program, which allows it to purchase the majority of its electricity from local renewable energy sources which are expected to be operational by the end of 2028. Halifax Water expects to execute the Green Choice Program agreement in July 2025.

Cogswell District Energy System (DES): Halifax Water continues to advance the Cogswell District Energy System within the Cogswell Redevelopment Area. Over the past year, the remaining distribution piping was installed to transfer thermal energy between the Energy Centre and connected customers. Pressure testing and cleaning of the system is scheduled for spring 2025. A preliminary (30 per cent) design for the Energy Centre has been completed, and a consultant has been engaged to complete the detailed design over the next year. Halifax Water also plans to apply to the Nova Scotia Utility and Review Board for approval of the District Energy Cost of Service Manual, rate structures, rates and utility regulations.

Aerotech Biosolids Processing Facility: The Aerotech Biosolids Processing Facility project will update or replace existing infrastructure to increase processing capacity in line with population growth forecasts. The project is designed to meet regulatory requirements, enhance resource recovery (including water, nutrients and energy), reduce greenhouse gas emissions, and provide value to ratepayers through reduced operating costs and the sale of finished products and renewable natural gas. Project approvals are expected by spring 2026. Detailed design is anticipated to be completed by 2027, with the facility expected to be operational by 2029/30.

Action 13A – Climate informed water supply strategy in the municipal boundary – On track

Develop a holistic water supply strategy with climate as its core focus.

Action 13A is rated as "on track" because Halifax Water has completed its Climate Action Plan.

Climate Action Plan: In 2024, Halifax Water completed a Climate Action Plan that provides recommendations to guide planning and investment decisions. The plan focuses on long-term resiliency and greenhouse gas reduction. Proposed actions to address climate hazards affecting source waters are being prioritized and will be further assessed through the upcoming update to the Integrated Resource Plan and other planning initiatives.

Water Safety Plan: A risk identification process was completed to categorize risks across source water, treatment, distribution, organizational operations and climate-related factors. In 2024/25, these risks were integrated into Halifax Water's Enterprise Risk Management program. This ensures a consistent and coordinated approach to risk management across the organization. The next steps include reviewing the identified risks and beginning the prioritization process.

Safe Yield Study: Halifax is working to better understand the safe yield of each water source to support long-term planning. This includes assessing ecological maintenance flow in accordance with Nova Scotia Environment and Climate Change requirements. Site-specific hydrometric stream gauge data is being collected at various locations to support these analyses.

Action 13B – Climate-informed water supply strategy outside of Halifax Water service boundary – On track

Develop a holistic water supply strategy with climate as its core focus.

Action 13B is rated as "on track" as the municipality is advancing work to better understand and manage groundwater resources outside of the Halifax Water service boundary.

Regional Planning: In preparation for the Rural Community Planning program, a study was commissioned to assess the availability and management of groundwater resources in the context of subdivision development. The study aims to inform future policy and planning decisions related to water supply in areas not serviced by Halifax Water. The Environment team supported this work by reviewing the request for proposals and the final study submission. A follow-up meeting is planned for later in 2025 to discuss next steps, including opportunities to strengthen the municipality's groundwater strategy and improve policies for approving developments in rural areas.

Action 14 - Climate informed stormwater management plan and program – On track

Develop a holistic integrated stormwater management plan and program with climate as its core focus.

Action 14 is rated as "on track" as progress was made in 2024/25 through watershed-scale planning, flood risk mapping and the development of green infrastructure standards.

Watershed Planning: The draft Watershed Management Framework advanced through pilot projects in the Dartmouth Lakes and Nine Mile River watersheds. These pilots support nature-based solutions and climate resilience by integrating watershed-scale considerations into planning and infrastructure design.

Flood Mapping and Risk Assessment: Municipal-wide floodplain mapping was completed using LiDAR and climate projections. In addition, the municipality secured $1 million in provincial funding for detailed mapping in the Musquodoboit watershed. These efforts support infrastructure planning and land use decisions. The Climate Change Vulnerability and Risk Assessment identified flood-vulnerable infrastructure to guide future investment decisions.

Policy and Public Engagement: Floodplain data informed proposed land use by-law updates for the Sackville River watershed. A flood resiliency website is currently in development to help residents understand local flood risks and preparedness options.

Green Infrastructure Standards: The municipality began developing standard designs for bioretention features in the public right-of-way. Future phases will include stormwater street trees. These features will be integrated into the updated Municipal Design Guidelines to support climate-resilient infrastructure.

Critical Infrastructure and Services

Action 15 - High-Level Risk Assessment for critical infrastructure in the municipality – Needs adjustment

Conduct a High-Level Risk Assessment, with internal and external stakeholders, to assess the ability of critical infrastructure systems in the municipality to operate and withstand future climate and extreme weather.

Action 15 is rated as "needs adjustment" due to internal delays in advancing the project. However, the updated approach is expected to improve the overall quality and usefulness of the assessment

Hazard, Risk and Vulnerability Analysis: In 2024/25, the municipality finalized the methodology for its Hazard, Risk and Vulnerability Assessment (HRVA). The HRVA will include several climate-related hazards and treat climate change as a key risk driver. The process will involve extensive collaboration with external agencies and internal business units to ensure a comprehensive and informed approach.

Once complete, the HRVA will support the development of the municipality's updated Comprehensive Emergency Management Plan, helping to strengthen climate resilience across critical infrastructure systems.

Action 16 – Risk and Vulnerability Analysis for critical infrastructure owned and operated by the municipality – On track

Conduct a spatially-based risk and vulnerability analysis of municipally owned and operated critical infrastructure at the asset class and system level.

Action 16 is rated as "on track" because the assessment is underway and the data will soon be available for decision makers.

Note: Action 16 is linked to Action 15 as the community and municipal risk and vulnerability analysis will be

used for both actions.

Adaptation Modelling: To support climate adaptation planning, the municipality has initiated an Adaptation Modelling project. A consultant has been engaged to develop a simulation model that incorporates projected climate impacts such as wildfire, flooding and extreme heat across the municipality. The model will evaluate planned and proposed adaptation interventions, including policy tools, infrastructure needs and public education initiatives. It will also help identify optimal adaptation pathways by outlining priority actions, capital investment requirements, lifecycle costs, estimated savings and potential emission reduction.

Critical Infrastructure Climate Change Vulnerability and Risk Assessment: Through the Resilient Critical Infrastructure Working Group, staff are completing a Climate Change Vulnerability and Risk Assessment (CCVRA) for municipally owned critical infrastructure. This step-by-step process is designed to score and prioritize climate risks and provide high-level insights to guide site-level investigations, data collection, policy development and adaptation investments. The approach is tailored to the Halifax Region and aligns with industry best practices and standards, including ISO 31000, ISO 14090 and the PIEVC Protocol. A staggered approach is being used to assess four infrastructure categories: vertical infrastructure, linear infrastructure, greenspaces and natural areas, and supporting infrastructure.

Action 17 – Zero emissions back-up power in critical infrastructure – Future Action

Install zero emissions back-up power in municipally owned and operated critical infrastructure

Action 17 is rated as "future action" because the action is slated to begin 2026.

Action 18A – Develop inspection procedures for high-risk infrastructure - transportation – Future Action

Develop inspection procedures for high-risk infrastructure.

Action 18A is rated as "future action" because the action is slated to begin in 2026.

Action 18B – Develop inspection procedures for high-risk infrastructure - buildings – Future Action

Develop inspection procedures for high-risk infrastructure.

Action 18B is rated as "future action" because the action is slated to begin in 2026.

Action 19A – Updated and climate-informed design standards for new infrastructure – transportation – On track

Update standards for both new municipal and private infrastructure that incorporates forward-looking climatic information to ensure infrastructure is built to be low/zero-carbon and climate resilient. Work with external standard-setting organizations to advance this work.

Action 19A is rated as "on track" because in 2024/25, the municipality made significant progress in updating infrastructure design standards to reflect climate change considerations, improve resilience, and support low-carbon development. These efforts align with the goal of ensuring all new infrastructure is designed for future climate conditions and emissions reduction.

Municipal Design Guidelines (MDG) Interim Update: In 2024/25, a working group reviewed internal feedback and began preparing amendments to the MDG with climate-informed practices. Bridge design standards are being revised to reference updated climate data for hydraulic design, improving resilience to future flood

risks. These amendments are under review by the Variance Committee and Legal & Legislative Services. A new cross-section standard for wildfire egress roads is also being developed to guide emergency access in wildfire-prone areas.

National Standards Collaboration – Geometric Design Guide: The municipality contributed to a national pooled-funding project to update Chapter 4 of the Transportation Association of Canada's (TAC) Geometric Design Guide. The final report integrates climate change considerations into geometric design. It was presented to TAC technical committees in April 2025 and is expected to proceed to ballot and adoption later this year.

Climate-Resilient Bridge Design – Walker Bridge Replacement: Design work was completed for the replacement of Walker Bridge using updated hydraulic standards. The project is partially funded through the HalifACT Critical Infrastructure Fund and is expected to be tendered in 2025/26. This is the first bridge project to use the fund to support climate-resilient upgrades.

Materials and Specifications: The municipality updated its asphalt and concrete specifications to support more sustainable construction. Asphalt revisions included environmental improvements such as increased use of recycled materials. For concrete, the municipality reviewed CarbonCure technology and introduced early-stage Environmental Product Declaration requirements, reflecting a growing focus on low-carbon infrastructure.

Action 19B – Updated and climate-informed design standards for new infrastructure – buildings – Needs adjustment

Update standards for both new municipal and private infrastructure that incorporates forward-looking climatic information to ensure infrastructure is built to be low/zero-carbon and climate resilient. Work with external standard-setting organizations to advance this work.

Action 19B is rated as "needs adjustment" because there is no formal policy yet in place for private infrastructure that aligns with the targets of HalifACT. A framework for corporate buildings is currently being formalized.

Nova Scotia Tiered Building Code: On April 1, 2025, the Province of Nova Scotia adopted Tier 1 of the 2020 National Energy Code for Buildings (NECB). The province has indicated its intention to mandate Tiers 2 and 3 in 2027 and 2029, respectively. While this represents a step toward improved building performance, Tier 1 does not meet the HalifACT target of net-zero new construction by 2030. In August 2024, the mayor submitted a letter to the province urging the adoption of the 2020 NECB, following a Council-approved staff report that outlined the economic and climate benefits of adopting higher tiers by 2030.

Municipal Building Resilience: The municipality is currently conducting a Climate Change Vulnerability and Risk Assessment for municipally-owned buildings. This work is part of Action 16. The assessment will help identify which buildings are most at risk from climate change and how future buildings can be designed to be more resilient. For example, it may show that certain heating and cooling systems are more vulnerable to extreme weather, which could lead to better design choices in the future. This work builds on a previous review of climate adaptation and resilience standards.

Although formal standards are not yet in place, new municipal buildings are starting to include climate

resilience features. These include cooling systems to address rising temperatures, backup heating for emergency warming centres, and careful site selection to avoid flood-prone areas.

Natural Areas and Green Infrastructure

Action 20A – Fund and implement the Green Network Plan – At risk

Fund and implement the Green Network Plan

Action 20A is rated as "at risk" due to development pressures and resource requirements.

Green Network Plan: In 2024/25, a project manager was hired to lead implementation. 14 actions have been completed, and work is ongoing for 55 of the 79 actions. Ten actions saw limited progress due to delays in provincial support or scheduling challenges. A funding review is underway, and key funding has been secured for 2025/26 to support the Ecological Corridors Study, the Urban Forest Management Plan, and the Park Naturalization project.

Regional and Community Planning: The Regional Plan Review process considered ways to implement various Green Network plan actions. With the Provincial refusal of the proposed 2025 Regional Plan, this work will continue. The Suburban and Rural Community Planning programs will further consider ways to implement the various planning-related actions.

Action 20B – Fund and implement the Urban Forest Management Plan – Needs adjustment

Fund and implement the Urban Forest Management Plan

Action 20B is rated as "needs adjustment" because although the updated Urban Forest Management Plan (UFMP) was adopted by Regional Council, capital funding for key initiatives was not approved.

Regional Plan Review: The initial draft Regional Plan included policy support for the UFMP. Recent changes present risks to the implementation of the UFMP, though it remains a guiding document for urban forest policy and planning.

Note: This update reflects the 2024/25 fiscal year, while the draft Regional Plan review was underway. The Plan was refused by the province during the fiscal year for 2025/26. This will be reflected in next fiscal year's update report.

Urban Forest Management Plan Update: In March 2025, Council adopted the updated UFMP, replacing the 2013 "Master Plan." The new 25-year plan includes 82 program action items and outlines a vision for a sustainable, healthy, and accessible urban forest. Key features include a target of 1,000 net new trees per year, subject to funding; a focus on increasing canopy cover, particularly in vulnerable communities; and a two-year timeline to develop a financial plan and assign interdepartmental accountabilities for implementation.

Street Tree Planting and Maintenance: In 2024/25, the municipality planted approximately 1,300 replacement trees. No net new trees were planted due to a planned pause during the UFMP update. However, 443 trees were added through development transfers. The pruning program expanded to include young trees, and contractors received training in structural pruning techniques.

Municipal Design Guidelines Tree Chapter: The Tree Chapter continues to guide development and capital

projects. Future amendments reflect lessons from past projects like Spring Garden Road and Cogswell Redevelopment. A new project that develops soil specifications for stormwater management is funded through the HalifACT Small Projects Fund.

Dalhousie University Research & Monitoring: The formal research partnership ended following the retirement of the lead professor. Funding now supports a co-op student program focused on monitoring, inspections, and inventory. This shift has improved real-time oversight, though the research component has concluded.

Urban Forest Enhancement Districts (UFEDs): Staff completed mapping of potential planting sites within UFEDs, which are areas identified as having low canopy cover and high social vulnerability. This data will be used to guide future planting efforts and prioritize equity in urban forest expansion.

Action 21 – Region-wide naturalization program – On track

Continue the naturalization program through pilot projects, public education and awareness to support the development of region-wide naturalization programming.

Action 21 is rated as "on track" as several projects are underway; however, a long-term region-wide program should be developed to ensure alignment with the technical report.

Naturalization Program: In 2024/25, the Naturalization Program transitioned from a pilot phase into a more established initiative. A total of six planting events were completed across the municipality, in collaboration with Tree Canada, residents, and community organizations. These included projects at Birch Cove Park, Brookline Drive Park (which hosted two separate events), Woodside Area Park, Friesian Court Park, and Wentworth Street Park. Additionally, a school-based pollinator education event also supported Halifax's Bee City designation process. While the program is no longer considered a pilot, it continues to evolve and expand. Finally, staff completed mapping of potential planting sites within Urban Forest Enhancement Districts (UFEDs)—areas with low canopy cover and high social vulnerability. This mapping will guide future planting and support equitable access to naturalized spaces.

Communications: Public engagement advanced significantly this year. The Naturalization Coordinator continued to lead the program and respond to public inquiries. A communications strategy is in development with Corporate Communications and includes a dedicated naturalization webpage, collectible native plant cards for giveaways and interpretive signage at naturalized sites. Furthermore, the Bee City designation includes creating pollinator habitat, celebrating Pollinator Week and educating the public on pollinator protection.

Internal coordination is improving to integrate naturalization earlier in park planning and design. This includes closer collaboration with park design, installation and maintenance teams.

Green Shores Collaboration: A new initiative launched in partnership with Saint Mary's University, and the municipality's Parks and Recreation, and Environment and Climate Change teams. This 18-month, Halifax-funded program promotes Green Shores principles for shoreline protection. Level 1 and Level 2 training were offered to residents. Early-stage planning is underway for nature-based shoreline restoration projects, with coordination across municipal teams.

Action 22 – Implement region-wide tree planting program – At risk

With partners, develop and implement a region-wide tree planting and re-greening program.

Action 22 is rated as “at risk” because while the Urban Forest Management Plan (UFMP) has been approved, funding to implement is uncertain.

Public Tree Planting: In 2024/25, approximately 1,200 potted shade and fruit trees were offered to the public through the public tree giveaway. The UFMP was adopted by Halifax Regional Council in March 2025. Although the UFMP includes a target of 1,000 net new trees per year, the municipality did not receive Capital funding for new tree planting during this fiscal year. As a result, planting was limited to approximately 1,300 replacement trees which are replacing those lost to storms or safety removals. Despite the pause in new planting, the municipal street tree inventory grew by 443 trees through development transfers. These trees were planted in new subdivisions.

Partnerships and Regional Coordination: Staff continued to explore partnerships to support broader canopy expansion. Discussions were held with the Province of Nova Scotia and the Clean Foundation regarding the provincial 2 Billion Tree Program. The municipality is exploring opportunities to support private property planting, particularly in rural areas outside the municipal service boundary.

The updated UFMP also expands municipal planting to include parkland, enabling tree planting in more areas across the region, including rural communities.

Urban Forest Enhancement Districts (UFEDs): Staff completed mapping of potential planting sites within Urban Forest Enhancement Districts (UFEDs), which are areas identified as having low canopy cover and high social vulnerability. This mapping will be used to guide future planting efforts and ensure equitable access to urban forest benefits.

Supportive Resources: An Environmental Professional was hired in 2024/25 to support the implementation of the UFMP and coordinate the interdepartmental working group.

Planning

Action 23 – Integrate climate into land-use planning – On track

Integrate climate into land use planning policies and processes to reduce the upward trend of emissions associated with growth and ensure it is more resilient to the impacts of climate change.

Action 23 is rated as “on track” because the draft Regional Plan Review proposed reflected the direction outlined in HalifACT. However, in some cases, the Regional Plan is only the first step. Further work is required to fully implement the recommendations in the HalifACT Technical Report. Development pressures in hazard-prone areas remain a potential challenge.

Regional Plan Review: The draft Regional Plan contained several climate-related considerations. These included promoting infill development and transit-oriented development with access to green space, advancing watershed and natural asset management, enabling large-scale solar development, requiring electric vehicle charging infrastructure in new developments, increasing watercourse buffer requirements, and limiting development on coastlines and islands. These priorities received strong public support during engagement in summer 2023.

In May 2024, amendments to enable more housing options in urban areas, increase density near transit (including suburban opportunity sites), remove parking requirements, and refine built form regulations to support more sustainable construction, such as mass timber, were approved.

Note: This update reflects the 2024/25 fiscal year, while the draft Regional Plan review was underway. The Plan was refused by the province during the fiscal year for 2025/26. This will be reflected in next fiscal year's update report.

Sackville River Land Use By-Law update for Floodplain: Following detailed floodplain mapping of the Sackville and Little Sackville Rivers, changes to the land use by-law within the watershed are being updated to restrict certain developments within the floodplain. A public hearing was scheduled for spring 2025 on the recommended amendments.

Action 24 – Planning policy to enable district energy and microgrids – On track

Plan for the deployment of carbon-neutral district energy and microgrid systems through integrating these considerations early in the land use and infrastructure planning process.

Action 24 is rated as "on track" because the draft Regional Plan included policies that support the use of alternative energy systems.

Regional Plan Review: The Regional Plan Review process considered enabling commercial solar energy facilities in Rural areas within mixed-use, commercial and industrial zones, and other zones by development agreement. The 2023 Draft Regional Plan included policy encouraging the use of alternative energy systems, including district energy and microgrids, particularly in the context of secondary planning and master neighbourhood planning projects. These provisions could support the early integration of low-carbon energy systems into new developments and long-term infrastructure planning.

Note: This update reflects the 2024/25 fiscal year, while the draft Regional Plan review was underway. The Plan was refused by the province during the fiscal year for 2025/26. This will be reflected in next fiscal year's update report.

Action 25 – Land protection and conservation on private lands – At risk

Increase land protection and conservation on private lands through partnerships, collaboration and municipal planning requirements.

Action 25 is rated as "at risk" because several land protection measures on private lands are limited by the municipalty's legislative authority. A request has been made to the Province of Nova Scotia to amend the Halifax Regional Municipality Charter to allow the municipality to acquire conservation lands through the land development and subdivision process. This request has not yet been granted.

Note: Action 25 is linked to the Green Network Plan. See Action 20A for more details.

Regional Plan Review: The draft Regional Plan included policy to expand riparian buffers from 20m to 30m, which are important for public safety, and policy to enable coordination with various land owners to encourage opportunities for corridor protection or restoration.

Note: This update reflects the 2024/25 fiscal year, while the draft Regional Plan review was underway. The Plan was refused by the province during the fiscal year for 2025/26. This will be reflected in next fiscal year's update report.

Private Land Trusts: Although not initiated by the municipality, several land trusts have expanded their conservation efforts and are using municipal mechanisms to support land designation. For example, the Five

Bridges Wilderness Trust requested that its land be zoned as a Protected Area through the Regional Plan Review. Over the past year, land trusts have added to their conservation holdings within the municipality, including 97 hectares at Porters Lake and seven hectares at Purcell's Cove.

Action 26 – Preservation of natural areas and green space planning – At risk

Prioritize the protection and expansion of green spaces through land use planning policies and mechanisms.

Action 26 is rated as "at risk" because the action has not been clearly defined and outlined.

Note: Action 26 is linked to the Green Network Plan. See Action 20A for more details.

Urban Forest Management Plan: The updated Urban Forest Management Plan, approved by Regional Council during the 2024/25 fiscal year, includes a new action to support the acquisition of forested environmental lands. This action encourages collaboration between the municipality, the province and non-governmental organizations. A framework document has been developed to guide implementation, including identifying how much land should be preserved and by whom. This work aligns with three priority municipal plans that collectively support the expansion and protection of green spaces.

Coastal Preparedness

Action 27 – Detailed coastal risk and vulnerability analysis – Needs adjustment

Conduct a detailed spatially-based risk and vulnerability analysis of Halifax's coastal, waterfront and shoreline areas.

Action 27 is rated as "needs adjustment" because while a coastal risk and vulnerability assessment has taken place, the analysis does not include sediment transport, water chemistry or erosion.

Floodplain Mapping: Informed by the Coastal Extreme Water Level Mapping project completed in 2023, the Halifax Regional Municipality-wide Floodplain Mapping project was completed at a high-level using the best available climate projections and LiDAR data. The mapping has been published and a website is available to the public to support flood preparedness.

Municipal Wave Run-Up Assessment: The municipality completed a wave run-up methodology for the assessment of Halifax's coastline. This project is part of the municipality's continued efforts to plan for climate change impacts, delineate coastal flooding risks, and reduce the levels of uncertainty associated with coastal flood mapping.

Baseline Climate Hazard Exposure Maps: This project generated baseline climate hazard exposure maps to enable staff to make strategic, data-informed, and climate-aligned decisions around critical infrastructure prioritization, emergency management, and planning. The project was completed in 2024/25.

Shore Road: Building with Nature: Several sections along Shore Road are becoming increasingly damaged due to the impacts of climate change. The ongoing "Shore Road: Building with Nature" project involves the construction of a nature-based infrastructure for erosion mitigation along a 480 metre stretch of road. Work continued in 2024/25 in partnership with the provincial and federal governments to navigate required permitting.

Action 28 – Develop coastal adaptation strategy – On track

Building on the results of the risk and vulnerability analysis (Action 27), develop a coastal-specific adaptation strategy.

Action 29 is rated "on track" because a coastal adaptation strategy is being developed by the municipality.

Regional Plan Review: The draft Regional Plan included the following measures for coastal protection: updating the required coastal elevation for new development, defining a minimum 30 metre horizontal coastal buffer for development with restricted activities within the buffer; and additional requirements for development on islands and existing undersized lots that are prone to hazards such as storm surge and coastal erosion.

Note: This update reflects the 2024/25 fiscal year, while the draft Regional Plan review was underway. The Plan was refused by the province during the fiscal year for 2025/26. This will be reflected in next fiscal year's update report.

Coastal Adaption Strategy: Future initiatives will include exploring the adoption of a coastal-specific adaptation policy based on the Protect, Accommodate, Retreat, Avoid, or Ecosystem-Based Adaptation Framework; supporting the maintenance, protection, and restoration of natural coastal ecosystems; promoting the use of nature-based and hybrid coastal infrastructure; and minimizing reliance on hard infrastructure such as armour stone and seawalls through best practices, public education, and clear guidelines.

Coastal Management Jurisdictional Scan: Staff have initiated a coastal management jurisdictional scan of joint stakeholder approaches to adaptation-focused coastal management in comparable municipalities.

Emergency Management

Action 29 – Integrate climate into emergency management planning – On track

Integrate climate into emergency management planning, including:

- *Ensure systematic, transparent and up-to-date plans for emergency management that incorporate/integrate climate considerations.*
- *Integrate climate risk and vulnerability mapping with climate vulnerable populations.*
- *Develop a registration system for individuals who need help or want to be checked on.*
- *Develop a heat response plan to address the growing public health risks of increasing extreme heat.*
- *Develop evacuation plans for flooding, wildfire and coastal storm surge.*
- *Review the Municipality's ability to provide for the needs of extreme event evacuees.*
- *Update Community Emergency Response Training (CERT) curriculum to incorporate climate-change hazards (e.g. heatwaves).*

Action 29 is rated "on track" because climate considerations are being integrated into emergency planning.

Hazard, Risk and Vulnerability Assessment (HRVA): In 2024/25, the HRVA methodology was finalized. The assessment includes climate-related hazards and identifies climate change as a key risk driver. It will inform the development of the Comprehensive Emergency Management Plan, which replaces the existing Municipal Emergency Plan. The HRVA is being developed in collaboration with external agencies and municipal business units.

Comprehensive Emergency Management Plan (CEMP): The CEMP will provide updated guidance for prevention, mitigation, preparedness, response and recovery using an all-hazards approach. It will serve as

a foundational document for emergency planning across all business units and will be informed by the HRVA and the Emergency Management Strategic Plan.

Emergency Management Strategic Plan: In 2024/25, work began on a new strategic plan for emergency management. This plan includes an event response resource plan and will guide the development of the CEMP.

Vulnerable Persons Registry: The Voluntary Vulnerable Persons Registry was fully integrated into the 911 Computer-Aided Dispatch system used by Integrated Emergency Services. This integration allows real-time identification of registered individuals during emergencies, enabling targeted wellness checks and support during power outages or other events.

Heat Action Plan: In 2024/25, the Heat Action Plan continued to be developed. Staff interviews and a community stakeholder survey will inform the plan, which will address the growing risks of extreme heat to municipal operations.

Evacuation Plans: While the full municipal evacuation plan update is pending completion of the HRVA, evacuation planning progressed independently. The Emergency Management Office engaged with at least four communities to discuss evacuation planning, particularly in response to wildfire risks. Lessons from the Westwood Hills and Tantallon wildfire reports are also informing this work.

Community Emergency Response Training: Annual emergency response training continues to be delivered to Community Mobilization Teams. The 2025 session, scheduled for May, builds on previous years by expanding both the scope and depth of training. The training now engages a broader audience and includes more advanced content. This reflects the municipality's commitment to continuous improvement in emergency readiness and its recognition of the growing complexity of climate-related emergencies.

Action 30 – Improve emergency management communication and coordination – On track

Improve emergency management communication and coordination, including:

- *Convening a coalition of emergency, social service and health agencies to identify gaps and needs for service delivery and improve communications and coordination.*
- *Develop new internal and external institutional alliances to increase resiliency.*
- *Improve communications with general public around extreme weather events.*
- *Ensure back-up for communication systems.*

Action 30 is rated as "on track" because progress has been made to advance each of the initiatives described in the HalifACT Technical Report.

Joint Emergency Management Teams: Work began on developing a standard operating framework for Joint Emergency Management teams to ensure consistent service delivery across communities.

Emergency Communications: A Municipal Crisis Communications Plan was finalized and approved. It is now available for activation under the authority of the CAO or designate and will be used by Corporate Communications during major emergencies.

The hfxALERT mass notification system continued to be used in 2024/25. New business processes were developed to guide its use, and a formal policy is now in development. Public engagement efforts like Emergency Preparedness Week encouraged residents to sign up for alerts.

Backup Communication Systems: The municipality participated in a strategic working group led by the Information Technology team to assess and improve backup emergency communication systems. Discussions included the use of satellite phones and other technologies to ensure resilience in the event of cellular or landline outages.

Coordination with External Agencies: The Emergency Management Office continued to strengthen partnerships with federal and provincial agencies. In 2024/25, this included participation in Exercise Nova Charlie with the Nova Scotia Department of Emergency Management and collaboration with NS Health and Halifax Water on the Hazard Risk and Vulnerability Assessment.

Community Capacity

Action 31 – Neighbourhood resilience and disaster support hubs – Needs adjustment

Create Disaster Support Hubs or Community Resilience Hubs for community self-sufficiency.

Action 31 is rated as "needs adjustment" because while the municipality offers comfort centres during emergencies, these spaces aren't dedicated hubs for building community resilience outside of emergency events.

Comfort Centres: The municipality continues to operate comfort centres during emergency events. These centres offer a safe space, power supply and refreshments. While they provide essential support during outages and extreme weather, they are not yet structured as formal Community Resilience Hubs as described in the HalifACT Technical Report.

Action 32 – Widely available emergency management training – Needs adjustment

Train local residents to plan for and respond to emergencies through making emergency management and CERT training widely available to residents and businesses.

Action 32 is rated as "needs adjustment" as training is not widely available to all residents due to limited funding and resources.

Emergency Training Plan: In 2024/25, the Emergency Management Office finalized a comprehensive training plan to guide preparedness efforts across the municipality. This plan outlines a structured approach to delivering emergency training that reflects evolving risks, including those driven by climate change.

Community Emergency Response Training: Annual emergency response training continues to be delivered to Community Mobilization Teams. The 2025 session, scheduled for May, builds on previous years by expanding both the scope and depth of training. Compared to earlier efforts, the training now engages a broader audience and includes more advanced content. This reflects the municipality's commitment to continuous improvement in emergency readiness and its recognition of the growing complexity of climate-related emergencies.

Action 33– Undertake neighbourhood climate planning – Needs adjustment

Undertake bi-annual (at a minimum) climate planning sessions with neighbourhood organizations.

Action 33 is rated as "needs adjustment" because while neighbourhood climate planning has started this year

with a key partner organization, there are no plans for training to be available to all communities in the municipality.

African Nova Scotian Climate Justice Ambassadors program: The African Nova Scotian Climate Justice Ambassadors program is building a province-wide network of climate leaders in African Nova Scotian communities, including nine in Halifax. The program was co-designed by Dr. Ingrid Waldron, the Environmental Noxious Racial Inequities and Community Health Project, and project partners, including the Environment & Climate Change team.

In 2024/25, capacity-building workshops were delivered in 13 communities. These sessions informed a comprehensive workshop report. Furthermore, municipal staff contributed to the development of 12 educational modules, along with podcasts and videos to support learning. Staff also began developing the framework for the community planning process, which is scheduled to begin in 2026.

Based on the community workshops, a program focused on strengthening local capacity to respond to climate impacts was developed. Program participants will be supported in developing community-led climate action plans. The program aims to build a community of practice made up of emerging leaders in climate organizing, who are equipped to drive broader systems change on interconnected issues such as housing, food security, transportation, green space, and access to climate funding.

Action 34 – Broad, deep and collaborative engagement – On track

Work purposefully, meaningfully and collaboratively with residents, including Mi'kmaq and Indigenous community leaders, African Nova Scotian communities and marginalized communities on the continued development and implementation of HalifACT.

Action 34 is rated as "on track" because engagement is a critical part of HalifACT and there is a dedicated team supporting this work.

Broad engagement: Municipal staff attended over 30 engagements, booths and events to discuss HalifACT and its associated projects with residents. Engagements included North Preston's Annual Community Engagement, Seniors for Climate Action, and the Clean Energy and Equity Network Summit.

Youth Climate Action Fund: Projects that received funding in the first round of the Youth Climate Action Fund were showcased at a final event. The municipality joined Round 2, receiving $100K USD to fund more youth-led projects. Outreach for potential projects started with equity-deserving communities via pop-ups and direct engagement in partnership with HCi3. Applications for Round 2 closed in April 2025.

Sustainable Development Goal Expositions: Participation in events at Dalhousie University and Nova Scotia Community College allowed for engagement with post-secondary students and raising awareness about HalifACT and its goals.

Climate Connections Course: The Climate Connections Course was developed for and by people living in Nova Scotia. It can be taken online or in person. In spring 2025, municipal staff partnered with community members to offer the course to community groups and residents, including attendees of Every One Every Day (a project of the Mi'kmaw Native Friendship Centre). New sessions are planned for fall 2025 with customized versions being developed in partnership with community partners.

Climate Commitment Badge Program: The Community Commitment Badge Program launched at Nocturne

2024 and resulted in over 750 engagements. Each Badge connects residents to local resources and organizations where they can learn more about possible actions. Phase two of the program will see four new badges introduced, which are: Nature Connections, Food, Climate Resiliency, and Leadership. The badge program will be added to the HalifACT Hub, and phase 2 will be launched at Nocturne 2025.

East Preston Presentation: A presentation on well water maintenance and emergency preparedness was delivered to East Preston community members, addressing climate-related property concerns.

African NS Climate Justice Ambassadors: This project is led by Dr. Ingrid Waldron's ENRICH Project and brings together many partners, including HalifACT. The program will develop a cohort of African Nova Scotian Community Ambassadors across the province who are equipped with the knowledge and skills to address climate change impacts and emergencies in their community. Phase 2 (12-month module development) is nearly complete. Phase 3 (community resilience plans) began in February with planning underway.

Hemlock Woolly Adelgid Indigenous Gathering Circle: Indigenous Elders, knowledge holders and youth were engaged to provide feedback for the municipality's hemlock woolly adelgid management plan.

Food

Action 35 – Improve food security and food-systems resilience – Needs adjustment

Fund and implement a Food Action Plan, including climate as a core component.

Action 35 is rated as "needs adjustment" due to partial funding, which caused staffing delays, program changes, and diverted efforts toward securing additional resources.

JustFOOD Action Plan: The JustFOOD Halifax Action Plan, endorsed by Regional Council in 2023, aims to build a healthier, more just, and climate-resilient food system. Climate is a core focus, with actions targeting emissions reduction, food security, and community resilience. Implementation focused on building capacity, expanding urban agriculture, and supporting community-led food initiatives. Key milestones included a vermicomposting pilot, a community food distribution program with Second Harvest, and strengthened emergency food planning through mobile infrastructure and coordination.

Emergency Food Resources: The municipality piloted Emergency Food Storm Kits and launched a feasibility study on off-grid cold storage to support local, climate-resilient food preservation. These efforts directly support HalifACT goals by improving food access during climate-related events.

Regional Plan Review: The draft Regional Plan reinforced the municipality's commitment to food security by aligning with the JustFOOD Action Plan. Policies CI-21 to CI-30 supported access to healthy, affordable food and promote local food systems by encouraging urban agriculture and reducing barriers to market gardens, rooftop greenhouses, and indoor farming. These policies helped embed food access and production into land use planning, advancing JustFOOD's vision of a healthier, more just, and climate-resilient food system.

Note: This update reflects the 2024/25 fiscal year, while the draft Regional Plan review was underway. The Plan was refused by the province during the fiscal year for 2025/26. This will be reflected in next fiscal year's update report.

Business and Economy

Action 36 – Workforce and technology development programs – On track

Expand workforce and technology development programs and funding to grow skills and trades for decarbonization and resilience.

Action 36 is rated as "on-track", as the municipality is supporting workforce and technology development programs.

Student Placements and Training Programs: In 2024/25, the municipality hired students through the MITACS and Clean Leadership programs, providing hands-on experience in municipal government. These placements support the development of local skills in climate adaptation, clean technology and green infrastructure. The municipality also supported Green Shores training to strengthen regional capacity in nature-based coastal resilience.

Partnerships and Innovation Support: The municipality continues to support workforce and technology development as a key part of the transition to a low-carbon, climate-resilient economy. It remains a supporter of Building to Zero Exchange, a business-focused net-zero transition initiative it helped establish. The municipality continues to collaborate with the Halifax Climate Investment, Innovation and Impact fund to support local low-carbon innovation. Through the CEO Climate Action Charter, the municipality and Halifax Partnership engaged local business leaders in advancing climate-aligned workforce development.

Sector Engagement and Knowledge Sharing: The municipality supported knowledge-sharing through the HalifACT Network. An annual meeting of the network brings together community organizations involved in climate action and provides a platform for sharing best practices and building partnerships across sectors.

Action 37 – Resilient decarbonized businesses program – Future Action

Develop a resilient decarbonized businesses program to support businesses to reduce emissions and prepare for climate impacts.

Action 37 is rated as "future action" because the action is slated to begin 2026.

Mainstreaming Climate into Municipal Operations

Action 38A – Integrate climate into financial decision-making: Financial disclosures – On target

Integrate climate into municipal financial decision-making through:

- *Climate-related financial disclosures.*

Action 38A is rated as "on track" because the municipality continues to publish TCFD reports.

Climate-related financial disclosures: In August 2024, the municipality published its first Task Force on Climate-related Financial Disclosures (TCFD). Since then, an iterative approach has been taken to publish the second such report as per the advice of CPA Canada. To improve the municipality's alignment with the TCFD recommendations for climate-related disclosures, the International Public Sector Accounting Standards Board (IPSASB) has created guidelines to assist local governments. By following the IPSASB recommendations, the municipality can follow a tailored set of guidelines to disclose climate-related risks and opportunities. The process begins with assessing climate-relevant municipal operations and policies, followed by a fit-gap analysis of IPSASB's four pillars: governance, strategy, risk & outcome management, and metrics & targets.

Nature-related financial disclosures: The municipality is currently looking into natural asset disclosure guides designed for local governments. One such guide is Getting Nature into Financial Reporting.

Action 38B – Integrate climate into financial decision-making: Cost of carbon – Needs adjustment

Integrate climate into municipal financial decision-making through:

- *Cost of carbon and social cost of carbon in financial analysis, capital and business planning.*
- *Municipal carbon budget.*
- *Climate lens on capital planning.*

Action 38B is rated as "needs adjustment" because the municipality does not publish a municipal carbon budget.

Municipal carbon budget: Municipal carbon budgeting will not move forward until the Enterprise Resource Planning software roadmap is developed. In summer 2025, the Municipal Net-Zero Action Research Partnership will release climate budget guidelines to help clarify the actions and costs required to meet climate targets.

Climate lens on capital planning: The asset management office is currently developing high-level indicators that assess the emission impacts of capital projects. These indicators would provide Regional Council and Senior Management with a snapshot of emissions associated with delivering the annual Capital plan.

Financial impacts of climate risks in asset management and service delivery: Initial steps are being taken to explore the Climate Change Vulnerability and Risk Assessment (CCVRA) framework and its potential integration towards the operational climate risk management process. The CCVRA may help guide the prioritization of capital plans from a climate lens.

Action 38C – Integrate climate into financial decision-making: Asset management - Needs adjustment

Integrate climate into municipal financial decision-making through:

- *Financial impacts of climate risks and emissions in asset management and service delivery.*

Action 38C is rated as "needs adjustment" because the municipality tracks financial implication of climate change, but only on an ad-hoc basis.

Tracking cost of extreme weather: In the 2024/25 fiscal year, the municipality launched a key initiative to better understand the costs related to extreme weather. Staff have engaged consultants to develop spatial and dynamic simulation models that assess climate risks and evaluate adaptation strategies across the municipality. Building on existing climate data, the project will model BAU climate impacts and adaptation pathways for 2050 and 2070. The models will incorporate variables such as socio-economic vulnerability, infrastructure growth, and return on investment. A key objective of this project is to track and quantify the financial costs associated with extreme weather events, including flooding, wildfires, and extreme heat, under both BAU and intervention scenarios. This will include estimating the long-term costs of inaction and comparing them to the costs and benefits of various adaptation measures.

Natural Assets Inventory/Asset Management: The municipality has established a baseline of its natural assets through the completion of the Natural Assets Inventory in 2021. As the field of natural asset valuation continues to evolve, particularly in assigning financial value to these assets, the municipality will continue to monitor emerging guidance, methodologies, and frameworks. This ongoing review will support future efforts

to integrate natural assets into broader asset management and financial planning processes.

Participation in Accounting for Sustainability's (A4S) Cities Community of Practice: The municipality is an active participant in the A4S Community of Practice. The A4S initiative helps local governments embed sustainability into financial decision-making and provides cities with guidance, capacity, and collaborative networks. The municipality's Chief Financial Officer also participated in the July 2025 A4S meeting, where discussions on strengthening municipal readiness for nature-related disclosures and the Taskforce on Nature-related Financial Disclosures took precedence.

Action 39 – New mechanisms for financing climate action – On track

Explore and establish new mechanisms for financing climate action, including private sources of finance.

Action 39 is rated as "on track" because a new funding mechanism was established in the 2024/25 fiscal year.

New Financing Options: The municipality has taken steps to diversify its climate action financing. The Canada Infrastructure Bank (CIB) is now recognized as an eligible lender under the Halifax Regional Municipality Charter, following the province's designation of CIB as a federal government agent. This enables the municipality to borrow directly from CIB, expanding its financing options beyond traditional provincial sources.

Action 40 – Green municipal investments – On track

Incorporate Environmental, Social, Governance (ESG) principles, specifically as they relate to climate, into management of municipal funds.

Action 40 is rated as "on track" as the municipality is working within the Investment Policy to track ESG ratings of investment institutions.

ESG Monitoring & Reporting: The municipality continues to operate within the constraints of its Council- and Minister-approved Investment Policy. This policy prioritizes capital preservation and limits eligible investments to low-risk instruments such as T-bills, GICs, government bonds and major Canadian banks. Within these parameters, ESG ratings of financial institution counterparties are now monitored using S&P Global scores. A review conducted in July of 2024 confirmed that all counterparties scored above industry averages, with no significant rating changes. This fiscal, the municipality successfully purchased a green bond at a yield comparable to non-green alternatives. Further action is limited unless the Investment Policy is revised. The municipality does not control Pension Fund investments; however, staff may explore updates or opportunities through the Pension Fund directly.

Governance and Capacity

Action 41 – Establish a central Climate Change Office – On track

Establish a central Climate Office, that reports directly to the CAO, with a distributed network of coordinated support.

Action 41 is rated as "on track" as the HalifACT Governance Model has been established, and the CAO is the executive sponsor of HalifACT implementation.

HalifACT Governance Model: The HalifACT Governance Model continues to advance HalifACT initiatives.

A brief summary of each working group's progress this year is included below:

Corporate Net-Zero Buildings: This working group made strides in advancing streamlined contracting methods to support the acceleration of net-zero buildings and a new resource was hired to support the management of energy projects.

Corporate Fleet Electrification: This working group has made progress on installing electric vehicle (EV) charging stations at key municipal sites and preparing municipal fleet users for the transition to EVs.

Greening Transit: Members of this working group played a pivotal role in the operationalization and launch of the 60 new electric buses in May 2025. This group has also made progress on clean fuel regulations research, transit decarbonization assessments, and improving ridership and outreach programs.

Resilient Critical Infrastructure: This working group has advanced the Climate Change Vulnerability and Risk Assessment for Critical Infrastructure (CCVRA). The CCVRA uses climate hazard data to assess municipal infrastructure and prioritize resilience upgrades.

Resilient Communities: This working group has progressed with actions requiring collaboration between community safety, climate adaptation and food resilience teams, amidst capacity and funding challenges. The group also developed a community disaster resilience "magnet" to provide residents with emergency information and resources. The community mobilization teams have been conducting training sessions and partner collaborations periodically.

Nature-Based Solutions: This working group is working internally towards enabling cross-collaborative ownership of HalifACT actions across the Urban Forestry Management Plan, Green Network Plan and Resilient Infrastructure Standards teams, while externally developing relations with Parks, Naturalization and Asset Management teams. Other areas of progress include the development of a Natural Asset Management Roadmap and incorporating nature-based solutions as a lens in the municipal design standards.

Action 42 – Increase staff capacity for implementation – On track

Significantly increase staff capacity for implementation.

Staff capacity: As of year-end 2024/25, there were 28 funded positions directly supporting the implementation of HalifACT.

Monitoring and Reporting

Action 43 – Annual Indicators Report – Needs adjustment

Develop an Annual Indicators Report and report annually.

Action 43 is rated as "needs adjustment" because while the report is published annually, some actions don't yet have clear targets or defined metrics to accurately track progress.

HalifACT Online Hub: A HalifACT Hub platform has been developed and will launch publicly in fall of 2025. This platform will encourage public engagement and transparently highlight progress on all HalifACT actions.

Reporting: Annual reporting continues with updates on all actions from Business Units across the organization.

Metrics and KPIs: Clear targets and metrics are key to being able to objectively evaluate progress on HalifACT. Developing these with all Business Units will be a key priority for the next fiscal year.

Carbon Accounting

Action 44 – Carbon offsets framework – On track

Develop a values-based framework for carbon offsets.

Action 44 is rated as "on track" because carbon offset research has begun.

Carbon offsets: Initial research into carbon credit systems began with the review of the Federal Clean Fuel Regulations. Through this review, it was determined that there is the potential for Halifax Transit to generate clean energy credits through a credit market.

Action 45 – Consumption-based emissions inventory – Future Action

Develop a consumption-based inventory.

Action 45 is rated as "future action" because the action is slated to begin in 2026.

Action 46 – Embodied carbon – Future Action

Include embodied carbon in new construction standards for buildings.

Action 46 is rated as "future action" because the action is slated to begin in 2026.

Attachment B

HalifACT Community Projects 2024/25

The Halifax Regional Municipality has been working collaboratively with partners to implement HalifACT with a sense of urgency, collaboration and innovation. External partnerships and leveraged funding are crucial for the success of the plan. A few initiatives that showcase the strength of collaboration and partnership with community partners are highlighted here.

CEO Climate Action Charter

In March 2023, HalifACT launched a collaboration between business and municipal leaders devoted to meeting climate objectives. The CEO Climate Action Charter was developed and is administered in partnership with the Halifax Partnership. The purpose of the CEO Climate Action Charter is, in the spirit of continuous improvement and collaboration, to encourage meaningful climate action using the unique operational levers of the participating organizations, while demonstrating leadership.

In addition to supporting numerous HalifACT Targets, the CEO Climate Action Charter is a central part of the People. Planet. Prosperity. economic strategy, which was developed alongside Halifax Partnership to "attract companies with new technology and expertise to help" the transition to a green economy.

Quarterly meetings are held with all Signatories to advance knowledge, sharing of best practices and action planning. Current Signatories include:

Dalhousie University	Halifax Partnership
Davis Pier	Halifax Port Authority
Deloitte	Halifax Regional Municipality
Discover Halifax	Halifax Water
Eastern College	IWK
Eastward Energy	LED Roadway
Efficiency One	Lindsay Construction
Emera	Mount Saint Vincent University
Events East	Nova Scotia Community College
EY	Nova Scotia Power
Halifax Chamber of Commerce	Saint Mary's University
Halifax International Airport Authority	

Youth Climate Action Fund

In 2024, Halifax Regional Municipality was awarded $50,000 USD through the Youth Climate Action Fund, a new initiative by Bloomberg Philanthropies and United Cities and Local Governments. As one of 100 cities selected worldwide, Halifax used the funding to support local youth in developing creative, community-driven, youth-led climate solutions. In partnership with the Halifax Climate Investment, Innovation, and Impact Fund (HCi3), HalifACT delivered the program and distributed microgrants to 11 projects led by youths aged 15 to 24.

This year, the municipality participated in a second round of the Youth Climate Action Fund, with $100,000 USD available to fund projects. Outreach in equity-deserving communities was held via pop-ups and direct

engagement, in partnership with HCi3. Applications for Round 2 closed in April 2025. Funding was awarded to 19 youth-led projects at a kickoff event held at City Hall on May 26.

Climate Commitment Badge Program

Launched at the Nocturne Festival in 2024, the HalifACT Climate Commitment Badges provide an opportunity for residents to set achievable climate related action goals. This program is a partnership between the HalifACT Team and the Ecology Action Centre**,** with contributions by the **Halifax Public Libraries** and Every One Every Day (a project of the Mi'kmaw Native Friendship Centre. Featuring the artwork of local artists, the first three Badges were *Climate 101*, *Getting Around*, and *Home Energy*. Each Badge connects residents to local resources and organizations where they can learn more about possible actions. These actions are meant to improve the well-being of their families, friends and community, while also working to secure a stable climate for future generations.

Phase 2 of the badge program will launch in the fall of 2025. This phase will feature four new badges (*Nature Connections*, *Food*, *Climate Resiliency*, *Leadership*)

Climate Connections Course

In collaboration with How We Thrive, the Climate Connections Course incorporates local climate science, Indigenous worldviews and community resilience through storytelling and locally grounded content. The course was developed for and by people living in Nova Scotia and can be taken online or in-person. HalifACT staff and community members offer in-person training to community groups and residents. Opportunities to be trained using a train-the-trainer method will be available for those interested in facilitating these conversations within their community.

The course has been delivered in person to residents and the municipality's Community Mobilization Team volunteers. More in-person offerings of the course and customized versions for community groups will begin in spring 2025.

Earth Week Nature Walks

ECC partnered with Ducks Unlimited, Ecology Action Centre, Halifax Field Naturalists, and NS Invasive Species Council to host six free nature walks during Earth Week. These walks promoted awareness of natural spaces, while discussing seasonal change, and invasive species.

African Nova Scotian Climate Justice Ambassadors Program

This project is led by the ENRICH Project and brings together many partners – HalifACT, African Nova Scotian Western Service Providers Network, Association of Black Social Workers, CLIMAtlantic, How We Thrive, NS Dept. of Environment and Climate Change, African Nova Scotian Affairs.

The program will develop a cohort of African Nova Scotian Community Ambassadors across the province who are equipped with the knowledge and skills to address climate change impacts and emergencies in their community.

Next Ride

Throughout the summer of 2024, the municipality partnered with the Clean Foundation's Next Ride program to host EV test drive events. Team members were available to answer questions and share information about EVs, rebates, and the Municipal Electric Vehicle Strategy. A total of 17 events were held with over 500 engagements and close to 340 test drives with residents.

Living Lakeshores: free shoreline naturalization training

In the spring of 2025, the municipality's Environment and Climate Change team, in partnership with TransCoastal Adaptations (TCA) at Saint Mary's University and the Ecology Action Centre, launched a new project called Living Lakeshores. This project aims to increase the resilience of freshwater shorelines in the Halifax region and build community understanding of natural restoration approaches in sensitive ecosystems.

The municipality will be offering free shoreline naturalization training to residents, delivered by TCA. This training is based on the Green Shores initiative and will give residents the skills and knowledge to contribute to climate adaptation and help municipal staff implement green infrastructure projects.

Resiliency Retrofit Pilot

In partnership with the Town of New Glasgow and the Clean Foundation, the municipality successfully piloted a climate resiliency retrofit program aimed at reducing flood risk and improving homeowner preparedness. This initiative provided no-cost resiliency upgrades—such as sump pump systems, rain gardens, and improved drainage—to nine homes, following 20 comprehensive flood risk and energy assessments. Nature-based solutions were implemented where feasible, though they proved more costly and less practical at the individual lot level. The project revealed that rural areas, like New Glasgow, faced greater challenges in accessing qualified contractors and funding for flood mitigation. Despite these barriers, participants expressed high satisfaction with the program, reporting increased peace of mind, improved home safety, and a strong desire to see the initiative expanded to other communities. The program also significantly enhanced public awareness of flood risks, prevention strategies, and insurance literacy, reaching over 2,700 individuals through outreach events and educational materials

Sourcing Renewable Energy

The municipality has signed an agreement with Renewall Energy to receive renewable wind energy through their Renewable to Retail license. Once the Mersey River Wind Farm is online, this supply of clean electricity will result in a 24 per cent reduction in the municipality's carbon dioxide emissions.