



**SUSTAINABLE DEVELOPMENT  
ACTION PLAN  
2009-2015**  
Update April 2013





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ACTION PLAN  
2009-2015**

**UPDATE April 2013**

All cover and inside page photographs by the ministère des Transports du Québec (MTQ), with the exception of the following:

- Cover page and page 30 (Appendix A): Écolobus — Source: Réseau de transport de la Capitale
- Page 10: Suburban train — Source: Agence métropolitaine de transport

## **NOTE TO READER**

### **April 2013**

The following changes were made:

- The Sustainable Development Action Plan implementation period was extended to March 31<sup>st</sup> 2015, by virtue of decree 136-2012;
- The second indicator and second target of action 1.1 were replaced (page 13);
- The departmental objective 1.2 and action 1.2 were added (pages 11 and 14);
- Action 3.3 was added (pages 11 and 18);
- The departmental objective 7.2 and action 7.2 were added (page 12 and 24).

### **August 2011**

The following changes were made:

- The action 3.1 wording and description were updated. Monitoring indicators and targets were replaced or added (pages 11 and 16);
- The action 3.2 target was amended (page 17);
- Action 5.1 monitoring indicators and targets were replaced or added (page 20).

### **October 2009**

Some action 6.2 targets were amended, in accordance with the Ministère's 2008-2012 Strategic Plan (page 22).

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## MESSAGE FROM THE MINISTER

Sustainable development is a priority issue in our society. The Québec Sustainable Development Plan, which is based on the reference framework created by the *Government Sustainable Development Strategy – 2008-2013*, calls on all government departments and agencies to implement the initiatives that are required in order to meet this challenge.

Drawing inspiration from its previous initiatives aimed at protecting the environment and promoting sustainable development, the ministère des Transports du Québec has enthusiastically embraced this approach, acknowledging the fact that the transportation sector exerts considerable leverage in the area of sustainable development. The mobility of people and goods is at the heart of economic development, and has a determining influence on social integration and participation, not to mention a significant impact on the environment.

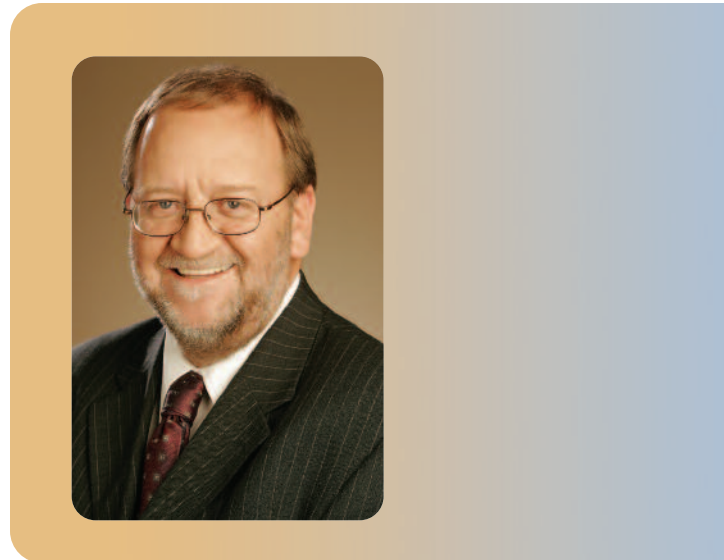
I am proud to present the ministère des Transports du Québec's Sustainable Development Action Plan – 2009-2013. I would like to invite all of our partners and fellow citizens to become familiar with this document, and to work alongside the ministère des Transports in making sustainable mobility a reality that will benefit everyone.

Julie Boulet  
Minister of Transport  
and Minister responsible for the Mauricie region



## **MESSAGE FROM THE DEPUTY MINISTER**

This Sustainable Development Action Plan — 2009-2013 is the ministère des Transports du Québec's contribution to the government-wide effort to meet the objectives of the Government Sustainable Development Strategy — 2008-2013. All of the principles set out in the Sustainable Development Act were taken into account during the development of this Action Plan.



For the MTQ, this Action Plan is the logical continuation of its previous commitments in the field of the environment and sustainable development. In 1992, the MTQ adopted its Environment Policy. Since then, the MTQ has added several impressive achievements to its record, and it is important to note that these achievements are equally attributable to the expertise of our employees and the initiatives that have been launched and the ingenious solutions that have been proposed by our work teams.

Today, with this Sustainable Development Action Plan, the MTQ demonstrates its renewed and enhanced commitment to integrate the concept of sustainable development into all of its activities, projects, programs and policies.

This document, which is the result of a collaborative process involving all of the administrative units of the Ministère, relies on the dedication and involvement of all ministerial personnel in making key contributions to achieving the objectives of sustainable development within in the context of the daily activities of the ministère des Transports

Denys Jean  
Deputy Minister of Transport

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## ***THE MINISTÈRE DES TRANSPORTS DU QUÉBEC'S APPROACH TO SUSTAINABLE DEVELOPMENT***



The approach to sustainable development that has been adopted by the Ministère des Transports du Québec (MTQ) is based primarily on striking a balance between the demand for development and the need to protect the environment in order to ensure sustainable benefits for the community while taking into account the needs of the population in terms of mobility, and the economic imperative of effective and efficient transportation of goods. Finding a viable balance within the framework established by the Sustainable Development Act has been among the MTQ's priorities for a number of years.

**SUSTAINABLE DEVELOPMENT** means

“[...] development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Sustainable development is based on a long-term approach which takes into account the inextricable nature of the environmental, social and economic dimensions of development activities.”

*Sustainable Development Act, R.S.Q., Chapter D-8.1.1, Section 2.*

### ***An approach that is firmly anchored in the mission of the Ministère des Transports***

In its Strategic Plan — 2008-2012, the MTQ confirmed its commitment to sustainable development by including the concept in its mission while adapting it to the transportation sector.

The **MISSION** of the Ministère des Transports du Québec is to:

“Ensure the **sustainable mobility** of people and goods throughout Québec using efficient and safe transportation systems that contribute to development in Québec.”

MTQ Strategic Plan — 2008-2012.

### ***A mature approach***

Born of a growing awareness that began in the early 1970s within the MTQ with respect to the importance of environmental protection, the adoption of the MTQ's Environmental Policy in 1992 made the choice of environmentally friendly actions official policy as part its the vision of sustainable development. The implementation of the Policy improved the environmental integration of MTQ projects by providing for a variety of mitigation measures and a new focus on ecological, cultural and social heritage.



The MTQ's manifold achievements since the adoption of this key document clearly demonstrate that the shift toward an environmentally sound approach has led to concrete actions<sup>1</sup>, including the following:

- Work to improve the safety and durability of road, airport and other infrastructures that are within the jurisdiction of the MTQ;
- The production of key documents, including the *Québec Public Transit Policy*<sup>2</sup>, and the application of their contents;
- The recycling of paving materials;
- The ecological management of vegetation along roads.

### **A flexible approach**

In the current context, the MTQ considers that it is necessary to reaffirm its commitment to attaining sustainable mobility by launching a new process designed to deal with the related issues, and to contribute to the gouvernement du Québec's ongoing process by ensuring that the transportation sector makes a genuine contribution to attaining the goal of sustainable development in Québec. To this end, the MTQ has adopted a ministerial sustainable development action plan and strategy.

### **A ministerial Sustainable Development Strategy<sup>3</sup>**

The MTQ's Sustainable Development Strategy, which is firmly anchored in its mission, is designed to ensure safe, efficient travel at all times while providing support for economic and social development and respecting the environment without compromising the ability of future generations to meet their own needs. The strategy

- replaces the Environmental Policy, and establishes a foundation for the MTQ's future environmental management system;
- constitutes a mobilizing element for the MTQ and a tool for ensuring that sustainable development is taken into account in all MTQ products, services and activities;
- represents the tangible manifestation of the MTQ's commitment to sustainable development for the period from 2009 to 2013.

This Strategy covers the MTQ's three sectors of activity: transportation planning, managing the transportation network, and governance. It is based on 6 major guidelines, and targets 14 objectives based on the implementation of 26 actions, 14 of which are considered to be priority actions because they make a "significant" contribution to attaining the goal of sustainable development or because they are linked to one of the "essential activities" as defined in the Government Sustainable Development Strategy.

1. For a detailed description, please see the document entitled: "*Major Achievements in the Field of Sustainable Development – Ministère des Transports du Québec – Combining Mobility and Sustainable Development*."  
 2. Gouvernement du Québec, Ministère des Transports, *Passenger transportation in Québec: Better Choices for Citizens. Québec Public Transit Policy*. [[http://www.mtq.gouv.qc.ca/portal/page/portal/Librairie/Publications/en/transport\\_collectif/transit\\_policy\\_nov06.pdf](http://www.mtq.gouv.qc.ca/portal/page/portal/Librairie/Publications/en/transport_collectif/transit_policy_nov06.pdf)]  
 3. This strategy ended when due on March 31, 2013.

## The Ministère des Transports du Québec's Sustainable Development Action Plan

This Action Plan has been drafted in compliance with Section 15 of the Sustainable Development Act<sup>4</sup>. As such, the Action Plan:

- constitutes an explicit undertaking by the MTQ to contribute to the implementation of the Government Sustainable Development Strategy;
- takes into account the 16 principles of sustainable development<sup>5</sup>;
- draws inspiration from the MTQ's mission as stated in its Strategic Plan – 2008-2012<sup>6</sup>.

### **A transportation system that focuses on sustainable mobility is one that:**

- “ - Allows the basic access needs of individuals and societies to be met safely and in a manner consistent with human and ecosystem health, and with equity within and between generations.
- Is affordable, operates efficiently, offers a choice of transport modes, and supports a vibrant economy.
- Limits emissions and waste within the planet's ability to absorb them, minimizes consumption of non-renewable resources, limits consumption of renewable resources to the sustainable yield level, reuses and recycles its components, and minimizes the use of land and the production of noise.”<sup>7</sup>

In keeping with this approach, the MTQ intends to support efficient, diverse and integrated transportation systems. More specifically, its targets include:

- contributing to the reduction of greenhouse gas emissions;
- increasing the efficiency of the transportation of goods by road by encouraging intermodality;
- promoting the increased use of transportation modes other than single-occupancy cars for passenger transportation;
- ensuring the durability of existing transportation systems;
- implementing the necessary means to ensure that road infrastructures can be used even more safely.

The objectives in this Action Plan can only be met through the participation and cooperation of all stakeholders in the transportation sector. To this end, the MTQ intends to inform, make aware, and mobilize its employees, its outside partners and the general public in order to solicit their support for the directives aimed at promoting sustainable mobility and to adopt ecoresponsible practices.

4. R.S.Q., Chapter D-8.1.1.

5. Set out in Appendix A.

6. Gouvernement du Québec, Ministère des Transports, *Strategic Plan – 2008-2012*. [www.mtq.gouv.qc.ca]

7. The Centre for Sustainable Transportation. [cst.uwinnipeg.ca]

***THE MINISTÈRE DES TRANSPORTS  
DU QUÉBEC'S CONTRIBUTION  
TO THE IMPLEMENTATION  
OF THE GOVERNMENT SUSTAINABLE  
DEVELOPMENT STRATEGY – 2008-2013  
(renewed until December 31, 2014)***



The actions that the MTQ has selected in order to contribute to the implementation the Government Sustainable Development Strategy will allow it to pursue its mission while assuming the responsibilities defined by the government's strategic directions and objectives.

More specifically, the 17 actions that are included the MTQ's Action Plan will contribute to 8 of the objectives in the Government Strategy, which are in turn defined within the context of 5 strategic directions.

## OVERVIEW OF THE MTQ'S ACTIONS BY GOVERNMENT OBJECTIVE

### Government objective

1. Make people increasingly aware of the sustainable development concept and principles. Promote knowledge and experience sharing in this area and assimilate the knowledge and know-how facilitating its implementation

### MTQ actions

- 1.1 Introduce activities that contribute to the implementation of the government's awareness and training plan for public administration personnel
- 1.2 Establish a formal process which takes into account the sustainable development principles in the structuring actions carried out by the Ministère

### Government objective

3. Support research and new practices and technologies contributing to sustainable development and maximizing its spinoffs in Québec

### MTQ action

2.1 Draft and implement a departmental framework in order to prioritize research and innovation that focus on sustainable development, among other things

### Government objective

4. Continue developing and promoting a culture of prevention and define conditions that are beneficial for health, safety and the environment

### MTQ actions

- 3.1 Publish and implement the 2009-2012 Departmental Road Safety Action Plan (Road infrastructure component)
- 3.2 Implement the MTQ's policy respecting the transportation of goods by road — 2009-2014
- 3.3 Implement the Security Management Plan of airports managed by the Ministère

### Government objective

6. Apply environmental management measures and an ecoresponsible procurement policy within government departments and agencies

### MTQ action

4.1 Implement measures and activities that contribute to attaining the objectives of the policy respecting ecoresponsible government, including in particular an environmental management system

### **Government objective**

7. Promote reduction in the amount of energy, natural resources and materials used to produce and market goods and services

### **MTQ actions**

- 5.1 Aim for reduction at source, re-use, recycling and the recovery of residual materials before disposal
- 6.1 Continue to implement the 2007-2022 plan to upgrade the road network in order to improve the condition of pavement
- 6.2 Continue to implement the 2007-2022 plan to upgrade the road network in order to improve the quality of road structures

### **Government objective**

18. Integrate the imperatives of sustainable development in regional and local strategies and design and development plans

### **MTQ actions**

- 7.1 Implement the provisions of the government's action plan to provide direction for municipal players that support territorial dynamism
- 7.2 Contribute to the implementation of Quebec's Agenda 21 for Culture (Agenda 21C) through the Orientation on the integration of art in the ministère des Transports du Québec's infrastructure.

### **Government objective**

20. Ensure fair and efficient access to basic services according to regional and local realities

### **MTQ action**

8.1 Implement the programs provided for in Québec Public Transit Policy that are within the jurisdiction of the MTQ

### **Government objective**

22. Ensure the protection and development of the natural heritage and resources in keeping with the support capacity of ecosystems

### **MTQ actions**

- 9.1 Draft and implement a Québec vision for transportation between now and 2030
- 9.2 Draft a strategy and an action plan aimed at supporting the Ontario-Québec Continental Gateway and Trade Corridor from the perspective of sustainable development, and monitor progress
- 9.3 Draft and implement a Québec policy respecting intermodal transportation
- 10.1 Implement the prevention and reduction actions set out in the Québec Action Plan on Climate Change – 2006-2012 and the energy efficiency measures set out in the Québec Energy Strategy – 2006-2015 that are within the jurisdiction of the MTQ in the goods transportation sector

The table below indicates the following elements for each action contained in the MTQ's Action Plan:

- The strategic direction and objective within the context of the specific government strategy that the action contributes to;
- The MTQ's objective;
- A brief description;
- Monitoring indicators;
- Targets;
- Outside partners, if any.

<b>GOVERNMENT SUSTAINABLE DEVELOPMENT STRATEGY – 2008-2013</b>
<b>Strategic direction I:</b> Inform, make aware, educate, innovate
<b>Objective I:</b> Make people increasingly aware of the sustainable development concept and principles. Promote knowledge and experience sharing in this area and assimilate the knowledge and know-how facilitating its implementation
<b>2009-2015 MTQ ACTION PLAN</b>
<b>Objective I.I:</b> Raise awareness and train personnel with respect to the principles and applications of sustainable development in the transportation sector
<b>Action I.I:</b> Introduce activities that contribute to the implementation of the government's awareness and training plan for public administration personnel
<b>ESSENTIAL ACTIVITY IN THE GOVERNMENT STRATEGY</b>
<b>Description of the action and contribution to the government objective:</b>  Adopting a sustainable development approach involves modifying existing practices, adapting to new tools, and targeting innovation in routine activities. In order to support personnel in the sustainable development process, foster their commitment to the departmental guidelines, and promote changes to practices, the MTQ will draft and implement a departmental awareness and training plan that is in keeping with the government-wide approach.  This action reflects the government's first strategic direction, and is directly linked to the first "essential activity" in the Government Sustainable Development Strategy pertaining to the adoption and implementation of the government's awareness and training plan for public administration personnel. The goal of this action is to inform all MTQ personnel of the actions taken by the government and the MTQ in the field of sustainable development, along with and the implications of those actions, and to provide them with the tools they need in order to put their new knowledge into practice, ensuring that their contributions to MTQ activities take into account the principles of sustainable development.
<b>Monitoring indicators:</b> ■ % of personnel reached by sustainable development awareness-raising activities ■ % of targeted personnel who underwent training on at least two of the reference contents <sup>8</sup>
<b>Targets:</b> ■ 80% of personnel reached by 2011 ■ 50% of the targeted personnel will have completed training on at least two reference contents before March 31st, 2013 <sup>9</sup>

8 The 2012-2013 government's Awareness and Training Plan relative to the sustainable development approach reiterates that targeted personnel for training are those whose tasks are directly linked to the following: 1) mentoring; 2) strategic and operational planning; 3) development and analysis of projects, programs, policies, notices, bids and their monitoring; 4) organization of events, symposiums, conferences or meetings; 5) formulating communication and organizational documents; 6) other task categories deemed appropriate for the targeted personnel's organization. The present document also specifies the two reference contents: a) knowledge and information relating to the government's sustainable development approach, Government Sustainable Development Strategy – 2008-2013 (issues, orientations, objectives), application of the departments' and agencies' action plans or reporting and Administrative policy for ecoresponsible government; b) knowledge or newly-learned skills referring specifically to the sustainable development principles and concepts included in the Sustainable Development Act and the Strategy – the fact that taking these principles into account constitutes the cornerstone of targeted learning.

9 This change follows a decision taken by the Interdepartmental Committee on Sustainable Development on June 4th, 2010.

**Objective 1.2:** Integrate the sustainable development principles in the actions carried out by the Ministère

**Action 1.2:** Establish a formal process which takes into account the sustainable development principles in the structuring actions carried out by the Ministère

**Description of the action and contribution to the government objective:**

Section 6 of the Sustainable Development Act provides that, in order to better integrate the pursuit of sustainable development into areas of intervention, departments are to take the 16 principles of sustainable development into account when planning their actions.

In order to gradually introduce this obligation, the Ministère provided training in sustainable development, in accordance with action 1.1, where the targeted personnel were given skills and tools enabling them to take into account sustainable development principles in the framework of structuring actions carried out by the Ministère, in line with the government's sustainable development approach.

This action aims to formalize the use of these tools. Thus, a directive will first be developed, which will identify the types of documents or actions considered as "structuring actions". Consequently, these types of documents (policies, strategies, action plans and assistance programs) will take into account sustainable development principles. Furthermore, the directive will guarantee that the principles were taken into account. Indeed, the director of the responsible unit will confirm that the obligation is met by signing the document produced to this end. The signed document will be added to the file, which will then be transmitted for approbation to the authorities of the Ministère.

Integrating sustainable development principles in this way encourages skill sharing and mobilizes personnel from various decision levels at the Ministère, which helps meet governmental objectives relative to the action.

**Monitoring indicators:**

- Adoption of the directive which identifies the structuring actions and confirms the taking into account of the sustainable development principles
- % of structuring actions carried out by the Ministère which have taken into account the sustainable development principles

**Targets:**

- Adoption of the directive before April 1<sup>st</sup> 2014
- 100 % of structuring actions carried out by the Ministère will have taken into account the sustainable development principles before April 1<sup>st</sup> 2015

## GOVERNMENT SUSTAINABLE DEVELOPMENT STRATEGY – 2008-2013

**Strategic direction 1:** Inform, make aware, educate, innovate

**Objective 3:** Support research and new practices and technologies contributing to sustainable development and maximizing its spinoffs in Québec

## 2009-2015 MTQ ACTION PLAN

**Objective 2:** Stimulate research and innovation in the area of sustainable development

**Action 2.1:** Draft and implement a departmental framework in order to prioritize research and innovation that focuses on sustainable development, among other things

### Description of the action and contribution to the government objective:

At the MTQ, innovation will be used to address the needs defined in its mission and strategic guidelines for the period from 2008 to 2012. More specifically, innovation at the MTQ is a process that includes four complementary functions: research and development, information watch, technology transfer, and retention of expertise. The MTQ places special importance on the dissemination of the findings generated by its R&D activities, which must be maintained in order to optimize benefits in the areas of socio-economics, the environment and security. To this end, the MTQ produces a variety of publications, including *Études et recherches en transport* and *Innovation Transport*.

The MTQ will introduce a management framework in 2009, with a view to improving research practices at the MTQ, maximizing the benefits of investments in research, using new research mechanisms as levers for investment, identifying the research fields that are of interest to other public transportation organizations and ensuring that sustainable development remains a research priority.

By giving priority to research projects with a strong sustainable development component, the MTQ will help to attain the government objective.

### Monitoring indicator:

- Number of research projects with a strong sustainable development component launched during the year as compared to the total number of projects launched under the annual research program

### Target:

- Strong sustainable development component in 50% of all projects launched each year



## GOVERNMENT SUSTAINABLE DEVELOPMENT STRATEGY – 2008-2013

**Strategic direction 2:** Reduce and manage risks to improve health, safety and the environment

**Objective 4:** Continue developing and promoting a culture of prevention and define conditions that are beneficial for health, safety and the environment

## 2009-2015 MTQ ACTION PLAN

**Objective 3:** Ensure the safety of road users

**Action 3.1:** Publish and implement the 2009-2012 Departmental Road Safety Action Plan (Road infrastructure component)

### Description of the action and how it contributes to the departmental objective:

From 2003 to 2007, there was a total of 183,181 accidents leading to bodily injuries on Québec roads. They harmed 251,042 people, 18,033 of which suffered serious injuries and 3,316 of which died. According to the SAAQ, the social costs of these accidents, including victim care and compensation, lost production, material damages, and prevention, are estimated at \$20 billion for that period.

The Ministère has found partners that share its goals to help Québec become a world leader in road safety.

As a leader in the matter, the Ministère has included one of its road safety contributions to its departmental action plan, which was published on May 4, 2010, and which aims to improve Québec road safety and guarantee optimum road project safety improvements over the next few years.

The main goal of the action plan is to provide a safer road environment through significant investments every year and more productive involvement, especially for sites with potential for improvement, and by carrying out road safety audits to find and correct shortfalls prior to implementing projects.

### Monitoring indicators:

- % of road safety investments from a total of \$3 billion (\$1 billion a year for three years)
- % of sites with potential for improvement that have been addressed from a total of 60 sites (20 sites a year for three years)
- % of combined measures for specific regional issues that were successfully implemented vs. measures successfully implemented as a whole

### Targets:

- 100% of planned investments under the Departmental Road Safety Action Plan will be completed
- 100% of identified sites with potential for improvement under the Departmental Road Safety Action Plan will be addressed
- 100% of measures identified for specific regional issues under the Departmental Road Safety Action Plan will be implemented

### Outside partners:

- Société de l'assurance automobile du Québec, Sûreté du Québec, police forces, municipalities, road transportation associations and others

**Action 3.2:** Implement the MTQ's policy respecting the transportation of goods by road — 2009-2014**Description of the action and contribution to the government objective:**

In keeping with its mission, the MTQ must ensure the mobility of people and goods throughout Québec on safe, efficient transportation systems that contribute to the sustainable development of Québec. To support the growth and competitiveness of the goods transportation industry, the MTQ and its government partners<sup>8</sup> have drafted a departmental policy specifically respecting the transportation of goods by road. One of its main objectives is to contribute to the development of efficient transportation systems as an economic and strategic lever for Québec in the contemporary North American economic environment. The policy specifies the government's directions in the area of goods transportation by road, which covering all of the aspects that are within the jurisdiction of the MTQ and the other agencies that it is responsible for. It demonstrates the gouvernement du Québec's clear commitment to work toward the consolidation of a strong and dynamic industry.

The policy is also in keeping with the application of the Sustainable Development Act and the implementation of the Sustainable Development Strategy, the Québec Action Plan on Climate Change — 2006-2012<sup>9</sup> and the Québec Energy Strategy — 2006-2015<sup>10</sup>. It is designed as a practical, realistic tool to be used by all stakeholders in the areas of goods transportation by road to allow them to consolidate their work in an efficient manner and improve the general level of knowledge within the industry.

The implementation of the policy is based on an annual action plan drawn up in collaboration with the main public and private partners in the sector.

The policy will address several aspects connected with sustainable development, including measures aimed at helping to reduce greenhouse gas emissions, improved energy efficiency, greater complementarity between goods transportation systems, better work qualifications, etc. However, in the context of this Action Plan, the MTQ will focus on the contribution of the policy to road safety, because it introduces a series of initiatives aimed at reducing the number of accidents involving heavy vehicles<sup>11</sup>. This action will make a significant contribution to the creation of conditions that are conducive to health and safety.

**Monitoring indicator:**

- % of actions contained in the annual action plans completed

**Target:**

- Overall, 80% of actions under the annual action plans will be carried out

**Outside partners:**

Société de l'assurance automobile du Québec, Commission des transports du Québec, Forum des intervenants de l'industrie du camionnage général, Agence de l'efficacité énergétique, Contrôle routier Québec, Comité sectoriel de main-d'œuvre de l'industrie du transport routier au Québec, Comité interrégional pour le transport des marchandises

<sup>10</sup> Commission des transports du Québec (CTQ) and Société de l'assurance automobile du Québec (SAAQ).

<sup>11</sup> Gouvernement du Québec, Ministère du Développement durable, de l'Environnement et des Parcs, *Québec and Climate Change. A Challenge for the Future. 2006-2012 Action Plan*. [[www.mddep.gouv.qc.ca/changements/plan\\_action/2006-2012\\_en.pdf](http://www.mddep.gouv.qc.ca/changements/plan_action/2006-2012_en.pdf)]

<sup>12</sup> Gouvernement du Québec, Ministère des Ressources naturelles et de la Faune, *Using Energy to Build the Québec of Tomorrow. Québec Energy Strategy – 2006-2015*. [[www.mrmf.gouv.qc.ca/english/energy/strategy/index.jsp](http://www.mrmf.gouv.qc.ca/english/energy/strategy/index.jsp)]

<sup>13</sup> In 2007, there were 4,362 victims of accidents involving heavy vehicles and 119 deaths. Société de l'Assurance automobile du Québec, *Bilan routier 2007*. [[http://www.saaq.gouv.qc.ca/prevention/bilan\\_routier\\_07/index.php](http://www.saaq.gouv.qc.ca/prevention/bilan_routier_07/index.php)].

**Action 3.3:** Implement the Security Management Plan of airports managed by the Ministère

**Description of the action and contribution to the government objective:**

The Security Management Plan of airports managed by the Ministère defines how it implements and updates its Security Management System (SMS). The system's introduction will be completed in 2013-2014. This action will be followed by the implementation of a management plan which describes the Ministère's approach in terms of airport security that relies on a security surveillance system enabling the Ministère to prevent risks, incidents and accidents in airports and to react in a timely manner. The plan aims to align itself with relevant federal regulation (Canadian Aviation Regulations) and to make the ministère des Transports a leader in airport security. The Ministère chose to implement a single SMS as its departmental framework, which will apply to all airports it operates, thus standardizing the processes and procedures of these infrastructures. The Airport Security Management Plan ensures that the data from the departmental framework are compiled in a single platform accessible to all 14 airports and can be efficiently interpreted.

The indicators chosen for monitoring this action are mandatory under federal regulation. The management review and audits help identify noncompliance of federal regulation as well as of the safety management plan. A portrait of the risks facing each airport is then established as part of the security evaluation to identify intervention priorities and corrective measures in order to reduce the risks to which the Ministère's airports are exposed and to guarantee user security. These indicators are used as input to update the security policy. Since this policy — a component of the management plan and departmental policy — aims for the continuous improvement of security in airport areas, this cyclical process is repeated every four years.

The Ministère's commitment to airport security, through a rigorous application and monitoring of federal regulation, contributes to greater security for operators and users of these infrastructures.

**Monitoring indicators:**

- % of operational audits completed (14 airports)
- % of security evaluations completed (14 airports)
- % of Politique de la sécurité des aéroports updated
- % of management review and system audit completed (14 airports)

**Targets:**

- 100 % completed in 2013-2014
- 100 % completed in 2013-2014
- 100 % completed in 2014-2015
- 100 % completed in 2014-2015

## GOVERNMENT SUSTAINABLE DEVELOPMENT STRATEGY – 2008-2013

**Strategic direction 3:** Produce and consume responsibly

**Objective 6:** Apply environmental management measures and an ecoresponsible procurement policy within government departments and agencies

## 2009-2015 MTQ ACTION PLAN

**Objective 4:** Optimize the taking into account of sustainable development and the environment in the management of products, services and activities

**Action 4.1:** Implement measures and activities that contribute to attaining the objectives of the policy respecting ecoresponsible government, including in particular an environmental management system

### ESSENTIAL ACTIVITY IN THE GOVERNMENT STRATEGY

#### Description of the action and contribution to the government objective:

The implementation of this “essential activity” results from the policy respecting ecoresponsible government. In order to ensure that the environment and sustainable development are taken into account to the proper degree in all of its products, services and activities, the MTQ will implement an overall approach to environmental management in the form of an environmental management system.

The system that will be established will include management tools designed for all MTQ divisions, planning activities, responsibilities, practices, procedures, resources and procurement. In the field of procurement, the MTQ will introduce ecoresponsible purchasing policies based on the systematic examination of options for selecting products that demonstrate a clear advantage in terms of sustainable development.

The implementation of this “essential activity” will contribute to the policy respecting ecoresponsible government and the related objective in the government strategy.

#### Monitoring indicators:

- Degree of implementation of the MTQ’s environmental management system
- Degree of implementation of measures or activities that contribute to provincial environmental management objectives
- Degree of implementation of ecoresponsible purchasing practices

#### Targets:

- Adoption of the environmental management system by 2011
- Number of measures or activities implemented that make a direct contribution to the achievement of provincial environmental management objectives
- Number of ecoresponsible purchasing practices introduced

## GOVERNMENT SUSTAINABLE DEVELOPMENT STRATEGY – 2008-2013

**Strategic direction 3:** Produce and consume responsibly

**Objective 7:** Promote reduction in the amount of energy, natural resources and materials used to produce and market goods and services

### 2009-2015 MTQ ACTION PLAN

**Objective 5:** Promote the use of transportation infrastructures with a reduced impact on the environment

**Action 5.1:** Aim for reduction at source, re-use, recycling and the recovery of residual materials before disposal

#### Description of the action and contribution to the government objective:

Among other things, a reduction in the environmental impact of transportation infrastructures requires sound management of residual materials. The MTQ intends to continue to prioritize the recovery of cement concrete and bitumen concrete. As long as they meet certain quality criteria, they will continue to be used as backfill in road construction and reconstruction projects. The MTQ also intends to ensure that priority is given to the re-use, recovery or recycling of other materials related to the construction or operation of road infrastructures, wherever possible (scrap aluminium, tires and timber gathered from roadways, etc.).

The management tools and procedures used to award contracts do not currently allow the MTQ to establish measurable indicators and targets in a sufficiently precise manner in terms of creating accountability methods that meet the strict requirements that it has set. Given the importance that the MTQ ascribes to this action, it has taken steps to produce one or more measurable indicators at a level that is compatible with the statement for this action within two years. The results of the action will then be measured from 2011 to 2013 using the selected indicators.

This action will contribute to the reduction, re-use, recycling and recovery of residual materials as part of the MTQ's activities, and to attaining the government objective.

#### Monitoring indicators:

- Degree of completion (preparation and publication) of indicators and targets
- % of hot mix asphalt containing reclaimed asphalt pavement
- % of recycled aggregates used for road infrastructures
- % of recycled aggregates used for pavement structure
- % of steel wood bridges replaced by another type of bridge on an annual basis (without pressure treated lumber)
- Amount of scrap metal recycled on an annual basis by the Ministère (in metric tonnes)

#### Targets:

- Establishment of one or more indicators and targets by 2011
- 25% in 2013
- 8% in 2013
- 10% in 2013
- 25% in 2013
- Amount of scrap metal recycled by the Ministère (in metric tonnes)

**Objective 6:** Ensure the durability of infrastructures by improving their current condition

**Action 6.1:** Continue to implement the 2007-2022 plan to upgrade the road network in order to improve the condition of pavement

**Description of the action and contribution to the government objective:**

In accordance with the Québec Infrastructures Plan: Foundations for Success, the MTQ has prepared a plan to upgrade the road network during the period from 2007 to 2022. The plan includes a section pertaining to upgrading the road network with the objective of ensuring that Québec's road infrastructures meet North American standards within 15 years.

In terms of improving the condition of pavement, it is expected that 83% of all pavement will be in good condition by 2022. Other intermediate targets have also been set

In addition, a process aimed at calculating the residual life expectancy of pavements (using dimensioning software and standards) based on the road profile, the structural capacity of the pavement and the type of heavy traffic will be used to design and construct pavements with longer life expectancy.

The process offers a number of advantages in terms of sustainable development. Work that is carried out at the optimal time costs less than work that is delayed (the more damaged an infrastructure is, the more it costs to repair), and extends the useful life of the infrastructure concerned. As a result, the work requires less energy and fewer materials, which allows the MTQ to contribute to the government objective. This contribution will increase in proportion to the extent of the work that is carried out by the MTQ to significantly improve the condition of the pavement that it is responsible for. In addition, timely work reduces the amount of residual materials generated, and helps to improve road safety.

**Monitoring indicator:**

- % of pavement within the highway system in good condition: strategic road network providing support for trade (82.1% in 2008-2009); roads other than the strategic road network providing support for trade (62.0% in 2008-2009); the MTQ network as a whole (67.7% in 2008-2009)

**Targets:**

- 83.0% of the strategic road network providing support for trade in good condition in 2009-2010, 83.5% in 2010-2011, and 84.0% in 2011-2012
- 64.0% of roads other than roads within the strategic road network providing support for trade in good condition in 2009-2010, 66.0% in 2010-2011, and 68.0% in 2011-2012
- 69.0% of the MTQ network as a whole in good condition in 2009-2010, 70.0% in 2010-2011, and 72.0 % in 2011-2012

**Action 6.2:** Continue to implement the 2007-2022 plan to upgrade the road network in order to improve the quality of road structures

**Description of the action and contribution to the government objective:**

In accordance with the Québec Infrastructures Plan: Foundations for Success, the MTQ has prepared a plan to upgrade the road network during the period from 2007 to 2022. The plan includes a section pertaining to upgrading the road network with the objective of ensuring that Québec's road infrastructures meet North American standards within 15 years.

In terms of improvements to the quality of road structures, it is expected that 80% of all structures will be in good condition by 2022. Other intermediate targets have also been set.

In addition, in order to optimize work and investment over the long term, a strategic planning module will be used in the form of a computer application that makes recommendations to managers with respect to the most cost-effective maintenance at the most appropriate time. This application allows for optimization of the useful life of structures, which will help to reduce major work, including reconstruction work.

In parallel with the preceding action, this approach is entirely consistent with the government objective, because the use of a planning module to identify the ideal time for carrying out work will lead to a reduction in the energy and materials required for each intervention. Once again, the contribution will increase in proportion to the level of investment by the MTQ over the next few years aimed at significantly improving the condition of the structures that it is responsible for. This action will also ensure that future generations inherit functional structures that are in good condition and that cost less to maintain.

**Monitoring indicators:**

- % of structures within the highway system in good condition (54.5% in 2007-2008)
- % of MTQ bridges within the municipal road network in good condition (43.0% in 2007-2008)

**Targets:**

- 58.2% of structures within the highway system in good condition in 2009-2010, 61.6% in 2010-2011, and 65.0% in 2011-2012
- 41.1% of MTQ bridges in the municipal road network in good condition in 2009-2010, 43.5% in 2010-2011, and 45.3% in 2011-2012

## GOVERNMENT SUSTAINABLE DEVELOPMENT STRATEGY – 2008-2013

**Strategic direction 6:** Practice integrated, sustainable land use and development

**Objective 18:** Integrate the imperatives of sustainable development in regional and local strategies and design and development plans

## 2009-2015 MTQ ACTION PLAN

**Objective 7.1:** Promote joint action with the main stakeholders in the area of land use and development

**Action 7.1:** Implement the provisions of the government's action plan to provide direction for municipal players that support territorial dynamism

### ESSENTIAL ACTIVITY IN THE GOVERNMENT STRATEGY

#### **Description of the action and contribution to the government objective:**

The implementation of this “essential activity” is based on the MTQ’s contribution to the completion of the government's action plan to provide direction for municipal players that support territorial dynamism.

#### **Monitoring indicator:**

- Number of provisions contained in the government plan applied with assistance from the MTQ

#### **Target:**

- All of the provisions contained in the government plan involving the MTQ will be applied by 2013



**Objective 7.2:** Contribute to the promotion of living environment for users and citizens living close to transportation infrastructures

**Action 7.2:** Contribute to the implementation of Quebec's Agenda 21 for Culture (Agenda 21C) through the Orientation regarding the integration of art in the ministère des Transports du Québec's infrastructure

**Description of the action and contribution to the government objective:**

The Orientation regarding the integration of art in the ministère des Transports du Québec's infrastructure, currently under development, suggests guiding principles to the personnel of the Ministère when processing requests regarding the integration of art in transportation infrastructures, more specifically in the case of infrastructures not subject to the Politique d'intégration des arts à l'architecture et à l'environnement des bâtiments et des sites gouvernementaux et publics, such as roads, bridges and viaducts. This orientation pursues six objectives: guarantee the adequate processing of requests; facilitate the planning and preparation of artistic initiatives; improve the integration of infrastructure in the environment; contribute to the promotion and improvement of the living environment; contribute to the quality of relations between partners in the field; and enable the population to appreciate public art.

The orientation will help meet objective 21 of Quebec's Agenda 21 for Culture (Agenda 21C), which aims to "improve the cultural quality of public spaces through discerning heritage development, significant use of public art, and distinctive architecture, design, and landscapes". This Agenda 21C objective is in line with objective 18 of the Government Sustainable Development Strategy – 2008-2013.

**Monitoring indicator:**

- % completed (from development to adoption) of the Orientation regarding the integration of art in the ministère des Transports du Québec's infrastructure

**Target:**

- Adoption of the Orientation regarding the integration of art in the ministère des Transports du Québec's infrastructure before April 1<sup>st</sup>, 2015

## GOVERNMENT SUSTAINABLE DEVELOPMENT STRATEGY – 2008-2013

**Strategic direction 6:** Practice integrated, sustainable land use and development

**Objective 20:** Ensure fair and efficient access to basic services according to regional and local realities

## 2009-2015 MTQ ACTION PLAN

**Objective 8:** Promote public transit and active transportation

**Action 8.1:** Implement the programs provided for in the Québec Public Transit Policy that are within the jurisdiction of the MTQ

### Description of the action and contribution to the government objective:

The objectives of the Québec Public Transit Policy are

- to promote the development and use of public transit;
- to promote the development and use of modes of transportation other than the automobile.

The Policy includes seven financial assistance programs, five of which are financed by the Green Fund.

In addition to helping to reduce greenhouse gas emissions, the application of these programs will increase access to public transit services throughout Québec, in both urban and rural environments. For many people, including workers, people with low income, students, people with reduced mobility, and people without a car, public transit is their only means of transportation. This action will contribute to attaining the government objective, which is to ensure a basic level of service designed in a spirit of equity for the whole population of Québec.

### Monitoring indicators:

- % of increase in public transit ridership
- % of increase in adapted transportation ridership
- Number of incentives to active transportation created within the context of the Programme d'aide gouvernementale aux modes de transport alternatifs à l'automobile, or PAGMTAA (government assistance program for modes of transportation other than the automobile)
- Potential quantity of greenhouse gas emissions that can be prevented or reduced

### Targets:

- 8% increase in public transit ridership between 2007 and 2012
- 10% increase in adapted transportation ridership by 2012
- Total number of incentives to active transportation supported by the PAGMTAA
- Potential reduction and prevention of 130 kilotonnes of greenhouse gas emissions by 2012

### Outside partners:

Public transit corporations (9), intermunicipal transportation councils (13 in Greater Montréal and 9 outside of Montréal), municipal and intermunicipal transportation bodies, Agence métropolitaine de transport (AMT), municipalities, Regional County Municipalities (48 that provide services in rural areas), regional conferences of elected officials, regional transportation councils, taxi permit holders and holders of intercity, charter and tourist bus permits, school bus services

## GOVERNMENT SUSTAINABLE DEVELOPMENT STRATEGY – 2008-2013

**Strategic direction 7:** Preserve and share the collective heritage

**Objective 22:** Ensure the protection and development of the natural heritage and resources in keeping with the support capacity of ecosystems

## 2009-2015 MTQ ACTION PLAN

**Objective 9:** Ensure integrated planning in order to optimize transportation networks

**Action 9.1:** Draft and implement a Québec Vision for transportation between now and 2030

### Description of the action and contribution to the government objective:

The Vision will describe the current and future state of transportation in Québec over a 20-year period. It will include a more precise definition of the trends that will prevail in the coming years in order to support the strategic guidelines. Major international trends will be integrated into long-term planning. Vision statements will focus on emerging concerns with respect to the economy, health and quality of life, along with the problems associated with climate change and energy efficiency, among others.

This key strategic planning tool will support decision-making related to the reduction of greenhouse gas emissions, and therefore will help to attain the government objective.

### Monitoring indicator:

- % of the Vision completed (drafted and published)

### Target:

- 100% of the Vision will be completed by 2010

### Outside partners:

A number of government departments will be consulted in connection with this action, including the Ministère des Affaires municipales, des Régions et de l'Occupation du territoire and the Ministère du Développement durable, de l'Environnement et des Parcs. Other partners will also be consulted, including the Société de l'assurance automobile and the Agence métropolitaine de transport.

**Action 9.2:** Draft a strategy and an action plan aimed at supporting the Ontario-Québec Continental Gateway and Trade Corridor from the perspective of sustainable development, and monitor progress

**Description of the action and contribution to the government objective:**

The goal is to draft an intervention strategy that respects economic, social and environmental concerns while taking into consideration the jurisdiction of the three governments involved: the gouvernement du Québec, the Ontario government and the federal government.

In order to make enlightened choices with respect to investments and measures that respect the principles of sustainable development, it is important for the three administrations to discuss their points of view and to agree on the criteria and principles of sustainable development to be applied. This will allow for the establishment of a vision over a 20-year planning timeframe. The overall objective will be to combine strong economic growth with sustainable development policies aimed at responding to the emerging environmental issues of the 21<sup>st</sup> century. The strategy that will be developed will be based on this vision, which will be brought to fruition through the implementation of the measures.

This action will generate government interventions that will lead to reductions in greenhouse gas emissions, and therefore, will help to attain the government objective.

**Monitoring indicators:**

- % of the strategy for the Ontario-Québec Continental Gateway and Trade Corridor completed (drafted and published)
- Potential quantity of greenhouse gas emissions that can be prevented or reduced

**Targets:**

- 100% of the strategy for the Ontario-Québec Continental Gateway and Trade Corridor will be completed by 2010
- The potential quantity of greenhouse gas emissions that can be prevented or reduced from 2010 to 2013, in kilotonnes (to be determined based on the measures selected)

**Outside partners:**

Transport Canada, Ontario Ministry of Transportation, Ministère du Développement durable, de l'Environnement et des Parcs, Ministère du Développement économique, de l'Innovation et de l'Exportation, Ministère des Relations internationales, Ministère des Affaires municipales, des Régions et de l'Occupation du territoire, Ministère de l'Emploi et de la Solidarité sociale, and various private-sector partners (shippers/transporters, federations of chambers of commerce, etc.)

**Action 9.3:** Draft and implement a Québec policy respecting intermodal transportation

**Description of the action and contribution to the government objective:**

The objective of the Québec draft policy respecting intermodal transportation for passengers and goods is to create conditions conducive to the development of intermodal transportation. The goal will be to make individual transportation modes more effective as part of a continuous and efficient transportation supply chain, relying on Québec's comparative advantages and targeting the development of intermodality.

The draft policy respecting intermodal transportation is based on two fundamental principles:

- The use of multiple modes of transportation is desirable when the advantages of each individual mode can be combined for the benefit of users;
- The basic network for each mode of transportation must be protected, and conditions must be created that promote the effectiveness of each mode.

The implementation of the policy will rely on mobilization, concerted action and cooperation between the stakeholders.

Intermodality contributes to sustainable development because it helps to meet the government's objectives by defining a global approach to transportation systems based on the efficiency of supply chains, regardless of the transportation modes involved.

The application of the policy will make a contribution to the reduction of greenhouse gas emissions, and therefore, will help to attain the government objective.

**Monitoring indicators:**

- % of the Québec policy respecting intermodal transportation completed (drafted and published)
- Potential quantity of greenhouse gas emissions that can be prevented or reduced

**Targets:**

- 100% of the Québec policy respecting intermodal transportation will be completed by 2009
- The potential quantity of greenhouse gas emissions that can be prevented or reduced from 2010 to 2013, in kilotonnes (to be determined based on the measures selected)

**Outside partners:**

Several government departments will be consulted: Ministère du Développement économique, de l'Innovation et de l'Exportation, Ministère des Finances, Conseil du trésor, Ministère du Développement durable, de l'Environnement et des Parcs, etc. Public sector and private sector partners will also be consulted, including the Agence métropolitaine de transport, port authorities, shipping companies, trans-shippers, etc.

**Objective IO:** Contribute to the prevention and reduction of greenhouse gas emissions by implementing measures aimed at improving energy efficiency in the transportation of goods

**Action IO.1:** Implement the prevention and reduction actions set out in the Québec Action Plan on Climate Change – 2006-2012 and the energy efficiency measures set out in the Québec Energy Strategy – 2006-2015 that are within the jurisdiction of the MTQ in the goods transportation sector

**Description of the action and contribution to the government objective:**

Within the context of the government's effort to fight climate change and to improve energy efficiency, the MTQ is responsible for the implementation of several actions contained in the Québec Action Plan on Climate Change – 2006-2012 and the Québec Energy Strategy – 2006-2015. These actions<sup>12</sup> involve

- promoting the introduction of intermodal projects for the transportation of goods;
- establishing a program aimed at supporting the penetration of technological innovations in the area of energy efficiency in the goods transportation sector;
- adopting regulations to make speed limiters compulsory on all trucks, and to set the maximum speed at 105 km/h.

These measures will lead to improved energy efficiency and a reduction in greenhouse gas emissions. Therefore, this action will contribute to the objective of the government strategy by promoting the protection of natural resources and respect for the support capacity of ecosystems.

**Monitoring indicator:**

- Potential quantity of greenhouse gas emissions set out in the Québec Action Plan on Climate Change – 2006-2012 that can be prevented or reduced that is within the jurisdiction of the MTQ<sup>13</sup>

**Target:**

- Potential reduction and prevention of 1,460 kilotonnes of greenhouse gas emissions by 2012

**Outside partners:**

Agence de l'efficacité énergétique, Ministère du Développement durable, de l'Environnement et des Parcs, Ontario Ministry of Transportation, Transport Canada

12. The actions include the development and use of public transit by individuals and the alternative modes of transportation described in the Québec Action Plan on Climate Change – 2006-2012, which are discussed in the context of Action 1.3.1. The action pertaining to the various assessments and research projects in connection with the impact of and adaptations to climate change is discussed in the context of Action 3.4.1.

13. It is important to note that, under the 2006-2015 Québec Energy Strategy, a large part of the reduction objective for petroleum products will be achieved by implementing the 2006-2012 Québec Action Plan on Climate Change.

## APPENDIX A

# THE 16 PRINCIPLES OF SUSTAINABLE DEVELOPMENT



- a) **“HEALTH AND QUALITY OF LIFE”**: People, human health and improved quality of life are at the centre of sustainable development concerns. People are entitled to a healthy and productive life in harmony with nature;
- b) **“SOCIAL EQUITY AND SOLIDARITY”**: Development must be undertaken in a spirit of intra- and inter-generational equity and social ethics and solidarity;
- c) **“ENVIRONMENTAL PROTECTION”**: To achieve sustainable development, environmental protection must constitute an integral part of the development process;
- d) **“ECONOMIC EFFICIENCY”**: The economy of Québec and its regions must be effective, geared toward innovation and economic prosperity that is conducive to social progress and respectful of the environment;
- e) **“PARTICIPATION AND COMMITMENT”**: The participation and commitment of citizens and citizens' groups are needed to define a concerted vision of development and to ensure its environmental, social and economic sustainability;
- f) **“ACCESS TO KNOWLEDGE”**: Measures favourable to education, access to information and research must be encouraged in order to stimulate innovation, raise awareness and ensure effective participation of the public in the implementation of sustainable development;
- g) **“SUBSIDIARITY”**: Powers and responsibilities must be delegated to the appropriate level of authority. Decision-making centres should be adequately distributed and as close as possible to the citizens and communities concerned;
- h) **“INTER-GOVERNMENTAL PARTNERSHIP AND COOPERATION”**: Governments must collaborate to ensure that development is sustainable from an environmental, social and economic standpoint. The external impact of actions in a given territory must be taken into consideration;
- i) **“PREVENTION”**: In the presence of a known risk, preventive, mitigating and corrective actions must be taken, with priority given to actions at the source;
- j) **“PRECAUTION”**: When there are threats of serious or irreversible damage, lack of full scientific certainty must not be used as a reason for postponing the adoption of effective measures to prevent environmental degradation;
- k) **“PROTECTION OF CULTURAL HERITAGE”**: The cultural heritage, made up of property, sites, landscapes, traditions and knowledge, reflects the identity of a society. It passes on the values of a society from generation to generation, and the preservation of this heritage fosters the sustainability of development. Cultural heritage components must be identified, protected and enhanced, taking their intrinsic rarity and fragility into account;
- l) **“BIODIVERSITY PRESERVATION”**: Biological diversity offers incalculable advantages and must be preserved for the benefit of present and future generations. The protection of species, ecosystems and the natural processes that maintain life is essential if quality of human life is to be maintained;



- m) **“RESPECT FOR ECOSYSTEM SUPPORT CAPACITY”**: Human activities must be respectful of the support capacity of ecosystems and ensure the perennality of ecosystems;
- n) **“RESPONSIBLE PRODUCTION AND CONSUMPTION”**: Production and consumption patterns must be changed in order to make production and consumption more viable and more socially and environmentally responsible, in particular through an ecoefficient approach that avoids waste and optimizes the use of resources;
- o) **“POLLUTER PAYS”**: Those who generate pollution or whose actions otherwise degrade the environment must bear their share of the cost of measures to prevent, reduce, control and mitigate environmental damage;
- p) **“INTERNALIZATION OF COSTS”**: The value of goods and services must reflect all the costs they generate for society during their whole life cycle, from their design to their final consumption and their disposal.

*Sustainable Development Act, R.S.Q., Chapter D-8.1.1, Section 6.*

## **APPENDIX B**

# **CONCORDANCE BETWEEN THE GOVERNMENT SUSTAINABLE DEVELOPMENT STRATEGY – 2008-2013 AND THE MINISTÈRE DES TRANSPORTS DU QUÉBEC'S SUSTAINABLE DEVELOPMENT ACTION PLAN 2009-2015 AND SUSTAINABLE DEVELOPMENT STRATEGY – 2009-2013**



Direction in the Government Strategy	Objective in the Government Strategy	Action in the MTQ Action Plan	Action in the MTQ Strategy
1	1	1.1	6.1.1
	3	2.1	6.3.1
2	4	3.1	4.1.1
		3.2	1.1.4
3	6	4.1	5.1.1
	7	5.1	3.3.1
	7	6.1	3.2.2
	7	6.2	3.2.1
6	18	7.1	2.1.1
	20	8.1	1.3.1
7	22	9.1	1.1.1
	22	9.2	1.1.2
	22	9.3	1.1.3
	22	10.1	1.2.1

## APPENDIX C

# **OBJECTIVES OF THE GOVERNMENT STRATEGY THAT WERE NOT RETAINED IN THE CONTEXT OF THE MINISTÈRE DES TRANSPORTS DU QUÉBEC'S SUSTAINABLE DEVELOPMENT ACTION PLAN, WITH REASONS**



**THE RESPONSIBILITIES ASSIGNED TO THE MTQ DO NOT ALLOW IT TO MAKE A DIRECT CONTRIBUTION TO THE FOLLOWING OBJECTIVES:**

- 2. Create and periodically update Québec's sustainable development profile
- 8. Increase the share of renewable energies with less environmental impact (biofuels, biomass, solar energy, wind power, geothermal energy, hydroelectricity, etc.) in Québec's energy consumption
- 13. Improve the demographic profile of Québec and its regions
- 15. Increase standard of living
- 26. Prevent and fight poverty and social exclusion
- 27. Increase schooling, number of graduates and the population's qualification
- 29. Support initiatives of the social economy sector aimed at the sustainable integration of people outside the job market

**THE MTQ'S GENERAL PRIORITIES PERTAINING TO THE ACTIONS IN THIS ACTION PLAN DO NOT SUPPORT DIRECT INVOLVEMENT IN THE FOLLOWING OBJECTIVES:**

- 11. Increasingly reveal the externalities associated with goods and services production and consumption
- 12. Promote recourse to economic, fiscal and non-fiscal incentives so that goods and services production and consumption reflect sustainable development imperatives
- 14. Focus on family life and facilitate conciliation of work, school and personal life
- 16. Increase productivity and quality of jobs using measures that are ecologically and socially responsible
- 21. Strengthen conservation and development of the cultural and scientific heritage
- 24. Increase citizens' involvement in their community
- 25. Increase consideration for the concerns of citizens in decisions
- 28. Increase participation in ongoing training activities and manpower qualification

**ONE OF THE ACTIONS CONTAINED IN THE ACTION PLAN MAKES AN INDIRECT CONTRIBUTION TO THE FOLLOWING GOVERNMENT OBJECTIVES:**

**5.** Better prepare communities to face events that could harm their health and safety and to attenuate the consequences (see Action 3.1)

**9.** Apply more ecoconditionality and social accountability in public assistance programs and encourage their implementation in financial institutions' programs (see Action 4.1)

**10.** Provide the reference points required to make enlightened, responsible consumer choices and, if applicable, promote goods and services certification (see Action 4.1)

**17.** Keep public finances healthy for the generations to come (see Actions 6.1 and 6.2)

**19.** Strengthen the viability and resilience of urban, rural or territorial communities and native communities (see Action 7.1)

**23.** Step up cooperation among national and international partners on integrated sustainable development projects (see Action 9.2)

