



TORONTO AND REGION 2008 INTER-GOVERNMENTAL DECLARATION ON CLEAN AIR

PREAMBLE

WHEREAS representatives of the City of Toronto, the Government of Ontario, and the Government of Canada, out of concern for the adverse risks that air pollution and climate change pose to public health, the environment and the economy, gathered in Toronto on June 21, 2000 and together with representatives of municipal governments in the Greater Toronto Area (GTA), gathered again on the occasions of annual Smog Summits to sign Inter-governmental Declarations on Clean Air;

AND WHEREAS the GTA Clean Air Council has been working collaboratively to convene annual smog summits, to pursue issues raised at previous Summits, to explore opportunities for joint initiatives between annual Summits, and to liaise with other municipalities to share best practices information on smog reduction and climate change;

AND WHEREAS the GTA Clean Air Council has determined that its work will concentrate on a results-based approach to implementing commitments made by leaders at the Smog Summit;

AND WHEREAS annual Smog Summits are a part of the ongoing efforts of our respective governments to address air pollution and climate change problems;

AND WHEREAS progress to date on the path toward cleaner air, in the form of individual and joint announcements made by GTA Clean Air Council member governments, has been announced at previous Smog Summits;

AND WHEREAS this Smog Summit marks the ninth annual Smog Summit, with much having been accomplished, and much remaining to be done;

AND WHEREAS GTA Clean Air Council representatives of the local and regional municipal governments in the GTA, the Government of Ontario, and the Government of Canada, have gathered in Toronto on June 4th, 2008 on the occasion of Clean Air Day and the ninth Smog Summit to celebrate accomplishments and commit to continue addressing clean air issues;

THANKING Enbridge Gas Distribution Inc, the Toronto Atmospheric Fund, the City of Toronto, the Province of Ontario and Toronto Hydro Corporation for providing financial support for the Summit;

THANKING the corporations and non-governmental organizations who assisted in planning the Summit, and thanking the Clean Air Partnership and the City of Toronto for organizing the Summit; and,

ACKNOWLEDGING the member jurisdictions for providing financial and in-kind support for the GTA Clean Air Council work program and assistance in developing the ***Toronto and Region 2008 Inter-governmental Declaration on Clean Air***;

WE DO HEREBY DECLARE:

ARTICLE 1 – STATEMENT OF COMMON UNDERSTANDING

- 1.1 Scientists and physicians have linked air pollution levels commonly experienced in the GTA to premature deaths, hospitalizations, increases in chronic heart and lung diseases including lung cancer, and acute respiratory diseases. Even a small increase in air pollution elevates the risk of health impacts, particularly among those who are vulnerable and sensitive to air pollution such as young children, the elderly and those with pre-existing diseases.
- 1.2 Research has also indicated that air pollution has a detrimental impact on terrestrial and aquatic ecosystems.
- 1.3 Air pollution, through health effects, environmental degradation, building and property damage and reduced visibility, adversely impacts the economy and quality of life.
- 1.4 Land use and transportation planning decisions that encourage sustainable urban development can have multiple benefits on air quality and human health.
- 1.5 A number of sources are responsible for a large proportion of the emissions of major air pollutants in the GTA. The major air pollutants include nitrogen oxides (NO_x), sulphur dioxide (SO₂), volatile organic compounds (VOCs), fine particulate matter (PM₁₀ and PM_{2.5}) and carbon monoxide (CO). The primary sources of these pollutants are:
 - On-road vehicles and off-road equipment that use diesel and gasoline;
 - Residential and commercial use of oil, natural gas and wood;
 - The generation of electricity;
 - Industrial operations;
 - Road dust and construction activities; and
 - Use of solvents and surface coatings such as paints.
- 1.6 Transportation is a major source of the emissions that contribute to both air pollution and climate change. Transportation is responsible, according to 2005 Environment Canada data, for about 27% of PM_{2.5}, 18% of SO₂, 75% of NO_x, 34% of VOCs, 87% of CO and 30%¹ of CO₂ (carbon dioxide) emissions within the area represented by the member jurisdictions of the GTA Clean Air Council.
- 1.7 Smog and climate change are two atmospheric problems sharing common sources. For example, fossil-fuel combustion is a key contributor to air pollution, producing smog precursors and greenhouse gas emissions.
- 1.8 Actions to reduce greenhouse gas emissions are often associated with reductions of other atmospheric emissions that contribute to smog and its associated health, economic and ecosystem effects. In some cases, a co-benefit of reducing smog precursors is to reduce some greenhouse gas emissions.
- 1.9 Addressing key sources of major air pollutants requires collaboration between all orders of government. By sharing the best practices from jurisdictions across the GTA,

¹ Carbon Dioxide emissions taken from 2003 Environment Canada data.

southern Ontario and beyond, we can support one another in achieving improvements in air quality and climate change at a local and regional level for the benefit of all.

ARTICLE 2 – SIGNATORIES TO THE 2008 INTER-GOVERNMENTAL DECLARATION ON CLEAN AIR

Government of Canada

Government of Ontario

Ajax, Town of
Brampton, City of
Burlington, City of
Caledon, Town of
Clarington, Municipality of
Durham, Region of
East Gwillimbury, Town of
Halton, Region of
Halton Hills, Town of
King, Township of

Markham, Town of
Mississauga, City of
Newmarket, Town of
Oakville, Town of
Oshawa, City of
Peel, Region of
Pickering, City of
Richmond Hill, Town of
Toronto, City of
Vaughan, City of
Whitby, Town of
York, Region of

ARTICLE 3 – CALL FOR GTA CLEAN AIR COUNCIL ACTION

In view of the long-term nature of the air quality problems in our common airshed, the GTA Clean Air Council agrees to on-going work on the commitments made in the Inter-governmental Declarations signed at previous Smog Summits.

The GTA Clean Air Council commits to continue its work to address smog and greenhouse gases, to share information and, where possible, to share resources and undertake appropriate research and actions.

The 24 members of the GTA Clean Air Council commit to work collaboratively to develop healthy and sustainable communities through the following:

Action Planning

- 3.1 Development of Action Plans outlining actions aimed at reducing energy use and mitigating air pollution and climate change.
Target: 20 members have approved corporate Action Plans by 2010²
Target: 15 members have approved community Action Plans by 2010
- 3.2 Development of corporate Green Procurement Policies that increase the implementation of energy efficiency criteria in purchasing, lease and contract decisions.
Target: 15 members have approved green procurement polices by 2010
- 3.3 Development of community Bicycle/Pedestrian Plans aimed at increasing a modal shift from single occupancy vehicle use to active transportation.
Target: 15 members have approved Bicycle/Pedestrian Plans by 2010

Taking Action

- 3.4 Establishment of a Community of Practice to increase the implementation of renewable energy purchasing or production.
Target: 15 members are producing or purchasing renewable power by 2010
- 3.5 Establishment of a Community of Practice to increase the implementation of green development policies and practices and identification of best practices.
Target: 15 members have corporate green development polices/standards in place by 2010.
Target: 10 members have community green development policies/standards in place by 2010.
Target: 10 members have green roof policies/standards/incentives in place by 2010.
- 3.6 Development of a checklist and toolkit that supports the analysis of land use planning proposal applications using an air pollution, transportation demand management and public health perspective.
Target: Toolkit completed by 2009.

² Targets vary due to jurisdictional responsibilities and local identification of priority opportunities.

- 3.7 Conversion of traffic signals to light emitting diode (LED) technology³.
Target: 15 members have converted at least 75% of all traffic signals to LED technology by 2010.
- 3.8 Pilot testing of light emitting diode (LED) technology for street, pathway, and garage lighting.
Target: 5 members participating in Lightsavers LED technology pilot by 2009.
- 3.9 Continued support and development of transportation demand management initiatives and programs to reduce and shift travel to more sustainable and lower emissions modes. **Target: 20 members operating or supporting the operation of trip reduction programs for their own employees by 2010.**

Monitoring and Reporting

- 3.10 Continued support for Phase II of the Air Pollution Modeling project to improve the accuracy of base case and future scenario estimations of concentrations of air contaminants.
Target: 5 members having signed formal agreements to financially support and/or otherwise participate in Phase II by 2010.
- 3.11 Provide the Clean Air Partnership with updated information on the progress related to their jurisdiction's implementation of clean air/climate change actions announced at annual Smog Summits and progress related to their jurisdiction's implementation of priority declaration items. The Clean Air Partnership will compile GTA-CAC progress and promote results and priority activities through networks and partnerships.

Emerging Issues

- 3.12 Support promotion of the Air Quality Health Index (AQHI) which has been pilot tested in the City of Toronto and will be expanded into the Greater Toronto Area in the spring of 2008.
Target: 7 members are participating in the GTA AQHI pilot.
- 3.13 Co-operation on assessing vulnerability to climate change impacts and identification of policies and programs aimed at mitigating and adapting to climate change.
- 3.14 Co-operation and sharing of information and best practices with municipalities in southwestern Ontario through a Southwestern Ontario Clean Air Council.
- 3.15 Promoting best practices through effective public messaging to improve air quality in response to wood stove and open burning air issues.
- 3.16 Investigation of the role of local sustainable food systems to reduce energy use and identification of practices and programs aimed at increasing local food production and consumption.

³ LED traffic signals require approximately 80 – 90% less energy than regular incandescent traffic signal bulbs. LED traffic signals are more energy efficient because they do not emit heat and do not require filtering to produce colored lights.

ARTICLE 4: PROGRESS UPDATE ON GTA CLEAN AIR COUNCIL ACTIONS⁴

- 4.1 Since 2001 the municipal members of the GTA Clean Air Council have collectively reduced energy use by 58.7 million Kwh and 2.5 million m³ of natural gas through their building energy efficiency retrofits/construction. This reduced energy use has resulted in a greenhouse gas reduction of 40,275 tonnes and a financial savings of \$12.9 million.
- 4.2 Since 2001, the municipal members of the GTA-CAC have collectively reduced CO₂ emissions by 13,600 tonnes as a result of energy efficiency initiatives undertaken within their fleets.
- 4.3 Since 2003, GTA-CAC jurisdictions have participated in promoting the 20/20 The Way to Clean Air campaign to their staff and residents within their jurisdictions. The 20/20 The Way to Clean Air program is an energy conservation social marketing campaign that helps individuals reduce their home energy use by 20% and their transportation energy use by 20%.

A survey undertaken in 2007 with those 20/20 participants found that, on average, respondents achieved a reduction of one-quarter (25%) in their household energy use, and reduced their greenhouse gas emissions from home energy use by about 1.53 tonnes per household per year. The survey also found that almost 50% of survey respondents participated in the 20/20 transportation energy conservation actions and achieved, on average, a 19% reduction in vehicle kilometres travelled, and reduced their transportation-related emissions by approximately 1 tonne per year.

⁴ The reductions reported are not comprehensive and represent only a small selection of the energy conservation actions undertaken by a selection of GTA-CAC member jurisdictions.