

**TORONTO 2001 INTER-GOVERNMENTAL DECLARATION
ON CLEAN AIR**

PREAMBLE

WHEREAS representatives of the City of Toronto, the Province of Ontario, and the Government of Canada, out of a concern for the risks that air pollution poses to public health and the local economy, gathered in Toronto on June 21, 2000 on the occasion of the first Toronto Smog Summit and signed the **Toronto Inter-governmental Declaration on Clean Air**;

AND WHEREAS the Declaration stated that an Inter-governmental Working Group will be established, including representatives from all orders of government operational within the Greater Toronto Area, to follow up on key issues identified during the Summit and to establish a series of ongoing summits;

AND WHEREAS the Inter-governmental Working Group has established that the second Smog Summit be held in Toronto on June 11 and June 21, 2001;

AND WHEREAS we the representatives of the City of Toronto, municipal governments in the Greater Toronto Area, the Province of Ontario, and the Government of Canada gathered in Toronto on June 11, 2001 on the occasion of the second Smog Summit;

RECOGNIZING that, on May 3, 2001, the Toronto region experienced the earliest smog advisory in its history, and during that first week of May the Ministry of Environment forecast poor air quality for all of southern Ontario, from Sarnia to Peterborough and Lake Ontario to North Bay;

RECOGNIZING this Summit as one in a number of on-going efforts of our respective governments to address the air pollution problem;

EMPHASIZING the significance of this Summit in convening all orders of government, corporations, non-government organizations, and members of the general public, aiming to better coordinate and enhance their respective initiatives to reduce the occurrence of, and health risk from, air pollution in Toronto and the Greater Toronto Area;

THANKING Enbridge Consumers Gas, Toronto Hydro, the Province of Ontario, the Government of Canada, the Toronto Atmospheric Fund, and the City of Toronto for providing financial support for the Summit;

THANKING the participants of the Inter-governmental Working Group for developing the 2001 Declaration, and thanking the corporations, non-government organizations and members of the general public who assisted in planning the Summit;

THANKING the Toronto Atmospheric Fund, the Clean Air Partnership and the City of Toronto for organizing the Summit;

WE DO HEREBY DECLARE:

ARTICLE 1 - STATEMENT OF COMMON UNDERSTANDING

- 1.1 According to several recent studies, air pollution poses a serious threat to the health of people with cardiac and respiratory illness, and to the environment.* Scientists and physicians have linked air pollution to premature deaths, illnesses and hospitalization, each year in major Canadian cities, including the Greater Toronto Area. There is a cost to air pollution related illness and a threat to local economies. Even a small increase in air pollution increases health impacts, especially in vulnerable populations.
- 1.2 Ground-level ozone is a principal constituent of smog. The formation of ozone is in part a function of solar radiation and ambient heat. Global climate change may cause more episodes of ground-level ozone in the Greater Toronto Area as summers become warmer.
- 1.3 Fossil fuel combustion especially by motor vehicles is responsible for most of the air pollution originating locally, including carbon monoxide, nitrogen oxides and sulphur oxides.**
- 1.4 Travel in downtown Toronto uses half the amount of fossil fuel per trip as compared to the average trip in the Greater Toronto Area, because of differences in level of transit services and urban densities.

* **Footnote:**

For example:

- *The federal government estimates that air pollution can be linked to 5,000 premature deaths each year in 11 major Canadian cities.*
- *The Ontario Medical Association estimates that in Ontario approximately 1,900 people will die annually due to air pollution related illness and that the yearly costs from pollution related illness is over \$1 Billion.*
- *Toronto Public Health estimates that, in any given year, approximately 1,000 Toronto residents die prematurely, while another 5,500 are hospitalized, as a result of six air pollutants that are common in Toronto's air.*
- *According to a recent study by the University of Delaware, in the 1990s an average of 45 people each year died prematurely in Toronto during extreme heat waves as summer heat not only produces smog, but places the urban population at greater risk from heat related illness.*

** **Footnote:**

According to the Greater Toronto Services Board, daily automobile rush hour trips in the Greater Toronto Area are projected to increase by more than 50% by 2020, thereby exacerbating air quality in the Toronto region.

ARTICLE 2 - CALL FOR MUNICIPAL ACTION

In 2001-2002, the **Town of Markham** is prepared to take action to improve air quality as outlined in **Appendix 2.1**.

In 2001-2002, the **City of Mississauga** is prepared to take action to improve air quality as outlined in **Appendix 2.2**.

In 2001-2002, the **Town of Newmarket** is prepared to take action to improve air quality as outlined in **Appendix 2.3**.

In 2001-2002, the **City of Oshawa** is prepared to take action to improve air quality as outlined in **Appendix 2.4**.

In 2001-2002, the **Region of Peel** is prepared to take action to improve air quality as outlined in **Appendix 2.5**.

In 2001-2002, the **Region of York** is prepared to take action to improve air quality as outlined in **Appendix 2.6**.

In 2001-2002, the **City of Toronto** is prepared to take action to improve air quality as outlined in **Appendix 2.7**.

ARTICLE 3 - CALL FOR PROVINCIAL ACTION

In 2001-2002, the **Province of Ontario** is prepared to take action to improve air quality as outlined in **Appendix 3**.

ARTICLE 4 - CALL FOR FEDERAL ACTION

In 2001-2002, the **Government of Canada** is prepared to take action to improve air quality as outlined in **Appendix 4**.

ARTICLE 5 – CALL FOR JOINT ACTION

Governments operational in the Greater Toronto Area are prepared to take the following inter-governmental actions to improve air quality:

- 5.1 The Inter-governmental Working Group, established to follow-up on key issues identified at annual Summits and support the planning of future Summits, will be renamed the GTA Clean Air Council with an expanded mandate to also explore opportunities for joint initiatives between annual Summits and liaise, through the Federation of Canadian Municipalities, with other municipalities across Canada to share best practices information on smog reduction.
- 5.2 All three orders of government will work with the Toronto Organizing Committee for the Olympic Games to ensure that the Toronto 2008 Olympic Games will contribute to a legacy of clean air for the Toronto region.
- 5.3 With financial support from the Toronto Atmospheric Fund, the Ontario Government, the Government of Canada and Enbridge Consumers Gas, and implementation support from other GTA municipalities, energy firms and transit providers, the City of Toronto will coordinate the implementation of Phase 2 of *20/20 – The Way to Clean Air*, a social marketing campaign to help householders reduce both home energy use and vehicle kilometres travelled by 20%.

APPENDIX 2.1

TOWN OF MARKHAM

ACTIONS TO IMPROVE AIR QUALITY 2001

1. Creation of a Markham Environmental Land Trust and Green Policies.
2. Creation of a pesticide-free zone.
3. Continue to Apply the Principles of 'New Urbanism' to planning for new growth and development in Markham.
4. Complete a Strategic Transit Implementation Plan for Markham Centre Development by Fall 2001.
5. Ongoing municipal actions to reduce greenhouse gas emissions.

APPENDIX 2.2

CITY OF MISSISSAUGA

ACTIONS TO IMPROVE AIR QUALITY 2001

1. The City of Mississauga, in the event of a smog advisory, will implement its **Smog Alert Response Plan 2001** based on a notification procedure, corporate operational responses, and staff and public communication strategies.
2. Review and continue to **purchase low sulphur fuel** for the City's fleet as a means of reducing air pollution.
3. The City of Mississauga will organize **Climate Change and Energy Cost Savings Workshops for City staff** based on the Action By Canadians (ABC) Program to reduce individual greenhouse gas emissions and information on home energy audits by Green\$avers.
4. The City of Mississauga will increase Mississauga Transit service with 24 new buses on the road. **Mississauga Transplan 2001** will also include a pilot project using shuttle buses to service a GO Transit station and fare integration with GO Transit.
5. The City of Mississauga will develop a new **Multiple Use Recreational Trail Network Master Plan** and new trail map in 2001.
6. The City of Mississauga will implement the **Promoting Correct Tire Pressure** pilot project using community-based social marketing strategies to overcome barriers by the public in correcting tire pressure through surveys and interactions with motorists at gas service stations in Mississauga.
7. The City of Mississauga, as a member of the national Partners for Climate Protection Program, proposes to develop a **Local Action Plan to Reduce Greenhouse Gas Emissions** based on the City's energy use and emissions inventory.

APPENDIX 2.3

TOWN OF NEWMARKET

ACTIONS TO IMPROVE AIR QUALITY 2001

1. Adopt a detailed Green Procurement Plan for the Town of Newmarket.
2. Implement a Green Buildings Plan intended to reduce the energy consumption requirements of our various buildings and facilities.
3. Enrol in the Partners for Climate Protection Plan of the Federation of Canadian Municipalities for the purpose of promoting a long-term, disciplined and goal-oriented approach to solving our air quality problems.

APPENDIX 2.4

CITY OF OSHAWA

ACTIONS TO IMPROVE AIR QUALITY 2001

1. The City of Oshawa plans to retrofit and upgrade existing buildings with energy efficient systems in an effort to reduce harmful emissions.
2. The City of Oshawa proposes that the percentage of City owned vehicles and equipment powered by alternative and non-fossil fuels will increase over the next five years.
3. The City of Oshawa proposes to continue the pursuit of the development and use of *clean fuels*, suitable for today's internal combustion engines.
4. The City of Oshawa is currently involved in a major extension of the City's *Trail System Network* through the acquisition and development of former rail lines.

APPENDIX 2.5

REGION OF PEEL

ACTIONS TO IMPROVE AIR QUALITY 2001

1. **Development of a corporate fleet emission reduction strategy:**
 - Continue the purchase of low sulphur fuel
 - Accreditation in December 2000 to do in-house testing of fleet emissions
 - Investigate the use of energy efficient vehicles for departments that use light duty vehicles in continued use/short distance operations

2. **Develop a plan to reduce corporate air emissions during periods of poor air quality**

3. **Initiate a proposed Transportation Master Plan for the Region of Peel**

4. **Development of carpool lots in the Region of Peel**

5. **Reduction of Greenhouse Gases:**
 - Joined Partners for Climate Protection and adopted milestones
 - Hired International Council for Local Environmental Issues (ICLEI) Energy Services to inventory the Region of Peel's corporate greenhouse gas emissions
 - Develop a Region of Peel policy on emission trading credits

6. **Energy Efficient Retrofit for Regional Properties:**
 - Retrofitting properties to be energy-efficient, including installation of a building automation system (BAS)
 - Energy Efficiency Feasibility Study for selected Regional buildings

7. **Community Linkages/Education to Improve Air Quality**
 - Continue to participate in the 20/20 The Way to Clean Air project with Toronto Public Health
 - Work with community partners who are active on environmental issues related to air quality
 - Education on reducing the cosmetic use of pesticides
 - Development and Release of State of the Environment reports

APPENDIX 2.6

REGION OF YORK

ACTIONS TO IMPROVE AIR QUALITY 2001

1. The **Corporate Model for Clean Air** is an initiative that explores corporate and community-wide action strategies to improve air quality in York Region. The initiative will develop the following plans to improve air quality and reduce greenhouse gas emissions: an **Auto Trip Reduction Plan**; a **Corporate Smog Alert Plan**; a **Green Fleets Plan**; and a **Green Procurement Plan**.
2. **Energy Efficient Facilities - Energy Saving Initiatives and Promotion of Clean Air** is an objective of York Region's Facilities Management Group, in order to provide a safe and healthy work environment for employees of the Region.
3. The **Greening of York Region Initiative**, endorsed by York Region Council on January 27, 2000, involves strategies to enhance the Region's natural features and create awareness of environmental issues. One component of the strategy, expansion of the Region's forest cover, will improve the state of our natural environment including our air quality. To advance the goals of this Initiative, Regional Council has also approved a greenlands acquisition strategy and an inter-municipal partnership to enhance the environmental integrity of the Oak Ridges Moraine.
4. Regional Council has approved, and invested significantly in **transit-supportive policies and initiatives** to reduce traffic gridlock and improve the quality of our air. These include the creation of a unified, Region-wide local transit system, transitway studies for the Yonge Street and Highway 7 corridors, partnering with the private sector to form the GTA's first Transportation Management Association, and a Transportation Master Plan study to develop an environmentally sustainable transportation vision for the next 30 years.
5. **Water for Tomorrow – York Region's Water-Use Efficiency Program** currently saves 10.3 million litres of water each day. This translates into energy savings and reduced air quality costs associated with energy production.
6. **York Region's State of the Environment Report – 2000** provides baseline data on the state of the Region's natural resources, including air, and the stresses that are put on those resources. The report provides benchmarks against which progress can be measured, and recommendations that will help ensure that our environment will continue to sustain healthy communities in the Region of York.
7. **York Region's Official Plan** places a significant emphasis on improving air quality for its residents. In fact, the Plan's Air Quality section aims to: 1) promote compact urban form, transit use and trip reduction as a means of reducing energy consumption and improving air quality, and 2) promote the protection of natural areas and systems, and urban and rural forestry initiatives as a means of improving air quality and reducing energy use through shading, sheltering and cleansing.
8. York Region Health Services Department continues to partner with the City of Toronto and GTA Regional Health Departments on the **20/20 – The Way to Clean Air** social marketing campaign to help householders reduce both home energy use and vehicle kilometers travelled by 20%.

APPENDIX 2.7

CITY OF TORONTO

ACTIONS TO IMPROVE AIR QUALITY 2001

1. The **Better Transportation Partnership (BTP)** is a new alternative transportation initiative aimed at accelerating the replacement of the City's vehicle fleet, and that of its agencies, boards and commissions, by offering the opportunity to acquire one additional light duty dedicated natural gas vehicle for every four purchased or leased.
2. The City of Toronto has adopted a **Low Sulphur Fuel Purchasing** practice as a cost effective means of reducing air emissions from corporate operations.
3. The establishment of the **Black Creek Regional Transportation Management Association (TMA)** was facilitated by the City of Toronto; launched in March 2001, the TMA is a public/private partnership which works to find transportation solutions for commuters.
4. The **Toronto Atmospheric Fund** has approved over \$2,800,000 in grants and loans for City of Toronto initiatives and over \$467,000 for community-based projects, to reduce greenhouse gas emissions and improve local air quality.
5. The **Toronto Atmospheric Fund** has committed \$500,000 to fund a pilot initiative – the **Green\$aver Home Rewards Program** – to provide cash rewards for Toronto homeowners for energy efficiency retrofits.
6. The City of Toronto in partnership with Humber College, the Toronto and Region Conservation Authority and the Federal Government through the FCM Green Funds, is upgrading and expanding the Nature Centre, a sustainability centre at the **Humber Arboretum**, at which energy requirements will be met through sources which reduce carbon dioxide emissions.
7. **Moving Towards Cleaner Air – A Progress Report on the Air Quality Strategy for the City of Toronto** provides an update on the development of a comprehensive air quality strategy for the City of Toronto.
8. Toronto Hydro Energy Services Inc. is working with the City of Toronto to develop the **system to capture methane** that is now escaping into the atmosphere from a former City landfill, with a reduction in carbon dioxide emissions estimated to be greater than 50,000 tonnes per year.

APPENDIX 3

GOVERNMENT OF ONTARIO

The Ontario Government's Air Quality Commitments for 2001-2002

1. Review and incorporate the results of public consultation on Ontario's Drive Clean Program to ensure continuous program improvement.
2. The Ontario Smog Patrol will continue its fight against grossly polluting vehicles.
3. Establish emission limits for nitrogen oxides (NOx) and sulphur dioxide (SO2) from Ontario's electricity sector.
4. Improve public access to emissions data obtained through the mandatory monitoring and reporting of emissions.
5. Work to increase public awareness of air pollution issues.
6. Propose to extend existing retail sales tax rebates for alternative fuel cars to cover electric hybrid cars.
7. Propose to create a legislative committee to investigate environmentally-friendly, sustainable alternatives to our existing fuel sources.
8. Together with Environment Canada and the City of Toronto, continue to co-fund the Toronto Region Sustainability Program through the Ontario Centre for Environmental Technology Advancement (OCETA).

APPENDIX 4

GOVERNMENT OF CANADA

ACTIONS TO IMPROVE AIR QUALITY 2001

1. Memorandum of Understanding on Low Emission Vehicles between Environment Canada and members of the Canadian Vehicle Manufacturers Association and the Association of International Automobile Manufacturers of Canada

This memorandum of understanding (MOU) formalizes a commitment from vehicle manufacturers and importers to market in Canada, for model years 2001 to 2003, the same low-emission vehicles being offered for sale in the United States under the Voluntary National Low-Emission Vehicle (NLEV) program in advance of more stringent regulations under the *Canadian Environmental Protection Act* for the 2004 model year.

2. Towards a Canadian Air Quality Index

On June 14 - 15, 2001, representatives from all levels of government, industry, environmental and health organizations will meet in Toronto to begin working on the establishment of a national air quality index. This inaugural workshop signals the beginning of a process to create a nationwide air quality index for the smog season in 2002 that reflects current knowledge and needs.

3. Notice of Intent by the Government of Canada to declare toxic Ozone and its precursors, Nitrogen Oxides and Volatile Organic Compounds

The Notice of Intent on ozone and its precursors was published on June 9th. The science is clear. Ozone affects human health. A recent study in Toronto showed that ozone is an important factor in infant hospitalization rates. With this Notice of Intent, we are starting consultations with provinces, territories, industries and other stakeholders on this problem and the paths to solutions.

4. Urban Transportation Showcase Program

The \$40-million Urban Transportation Showcase Program, which is part of the Government of Canada *Action Plan 2000 on Climate Change*, will provide funding over five years to enable Canadian communities to create showcases that demonstrate and evaluate ways of reducing greenhouse gas emissions from transportation. The program has been designed to respond to a range of urban transportation challenges including greenhouse gas emissions, air quality, congestion, safety and increases in operational costs. Transport Canada is holding a nation-wide competitive process to select several showcases that optimize the use of transportation infrastructure and adopt best technologies and strategies.

5. VIA Rail

The Transport Minister asked VIA Rail to prepare a commuter strategy for the Greater Toronto and Greater Montreal areas to complement the services offered by GO Transit and l'Agence métropolitaine de transport. VIA Rail is preparing to implement a strategy to increase services from outer-urban communities to the Greater Toronto Area, to establish partnerships with commuter rail agencies in Toronto, Montreal and Ottawa, and to examine the extension of commuter links to Barrie and Peterborough.

6. Intelligent Transportation Systems

Almost \$30-million has been allocated over five years to fund the development, integration and deployment of Intelligent Transportation Systems (ITS) across Canada. These funds are provided under the Strategic Highway Infrastructure Program announced on April 3, 2001. ITS includes applications such as advanced systems for traveler information, traffic management, public transport, commercial vehicle operations, emergency response management and vehicle safety.

7. Motor Vehicle Safety Regulation Amendments

Recent amendments to the Motor Vehicle Safety Regulations establish a safety standard for the protection of occupants in electric vehicles and harmonize the Canadian requirements with those of the U.S. An electric vehicle is any vehicle that uses batteries to provide electricity to power an electric motor. As with all motor vehicles in Canada, electric vehicles must be certified by the manufacturer to conform with the safety standards under the *Motor Vehicle Safety Act*. The amendment puts in place a series of crash tests to protect occupants from the hazards that are unique to electric vehicles, such as electric shock, electrolyte spills from batteries, and the potential injury arising from the battery assembly entering the passenger compartment. The new standard applies to electric passenger cars, multipurpose passenger vehicles, trucks and buses.

8. Canadian Fuel Cell Alliance

The Government of Canada will help develop refuelling infrastructure for fuel-cell vehicles that emit low or no emissions. A convenient and commercial means of refuelling is required to enable fuel-cell vehicles to become a viable alternative. This initiative would establish a Canadian transportation fuel-cell partnership, involving fuel-cell suppliers, fuel providers, the automobile industry and government. It will demonstrate options for refuelling as well as address regulatory barriers.

9. Motor Vehicle Efficiency Plan

The Government of Canada will launch negotiations with the automobile industry and the United States to set a target for the improvement of new vehicle fuel efficiency by 2010. The objective is to phase in a significant voluntary improvement in fuel efficiency across Canada and the United States, beginning as early as 2004. This will be supported by a “clean choices” consumer education campaign to increase understanding of the importance of purchasing clean and efficient vehicles as well as good driving habits and vehicle maintenance practices.