Kyoto - Taking Control of Our Future

The Planet Earth. A miraculous balance of breathable air, drinkable water, and arable land. It provides us with all the resources we need to survive. But what happens when human activities change the delicate balance of Earth’s ecosystems?

For the past century, we have increasingly exploited the bounties of Earth’s non-renewable energy sources. Scientists have observed that extensive use of fossil fuels has created unwanted by-products - Greenhouse Gas Emissions - that are warming the earth’s atmosphere, resulting in Climate Change. They have urged the governments of this world to work together to reduce these dangerous emissions.

The Kyoto Protocol is the result of international cooperation on the life-threatening issue of Climate Change. It is a Global Goal to reduce emissions, while allowing each country the flexibility to develop their own plans to reach their promised targets. It will require an environmentally responsible change in the way we produce and use energy.

Change can be very stressful. With so little accurate information reaching our Members, and the vagueness of Canadian plans to deal with Climate Change, many are concerned and anxious about the impact of implementing Kyoto. We need to remember that change can mean progress. We know from experience the best way to approach change is to participate in the process. We have the skills to examine problems from a workers’ perspective and identify solutions that respect workers, our families and our communities. We have a collective history of influencing progress through education and political action.

The ATU Canadian Council’s Kyoto Statement reflects a unique opportunity for our industry. Considering the enormous amount of energy expended on Transportation, we can show how investment in our work is an integral part of a comprehensive solution. But we need to take control of our future by developing and pursuing our own policies for implementing Kyoto; by working with all levels of government to ensure targets are fairly distributed and met; and by standing united with our Brothers and Sisters in the Canadian Labour Movement to demand a “Just Transition” to a new energy efficient economy.
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Executive Summary

The Kyoto Protocol

The Earth’s atmosphere contains a small amount of gases that act like the roof of a greenhouse to trap the sun’s energy and make our climate warmer. The most common form of greenhouse gas (GHG) is Carbon Dioxide.

GHG’s occur naturally but we overwhelm the natural balance when we burn fossil fuels, when we produce oil, when we throw food and other organic material into landfill sites, and when we use fertilizers. Transportation is one of the largest and fastest growing sources of GHG’s.

Scientists from around the world have studied GHG’s and their impact over the past decade. They agree that excessive production of GHG’s is causing global warming and Climate Change. They are warning us that uncontrolled Climate Change will spark traumatic changes in weather patterns creating turmoil for our environment, economy and society. Canada is already experiencing some minor effects of Climate Change. Melting permafrost in our Northern Communities, flooding in Quebec and Manitoba, droughts on the prairies, and the Eastern Canada ice storm are all examples of the impacts we can expect more often with Climate Change.

Climate Change is a global problem that requires global cooperation to resolve. In 1997 the Kyoto Protocol was signed in Kyoto Japan. The Kyoto Protocol is a commitment by countries to reduce their GHG emissions. Canada ratified Kyoto in 2002. We agreed to reduce our GHG’s 6% below 1990 levels by the year 2012. Kyoto is only a first step to reduce emissions. Scientists believe we need more serious reductions to stabilize the GHG’s in our atmosphere. Several countries have already planned further reductions of up to 60% once the first phase of Kyoto is over.

Kyoto is an opportunity for Canada to develop energy efficient technology and alternative fuel industries. Canadians could save $30B in annual energy savings, cutting GHG’s in half using existing technologies, but some of Canada’s corporate elite fear government regulations to reduce GHG’s will cut into their profits.

Many of the fuels burned that create GHG’s also create the air pollution that makes our kids sick. Fossil fuels are not a renewable source of energy. In Canada we could see the depletion of some of these fuels in our children’s lifetime. Taking action now to reduce GHG’s will save our non-renewable resources for future generations and lead to improved public health.
An Opportunity for Public Transit

A shift from single occupancy vehicle use to public transit (urban transit, intercity transit, and school buses) will reduce transportation related GHG’s. Public Transit systems can reduce their own GHG’s by investing in alternative fuels. Benefits for Members of ATU include more and healthier jobs.

This shift to Public Transit can only occur if funding is sufficient, land use planning supports public transit, transportation demand management measures make public transit more time and cost competitive to using a car, and tax incentives such as “Employer Provided Tax-Exempt Transit Benefits” level the playing field with the current tax incentives that encourage car use.

Encouraging more people to use Public Transit is deserving of government investment for many reasons in addition to reducing GHG’s. Better Public Transit improves the competitiveness and livability of our cities, encourages economic development, provides equitable opportunities for citizens without a car, avoids expansion of expensive transportation infrastructure, combats congestion and reduces other pollutants that degrade our air quality and affect our health.

Implementing Kyoto

Reaching Kyoto will require many changes in the way we use and produce energy. Conserving energy can be accomplished through building retrofits and improved efficiency standards. Vehicle fuel efficiency needs improvement and more people must be encouraged to use Public Transit.

In addition to energy conservation we can switch to fuels from clean renewable sources or in the short-term to fuels with lower GHG’s. GHG’s can be captured from landfills and agricultural processes to be used as a new energy source.

Our Canadian government is developing an emissions trading scheme to allow businesses that exceed their emission targets to trade this excess to businesses that can’t reach their targets. While the Labour movement supports some form of emissions trading there is grave concern that our government may pervert the idea with a plan that results in no real reductions in Canadian GHG’s while our taxes are used to support further development of “dirty” industrial processes.

Many solutions to our growing GHG problem are not attractive because of up-front capital costs, or higher initial production costs. This barrier could be surmounted if the government bases their policies for investment, research and development, and tax incentives on the full cost of each practice. Plans to simply pass these costs along to consumers puts an unfair burden on low and middle income families, especially if alternatives to their current fuel consumption patterns are not readily available or affordable.
Impact on Workers

Studies predict job losses in some energy sub-sectors with net job gains in others. Energy efficiency projects like building retrofits has enormous growth potential with investments predicted to create four times as many jobs as equal investments in conventional energy production. While this is good news for Canada’s overall economic growth, this is terrible news for the workers vulnerable to job loss.

The Amalgamated Transit Union Canadian Council joins the Canadian Labour Congress to demand a “Just Transition” for affected workers. Some workers will need extended income support, education/retraining programs, relocation benefits and re-employment programs in order to find sustainable employment. Communities may need help to diversify their local economies. Just Transition is about planning for environmental change in a fair and equitable way.

Amalgamated Transit Union Canadian Council
Resolutions and Action Plan

Current government plans to reduce GHG’s are somewhat vague. Transportation issues are not adequately addressed and recommendations from the National Climate Change Process that support Public Transit are not yet reflected in the details of these plans.

The Amalgamated Transit Union Canadian Council has passed several resolutions calling on our government to implement an action plan that meets the global challenge of Climate Change. This plan must result in real reductions, include mandatory targets and embrace all sectors of our economy. It must include a Just Transition plan for affected workers. Transportation issues must be addressed with a plan to support Public Transit through sufficient sustained investment, tax incentives, land use planning and transportation demand management measures. The Labour Movement must be included in discussions.

An action plan is being developed that will include education for Amalgamated Transit Union Members and political action at the National and Local level.
Greenhouse Gas Emissions (GHG’s)

Background

We have all experienced the welcome warmth of the sun through our windows on a cold day. As Canadians, we enjoy the taste of local vegetables or the scent of fresh-cut flowers raised in greenhouses to extend their normal growing season. We know that greenhouses, sunrooms, even the windshields on our buses allow sunlight to penetrate and warm the air around us, despite cooler temperatures outdoors.

The Earth’s atmosphere contains a small amount of gases that act like the roof of a greenhouse. They hold in the sun’s energy to make the earth’s climate warmer. These naturally occurring gases, named greenhouse gases (GHG’s), are very important in their proper balance. Without them the earth’s climate would average -20 degrees Celsius.

Creating a Global Sweatshop

While GHG’s do occur naturally as part of our balanced ecosystem, human activity since the industrial revolution has added billions of tonnes of extra carbon dioxide and other GHG’s into our atmosphere. In addition, we have created some new and very powerful GHG’s, chlorofluorocarbons (CFC’s), hydrofluorocarbons (HFC’s) and perfluorocarbons (PFC’s).

Changing our earth’s atmosphere has produced a predictable response. As more greenhouse gases are released into our atmosphere, more heat from the sun is trapped, causing a rise in global temperatures and Climate Change. At first scientists argued over the evidence of Climate Change and questioned if the small changes found were important. Today the global scientific community is virtually unanimous. The world’s climate is warming; Climate Change is caused mainly by the extra GHG’s humans are pumping into the atmosphere; and Climate Change will have a devastating impact if we do nothing.
Important Greenhouse Gases (GHG’s)

<table>
<thead>
<tr>
<th>Natural Source</th>
<th>Carbon Dioxide (CO2)</th>
<th>Methane (CH4)</th>
<th>Nitrous Oxide (N2O)</th>
<th>Halocarbons</th>
<th>Water Vapour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Animal respiration, volcanoes</td>
<td>Decaying plants, animal respiration, animal digestion, volcanoes</td>
<td>Soils and oceans</td>
<td>No natural source</td>
<td>Evaporation respiration transpiration</td>
<td></td>
</tr>
<tr>
<td>Human Source</td>
<td>Burning fossil fuels, deforestation, industrial processes</td>
<td>Landfills, oil and gas production, domestic livestock</td>
<td>Burning fossil fuels, chemical production, nitrogen fertilizers</td>
<td>Wide variety of industrial and commercial uses (refrigerants, heat conductors, insulators)</td>
<td>No real impact from human activity</td>
</tr>
</tbody>
</table>

The most common form of GHG is carbon dioxide (CO2). CO2 occurs naturally. It is released every time we breathe, when plants decay, and during the normal cycles of forest fires and volcanic activity. We are overwhelming the natural balance of CO2 by burning fossil fuels like oil and coal to heat our homes, run our cars, and power our industries. Methane is produced when vegetation rots, burns or is digested without a good source of oxygen (under layers of garbage, submerged in water, in the gut of grazing cattle). It is a by-product of oil production, often in the form of leaks and flares and is 21 times more powerful at warming our atmosphere than CO2. Nitrous Oxide, released with the use of fertilizers, the burning of fossil fuels and during oil production has 310 times the warming potential of CO2. Because CO2 is the main contributor to Climate Change and because each of these gases has a different warming potential, we measure GHG emissions in CO2 equivalents.

The long-term result: Concentrations of CO2 in our atmosphere increased by 1/3 over the past 300 years. Today we are accelerating the rate at which we pollute our atmosphere. If we continue our current energy use patterns, concentrations of GHG’s will double by the year 2040.

The long-term impact: Global temperatures increased on average .5 degrees Celsius over the past century with most of this change occurring in the past 40 years. Scientists expect that if we don’t radically reduce emissions, average global temperatures could increase by 5 degrees Celsius over the coming century; enough to spark traumatic changes in weather patterns, sea levels, and other crucial environmental variables. In comparison, the world was only 3.5 degrees cooler (on average) during the last ice age.
Canadian Greenhouse Gas Emissions

<table>
<thead>
<tr>
<th>GHG Emission Sources</th>
<th>And</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Buildings</td>
<td>45MT</td>
</tr>
<tr>
<td>Commercial Buildings</td>
<td>32 MT</td>
</tr>
<tr>
<td>Personal Transportation</td>
<td>107 MT</td>
</tr>
<tr>
<td>Freight Transportation</td>
<td>71 MT</td>
</tr>
<tr>
<td>Industry (energy uses)</td>
<td>65 MT</td>
</tr>
<tr>
<td>Non-energy sources</td>
<td>135MT</td>
</tr>
<tr>
<td>(Industry, agriculture, waste)</td>
<td></td>
</tr>
<tr>
<td>Oil and Gas Production</td>
<td>119 MT</td>
</tr>
<tr>
<td>Electric Utilities</td>
<td>128 MT</td>
</tr>
<tr>
<td>TOTAL 702 MT</td>
<td></td>
</tr>
</tbody>
</table>

(Source: Canada’s Greenhouse Gas Inventory, 1990-1999, Environment Canada)

1 MT(MegaTonne) = 1,000,000 Tonnes

In 1990 Canadians released 606 MT of GHG’s. By the end of the decade we were producing about 702 MT annually. By 2004 this is expected to rise to 727 MT. Most of these emissions are CO2, released during fossil fuel production and consumption (78%).

Transportation is the fastest growing source of GHG’s with emissions expected to exceed 1990 levels by 32% in 2010. More than 1/2 of these emissions are due to the personal use of cars and light trucks. Every litre of gasoline you use in your car produces almost 2.5 kg of CO2.

Public Transit, including urban transit, intercity transit, intercity trains, ferries, and school buses, produce only 1.7% of Transportation GHG emissions.

Compared to other countries we are the third highest polluter per capita, behind only the United States and Australia. Ontario produces almost a quarter of Canada’s GHG’s with the highest per capita emitters in Alberta, then Saskatchewan and the lowest per capita emitters in Quebec.

Related Concept – Sustainable Development

Sustainable Development is an important concept to understand as we make a shift to an environmental way of thinking. Our government uses the term often to describe what they claim is a key goal of government policy. The World Commission on Environment and Development defines sustainable development as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs.”

Key Points:

- We are releasing too many GHG’s into our atmosphere
- Our excessive GHG production is caused mainly by our over use of fossil fuels
- Transportation is the largest and fastest growing source of GHG emissions.
Climate Change

Background

For more than 10,000 years the level of carbon dioxide (CO2) in our atmosphere remained constant. This changed in the 20th century as we increased our use of coal and oil for industrial processes, transportation and temperature control.

In 1998, the United Nations created an Intergovernmental Panel on Climate Change. This panel is a worldwide group of more than 2,000 scientists appointed to determine if Climate Change is real.

Some studies involved taking glacier samples. This allowed scientists to calculate average temperatures and atmospheric composition to even before the earliest recordings of weather. The samples show that over the past 200 years there has been a dramatic increase in the proportion of greenhouse gases in our atmosphere.

Three conclusive reports released by the panel have confirmed the facts of global warming. Their assessment, that the way we consume energy is changing the composition of our atmosphere, has been endorsed by 17 national scientific academies around the world. The US National Academy of Science and the Royal Society of Canada have both reached similar conclusions. Uncontrolled Climate Change can spark traumatic changes in weather patterns, creating turmoil for our environment, economy and society.

Impact of Climate Change on our Health and Economy

Canadians appreciate the thought of a warmer climate, especially after a cold snap in January. A one degree increase in the average annual global temperature could result in temperature increases of 5-10 degrees in some regions of Canada (annual average). The problem with Climate Change is that the Earth doesn’t warm up uniformly by a few degrees. It is only the average annual global temperature that rises. Daily, monthly, seasonally and in different locations, the earth will experience greater swings in extreme weather patterns.

Our Northern Communities have already noticed the effects of Climate Change as areas of permafrost have begun to melt. Plans to evacuate some villages in Quebec are being formed where melting is threatening to sink homes. Arctic Ocean ice is starting to thin and some species are showing signs of climatic stress. In particular, Polar Bears are finding their feeding season shortened by changes in ice patterns, resulting in lower weights and declining birth rates.

Canada’s West Coast salmon stock are suffering higher mortality rates with rising ocean temperatures. In 2001, the Spruce Pine-beetle thrived an unusually mild BC winter infesting an estimated 500,000 hectares of timber worth $4.2 Billion. The Eastern Canada ice storm and the flooding of the Red and Saguenay Rivers are examples of the types of extreme weather events we can expect to see more often as a result of Climate Change.
Respiratory ailments including asthma, which is already on the rise, will increasingly compromise our health. A 2002 study showed that ragweed, a common trigger for allergies, can be expected to grow 60% faster under warmer conditions expected by 2050. In addition, the same fuels that release GHG’s when burned, release other chemicals that pollute our air and on hot days combine to form smog in our cities.

Globally, Climate Change has brought extreme heat waves to North America, Europe, India and China resulting in thousands of deaths and destruction of property. On the other hand, extreme changes in rainfall patterns led to massive flooding in China affecting over 240 Million people.

So far, we have only had a taste of the impact of global warming. If we continue to do nothing, Climate Change will progressively threaten the world. Canadians will not be exempt as our health and our economy will suffer from more extreme summer temperatures, more intense and frequent storms, more damage from forest fires, more droughts in some regions, more floods in other regions, lower water levels in the Great Lakes, and further melting of our permafrost.

Investing in Healthier Communities

We can tackle Climate Change. We can work together as a global community to reduce our greenhouse gas emissions. Canada has the resources to demonstrate leadership on this issue. We will benefit in the long-term as we develop alternative energy source industries, through the creation of sustainable jobs and by exporting our successes. As citizens, we will benefit from improved public health as we clean our air, protect our groundwater and clean our environment. We will reap the economic benefits of becoming energy efficient.

Ten years ago, Climate Change was a controversial issue. Today there is no longer any serious scientific debate - Climate Change is happening.

Related Concepts: The Precautionary Principle

Too often we embrace new products, expose ourselves to new chemicals, or exploit our environment without understanding the consequences of our actions. When we lack information or understanding of the impacts of our technologies, or of the long-term consequences of particular substances or activities, the Precautionary Principle says that public policy should err on the side of the environment (safety).

Key Points:

- Climate Change is REAL and a THREAT to human health
- We must address Climate Change now before we suffer catastrophic damage
- Climate Change is a Global Problem requiring a Global Commitment to resolve.
The Kyoto Protocol

Background:

The Kyoto Protocol was signed in Kyoto, Japan in December 1997. It is a legally binding agreement to cut greenhouse gas (GHG) emissions that lead to Climate Change. It must first be ratified by at least 55 countries that produce 55% of the developed world’s 1990 GHG emissions. So far, 106 countries have ratified the agreement, accounting for 43.9% of emissions. If Russia comes on board as expected, Kyoto will come into effect.

Kyoto almost derailed when President Bush renounced the United States’ commitment. The US is the world’s largest polluter accounting for 25% of global emissions.

In Phase One of Kyoto, industrialized nations agreed to cap and reduce their total GHG emissions. These wealthier nations created the climate change problem by producing over 84% of the world’s emissions. They have the resources to deal with the problem and are best equipped to develop new energy efficiency technologies.

Negotiations for Phase Two begin in 2005. Similar targets will be set for developing countries with implementation to begin in 2013. Developing countries were not asked to commit to reductions in the first phase as their per capita emissions are lower and their economies are less able to absorb the initial costs of change.

Canada’s commitment to Kyoto is only a first step to combat Climate Change. Further reductions in emissions will be required in the years to come. This shift will require investments in energy efficiency, but the payoff will include lower energy costs for consumers, new jobs from innovation and enhanced economic growth.

Because we have increased the amount of GHGs we have released into the environment since 1990, we now have to reduce our emissions by almost 21% in order to meet our Kyoto targets.
Supporters of Kyoto

- Canadian physicians say meeting Kyoto is essential for clean air and health.
- The Canadian Labour Congress, which speaks on behalf of organized Labour in Canada, supports immediate implementation of Kyoto. They demand a “Just Transition” policy for displaced workers.
- Environmental Groups, like the Sierra Club, support Kyoto. The David Suzuki Foundation predicts that Canada could reduce its GHG’s by half by 2030 using existing technology with annual energy savings for industries and consumers of $30B.

Canada has the opportunity to become a world leader in developing energy efficiency technology and industrial innovation. Side benefits of reducing our GHG emissions include the health benefits from improved air quality, environmental protection, healthier working conditions, and the revitalization of cities through investment in Public Transit and infrastructure.

Opposition to Kyoto

Some of Canada’s corporate elite opposed the ratification of Kyoto. Some fear that government regulation may cut into profits. A larger fear is that corporate activities that cause environmental damage will be open to public scrutiny.

Alberta Premier Ralph Klein has been an outspoken critic of Kyoto, on behalf of the fossil fuel industry, despite broad public support for the agreement throughout the province. He is concerned that, if Canadians succeed in reducing wasteful burning of oil and coal, then oil-rich Alberta may have to diversify its economy more fully, rather than expand extraction from the oil sands. In addition, if national regulations are put in place, all industries, including the oil industry, will be held responsible for reducing their pollution levels. Alberta and its oil industry is concerned that this will increase production costs.

Throughout our history, Union Leaders have fought the false choices presented by industries. We fought for child labour laws despite warnings our economy would be ruined and families would starve. We continually pursue improvements to workplace health and safety pushing our employers “to the brink of bankruptcy”. ATU has its own rich history of fighting incredible opposition to Centre-Aisle legislation, the Vestibule Act, and Exact Change Policies. (Even today, we hear the same poverty claims during negotiations, and the same dire predictions when organizing new locals.) Let’s not buy into the same false choices with Kyoto. We can have our jobs, a just society, a growing economy and a healthy environment.
A New World of Opportunities - for Alberta and all Canadians

Kyoto presents some excellent opportunities for Albertans. A low carbon strategy increases demand for natural gas, as well as Alberta’s new wind power industry. Farmers and the agriculture industry will benefit from new markets with the increased production of bio fuels like ethanol. Canadians must be forefront in developing new energy-related pollution control technologies in order to market these successes around the world.

Alberta’s high-tech, biotechnology and other emerging sectors will receive some of the investment capital that is diverted away from energy mega-projects with the expectation of new job creation. Currently, the energy sector accounts for over 20% of capital expenditure by Canadian businesses, but only 2% of employment. The Canadian government’s options paper on climate change forecasts the Alberta economy to grow by 26.2% by 2012, assuming a middle-of-the-road plan for implementing Kyoto.

The CEO of Suncor stated “Kyoto is just a small bump in the road.” BP, one of the world’s largest energy companies, managed to reduce its emissions below the Kyoto target, gaining $1B.

Kyoto - Taking Control of Our Future

We must participate in the Kyoto debate to ensure that plans for implementation are sustainable, respect vulnerable workers and acknowledge the economic realities of our key industries. Some proposed schemes to implement Kyoto would allow us to expand the use of our dirtiest fossil fuels. Other proposals rely heavily on voluntary compliance, despite evidence that we will never meet our targets this way.

As a Union representing Members in the transit industry, we must ensure that government plans to meet Kyoto do not forget the massive potential for mass transit to reduce GHG emissions from the Transportation sector and alleviate other significant problems related to our heavy dependence on single occupancy vehicle use.

Related Concepts: Non-Renewable Energy

How much is left?

Addressing rising GHG emissions is important to combat Climate Change. Equally important is our need to understand that we can change the way we use energy now, controlling the process and managing the impact, or we can be very surprised in the not too distant future when our options become more limited.

“It would be irresponsible to leave an environmental deficit of climate disruptions and pollution for future Canadians.”

- Prime Minister Jean Chrétien, September, 2001
The fossil fuels we burn today, that produce a lot of our greenhouse gas emissions, come from NON-RENEWABLE resources. This means that we will eventually be forced to find alternative sources of energy when these sources run out.

Studies show that by 2040, world oil production could fall to less than 1/2 of today’s rates of 25-26 Billion barrels per year. The International Energy Agency predicts that, globally, oil production will peak before 2012.

A review of studies by CEP shows conventional oil reserves in Canada of less than 20 years. We have reserves of Natural Gas to last 63 years at current rates of consumption and export, about 100 years worth of Coal and only 40 years worth of Uranium. While we still have very large reserves of synthetic oil (tar sands bitumen) left, it is reasonable to expect that natural gas and oil will be depleted in our children’s lifetime if we continue to consume these fuels at our current rates.

We can’t afford to waste oil on activities where alternatives could meet demand (heat, fuel, transportation). We need oil for other important industries. It is a raw material for medicines, paints, plastics, agricultural fertilizers and pesticides.

**Key Points:**

- We must do our share to reduce Greenhouse Gas Emissions
- We must be involved in finding appropriate solutions that respect workers
- Enhanced Public Transit would help reduce Transportation GHG’s
Reducing Transportation GHG’s
An Opportunity for Public Transit

Background

By almost every measure, transportation in Canada is headed on an unsustainable path. Canadian vehicle ownership and the number of kilometres driven has doubled since 1960. One half of new vehicle sales are SUV’s, trucks and minivans that increase average fuel efficiency. Greenhouse gas emissions from transportation is expected to exceed 1990 levels by 32% in 2010.

Canadian Public Transit Systems employ about 40,000 people to transport 1.4 Billion passengers annually on 12,000 buses and 2,500 streetcars and rail vehicles. More than $3B is invested each year to operate Public Transit with fares recovering 63% of these costs (a ratio better than Sweden, the Netherlands, France and the United States). Canadian Transit systems have become more efficient over the past decade, with operating costs per passenger declining from $1.31 in 1992 to $0.83 in 2001. Nationally, ridership has grown more than 10% over the past five years.

Intercity buses carry over 60 million passengers annually, using 1,110 highway coaches. They serve more than 3,000 communities across Canada. Each tour coach generates $7,000 to $11,000 per day of economic activity. Intercity travel produces 40.2% of transportation GHG emissions. Intercity buses produce the least GHG’s of any mode, releasing 26 grams of GHG per passenger kilometre compared to 110 grams per passenger kilometre for intercity travel by car. A doubling of intercity bus travel could replace 6.1 billion km of car travel annually.

No one solution will solve the problem of greenhouse gas emissions from the transportation sector. To effectively reduce GHG’s we need to combine strategies to decrease travel demand, improve fuel efficiencies, switch to cleaner fuels, and encourage a modal shift from single occupancy vehicle use to Public Transit and Intercity Transit. Each person who exchanges a trip by car for a bus reduces their transportation GHG’s by more than 2/3. When these savings are multiplied by millions of new transit riders, we can achieve a sizable reduction in GHG emissions.

Key Points:

- A shift from single-occupancy vehicle use to Public Transit and Intercity Transit will reduce transportation related GHG’s.
Modal Shift Strategies

To encourage a modal shift to Public Transit, service must become more competitive when compared with the advantages of taking a car. Attracting more riders will require expanded, convenient service (travel times, frequency, reliability), improved passenger comfort levels (overcrowding, climate control) and more attractive pricing when compared to the operational costs of driving a car.

Funding - Many of Canada’s Public Transit systems no longer have spare capacity to carry new riders. Expanding service, reducing passenger loads and investing in new buses has been limited by a decade of government downloading and downsizing. Public Transit infrastructure needs have become critical, requiring an estimated $13.6B over a five year period ending in 2006. Most Municipalities have little power to generate revenues except through fares and property taxes. Current budgets will meet only half of Canadian requirements - a deficit of $6.8B.

The federal government collects more than $4B in fuel taxes each year. Canada remains the only G-7 country without a National Transportation plan that invests in Public Transit. Transit investment by Canadian governments dropped 25%, while financial transfers to Canadian cities as a portion of their overall revenue, also declined from 1995 to 1999.

CUTA suggests the federal government should invest $750M per year in Public Transit with matching contributions by provinces. Dedicating 3 cents per litre of existing fuel taxes would create a stable investment stream of about $1.5B annually. Several Canadian provinces have already adopted this approach, dedicating a portion of funds raised from fuel taxes, vehicle registration fees, parking charges and road tolls into the hands of local agencies.

Intercity Bus travel receives no direct subsidies from any level of government. Deregulation impacts their ability to serve smaller communities, while subsidies for Via Rail and Light Rail is creating more aggressive competition from modes that creates more GHG’s per passenger kilometre. In larger metropolitan areas, Intercity Buses often serve a need for commuter traffic that crosses municipal boundaries.

Land Use Planning - High densities of more than 4,500 persons per square mile make Public Transit more effective to meet mobility demands. Land use policies that intensify housing and better mix job locations with homes and services, will both encourage the use of Public Transit and reduce overall transportation demand. Plans must allow pedestrians easy access to direct routes served by transit, rather than having buses follow winding roads throughout subdivisions. Efforts must be made to protect corridors for future rapid transit and to coordinate the planning of provincial road structures to meet municipal land use planning goals.
Transportation Demand Management (TDM) - The goal of TDM is to reduce demand for transportation and accommodate growth with a minimum expansion of transportation infrastructure. Strategies include urban planning, promoting telecommunications, encouraging active transportation (walking and cycling) and pursuing a modal shift to Public Transit.

Bus Rapid Transit systems include dedicated busways and bus only lanes to allow buses to move rapidly without competing with traffic congestion. Where the road must be shared, priority light signals and strategic lanes that allow buses to jump ahead of traffic all help to reduce travel times. Park ‘n’ Ride lots convince commuters to use transit for at least part of their trip.

TDM measures, while cost effective, do require funding putting greater financial pressure on Municipalities.

More cooperation is needed between provinces and municipalities to include Intercity Buses in TDM strategies. Many long-distance commuters would switch to Intercity Buses if travel times improved. The City of Ottawa currently cooperates with Greyhound, allowing buses to access their dedicated transitway. Intercity travellers and commuters beat congestion while connecting directly to Ottawa’s Public Transit system.

Employer Provided Tax-Exempt Transit Benefits (TEI) - As customers are expected to take on more of the operating costs for Public Transit through increased fares, the out-of-pocket expense of driving a car becomes cheaper encouraging people to use their cars. The unequal tax treatment of employer provided transit benefits and employer provided parking benefits is just one example of government policy that works against municipal TDM programs.

Based on U.S. experience, Canadian research predicts changing the Income Tax Act could result in transit ridership increases of up 60% among recipients of a transit benefit, reducing automobile commuting up to 7.5%. GHG emissions from commuting could decrease as much as 4.8% and a cost-benefit analysis estimates a NET SAVINGS of almost $3,000 per ton of CO2 reduced. TEI is an important incentive that could increase the effectiveness of other TDM measures by 20%.

The Amalgamated Transit Union Canadian Council created a National Task Force in 1997 comprised of labour, business, municipal, transit, environmental and health representatives to promote Employer Provided Tax-Exempt Transit Benefits. In 1999, we were successful in convincing Members of Parliament to pass Motion 360 in the House of Commons by a margin of 240-25, which asked our government to consider making employer provided transit benefits income tax exempt. While this motion has not resulted in federal action, Quebec is the first province to offer a provincial income tax deduction for persons purchasing transit passes.
Financial Incentives - Other financial incentives to support TDM measures include “cashing out” for parking, and distance-based insurance. Cashing out for parking is a regulation in the US that allows workers who are offered free parking by their employer the right to refuse this benefit and receive the cash value of this benefit instead. This provides equity to employees who do not drive, and encourages many to change their mode of transportation. Distance based insurance requires auto insurance to be based on kilometres driven rather than on an annual basis. This then changes the cost of insurance from a capital cost (costs per trip decreases every time you use your vehicle) to an operational cost (total costs increase each time you use your vehicle).

Related Issues - Health, Economic, and Social Benefits of Public Transit

Public Transit is deserving of government investment even if technology solved our GHG problems tomorrow. Expanded Public Transit systems are important to:

- Decrease traffic congestion - and congestion related costs.
- Improve the competitiveness and livability of our cities.
- Reduce the need for expensive infrastructure (adding lanes, widening bridges and intersections) to accommodate more cars.
- Encourage regional economic development.
- Provide a safe and equitable transportation alternative for citizens without a car.
- Reduce other pollutants that degrade our air quality and affect our health.

Key Points:

- Transportation GHG’s can be reduced with increased Public Transit use.
- Ridership will increase if service is expanded, travel times reduced, and user fees (fares) are kept low.
- Barriers to improved Public Transit use include: lack of funding, tax policies that promote car use and urban sprawl.
- Barriers to improved Intercity bus use include: deregulation, little cross-boundary coordination to provide infrastructure, and increased competition from heavily subsidized rail.
- More Public Transit use is good for our Health.

In Hamilton, air pollution rose by 20% during a recent strike.
Reducing Transportation GHG’s
Cleaning Up our Worksites

Diesel engines are used extensively in the mass transportation industry because of their durability and fuel economy compared to gasoline engines. GHG emissions from diesel fuel are significantly lower than gasoline. In 1997, Public Transit (transit, school and intercity) was the source of about 1% of Transportation greenhouse gas emissions.

Transit Companies can take steps to reduce their GHG emissions by reducing the amount of fuel they use or by using fuels that release less GHG emissions. Measures to reduce the amount of fuel used include accelerated vehicle retirement (newer models emit fewer GHG’s), regular vehicle maintenance and inspection programs, no-idling policies and driver education.

Reducing Fuel Consumption

Many Transit properties are instituting no idling policies, however, Canadian weather can have a significant impact on compliance. Operators deserve reasonable working conditions. Extreme cold risks problems with restarting and several Transit properties, due to lack of storage facilities, are forced to idle engines overnight. These barriers are surmountable, but transit properties need sufficient funding to serve customers and meet their own infrastructure requirements.

TDM measures that reduce the time that buses are stuck in congestion help to reduce overall GHG emissions from Public Transit. A pilot project funded by Natural Resources Canada, the “Smart Driver Program”, looks at how driver education can affect fuel consumption. City of Edmonton workers have cut transportation fuel use by 15% following a re-training program.

Alternative Fuels - Renewable and Non-Renewable resources

Alternative sources to diesel fuel that result in decreased greenhouse gas emissions include low sulphur diesel, compressed natural gas, fuel cells, wind power, electricity and biodiesels. A government study predicts GHG saving of .6 MT through a combination of alternative fuels.

Low sulphur diesel creates higher GHG emissions during manufacture, but lower overall emissions. It also helps to reduce sulphur dioxide emissions that contribute to smog and acid rain. Under proposed Canadian regulations, low-sulphur fuel will be required by 2004.
Compressed natural gas (methane), in addition to reducing GHG emissions, release lower amounts of particulate matter than diesel. Hamilton converted half its fleet to natural gas buses and compared to diesel, found fuel savings of $14,800 per bus over their lifetime. Maintenance is critical to prevent leaks and additional capital costs included the installation of a refuelling station.

**Life Cycle Energy Use**

The metallic crystals in fuel cells need to be refuelled periodically with hydrogen. If the electricity used in this process is produced by a coal burning plant, GHG and Smog emissions will still be a major concern.

If electricity for this process is produced by solar or wind power then equipment operating on fuel cells will not contribute indirectly to pollution or global warming.

Fuel cells combine hydrogen fuel and oxygen from the air to produce electrical energy. The only waste product is clean water. They have been in use for over 3 decades to provide drinking water and electricity in manned spacecraft. Fuel-cell powered transit buses are currently being demonstrated with automobiles expected on the market by 2005. A major obstacle to widespread fuel cell use is the high cost of electrolysis to produce fuel and the high production costs of vehicles.

Renewable, clean sources of electricity include wind and solar power. The City of Calgary is using electricity generated by wind turbines to run its rapid transit system. Investment in “Ride the Wind” has enabled Calgary to achieve its target to reduce GHG emissions 6% below 1990 levels at 50% of projected costs, with substantial energy savings and job creation.

Biodiesel is a cleaner burning fuel produced from animal fat or vegetable oils (renewable) and blended with diesel. In addition to reducing GHG emissions, biodiesels have noticeably less smell. Transit fleets in Cincinnati, Cedar Rapids and St. Louis have been evaluating biodiesel in their city bus fleets with positive results. Performance and fuel economy were unchanged, exhaust emissions improved dramatically, and the fuel was fully compatible with their current vehicle and fuel dispensing equipment.

**Related Issues - Health Impacts of Diesel fuel**

For workers exposed to diesel fuels, finding alternative fuels or ways to reduce diesel emissions are particularly important because other components of diesel emissions like particulate matter (soot) are harmful to workers health.

Diesel emissions can be reduced by engine technology (fuel injection system, improved designs), after-treatments such as particulate traps, and work practices (proper maintenance, ventilation, and no idling policies in enclosed parking and maintenance areas).
A $3M research project has been established to analyse the impact of diesel exposure on miners and evaluate technologies to reduce exposure. One example of a research project conducted by DEEP (Diesel Emissions Evaluation Program) is to test the health impacts of a 50-50 mixture of soy-based biodiesel fuel. Early results indicate the test site (Inco - USWA Locals 6500 and 6600) reduced soot emissions by 20%. Fuel imported by US for this project is soon to be produced at a Saskatchewan Plant.

**Key Points:**

- Diesel fuel emits pollutants that harm worker health.
- Harmful emissions and GHG’s can be reduced by using alternate fuels like low-sulphur diesel, compressed natural gas, fuel cells, biodiesel or electricity.
- Initial costs to switch to alternative fuels can be high. For some fuels, there are future savings in energy bills; for all a reduced impact on our health and environment will produce societal savings.
Reducing GHG’s from Energy Consumption and Production

Background

Canadians are one of the highest per capita consumers of energy, burning the equivalent of about 7,700 litres of oil and producing almost 24 tonnes of GHG’s per person each year. We can achieve GHG reduction targets by making better energy choices. We can conserve energy, switch the type of fuel we use and take steps to clean up the pollutants released by our fuel sources. We can also “trade” emissions in order to reach our goals.

Conserving Energy - New homes, lights, appliances and furnaces are more energy efficient than they were a decade ago. Canadians saved $8.7B annually in reduced energy bills in the past decade. Through improved technology and further energy conservation, we can continue to reduce our GHG emissions while pocketing more savings and avoiding other side effects of energy use, like air pollution. Since 1970, energy efficiency and conservation has been a more important source of new energy for Canada than all other sources combined.

Success Stories: The City of Regina reduced their GHG emissions from city operations by 10,000 tonnes annually, or nine per cent below 1988 levels. Further plans for energy retrofits are expected to reduce emissions an additional 4%, saving the City $400,000 in energy costs annually. The City of St. John’s is expecting to save $600,000 annually through municipal building retrofits. Side benefits of their program will include improved workplace lighting and comfort levels, and lower maintenance costs.

Conserving Energy for Transportation - Current voluntary targets for fuel consumption for passenger vehicles is 8.6L/100km. The Canadian Auto Workers support proposals to improve fuel efficiencies by 25% by the end of this decade. Their research shows these standards can be met with existing technology, that fuel savings roughly offset increased production costs and that these technologies are more labour intensive leading to job growth for CAW Members.

Mass transit is even a better choice for conserving energy. Each person that switches to Public Transit can reduce their transportation greenhouse gas emissions by 67%.
Switching Fuels - Alternate fuels can be used to heat, run our factories and appliances, and operate our cars. More commonly used fuels that reduce GHG emissions include natural gas (methane), methanol, propane, ethanol, solar power, wind power, electricity and biodiesels.

Canada has the potential to be a world leading producer of ethanol. An implementation of a mandatory 5% renewable energy content standard for gasoline by the year 2010 would reduce Canada’s GHG emissions by 3.1 MT annually.

Emissions Trading - Emissions can be traded domestically (within our own country) or internationally. The intent is to lower the overall cost of reducing emissions by letting the marketplace locate the lowest-cost actions.

There are several ways in which a trading program could work. Businesses could be given a “cap” or limit on the amount of emissions it may release. A business that is able to reduce emissions below this cap would be able to count the extra reductions as a credit. Another business that wasn’t able to keep emissions below the cap could then purchase this credit in order to meet their target. Other trading systems may require polluters to purchase “pollution permits” or permits could be auctioned.

Emissions trading of any form puts a price on emissions. This would encourage a move to cleaner energy and energy conservation. Emissions trading on a global scale may encourage industrialized nations to help clean-up industries in third world countries where the cost to do so is less.

The Labour Movement has some concerns over emissions credit trading. Emissions trading must result in an actual reduction of GHG emissions. Canada should not be able to buy her way out of pollution problems as the activities that produce GHG emissions also affect our air quality. Plans of the Canadian Government to purchase international credits to sell at a discount (or give away for free) is also a concern and appears to defeat the purpose of a trading system.

An extremely controversial proposal is to credit industries that export “clean energy”. It may then be possible to produce clean energy (electricity) using highly polluting methods (burning coal) while collecting credits. Emissions trading must result in actual reductions of Canadian GHG’s.

Renewable or Non-Renewable?

Natural Gas is a popular fuel for home heating. The federal government predicts use and exports to increase exponentially, exhausting Canadian reserves in about 63 years.

Methanol produced from natural gas saves little in GHG emissions. However, it can also be captured from the waste products of sewage, landfill, and agricultural - all renewable sources of energy. When methanol currently leaked into our atmosphere is captured to use as fuel, net reductions in greenhouse gas emissions will occur.
Public Transit may be left out of emissions trading programs. Purchasing newer more efficient buses would help to reduce GHG emissions, but the cost per tonne of GHG reduced would be too high for private industries to invest. Measures that increase transit ridership would not qualify as a GHG credit, as these credits are likely to accrue to the individual, not the transit authority or city. Public Transit needs immediate investment for reasons in addition to the role we play in Climate Change. We need to convince our government to expect emissions reductions from each sector, and to invest in Public Transportation solutions.

A Canadian domestic emissions trading system could be in place by 2008. It is important for the Labour Movement to remain involved in the discussions to ensure we adopt an emissions trading system that best meets the needs of ordinary Canadians.

**Related Concept - Full-Cost Accounting**

Many alternative energy sources are not attractive because of their cost. Petroleum based products are priced artificially low as the full costs associated with their health and environment impacts are not counted. Understanding the full cost of our choices would lead many to make environmentally sound decisions. Consideration is being given to simply pass these costs along to the consumer. The **Amalgamated Transit Union Canadian Council** is concerned about the impact of increased energy costs on low and middle income families, especially as alternatives are not yet readily available. Full-cost accounting should first be used to guide governments in developing policy, influencing research and determining more appropriate ways to invest tax dollars.

**Key Points:**

- Conserving Energy reduces GHG emissions and saves money.
- We have the technology to change to clean, renewable fuels for our energy needs.
- Emissions trading can give industry the flexibility to meet Kyoto targets but Labour must be vigilant to ensure final program design is fair to Canadians.
Reducing GHG’s from Non-Energy Sources

Landfill Emissions

Methane from landfills total 18MT or 3% of Canada’s total GHG emissions. Despite recycling programs, about 70% of solid waste in landfills is organic materials (food, yard waste, diapers, and paper) that produce methane when decomposing. Methane from landfills can be captured and used as a source of energy for heat or electricity. In fact enough methane is currently produced in Canadian landfills to heat over 1/2 million homes.

Ontario has landfill regulations requiring the collection of landfill gas for sites larger than 2.5 million tonnes. If regulated to do so, Canada could recover 60% of methane emissions, reducing GHG’s by 11 MT by 2010. In addition to regulation, steps to ensure access to electricity markets would give landfill owners the incentive to invest in this technology.

Success Stories: The city of Halifax has cut methane production by .5 MT annually, compared to 1995 levels, through a city-wide composting program. The city of Edmonton has reduced emissions through one landfill waste-to-energy project by 175,000 tonnes. The City of Toronto receives $2.5 Million annually from landfill gas to electricity projects.

Agricultural Emissions:

In 1995 GHG emissions from agriculture reached 27.6 MT. Sources include the digestive process of ruminant animals (like cattle), animal wastes, fertilizers, and agricultural soils. Animal manure spread over fields in dry form produce much less methane than liquid storage of manure that decomposes without the benefit of oxygen. The US has a program to provide farmers with the information and technical expertise to determine if methane digesters can be profitably used to capture methane gas which can then be used as an energy source. If Canada had a similar program, it would be possible to reduce methane emissions on Canadian farms by 3 MT by 2010.

Key Points:

- Methane from landfills and agriculture can be captured to produce electricity.
- More recycling and composting will reduce the amount of organic material sent to landfills
- Regulation is needed to make the capture of methane gas mandatory.
- Landfill owners and farmers need access to electricity markets to make this process profitable.
Government Plans to Combat Climate Change

Transportation Issues Table’s Recommendations

The Transportation Issues Table was created as part of the federal government’s National Climate Change Process to develop a Climate Change Action Plan. It ranked more than 100 measures to reduce GHG emissions considering their cost-effectiveness, impact on GHG’s, other impacts (ie: safety, health, air quality), economic impacts, ability to complement other measures, ease of implementation and administration, risk involved, public support, and effect on equity.

The following measures, expected together to reduce GHG’s by 3.7 MT at a SAVINGS of $100 per tonne of CO2 reduced, were categorized as Most Promising (cost-effective, easy to do):

- Employer Provided Tax Exempt Transit Benefits (TEI)
- Driver Education
- Car Sharing
- Code of practice, ferries
- Telecommuting
- Transit Fare Smart Cards
- Short-term aviation measures

Promising Measures were estimated to reduce GHG emissions by 9.3 MT at a cost of $49 per tonne. It included four strategies to increase transit ridership by reducing fares, improving service, and expanding infrastructure.

Government of Canada Climate Change Action Plan

This plan includes investments, creation of a Partnership fund, emissions trading, and targeted measures. Investment in mass transit is mentioned but without details. There are plans to focus on fuels and vehicles that produce less emissions, but little information on regulating standards. The emissions trading plan does not include caps, but considers taxpayer purchases of foreign credits.

The plan limits protection for displaced workers to monitoring changes in labour mobility and skills training. Minister Anderson had promised in the House of Commons that there would be consultations with Labour over participation in implementation of the plan and over a Just Transition program for displaced workers.
Government Interest in Public Transit

The federal government appears to support investment in Public Transport. The 2001 Throne Speech included a commitment to improve Public Transit Infrastructure. The Canada Transportation Act Review Panel proposed unprecedented federal action and funding to support Public Transit.

Transport Canada’s “Straight Ahead” report falls short of addressing the needs of public transit systems as outlined earlier. There is no indication that Transport Canada views itself as an employer that should participate in municipal TDM measures. There is consideration of using taxes to increase energy costs, but no commitment to ensure alternatives such as expanded Public Transit is available. The dedication of fuel taxes to assist Public Transit is unlikely considering these taxes are viewed as “an instrument of fiscal not transportation policy”.

The 2003 Budget promises $2 Billion over 5 years for the Climate Change Plan, $3 Billion for public infrastructure projects over 10 years, $2 Billion for the Canada Strategic Infrastructure Fund (CSIF), $2.65 Billion over 6 years for the Canada/Provincial Infrastructure Program with increases to the Green Municipal fund and the Climate Change Action Fund.

The Canada/Provincial Infrastructure Program has included 3 public transit projects. Public Transit will likely only be able to compete for $100 Million from the Climate Change Plan. Only two projects have been announced that can access the CSIF - both are to build bigger highways. Public Transit is only a second priority of the $250 Million Green Municipal fund after water, waste and building energy retrofits.

Voluntary vs. Regulatory Compliance

While some Canadian companies have successfully cut emissions, they are vastly outnumbered by those who don’t. Governments need to mandate energy efficiency standards. The must make the investments to ensure alternative energy sources and processes are available and provide incentives to encourage a change in behaviour. Only then should they consider creating disincentives for GHG intensive choices.

Key Points:

- Research clearly outlines several cost-effective measures the federal government could take to support Public Transit.
- Federal policy does not reflect the recommendations from the Transportation Issues Table.
- Canadian Transit systems will not see (in this budget) the investment it needs to maintain and expand service.
Potential Impacts of Kyoto on Workers

Some workers are frightened at the prospect of Kyoto. Industry has argued that meeting Kyoto will cause economic decline. The Communications, Energy and Paperworkers Union has studied the potential impact of Kyoto on energy workers. They predict about 12,800 jobs lost, but 16,000 gained, although not necessarily in the same energy sub-sector. The main threat to these workers continues to be market conditions, technological change, and corporate consolidation.

According to Natural Resources Canada, the energy sector lost 80,000 jobs from 1990-1998. Deregulation and free trade led to numerous US takeovers of middle size Canadian oil and gas companies that resulted in job losses as former head offices in Calgary disappeared. Technology replaced many workers despite rapid growth in the energy sector.

Increases in spending in both energy industries and other sectors to meet Kyoto targets is expected to generate a net increase of about 52,000 jobs. Energy efficiency projects, like building retrofits, have enormous growth potential with investments predicted to create four times as many jobs as equal investments in conventional energy production.

Success Stories: The Toronto Atmospheric Fund and Toronto Better Buildings Partnership (since 1996) has reduced carbon dioxide emissions by 72,000 tons per year, while creating 3,000 jobs in the construction industry through energy efficiency and building renewal retrofits.
Just Transition

While studies suggest that efforts to reduce GHG emissions will produce net job gains, this is little comfort to a worker in the fossil fuel industry that has lost his/her job. Competing for these new jobs can be difficult for someone without the required new skills.

Labour must join forces to ensure a “Just Transition” for affected workers. We must participate in the political process to show our government how to make the transition to a more environmentally friendly economy, while respecting vulnerable workers, their families and their communities.

A Just Transition Program would:

- Support sustainable jobs in all sectors - this may include incentives for industries that implement alternative production processes.
- Re-employ Workers - Transition may be eased with career planning, preferential hiring policies in emerging industries and relocation funds for those who must move to find work.
- Protect Worker Income - Normal wages and benefits should be maintained for up to four years with bridging to pension plans where this makes sense.
- Provide Training and Education - this includes subsidizing income for a maximum of four years and allowing workers to pursue educational directions not normally permitted.
- Help diversify local economies - Jobs need to be created within the same communities where possible.

A Just Transition Program is expected to cost about $1B over ten years. This can be paid out of general revenues, dedicated taxes, or by auctioning greenhouse gas permits. The Canadian Labour Congress advocates the establishment of a Just Transition fund of no smaller than 1% of annual sales of Canadian oil, natural gas, coal and uranium.

The Honourable David Anderson, Minister of the Environment, indicated that he is prepared to address Just Transition as part of Canada’s Kyoto plans. We must hold Minister Anderson to his word.

Key Points:

- No worker should have to choose between his/her job or the environment.
- Just Transition is about planning for environmental change in a fair and equitable way.
Amalgamated Transit Union Canadian Council
Kyoto Resolutions

1. We call on the federal government to implement an action plan that meets the global challenge of Climate Change. This action plan must include mandatory targets, embracing all provinces and sectors of the economy. Emissions trading programs should include caps and result in actual overall reductions in Canada’s GHG emissions.

2. We call on the federal government to develop a National Transportation Policy that includes investment in Public Transit in consultation with the Amalgamated Transit Union Canadian Council and other Unions representing transportation workers. This policy should include the dedication of 3 cents per litre of existing fuel taxes to the renewal and expansion of Public Transit and Public Transit infrastructure.

3. We call on the federal government to make Employer Provided Transit Benefits Income Tax Exempt.

4. We call on the federal government to create a Just Transition Policy to protect displaced workers and their communities. A Just Transition Policy will provide income support, training and education, relocation, and diversification of local economies. It should be paid by a Just Transition Fund created with no smaller than 1% of the annual sales of Canadian oil, natural gas, coal and uranium.

5. We call on the federal government to keep its promise to consult with Labour over the establishment of a Just Transition Policy.

6. We call on all levels of government to recognize the essential role Public Transit plays in meeting Canada’s Kyoto obligations, in economically meeting transportation demand, in providing equal access and opportunity to citizens without a vehicle, and in maintaining healthy livable urban areas.

7. We call on all levels of government to cooperate in providing reliable and sufficient funding for the capital and operating expenses of Public Transit services.

8. We call on the appropriate level of government to provide research and development funds to improve transit effectiveness and efficiency, and to improve public awareness of the benefits of Public Transit.
9. We call on the appropriate level of government to regulate and respect land use planning strategies that support Public Transit, to conserve corridors for future Public Transit expansion, and to develop stringent Transportation Demand Management policies.

10. We call on all levels of government to recognize that intercity buses move people more efficiently than cars and to invest in strategies that will improve the competitiveness of intercity bus travel with single occupancy vehicle use. Strategies should include incentives, public awareness programs, and funding for the construction of bus supportive infrastructure that crosses municipal boundaries such as “park ‘n’ ride” facilities and dedicated bus lanes.

11. We call on the appropriate levels of government to fund more research into the health impacts of diesel emissions and to acknowledge and compensate workers affected by diesel exposure.

12. We call on the federal government to regulate diesel particulate matter in workplaces to a new TLV (threshold limit value) of .15 mg/m3

13. We call on the appropriate levels of government to support through regulations and incentives, the use of alternative fuels from renewable resources.

14. We call on the appropriate levels of government to regulate improved vehicle efficiency standards, maintenance standards for diesel engines, and mandatory annual inspections of emissions on all vehicles.

15. We call on the appropriate levels of government to research and support the development and use of after treatment products such as particulate filters and to invest in new engine technologies.

16. We urge all levels of government to use full-cost accounting (consider the lifecycle impact) of fuels and technologies when promoting their use.

17. We support the concept of the Precautionary Principle.

18. We call on our Brothers and Sisters in the United States to develop a political action plan to encourage US ratification of the Kyoto Protocol.
Action Plan for the Amalgamated Transit Union Canadian Locals

Local actions will be diverse, reflecting the autonomous nature and differing working/political realities of each Local. Locals are responsible for creating their own Action Plans but may want to include some of the following ideas:

1. Create a Political Action Committee to lobby provincial, federal, and municipal governments to support Kyoto and investments in Public Transit as per ATU Canadian Council Policy.

2. Negotiate the addition of “Environment” to Joint Health and Safety Committees.

3. Find Community Partners to support lobby efforts. Find out who are your local transit, health and environment activists. Attend their educational forums, ask to present your position on Kyoto and Public Transit. Make joint submissions to City Council and joint meetings with politicians at all levels. Participate in rallies that reflect support for Public Transit. Offer to teach about Unions to co-op programs.

4. Educate Local Members to ensure they have a basic understanding of ATU Policy. Review the brochure, hold short discussions on the property, include information in your newsletters, work with shop stewards to spread the message.

5. Participate in Community activities that showcase Public Transit. For example, you could attend your local Labour Day activities, participate in Clean Air Day Canada’s Commuter Challenge, support CUTA’s VIP program, teach at schools “bus safety” days, join Community Marketing Campaigns, get involved in activities with Pollution Probe, the Sierra Club or environmental networks.

6. Review your own workplace policies and standards to become more energy efficient and reduce your environmental impacts.

7. Share your results and ideas with all Canadian Locals via the ATU Canadian Council Political Action Coordinator.
Action Plan for the Amalgamated Transit Union Canadian Council

1. Work with the ATU International to encourage our Brothers and Sisters in the United States to support U.S. ratification of Kyoto.

2. Develop an education plan for Canadian Members that recognizes the importance of Kyoto, the opportunities for Public Transit, and leads to local actions supporting reductions in GHG emissions. This education plan will include a presentation to the ATU Canadian Council in June 2003 and the creation of a brochure explaining Climate Change for a mail-out to all Members.

3. Support the development of Local Political Action Plans that promote implementation of the Kyoto Protocol in a way that respects workers and that promote investment in Public Transit. Support should include the appointment of a Political Action Coordinator to monitor, report on, and coordinate Local Political actions as well as write letters and meet with appropriate provincial and federal ministers.
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Amalgamated Transit Union Canadian Council
Kyoto Statement
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