

# APPENDIX 1

## ***Transportation Association of Canada Environmental Policy and Code of Ethics***

***Approved by the TAC Board of Directors  
September 15, 1992***

The Transportation Association of Canada (TAC) is a national non-profit association of more than 550 voluntary corporate members and includes the federal, all provincial/territorial and many municipal governments, passenger transport services, goods carriers, contractors, manufacturers, consultants, academic and research groups, and others. The Association's organization includes a **Board of Directors**; an **Executive Committee** of the Board; as well as seven **Councils** and supporting **Standing Committees** and **Project Steering Committees**. In the following Environmental Policy and Code of Ethics, TAC refers to the Board of Directors, the Association's councils and committees and its Secretariat.

TAC's mission is to promote the provision of safe, efficient, effective and environmentally sustainable transportation services in support of Canada's social and economic goals. In carrying out this mission, TAC encourages its members to:

- adhere to the following Environmental Policy and Code of Ethics in support of achieving environmentally sustainable transportation services; and
- provide leadership in developing their own supporting policies, guidelines and practices.

### ***ENVIRONMENTAL POLICY***

The Transportation Association of Canada (TAC) is committed to protect and enhance the environment when providing transportation services, so as to sustain the earth's ecosystem.

TAC is dedicated to establishing harmony and balance between the transportation of people and goods, and the environment in order to achieve a sustainable social and natural environment.

### ***ENVIRONMENTAL CODE OF ETHICS***

The Transportation Association of Canada encourages its members to adhere to the following Code of Ethics and to use it as a basis for the development of transportation-related codes of practice. The essence of this code of ethics is to espouse an understanding of, and respect for, the rights of people and the environment and their inter-relationships.

#### ***Mainstreaming Environmental Concerns***

Every activity, be it policy or project development, operations, or influence, has positive and negative environmental effects. Therefore, environmental considerations should be integrated into day to day activities and long-term decision-making, fostering a commitment to environmental protection within the transportation sector.

#### ***Continuous Improvements***

Environmental protection and enhancement are an ongoing responsibility. Therefore, policies, plans, programs, projects and activities should be monitored, reviewed and improved on an ongoing basis.

#### ***Incremental Effects***

Environmental degradation results from the aggregation of many small impacts over extended periods of time. Therefore, the cumulative environmental effects of transportation activities should be assessed and remedial action taken to minimize those effects.

#### ***Partnership and Awareness***

To enhance the decision-making process and raise awareness about transportation-related environmental issues and problems, open communication and partnership with all stakeholders should be encouraged.

### **Public Participation**

In recognition of the need for open communications and partnerships with stakeholders, actions should be sensitive and responsive to the public's concerns and their right to know about transportation-related environmental issues. The public should be involved in the resolution of these issues.

### **Proactive Planning**

Environmental problems should be anticipated and addressed when developing policies, plans, programs, standards and/or guidelines.

### **Integrated Transportation Planning**

A healthy environment depends on sound planning. Therefore, land use, transportation, and environmental planning should be integrated, fostering a multi-modal approach to meeting Canada's transportation needs. A full range of alternative solutions should be considered, emphasizing the management of the demand for, and supply of, transportation services.

### **Research and Development**

In recognition of the importance of knowledge to environmental protection and enhancement, leadership in the research and development of environmentally compatible transportation technologies and methods should be provided and openly shared with others.

### **Product Stewardship**

All materials (hazardous and non-hazardous) should be handled in a way that protects health and the environment.

### **Products and Processes**

In recognition of the need to integrate environmental concerns into all aspects of transportation, environmentally compatible products and processes should be used.

### **Atmospheric Protection**

Transportation-related air emissions, especially those that contribute to global warming, urban smog, ozone depletion, acid rain, as well as other adverse effects on health and the natural environment should be minimized or eliminated.

### **Surface and Ground Water Protection**

In recognition of the necessity of clean water to health, the economy, and the ecosystem, discharges of transportation-related contaminants to surface (fresh and salt water) and ground water should be minimized. Water should also be used in a wise and efficient manner.

### **Land Protection**

Transportation facilities should be planned so as to conserve land resources generally and to preserve and protect lands that are needed to sustain future generations. Furthermore, site contamination should be avoided and land clean-up undertaken as appropriate.

### **Conservation of Resources**

Energy and other resources should be conserved with particular emphasis on reducing dependence on non-renewable resources.

### **Waste Management**

Waste discharges to the environment should be continually reduced through the development and application of 3R (Reduce, Reuse and Recycle) programs and technologies.

### **Special Spaces and Species**

Given the importance of natural habitats to the long-term survival of plants, animals, and aquatic life, these areas should be protected and enhanced. As well, areas containing physical features of significant interest should be protected.

### **Noise Reduction**

Transportation-related noise impacts should be minimized.

### **Appreciation of Canada's Cultural Heritage**

Historical sites, archaeological resources and other aspects of our diverse cultural heritage should be preserved for future generations.

### **Aesthetics**

Transportation facilities should be planned, designed and constructed with due consideration for the visual environment into which they are placed.

## **ENVIRONMENT COUNCIL**

The Environmental Policy and Code of Ethics presented above was prepared by TAC's Environment Council as requested by the Board of Directors. The objectives of this Council are to:

- raise awareness of environmental issues in transportation for the TAC membership;
- provide a forum for discussion and education about environmental issues; and
- encourage and assist TAC members in seeking effective resolution of specific environmental issues.

The membership of this Council includes: federal and provincial governments (transportation and environment), municipal governments, vehicle manufacturers, roadway contractors, carriers (truck, transit, rail, air, ports) motorists, academics and consultants.

For additional copies of this document and for more information on the activities of the Environment Council, please contact:

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