



Environmental issues at the STM Board

M. BERNARD BLANCHET

Montreal City Councillor

Member of the Board (STM)

President of the Environment Committee of the Board

Regional representative, APTA Region VII

APTA

Transit Board Members Seminar

Sunday, July 18 2010

Eugene (OR)



Outline

- The Environment Committee of the Board
- Sustainability gains from public transit
 - Montréal and Québec perspectives
 - Canadian perspectives
- Using Climate Change as a marketing tool to increase ridership
- Moving toward zero-emission propulsion

STM board and its Committees

- 8 committees of the board
 - Finances, Ethics and governance, Operations, Human resources, Customer services, Verification and Arts
- **Asset Maintenance, Infrastructure and Environment Committee**
 - Major development projects
 - Environmental questions
 - Sustainability

Sustainability gains from public transit

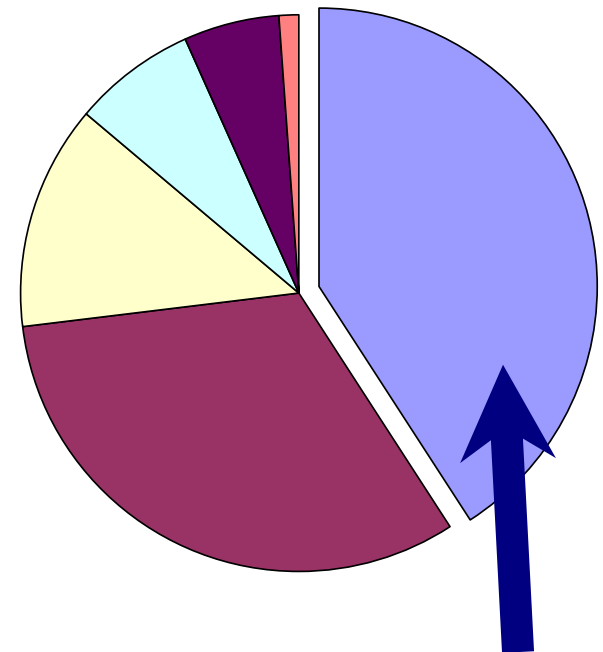
Montréal and Québec perspectives

- People mobility
 - 383 million trips in Montréal
 - 500 million trips in Québec
 - More than 33 % of the active population in Montréal use public transit everyday
 - 18 % in Québec
- Good for the economy
 - Public transit is 8 times less costly than travelling by car
 - 1,3 billion \$ in the Montréal and Québec economy
 - More than 17000 jobs
- Positive impacts on health and quality of life
- Improvements in urban planning and development
 - TOD

Sustainability gains from public transit Montréal and Québec perspectives

- Environmental aspects
 - Improvement in regional air quality
 - Less greenhouse gases
 - Transportation in the main source of GHG in Québec
 - 41% of GHG in Québec
 - 50% of GHG in Montréal
 - Goals for 2020 :
 - Québec : 20% less than 1990
 - Montréal : 30% less than 1990
 - Public transit contributes directly to the fight against global warming
 - 383 million trips = 600 000 tons of GHG avoided

**GHG emissions in Québec
(88.3 million tons in 2007)**

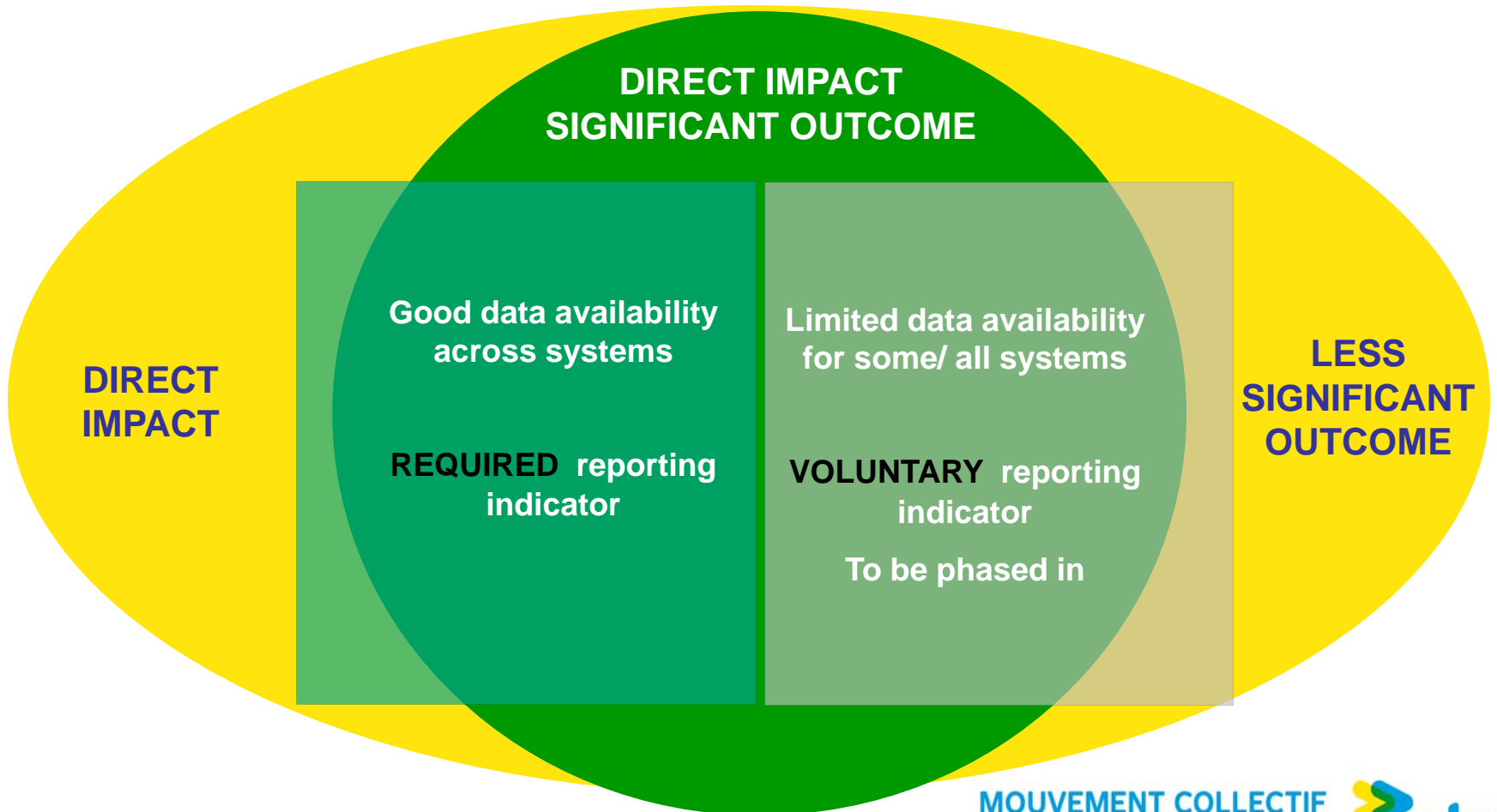


Transportation 41%

Objective

- Assist transit systems in achieving their environmental, financial and social goals by providing a key part of the framework required to make informed decisions, gain public support and increase funding.
- Enable transit systems and their communities to:
 - Set goals
 - Follow progress
 - Measure impacts on sustainability

CUTA Sustainability Indicators



Using Climate Change as a driver to increase ridership

- Branding campaign launched in 2009
 - Joint environmental commitment by the STM and its customers.
 - The company (in blue) undertakes to keep on improving its service and taking daily actions in support of the environment.
 - It also invites citizens (in yellow) to take action in support of the environment by opting for public transit.
 - Together, they form green, which represents environmental quality.
- The campaign was very well received by the public
 - For 83% of people, using public transit is a positive gesture for the environment
 - For 86% of respondents, STM cares about the environment
 - Encouragement to use public transit for occasional users and non users



Sustainability gains from public transit Montréal and Québec perspectives

Ridership in Montréal since 1949



➤ STM target for 2020

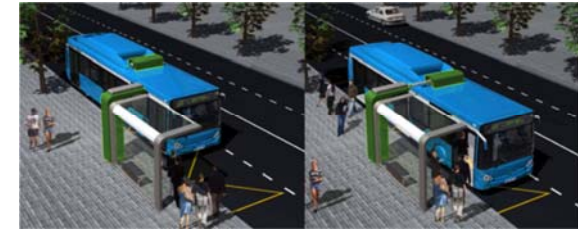
- 540 million trips
 - 780 000 tons of GHG will be avoided

Moving toward zero-emission propulsion

2010

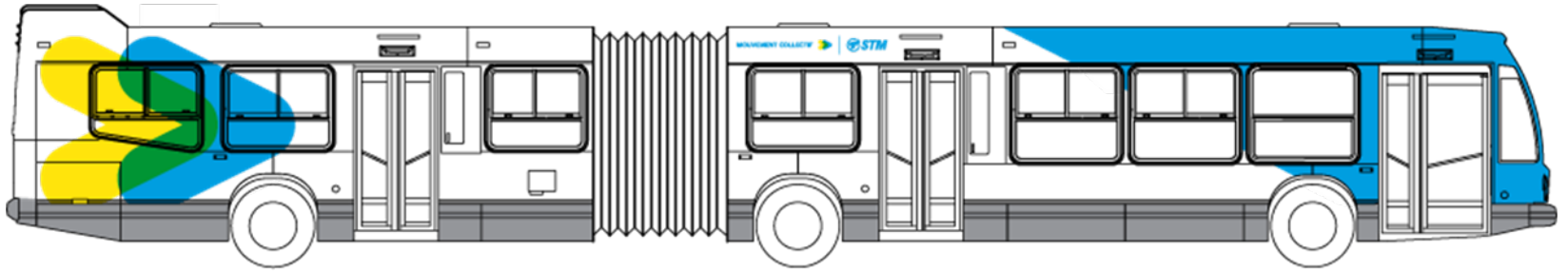
Diesel buses

- Phasing out of the diesel bus
 - STM will buy only hybrid buses, starting in 2012
- Rapid charge / opportunity charging
 - Demonstration project
- Participation in the development of a 100% electric bus
 - Québec 2010-2011 Budget
- Trolley projects
- Tram projects
- Metro, of course



2025

∅ emission buses



THANK YOU !