

This section highlights the Ministry of the Environment and City of Toronto air quality initiatives that are in addition to progress reported by ASAP partners.

4.0 Complementary Air Quality Initiatives

4.1 MINISTRY OF THE ENVIRONMENT *Air Quality Criteria and Monitoring*

Strong air quality standards form the foundation of the traditional ministry program for protecting health and safeguarding the ecosystem. In an effort to update Regulation 346, Ontario's current general air pollution regulation for stationary sources, the ministry has undertaken a major review and update of 145 air standards. In March 2001, decisions on 18 high priority air standards were posted on the Environmental Bill of Rights (EBR) registry. Of the 18 decision notices posted, standards for 14 substances were strengthened. Four standards were reaffirmed as being protective at their current levels.

U.S. EPA Intervention

Smog-causing emissions from the United States account for more than half of Ontario's smog problems. In the U.S., the Environmental Protection Agency has implemented a NO_x State Implementation Plan (SIP) Call, which requires 19 states (plus the District of Columbia) in the northeastern portion of the U.S. to reduce NO_x emissions during the smog season (May to September) and submit a comprehensive reduction plan on how reductions will be achieved.

A coalition of U.S. electrical utilities and seven U.S. states – Alabama, Michigan, West Virginia, Virginia, South Carolina, Indiana and Ohio – challenged the SIP Call and filed petitions with the U.S. Supreme Court in an effort to have the case reviewed. On January 4, 2001, Ontario filed a brief in the U.S. Supreme Court opposing these petitions.

In March 2001, the U.S. Supreme Court ruled in favour of the U.S. Environmental Protection Agency in its effort to require reductions of the states' smog emissions. Ontario was the only

Canadian jurisdiction to intervene as a party in this case.

4.2 CANADIAN COUNCIL OF MINISTERS OF THE ENVIRONMENT *Canada-Wide Standards*

In June 2000, the Canadian Council of Ministers of the Environment (CCME) endorsed Canada-Wide Standards for ozone and particulate matter (PM), to be achieved in 2010. The ASAP report, "A Compendium of Current Knowledge on Fine Particulate Matter in Ontario", (March 1999) was a key resource in the development of Canada-Wide Standards (CWS) for PM.

For Ontario, a 45 per cent reduction in NO_x and VOC emissions from 1990 levels represents the province's fair-share contribution towards achieving the ozone CWS. Any remaining ambient ozone levels above the CWS in Ontario can be attributed to transboundary flow from the U.S. of ozone and precursor pollutants.

As part of the endorsement of the CWS for PM and Ozone, CCME ministers also committed to several Joint Initial Actions (JIAs) aimed at reducing levels of PM and Ozone. The JIAs included the development of Multi-Pollutant Emission Reduction Strategies (MERS) for several sectors.

Joint Initial Actions to Reduce Pollutant Emissions That Contribute to Particulate Matter and Ground-level Ozone

Following the June 2000 CCME meeting, ministers agreed on a set of initial actions to reduce the pollutants that cause particulate matter and ground-level ozone to be undertaken jointly by provincial/territorial and federal governments. Sectors included in the initial joint actions were selected based on current emission inventories (i.e., being significant emitters of the precursor pollutants

that cause PM and ozone) as well as being conducive to resolution through a multi-jurisdictional approach. Some significant sectors included are iron and steel, pulp and paper, and non ferrous smelters. It is intended that the full set of initial actions will be completed by 2005.

a) Multi-Pollutant Emissions

Reduction Strategy: MERS is a national picture of sectoral emission reduction plans, to be built from jurisdictional plans on Particulate Matter (PM) and Ozone and national multi-pollutant analysis.

MERS will be undertaken in partnership with provinces, territories and stakeholders, and will focus on three general activities:

- i) multi-pollutant Emissions Reduction Analysis Foundation (MERAF) reports that will be based on industry profiles, technical feasibility studies, policy instruments, etc. The compilation of technical information as input into the development of sectoral actions in jurisdictional plans will be carried out by Technical Advisory Networks;
- (ii) information sharing and consultation; and,
- (iii) national sector roll-up to be assembled by 2003 based on above activities.

Research into the human health and environmental impacts of particulate matter and ozone is also taking place independently, to enable completion of the 2005 PM and Ozone CWS review.

4.3 SMOG SUMMIT 2001

The inaugural Toronto Smog Summit in June 2000, brought together the City of Toronto, the Province of Ontario, the Federal Government and 300 citizens, business and community leaders, to develop a suite of short-term, concrete measures that would improve air quality during the summer of 2000. The Smog

Summit resulted in the signing of the Toronto Inter-Governmental Declaration on Clean Air by the three levels of government. Smog Summit II involved several municipal governments within the GTA (City of Markham, York Region,

Peel Region, City of Oshawa, and the City of Mississauga). It showcased municipally-sponsored initiatives, community activities, and private sector partnerships that provide innovative ways to address the smog problem.

FOCUS ON SMOG SUMMIT II

- The **City of Toronto** committed to a number of actions, including the Better Transportation Partnership (BTP). BTP is a new alternative transportation initiative aimed at accelerating the replacement of the city's vehicle fleet, and that of its agencies, boards and commissions, by offering the opportunity to acquire one additional light duty dedicated natural gas vehicle for every four purchased or leased.
- The **Toronto Atmospheric Fund** approved more than \$2,800,000 in grants and loans for City of Toronto initiatives and more than \$467,000 for community-based projects, focused on reducing greenhouse gas emissions and improving local air quality.
- The **Region of Peel** made commitments to such initiatives as the development of a corporate fleet emission reduction strategy that will focus on the continued purchase of low sulphur fuel and an accreditation program to conduct in-house testing of fleet emissions. Peel proposed a Transportation Master Plan for the region that will see such initiatives as the development of carpool lots. Finally, Peel will continue to participate in the 20/20 The Way to Clean Air project with Toronto Public Health and work with other community partners who are active on environmental issues related to air quality.
- The **Ministry of the Environment** committed to a number of activities for 2001-2002, including the review of results from a series of public consultation on Ontario's Drive Clean Program to ensure continuous program improvement, and improved public access to emissions data obtained through the mandatory monitoring and reporting regulation. In the area of fuels and mobile source emissions, Ontario has proposed to extend existing retail sales tax rebates for alternative fuel cars to cover electric hybrid cars and to create a legislative committee to investigate environmentally-friendly, sustainable alternatives to our existing fuel sources. Finally, together with Environment Canada and the City of Toronto, Ontario has agreed to continue to co-fund the Toronto Region Sustainability Program through the Ontario Centre for Environmental Technology Advancement (OCETA).
- **Environment Canada** announced that the focus of the year 2002 smog summit activities will be to assist in the development of a Canadian Fuel Cell Alliance to focus on alternative efficiency vehicles. The federal government also announced an agreement with the Canadian Vehicle Manufacturers' Association and Association of International Automobile Manufacturers of Canada to market low-emission vehicles beginning in 2001. The federal government also committed to ensuring fuel efficiency in light duty vehicles is improved by 25 per cent by the year 2010.