



# TRANSPORTING QUÉBEC TOWARDS MODERNITY

SUSTAINABLE MOBILITY POLICY - 2030

ENSEMBLE   
on fait avancer le Québec

Québec 

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# WHAT IS SUSTAINABLE MOBILITY?

**MOBILITY** represents the capacity and potential for people and goods to travel or to be transported. It is the foundation of social, economic and cultural exchanges among individuals, businesses and societies.

**TO BE SUSTAINABLE**, mobility must be efficient, safe, permanent, fair, integrated into the community and compatible with human health and ecosystems. Sustainable mobility limits the consumption of space and resources, provides and facilitates access, favours economic dynamism, is socially responsible and respects the integrity of the environment.







## MESSAGE FROM THE PREMIER

# PHILIPPE COUILLARD

The issue of mobility, increasingly present in our lives, is a priority for Quebecers. We all have to travel so that we can get to work or school, pick up our children at daycare or participate in activities. The ease with which we can do this has a direct impact on our quality of life, our economy and our environment. Less time on the road means more time with our family and friends, more time devoted to growing our businesses and creating good jobs.

This is why, a few years ago, we began the shift to sustainable mobility. Our objective: make trips easier, more economical, faster and better integrated into our communities and the environment. We unveiled the Transportation Electrification Action Plan, the Energy Policy and the Maritime Strategy, in addition to acting to reduce greenhouse gas emissions and working to build a low-carbon economy.

With this first Sustainable Mobility Policy, we propose a new way of conceiving trips by passengers and freight. We are doing more than simply adding projects, but contributing our vision of the Québec of tomorrow, a Québec that is prosperous, educated, fair, green... and mobile.

We want Québec in 2030 to be a North American leader in sustainable and integrated mobility. We have set ambitious targets for ourselves to reduce time spent in transit, solo automobile trips and family expenses associated with transport. We want the majority of the Québec population to have access to at least four sustainable mobility services. These objectives seek to improve our quality of life. We are acting to increase cargo transshipments in Québec's ports and intermodal rail centres and annual sales for the Québec land transportation equipment sector. These actions will allow us to pursue our economic growth.

We are rethinking movements, and everything related to them, so that we make better progress together. So that families can get together more easily, and so that goods are transported and services made accessible rapidly, everywhere in our territory.

Together, we are making sustainable mobility a project for Québec's future.

Together, we are building a new, more prosperous, better educated, fairer and greener Québec.



## MESSAGE FROM THE MINISTER OF TRANSPORT, SUSTAINABLE MOBILITY AND TRANSPORT ELECTRIFICATION

# ANDRÉ FORTIN

The Sustainable Mobility Policy – 2030 confirms the will of the Gouvernement du Québec to accelerate the shift to sustainable mobility. It stands out for its vital integration of land use and transportation planning. It also proposes an overall vision of mobility in which citizens and businesses are at the core of the concerns and commitments. The Sustainable Mobility Policy arrives at a time of major convergence in the transportation sector, where technological innovation, intelligent transportation systems, the advent of autonomous and connected vehicles, and the emergence of new business models offer opportunities we must seize and use to our advantage. Everything is situated in a context where we know it is necessary for transportation to contribute more actively to government objectives of greenhouse gas emissions reduction and energy transition for green growth. This Policy therefore is advanced by innovation for the deployment of solutions adapted to urban and regional realities, applicable throughout the territory and to all types of clienteles, both passengers and freight.

The Sustainable Mobility Policy is not only a creation of the Government. It is based on a unique collaborative approach that necessitated the concrete contribution of an advisory committee composed of various members of civil society, as well as the municipal sector and our other partners, clienteles, departments and bodies, in a perspective of openness, innovation and collaboration.

Although the Policy offers a cross-cutting and integrated vision of the different problems and means of action envisioned, it also includes sectoral intervention frameworks that provide clarifications and that will allow all stakeholders to recognize themselves in the Policy and have a clear vision of the factors that more directly concern them.

Thanks to the different action plans anticipated up to 2030, we will be able to deploy the conditions for success essential to mobilize everyone and to ensure the success of the Sustainable Mobility Policy.





## MESSAGE FROM THE MINISTER FOR TRANSPORT

# VÉRONYQUE TREMBLAY

The Sustainable Mobility Policy – 2030 must give the regions a choice place.

Despite longer travelling distances and often more limited mobility choices, the Policy must meet the needs of all citizens so that everyone can participate fully in the social, economic and cultural development of Québec, regardless of where they live. This Policy seeks to ensure that our regions are more accessible, attractive, innovative and modern, and that they can count on different options that enable everyone to be mobile without necessarily resorting to an automobile.

Concrete and diversified measures will be deployed to give a new impetus to regional public transit and thus facilitate trips by citizens not only in their region, but from one region to another. The most remote sectors will benefit from this directly, because the Policy intends to make air service to these regions more accessible and ensure that regional airport infrastructures will be more functional and better meet the users' needs. Together, based on the work carried out on the sidelines of the Regional Air Transport Summit, we have begun a real approach for improvement of air services. This Policy will now allow the deployment of an integrated strategy to offer citizens of the regions better means of mobility.

So that the transport services offer citizens a satisfactory and safe experience and provide businesses with freight movements that will be efficient and inexpensive, it is also crucial that the transportation equipment and networks in place remain reliable and in good condition.

Although asset maintenance requires major investments for society, the Government must ensure the permanence of the network, which is economically and socially essential.

The Department also intends to review how it intervenes on its network, taking into consideration all the possible solutions and prioritizing those that are the most sustainable. It is appropriate to build on development projects that make life easier for Québec families by proposing practical solutions to reduce congestion and simplify trips in large cities and in the regions.

I am convinced there is no miracle solution. In my view, a series of initiatives is fundamental so that this Policy generates the necessary changes and reflects the needs of all Quebecers.

To make the Sustainable Mobility Policy a success, there is no doubt that we must work together. The contribution of citizens, businesses and municipalities represents a key factor, where each is an indispensable player in accomplishing this change.

# TABLE OF CONTENTS

<b>MESSAGE FROM THE PREMIER</b>	<b>ii</b>
<b>MESSAGE FROM THE MINISTER OF TRANSPORT, SUSTAINABLE MOBILITY AND TRANSPORT ELECTRIFICATION</b>	<b>iii</b>
<b>MESSAGE FROM THE MINISTER FOR TRANSPORT AN INTEGRATED POLICY</b>	<b>iv</b> <b>3</b>
1. A vision of mobility oriented to the needs of citizens and businesses	<b>6</b>
2. Directions with ambitious aims for 2030	<b>10</b>
2.1. Mobility to serve the public	11
2.2. Mobility with a smaller carbon footprint	13
2.3. Mobility to support a stronger economy	14
3. Strong bases of support	<b>16</b>
3.1. A territory and resources conducive to more sustainable mobility	17
3.2. Building on achievements	18

<b>4. Issues that impose many challenges</b>	<b>19</b>
<b>5. Setting the course for sustainable mobility</b>	<b>23</b>
<b>DIMENSION 1</b>	
Work with the municipal sector to favour the deployment of sustainable transport services for CITIZENS	25
<b>DIMENSION 2</b>	
Support logistics chain stakeholders in the deployment of high-performance transport services for BUSINESSES	29
<b>DIMENSION 3</b>	
Deploy transportation infrastructures favouring sustainable mobility	31
<b>DIMENSION 4</b>	
Promote electrification and deployment of energy-efficient vehicles	34
<b>DIMENSION 5</b>	
Assume the leadership on sustainable mobility in Québec	37
<b>6. Winning conditions</b>	<b>40</b>

# THE GOUVERNEMENT DU QUÉBEC RELEASES THE SUSTAINABLE MOBILITY POLICY - 2030. ITS OBJECTIVE IS TO PROVIDE A RESPONSE TO THE CONCERNS AND NEEDS OF CITIZENS AND BUSINESSES IN PASSENGER AND FREIGHT TRANSPORTATION, IN ALL REGIONS OF QUÉBEC.

For the past several years, the Gouvernement du Québec, and particularly the ministère des Transports, de la Mobilité durable et de l'Électrification des transports, has been addressed every day by users, the municipal sector and civil society stakeholders regarding several major and recurring issues in transportation. Among the questions often raised are improving transportation services to meet the users' different needs, the importance of reducing greenhouse gas (GHG) emissions in the transportation sector to meet the targets Québec has set, reducing congestion to lower trip times and costs, and maintaining infrastructure quality. Added to these issues are those related to the effects of transport on safety, public health and the quality of life, as well as the environment and economic development.

To take all these issues into account, support the objectives of the 2013-2020 Climate Change Action Plan, the Government Sustainable Development Strategy 2015-2020 and the Energy Policy 2030, and to respond adequately to the public's concerns, the Government has chosen to adopt a Sustainable Mobility Policy.

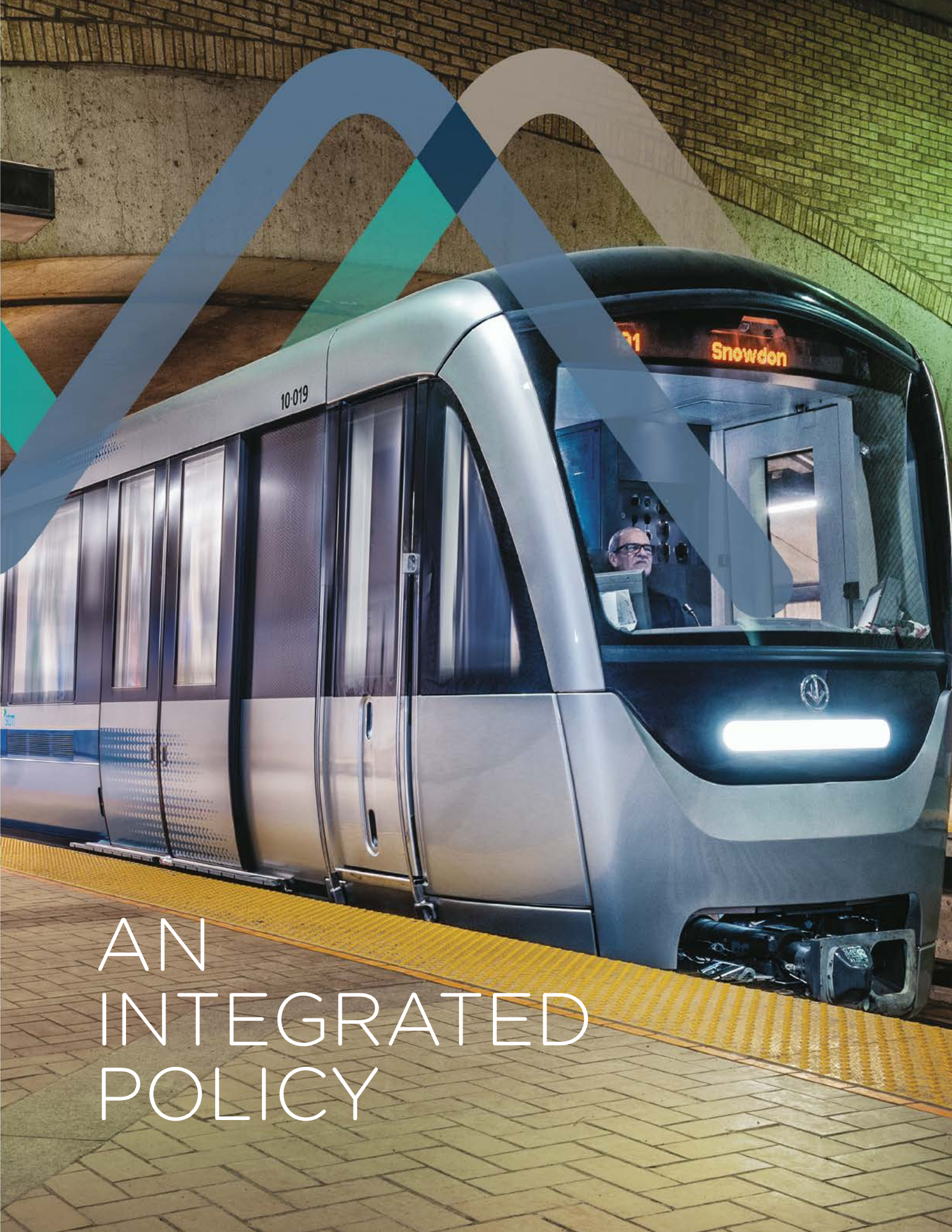
This Policy, which aims at the 2030 horizon, covers trips by passengers and freight in every mode and throughout the territory. This is a first, occurring at a time when the Government wishes to support a major change in transportation to move toward more sustainable mobility. The Government's choice is strengthened by the need to adapt to the boom in new technologies and new ways of doing things that affect the transport system not only in Québec, but all over the world.

Consistent with the Government policy directions and favouring gender equality, the Sustainable Mobility Policy - 2030 is part of the approach of integration of gender-based analysis (GBA)<sup>1</sup> into public policies. This approach notably highlights gender-based findings on mobility. For example, even though women increasingly use the car for their personal trips, they resort more to public transit or walking than men. The implementation of the initiatives of the Sustainable Mobility Policy will also be part of this perspective.

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<sup>1</sup> According to the Secrétariat à la condition féminine (2007), GBA favours the achievement of gender equality by preventively discerning the distinct effects on women and men that may result from the adoption of a policy intended for all citizens, based on the differentiated realities and needs of women and men.





# AN INTEGRATED POLICY

# THE INTEGRATED MOBILITY POLICY – 2030, WITH ITS VISION, DIRECTIONS, TARGETS AND INTERVENTION PRIORITIES, IS A POLICY ENCOMPASSING AND INTEGRATING ALL THE FACTORS RELATED TO MOBILITY OF PASSENGERS AND FREIGHT.

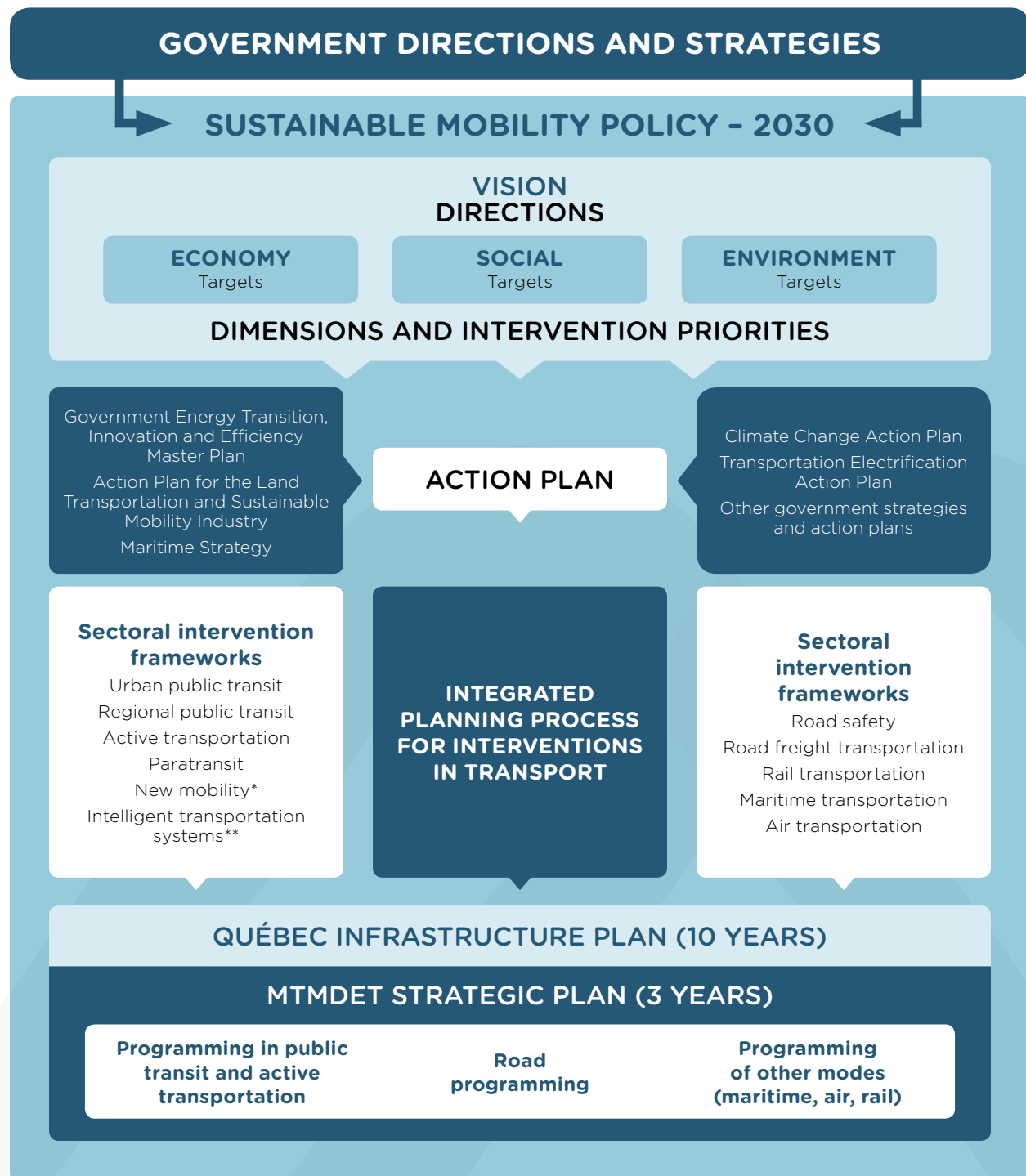
It is structured to highlight and relate all the horizontal or cross-cutting measures in a first five-year comprehensive action plan, over the 2018-2023 period, while offering a complete sectoral approach for more specific measures in intervention frameworks that cover this same period and that also include sectoral action plans. These different action plans will be updated periodically.

The Sustainable Mobility Policy will also include the deployment of a process for integrated planning of interventions, supported by new decision help tools, which will have an influence on the programming of all the Department's interventions, including those that are included in the Québec Infrastructure Plan (QIP).

The Sustainable Mobility Policy is also the result of a concerted approach that necessitated the contributions of an advisory committee composed of about twenty organizations, covering a wide range of sustainable mobility modes and expertise in Québec, municipal bodies and other departments and bodies of the Gouvernement du Québec, in a perspective of openness, innovation and collaboration.



# PLANNING FRAMEWORK OF THE SUSTAINABLE MOBILITY POLICY - 2030



\* The new mobility is defined as a set of transportation modes or services allowing satisfaction of varied passenger and freight mobility needs, such as car pooling, car sharing, taxi and bicycle sharing, including computer applications that allow route planning or linking of trip supply and demand.

\*\* Intelligent transportation systems means the integration of new information and communications technologies (ICT) with the goal of improving the safety and efficiency of the transportation system.

1

# A VISION OF MOBILITY ORIENTED TO THE NEEDS OF CITIZENS AND BUSINESSES

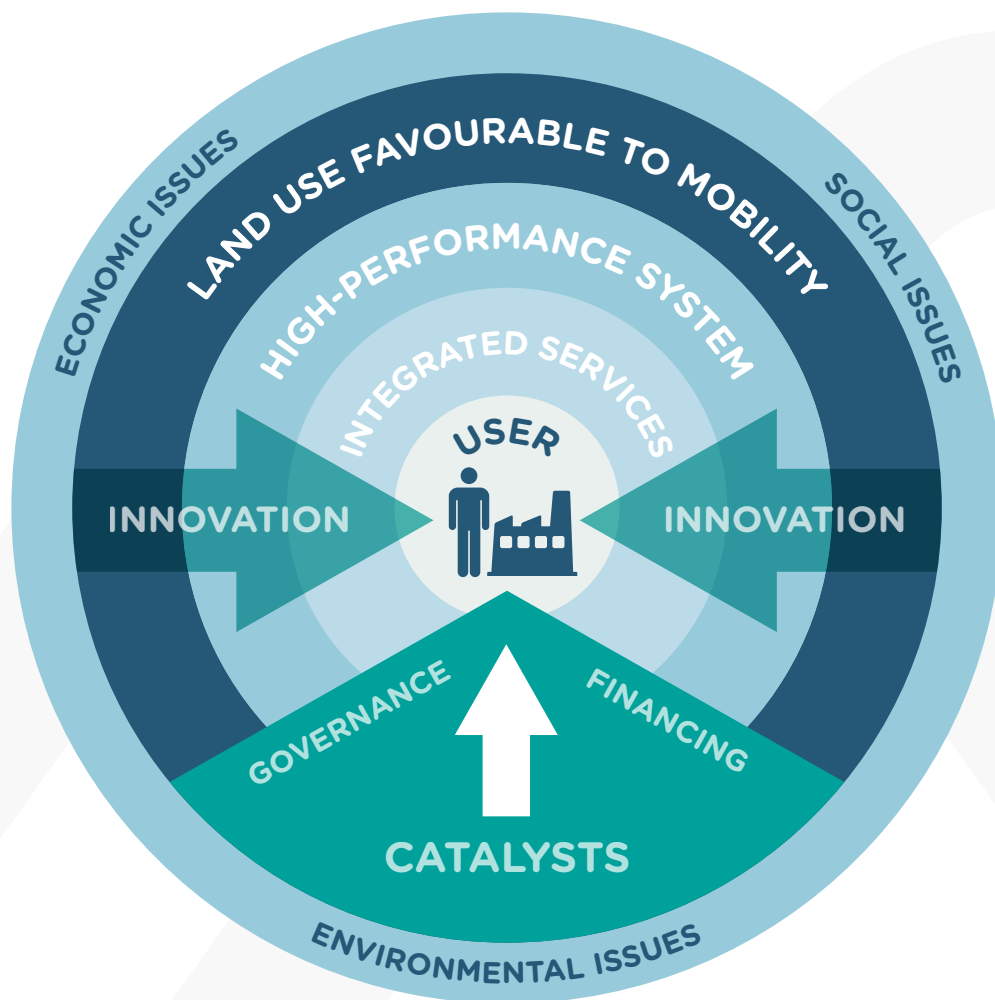
**In 2030, Québec will be a North American leader in sustainable and integrated mobility of the 21<sup>st</sup> century. On a territory planned in a perspective of sustainable mobility, it will have a high-performance, safe, connected and low-carbon transport ecosystem, which contributes to Québec's prosperity and meets the needs of citizens and businesses.**



This vision of sustainable mobility, illustrated by the diagram below, puts citizens and businesses at the centre of government concerns, where mobility questions are addressed in an ecosystem perspective and in which the different components are interrelated and influence each other to tend toward a more sustainable mobility. This new way of

approaching mobility allows better direction of government interventions so that they are more collaborative and have a greater effect on the organization and development of the environment in a longer-term vision, instead of being limited to infrastructure.

## TRANSPORTATION ECOSYSTEM



## THE USERS, CITIZENS AND BUSINESSES,

are at the heart of this ecosystem. They adopt movement behaviours that meet their mobility needs, based on the characteristics of the entire ecosystem and their mobility culture.



## MULTIPLE INTEGRATED TRANSPORTATION SERVICES

allow passengers and freight to move efficiently within this transportation system. The services particularly include public transit, shared mobility and paratransit services for people and freight transportation and logistics services for businesses. The efficiency of these services and their organization have a direct influence on the mobility choices of citizens and businesses. The Québec land transportation equipment industry contributes to the ecosystem's operation by offering transport vehicles adapted to the needs of users and businesses.

## A RELIABLE AND HIGH-PERFORMANCE MULTIMODAL TRANSPORTATION SYSTEM

is the basis on which transportation services for citizens and businesses are offered. The transportation system infrastructures must be in good condition, safe and organized so as to allow a transportation service offering that is as efficient as possible from a social, environmental and economic point of view.

## AN ORGANIZATION OF LAND USE

favourable to sustainable mobility, that contributes to the deployment of a multimodal transportation system and transportation services that reduce dependence on fossil fuels. The transportation system and services should lead in turn to sustainable and coherent development of the territory.

## GOVERNANCE AND FINANCING

are the catalysts that will make it possible to deal with the social, environmental and economic issues acting on mobility.

Governance must make it possible to decompartmentalize the different entities of the ecosystem so that they interact with each other, while financing is the engine that can initiate a movement toward a more sustainable balance.

Finally, **INNOVATION**, both in the field of technology and in methods, is a key factor in this transformation, because it will positively influence all the components of the ecosystem, for the benefit of citizens and businesses, while being part of the solutions to the issues encountered.

## 2 DIRECTIONS WITH AMBITIOUS AIMS FOR 2030

To guide the approach of the Government and its partners on sustainable mobility questions, the Policy proposes ten targets organized on the basis of three key directions, patterned on the three spheres of sustainable development - social, environmental and economic.

With these directions and these targets, the Policy clearly establishes the approach to follow in order to develop a more sustainable mobility of passengers and freight for the years ahead and tend toward an ideal based on new paradigms.



## 2.1 MOBILITY TO SERVE THE PUBLIC

### More movement options

In the social component of sustainable mobility, it is important that citizens have access to options for their movements. In 2030, Québec will have a wider range of sustainable transportation services to make their daily trips efficiently, safely and affordably, throughout the territory. Public transit, car and bicycle sharing, walking, taxis and ferry services will be even more attractive solutions to the use of a personal vehicle, both in the cities and in the regions. Owning an automobile will become less necessary with the blossoming of new mobility services.

**TARGET**      **70%** of the Québec population have access to at least four sustainable mobility services<sup>2</sup>

### Shorter travel times

In 2030, Québec citizens will spend less time travelling between their home and their workplace, or to have access to different services. In addition, goods will be delivered faster to their destination.

Shorter distances to travel and well-served sectors are important factors to reduce travel times. The integration of the various transportation services and the decompartmentalization of information will also represent major advantages for citizens, who then can opt for the optimum mobility mode based on the information, time and budget at their disposal.

The deployment of even more intelligent logistics chains, a better organization of freight distribution and the reduction of urban congestion will allow businesses to move their goods faster to their destinations.

**TARGET**      **20%** reduction of the average travel time between home and work

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<sup>2</sup> Target that will be adjusted according to the work on the Enquête nationale sur le transport des personnes (National passenger transportation survey) to be conducted by the ministère des Transports, de la Mobilité durable et de l'Électrification des transports.



## Even safer roads

In 2030, Québec citizens and businesses will be able to count on an even safer road network, where the number of deaths caused by accidents will be reduced as much as possible. Québec will have significantly changed the way it approaches road safety so that avoidable accidents are avoided and others do not have fatal consequences. This new approach will involve adherence of the partners and responsibility of the users, as well as the review of current means and methods.

In addition, the legislation will have been adapted to the arrival of new automated safety systems for vehicles.

**TARGET**     **25%** reduction in the number of fatal accidents and those involving serious injuries compared to 2017

## 2.2 MOBILITY WITH A SMALLER CARBON FOOTPRINT

### Fewer solo car trips

By 2030, the efforts deployed for a better alignment between land use planning and transport will begin to bear fruit and allow a growing number of citizens to settle in neighbourhoods where they can access, by sustainable means, services and activities that are increasingly located in sectors well served by public transit and active transportation. The densification of urban zones, the quality and organization of transportation services and equipment alternatives to solo driving and their lower cost of use will increasingly induce citizens to stop travelling alone in their cars.

A new mobility culture will be established among citizens, who become more aware of the impacts of their mobility choices. This change of culture is favoured by sustained efforts in mobilization and behavioural change. The automobile is no longer an inevitable choice. When citizens make motorized trips, they try to optimize them and resort to car pooling whenever possible.

**TARGET**      **20%** reduction of solo car trips throughout Québec

### Limited consumption of fossil fuels

By 2030, citizens, businesses, corporations and transportation companies will turn increasingly to energy-efficient vehicles with much lower fossil fuel consumption. This energy transition will be concretized by the use of renewable fuels, in particular.

Starting in 2025, the Government will finance the acquisition only of 100% electric vehicles for passenger transportation, and fast-charging stations and alternative fuel distribution networks will cover most of Québec's territory.

The objective of reducing petroleum consumption in the transportation sector is in line with the objective Québec has adopted under its energy policy for a 40% reduction in the quantity of petroleum products consumed in all sectors combined.<sup>3</sup> In 2013, 76% of hydrocarbon was attributable to the transportation sector.

**TARGET**      **40%** reduction of petroleum consumption in the transportation sector below the 2013 level

<sup>3</sup> QUÉBEC. *Politique énergétique 2030. L'énergie des Québécois : source de croissance*. Ministère de l'Énergie et des Ressources naturelles, [Online] 2016 [<http://politiqueenergetique.gouv.qc.ca/wp-content/uploads/politique-energetique-2030.pdf>] (Consulted February 2, 2018). (English version: 2030 Energy Policy. Energy in Québec: a source of growth)

## Much fewer GHG emissions into the atmosphere produced by transportation

The reduction of GHG emissions produced by transportation is consistent with the pursuit of the target set by the Gouvernement du Québec in this regard, a 37.5% reduction below the 1990 level by 2030.<sup>4</sup> In 2014, transportation accounted for 41% of Québec GHGs. Québec nonetheless is one of the administrations that emits the least transportation GHGs per capita and less than the American average.

By 2030, citizens and businesses will emit fewer GHGs for their trips, because they will have preferred the use of low or zero-emission vehicles. Gasoline vehicles will also emit fewer GHGs thanks to technological advances and stricter emissions standards.

**TARGET**     **37.5%** reduction of GHG emissions in the transportation sector below the 1990 level

## 2.3 MOBILITY TO SUPPORT A STRONGER ECONOMY

### A strong and innovative land transportation and sustainable mobility equipment industry

By 2030, the Québec land transportation equipment industry will be a reference for its innovative solutions in sustainable mobility and intelligent transportation, strengthened by competitive businesses and a creative workforce contributing to Québec's economic prosperity. To get there, the Government intends to build on the creativity and knowhow of entrepreneurs and workers from every region of Québec. By developing innovative solutions and multiplying commercial successes, both here and internationally, the industry will participate in Québec's future prosperity, for the benefit of all Quebecers.

**TARGET**     **\$15 BILLION** in annual sales for the Québec land transportation equipment sector de transport terrestre

<sup>4</sup> QUÉBEC. Décret 1018-2015. Adoption de la cible de réduction des émissions de gaz à effet de serre du Québec pour 2030, 2015 (Adoption of the Québec greenhouse gas emissions reduction target for 2030) ([www2.publicationsduquebec.gouv.qc.ca/dynamicSearch/telecharge.php?type=13&file=1549-F.pdf](http://www2.publicationsduquebec.gouv.qc.ca/dynamicSearch/telecharge.php?type=13&file=1549-F.pdf)) [<http://www.mddelcc.gouv.qc.ca/changementsclimatiques/engagement-quebec.asp>]



## **Optimum use of transportation modes and intermodality for more competitive businesses**

By 2030, the multimodal transportation system turned toward sustainable mobility will favour complementary and integrated use of different transportation modes within intelligent logistics chains to deliver goods between their origin and destination efficiently and inexpensively, thus allowing businesses to be more competitive on national and international markets.

**TARGET**      **25%** increase in tonnages of freight transshipped in Québec ports and intermodal rail centres

### **Businesses less affected by road congestion**

By 2030, the reduction of road congestion in the Montréal and Québec City regions will allow businesses to ship their goods more easily, at lower costs and within the prescribed deadlines, to the intermodal equipment and markets of these regions. Freight will also be distributed more easily by consolidating lots more and reducing the flow of vehicles in cities. This smoother flow of freight will improve the economy's overall performance and make Québec more competitive.

**TARGET**      Reduction of the costs associated with congestion for businesses in the Montréal and Québec metropolitan regions<sup>5</sup>

### **Reduction of household expenditures allocated to transportation**

In 2016, approximately 17% of after-tax expenditures of Québec households are allocated to transportation, making this the second biggest budget item, after housing and ahead of food.<sup>6</sup> By 2030, Québec citizens will have more sustainable and more economical mobility options. With the increasingly fluid and integrated flow of information and the deployment of mobility on demand services, citizens will be able to optimize their trips more easily, which will contribute to reduce the share of expenditures that Québec households must allocate to transportation.

**TARGET**      **20%** reduction of gross expenditures allocated to transportation (in 2017 constant dollars)

<sup>5</sup> Target that will be quantified by the Chantier sur le financement de la mobilité by the ministère des Transports, de la Mobilité durable et de l'Électrification des transports.

<sup>6</sup> Statistics Canada, CANSIM, Table 203-0021 and Product No.62F0026M in the catalogue for 2016.

# 3

## STRONG BASES OF SUPPORT

**To achieve these  
ambitious aims,  
Québec must exploit  
its geographic and  
socioeconomic assets  
and build on its  
achievements.**

### 3.1 A TERRITORY AND RESOURCES CONDUCTIVE TO MORE SUSTAINABLE MOBILITY

Québec is fortunate to rely on one of the world's greatest river system, consisting of the St. Lawrence River and the Great Lakes. Its population and economic activities developed from this corridor. Very well served with multimodal transportation infrastructures and connected to the leading North American markets, this corridor represents an exceptional foundation on which Québec can rely to favour efficient, complementary and harmonized use of the different transportation modes in a sustainable mobility perspective.

Québec also benefits from hydroelectricity, clean, abundant and renewable energy that can be used to good advantage to support transportation electrification. This is a major advantage for Québec, compared to other regions of the world where electricity must be generated from non-renewable resources, such as hydrocarbons.

Québec also has abundant natural resources, which are necessary to manufacture electric vehicles.



## 3.2 BUILDING ON ACHIEVEMENTS

For the past several years, Québec has been on every podium addressing the promotion of sustainable development and green growth and has positioned itself as a leader in the fight against climate change. It also set ambitious targets regarding overall GHG emissions and, in 2013, was the first jurisdiction in Canada to establish a carbon market.<sup>7</sup>

In 2015, in an energy transition context, the Government also adopted a Transportation Electrification Action Plan,<sup>8</sup> based on a rapidly expanding industrial sector, to build on this sector of the future and create jobs in an increasingly green economy. Québec already manufactures and sells electric buses, and other projects are in progress for freight transportation.

The 2018-2023 Master Plan of Transition énergétique Québec also includes a wide range of actions aimed at an energy transition, particularly in the transportation sector.

Several actions are already undertaken in the artificial intelligence field. Thus, the deployment of the Electric and Intelligent Vehicles Industrial Cluster will allow exploration of new smart mobility technologies, including autonomous vehicles, and validate the gains from their applications, moving toward better mobility and performance of individual players, businesses and public organizations.

Québec can also count on a network of world-class research centres and educational institutions, and on dynamic and innovative business communities that have enabled it to develop expertise recognized worldwide, particularly in transportation electrification, information technology, optics and photonics, consulting and civil engineering, and artificial intelligence.

The Sustainable Mobility Policy will also have the benefit of the land use planning tools already in place to address the questions of mobility in the territory in a more integrated way. The Government Policy Directions for Land Use Planning (OGAT), the Metropolitan Land Use and Development Plans (PMAD) of the Communauté métropolitaine de Montréal (CMM) and the Communauté métropolitaine de Québec (CMQ), the land use and development plans of the regional country municipalities (RCM), the municipal master plans and the agreements made with Indigenous communities and the Government of Canada provide powerful leverage in planning and use of space, which must serve as the basis for better transportation planning, especially since they are the result of concerted action by the stakeholders.

<sup>7</sup> Cap and Trade System for Greenhouse Gas Emissions.

<sup>8</sup> QUÉBEC. *Propulser le Québec par l'électricité. Plan d'action en électrification des transports 2015-2020*. [English version: Propelling Québec Forward with Electricity. Transportation Electrification Action Plan 2015-2020] Ministère des Transports du Québec, [online] 2015, [http://transportselectriques.gouv.qc.ca/wp-content/uploads/CIAO-050-LG2-MTQ-Rapport2016FRv2.1\_.pdf] (Consulted on February 2, 2018).

# 4

## ISSUES THAT IMPOSE MANY CHALLENGES

To achieve the objectives of the Sustainable Mobility Policy, the Government must take into account a set of issues inherent in the transportation ecosystem. These issues represent many challenges that will guide the actions to be taken to respond to them.



# SOCIAL ISSUES

## PUBLIC HEALTH

Pollutant emissions, noise caused by the use of motor vehicles and road congestion have substantial negative impacts on public health and can generate lung and heart disease symptoms and other health and stress problems.

## PUBLIC SAFETY

Car and truck traffic is a frequent cause of accidents involving pedestrians, cyclists and persons with reduced mobility or using certain other types of mobility assistance vehicles. Transport of hazardous materials can also result in unsafe conditions for the public.



## VULNERABLE PERSONS WITH REDUCED MOBILITY AND DISABILITIES

Vulnerable, low-income persons with reduced mobility and disabilities must have access to the different transportation modes to benefit from mobility comparable to the rest of the population. They must have completely equal access to the different sites of activities and the various points of service in an inclusive approach. The aging population should increase the pressure on transportation services in the years ahead. Efforts are necessary to offer as many barrier-free routes as possible, extend the universality of transportation services and take gender equality into account, based on the realities and differentiated needs of women and men.

## DEFICIENT SUSTAINABLE TRANSPORTATION OPTIONS IN THE REGIONS

The population often must travel long distances to go to work or access services, but often has no access to public transit services that meet its needs. This situation means it is almost obligatory for some citizens to use an automobile to get around.

## ENVIRONMENTAL ISSUES

### SUSTAINABLE LAND USE MANAGEMENT

Land use planning as currently practised does not sufficiently consider the impacts of the development of new inhabited territories on the use of the transportation system. The current organization of land use instead favours reliance on the automobile and restricts alternative modes.

### ENERGY EFFICIENCY OF VEHICLES

Despite the introduction of new standards in view of reducing vehicle fuel consumption, the GHG emissions of the vehicle fleet continue to increase. Economic growth, the reduction of household size and the concomitant increase in the motor vehicle ownership rate and vehicle size are factors contributing to this phenomenon.

# ECONOMIC ISSUES

## FUNCTIONALITY AND ACCESSIBILITY OF THE TRANSPORTATION SYSTEM

Since the transportation networks often operate near capacity in some regions, any increase in the demand for mobility creates losses of functionality and congestion. To optimize use of the networks, efforts are required to favour complementary use of transportation modes, particularly through intermodal best practices.

## LABOUR AVAILABILITY AND TRAINING

A sufficient supply of skilled labour is essential to the efficient operation of the transportation system. Recruitment is difficult in some job categories, particularly skilled drivers and mechanics, both for road transportation and for rail transportation or public transit. Several challenges are associated with succession training, as well as labour recruitment and retention, for all transportation modes.

## DEVELOPMENT OF THE QUÉBEC TRANSPORTATION EQUIPMENT INDUSTRY

The land transportation equipment industry is strategic for the Québec economy. In 2016, it included 620 enterprises divided among several regions, which generated sales of manufactured goods valued at \$10.2 billion and employed nearly 32,000 people. This industry is bound to go through a fundamental transformation in the years ahead, because its future is tied to sustainable mobility and the innovation that underlies it. The Sustainable Mobility Policy will provide it with a multitude of possibilities to support this transformation.

## SUSTAINABILITY AND RELIABILITY OF INFRASTRUCTURE

When transportation infrastructure is in poor condition, this limits its capacity for use. A transportation system that supports sustainable mobility must be based on reliable infrastructure in good condition, regardless of the environment or the transportation mode concerned, in order to optimize its use and play its role in support of economic development.

# INNOVATION ISSUES

## TAKE ADVANTAGE OF THE ARRIVAL OF NEW TECHNOLOGIES

The emergence of new information and communications technologies, particularly connected and autonomous vehicles, open up a range of new possibilities that citizens and businesses can seize for more efficient, safe and sustainable transportation.

Several issues are also associated with this, such as legislation, cybersecurity and data ownership and sharing.

# 5

## SETTING THE COURSE FOR SUSTAINABLE MOBILITY

To meet the challenges associated with the issues of sustainable mobility and respond adequately to the users' needs, the Gouvernement du Québec proposes a set of intervention priorities for the 2030 horizon. They are classified in five dimensions that concern the municipal sector and citizens, logistics chains and businesses, infrastructure supporting sustainable mobility, electrification and alternative energies, and leadership in sustainable mobility.

The action plans of the Policy that will be drawn up by 2030 will translate it into concrete measures, based on these intervention priorities. These priorities will be based on a varying number of measures in the different action plans.

The «Reduce – Transfer – Improve» (RTI) approach is also taken into consideration in the choice of measures arising from the intervention priorities. Adopted by various international bodies and recommended by partners from Québec civil society, the RTI approach was developed in response to the more or less

successful long-term strategy of acting on the transportation supply to meet demand growth. This approach instead proposes to influence demand by favouring a change of user behaviour through better land use planning and more numerous transportation choices, so that users adopt travel habits favouring more sustainable transportation modes. This approach therefore is in tune with the objectives of reducing GHG emissions, energy consumption and congestion. It involves three stages that should be prioritized as follows:

- 1 REDUCE** motorized trips or travelling distances to meet different mobility needs by better integration of land use planning and transportation;
- 2 TRANSFER** trips to less energy-consuming means of transportation that translate into lower GHG emissions, such as public transit and active transportation;
- 3 IMPROVE** the efficiency of vehicles by reducing their carbon footprint, but also improve trips in terms of costs, quality and safety.



## DIMENSION 1

### WORK WITH THE MUNICIPAL SECTOR TO FAVOUR THE DEPLOYMENT OF SUSTAINABLE TRANSPORTATION SERVICES FOR CITIZENS

The municipal sector is an inevitable partner in the deployment of any initiative concerning mobility. In fact, municipal authorities, recognized by the Gouvernement du Québec as local governments, possess the main tools for implementation of structuring measures for mobility and land use planning.

The deployment of sustainable transportation services for citizens basically requires concerted action by the Government and the municipal sector to converge on more integrated planning of land use and transportation that will stimulate the vitality of the regions. Interventions in transportation, particularly those related to public transit and active transportation, and to universal accessibility of services, will improve access to employment and activities, in addition to favouring social inclusion of persons with reduced mobility and low income.

## **Favour integrated planning of land use and urban and regional transportation**

Land use planning is one of the key factors in achieving sustainable mobility objectives. It allows reduction of travelling distances and the needs for motorized trips. In this regard, integrated planning of land use and transportation has become inevitable. However, it concerns many stakeholders, and the Government's power of intervention remains limited.

Given the Government's intention to plan transportation differently by allowing the municipal sector leeway, it appears expedient to propose new tools intended to support the municipalities in taking mobility questions into account in their territories. These tools seek to strengthen the links between land use and transportation planning at every level (municipal, RCM, metropolitan communities, government) so that the municipal sector can make even better informed mobility choices and meet the public's needs. This new integrated land use and transportation planning would be a condition for government financing of the municipal sector's transportation initiatives. These tools will take into account the Government land use planning directions, which contains the Government's objectives in this matter and must be integrated into the municipal sector's planning tools.

## **Make urban public transit more attractive and competitive**

To achieve the objective of reducing GHG emissions in the transportation sector, it is essential that public transit services can be even more attractive in terms of accessibility, rapidity, frequency, regularity and comfort, and that they can offer enough capacity to meet the increased mobility needs and accommodate new users who will want to reduce their individual trips. The improvement of the service offering must contribute to achieving these objectives.

In this context, the Government intends to continue financial support to the municipal sector in the deployment of public transit services supporting an increase in the service offering to users and the improvement of interconnection of services thanks to improved and simplified assistance programs. This assistance will become conditional on comprehensive consideration of mobility questions through integrated planning by the municipal sector.

## **Favour and improve the attractiveness of regional and intercity public transit**

In some regions of Québec, the automobile remains the only possible transportation option to meet the population's needs. This can cause problems of accessibility and even of isolation for people who do not have access to a motor vehicle. The distances between the places of residence and the different services, which are often greater on the average than in urban regions, exacerbate these problems. Sustainable mobility in the regions thus depends on increasing the number of quality mobility options.

To make regional and intercity public transit more attractive, the Government intends to modulate and adapt its interventions according to the special conditions of the territory and the different means of transportation concerned to ensure regional service and vitality, paying special attention to interconnections between modes and between territories. For example, different assistance and support programs for intercity bus service could be deployed or improved to achieve this objective. The regional public transit funding model has expired after ten years of existence, and it is appropriate to establish solutions adapted to the new realities and the special conditions of the territories to ensure permanent and recurrent funding of services. The Sustainable Mobility Policy also intends to ensure improved access to the existing rail, maritime and air services to isolated, landlocked or remote regions, for the populations who live there.

### **Facilitate trips for persons with reduced mobility**

Québec intends to be an inclusive society that is a good place to live for all its citizens, including the most vulnerable. The question of accessibility of services is crucial to enable every person to contribute actively to society. Innovative means must be explored to serve the entire population efficiently, whether in urban areas, on the periphery or in the regions.

The Government intends to continue supporting personalized services for persons with reduced mobility while converging toward universal accessibility of regular transportation services, which offer more flexibility in trips than paratransit.

Universal accessibility allows comparable use of public transit services by the entire population, whether for persons with temporary disabilities, seniors or parents of young children. Much still remains to be done so that vehicles, infrastructure and complementary services are universally accessible and prevent gender inequalities.

In the context of an aging population, special attention must also be paid to the specific mobility needs of seniors.

The Gouvernement du Québec already invests heavily in public transit, a means of transportation from which many seniors benefit for their trips. In addition some municipalities also offer initiatives supporting mobility for seniors. These efforts will have to be increased in the years ahead.

### **Build on sustainable mobility to stimulate regional vitality**

The Gouvernement du Québec pays special attention to the regions in the Sustainable Mobility Policy and intends to be proactive on several fronts to offer citizens and businesses sustainable mobility options adapted to their needs.

Transportation planning, regional and intercity public transit, access to isolated or remote regions, upgrading of regional infrastructure, and deployment of equipment supporting transportation electrification and the use of clean energies are all fields applying to the regions where the Government intends to stimulate regional vitality.

Despite the efforts made over the past few years, paratransit programs have not kept pace with the clientele's increasing needs over time and there is still much to be done concerning paratransit funding. The Government takes a large step in this direction in the Sustainable Mobility Policy, by aiming at a multi-year financial framework for financial assistance programs for the mobility of persons with disabilities, while improving the budget allocated to these programs.

### **Support new mobility, innovation and systems integration**

Several phenomena, such as the arrival of new technologies, autonomous vehicles and intelligent transportation systems are combined to offer a whole series of new mobility services that will be a major component of mobility by 2030.

It is therefore important to give the necessary impetus to their development in Québec, their expansion and their use, in order to benefit from the possibilities these changes offer, particularly in terms of new models of services, governance or organization of mobility.

The Government intends to assume its role fully as a leader in this field by having different initiatives favouring concerted action among the various transportation service operators and the development of innovative new technologies that can offer citizens a combination of interrelated, efficient, rapid and comfortable mobility services. Support will be provided, in particular, to new forms of mobility that use electricity as an energy source and clean technologies, as well as projects for use of autonomous vehicles in a shared mobility perspective.

The taxi industry is not escaping these upheavals. Over the past few years, the public's needs have evolved and new business models have appeared. The governance framework was changed in 2016, particularly to favour an environment conducive to modernization of this industry. The Government's objective is to support the taxi industry so that it is reliable, dynamic and geared to the quality of customer service.

## **New mobility**

The new mobility is defined as a set of transportation modes or services allowing satisfaction of varied passenger and freight mobility needs, such as car pooling, car sharing, taxi and bicycle sharing, including computer applications that allow route planning or linking of trip supply and demand.



## DIMENSION 2

### SUPPORT LOGISTICS CHAIN STAKEHOLDERS IN THE DEPLOYMENT OF HIGH-PERFORMANCE TRANSPORTATION SERVICES FOR BUSINESSES

To stimulate Québec's economic growth and make it an attractive place for investment, it is crucial to create an environment favourable to business development, new economic initiatives and job creation.

Transportation system efficiency is an essential condition for the performance of logistics chains and the national and international competitiveness of businesses. Consistent with this perspective, the Policy seeks to support logistics chain stakeholders in the deployment of high-performance transportation for businesses, thus improving their competitiveness. The Policy also seeks to complement the 2018-2023 National Workforce Strategy and other government initiatives for businesses and workers, in order to help Québec meet the challenges of the labour market.

## **Ensure the establishment of integrated and interconnected multimodal networks in support of the logistics chains**

To ensure business efficiency and agility, it is important for Québec to be able to count on integrated road, rail, port and airport networks, favouring optimum use of modes where they are the most efficient. Logistics chain efficiency is an essential condition for business competitiveness in a context where trade extends far beyond Québec's borders. Moreover, with the increase in e-commerce, the logistics chains must meet the requirements of the new generation of consumers, who expect increasingly rapid delivery to the location of their choice and problem-free returns, which puts additional pressure on logistics chains.

By 2030, the Government intends to propose measures in view of facilitating interconnections and interactions of transportation networks to improve intermodal complementarity and integration and thus increase the transportation system's efficiency, both from an economic point of view and an environmental or social perspective. Such measures should facilitate the use of the right mode in the right place at the right time, for increased efficiency of national and international logistics chains.

These measures may take the form of intermodality assistance programs or programs to support the development of sustainable, innovative, high-performance logistics chains. The Government will continue to support the Maritime Strategy<sup>9</sup> and the deployment of

transportation equipment favouring better integration of networks, such as logistics hubs, value-added distribution centres and industrial-port zones.

## **Support workforce training**

Labour is an essential component of the efficient operation of logistics chains. In this regard, the Government intends to support the initiatives of freight and passenger transportation industry partners to address the labour shortage and the retention and recruitment difficulties associated with training and skills development, for each mode.

## **Optimize regulation of transportation modes**

Regulation is an essential tool for the Government to be able to assume its responsibilities. This is even more important in transportation, because the legislative framework often concerns safety. Under the Government Policy on Regulatory and Administrative Streamlining,<sup>10</sup> the Gouvernement du Québec is making constant efforts to better regulate and optimize administrative processes, while taking into account the emergence of new technologies and methods. In this regard, the Sustainable Mobility Policy provides for an improvement of the legislative and regulatory framework when necessary, in the transportation modes under its complete or partial responsibility, such as road transportation and rail transportation, so as to improve their efficiency and safety while reducing the burden on businesses as much as possible.

<sup>9</sup> QUÉBEC. *Stratégie maritime. Stratégie maritime à l'horizon 2030. Plan d'action 2015-2020*. (English version: Maritime Strategy. The Maritime Strategy by the Year 2030. 2015-2020 Action Plan) Québec, [Online], June 29, 2015, [<https://strategiemaritime.gouv.qc.ca/app/uploads/2015/11/strategie-maritime-plan-action-2015-2020-web.pdf>] (Consulted on February 15, 2018).

<sup>10</sup> QUÉBEC. *Politique gouvernementale sur l'allègement réglementaire et administratif - Pour une réglementation intelligente*, Décret 1166-2017. (Government Policy on Regulatory and Administrative Streamlining - For Intelligent Regulation)

## DIMENSION 3

### DEPLOY TRANSPORTATION INFRASTRUCTURES FAVOURING SUSTAINABLE MOBILITY

A transportation system in support of sustainable mobility must be able to rely on safe, efficient infrastructures in good condition, regardless of the environment or the transportation mode used. For this purpose, the Government intends to prioritize infrastructure development projects in support of public transit and active transportation. It also intends to take the necessary measures to ensure the sustainability and safety of the road, rail, port and maritime infrastructures under Québec's responsibility, particularly in a perspective of adaptation to the impacts of climate change.

## **Deploy structuring projects in public transit**

The rising automobile congestion in the large agglomerations and growing urban territories tends to increase the duration of car and bus trips, and to complicate access to airports, railways stations and bus terminals. The environmental impacts resulting from the GHG emissions generated by vehicular traffic and idling due to congestion are also considerable. The Government therefore intends to support structuring public transit projects consistent with the pursuit of government objectives in transportation electrification and reduction of GHG emissions, particularly in the Montréal and Québec City regions, where the needs for such infrastructures are especially felt.

The Government also intends to stimulate and encourage initiatives that could lead to the emergence of innovative and achievable intercity mobility solutions throughout the territory.

## **Invest in infrastructures favouring public transit and active transportation**

To be sustainable, transportation system infrastructures must support efficient, safe, perennial, fair mobility, integrated into the community and compatible with human health and ecosystems.

This is why the Government will provide support for the development of infrastructures that facilitate the use of public transit services and improve their efficiency. Incentive parking for public transit users and reserved lanes for

public transit that allow people to be moved more quickly are among the most efficient developments in support of public transit. A major deficit is also observed concerning asset maintenance of public transit corporations, which has the consequence of limiting the capacity to develop new public transit infrastructures. Action is therefore imperative.

To favour active transportation, it is essential to consider the specific needs of pedestrians and cyclists to create hospitable urban environments for walking and cycling, and facilitate access to them. These modes are mobility choices to be preferred, given their benefits for health and the reduction of motorized movements.

The bicycle also has its place in suburban and rural environments, whether for work-related commuting or recreational purposes. The Route Verte<sup>11</sup> serves as the backbone of the cycling network in Québec, and it is important to continue developing it and maintaining it in good condition.

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<sup>11</sup> This provincial cycling network covers a total of more than 5000 km, representing 42% of the approximately 12,000 km of bicycle paths in Québec.



## **Ensure the permanence of road, rail, port and airport infrastructures**

Aging infrastructures and the effect of climate change compromise the permanence of infrastructures, essential to continue to meet the growing needs of passenger travel and favour trade in merchandise. A set of improved measures will be put forward to ensure the resilience and adaptation of infrastructures to climate change and maintain the functionality of the road, rail, port and airport infrastructures under the responsibility of the Government, municipalities and other stakeholders. Maintenance of these assets is essential, because they support public transit and active transportation services, as well as freight movements. These infrastructures are the basis of the economic and social development and accessibility of Québec's regions.

## **Ensure transportation safety**

It is important for users to be able to travel in total safety and benefit from infrastructure and equipment in good condition, whether on the road or when using another transportation mode.

Québec has made major progress over the past few decades in the improvement of its road safety record, thanks to the mobilization and joint efforts of many players. These efforts must continue. This is why the Government

intends to be inspired by the Zero Accident Vision approach to define its own road safety intervention strategy.

This approach seeks to reduce the number of deaths and serious injuries on our roads even further, by paying special attention to vulnerable users. In particular, it includes the deployment of safe layouts on the road network under its responsibility and support for municipalities, which are responsible for a large part of the local road network.

Complementing this approach, the Government intends to intervene with safety legislation and regulations, particularly concerning the emergence of autonomous vehicles.

The Government also proposes measures to improve risk assessment and prioritize safety interventions on the major modal transportation corridors, putting the emphasis on transportation of hazardous materials. These interventions will be performed in a concerted approach with all the partners and network operators, in respect for the responsibilities of each.

## DIMENSION 4

### PROMOTE ELECTRIFICATION AND DEPLOYMENT OF ENERGY-EFFICIENT VEHICLES

electrification and in the development and use of clean energies for various purposes, including transportation. The Transportation Electrification Action Plan 2015-2020, the 2030 Energy Policy and the 2018-2023 Master Plan of Transition énergétique Québec are all Initiatives that contribute to guide Québec's actions decisively in these sectors.

With the Sustainable Mobility Policy – 2030, the Government continues along this line and intends to pursue promotion of the use of electric vehicles and the deployment of charging stations. Starting in 2025, the Government intends to finance the acquisition only of 100% electric vehicles for passenger transportation. It will also encourage the use of energy-efficient vehicles for freight transportation.

## **Continue the transportation electrification efforts**

Québec has adopted the ambitious target of one million electric or rechargeable hybrid vehicles in Québec by 2030.<sup>12</sup> This is why the Government must continue the efforts initiated in the Transportation Electrification Action Plan 2015-2020, which has the objective of encouraging citizens and businesses to prefer electric vehicles over gasoline vehicles in their trips. The efforts of Hydro-Québec, which is taking over the management of the Electric Circuit, will also move in this direction, as will the implementation of the regulation intended to increase the number of zero emission vehicles by the ministère du Développement durable, de l'Environnement et de la Lutte contre les changements climatiques.

In addition, the Government will provide its support for research and industry initiatives related to electric and intelligent vehicles, in order to explore new intelligent mobility technologies, including autonomous vehicles. It also intends to encourage innovative projects that will contribute to promote transportation electrification and improve its performance.

## **Continue the deployment of charging stations**

The presence of an adequate charging station infrastructure network is an essential condition for the development of a large-scale electric vehicle fleet. Fast-charging stations, in particular, are essential to allow electromobilists to make longer trips more quickly.

Parallel to the efforts deployed to encourage citizens and businesses to drive electric, the Government intends to continue its efforts to improve the charging station network on Québec roads and in multiple-unit residential buildings, in new office buildings, for on-street parking, and in support of electric taxi and shared mobility services.

## **Support the development of different forms of energy**

One of the objectives of the 2030 Energy Policy is to reduce by 40% the quantity of petroleum products consumed, which involves a change in the mobility habits of citizens and businesses, as well as increased use of cleaner energies. Currently, 99% of the energy needs related to passenger and freight transportation are satisfied by petroleum products.

The Government therefore wishes to increase the availability of certain cleaner energy sources for vehicles. In a longer-term perspective, it is immediately appropriate to assess the environmental impacts by a life cycle approach and assess the GHG emissions reduction potentials of the different types of fuels available to replace gasoline and diesel, such as biofuels, compressed natural gas, liquefied natural gas, propane and hydrogen, in order to make informed energy choices.

<sup>12</sup> QUÉBEC. *Politique énergétique 2030. L'énergie des Québécois : source de croissance*. (English version: 2030 Energy Policy. Energy in Québec: A Source of Growth) Ministère de l'Énergie et des Ressources naturelles, [Online] 2016 [<http://politiqueenergetique.gouv.qc.ca/wp-content/uploads/politique-energetique-2030.pdf>] (Consulted on February 2, 2018).

## Encourage the use of energy-efficient vehicles for freight transportation

Trucking is an inevitable component of logistics chains, because it allows rapid and flexible door-to-door service. In this regard, improving energy performance is just as important for heavy vehicles as for light vehicles. The efforts already made must be improved to ensure this sector contributes significantly to the GHG emissions reduction targets, while remaining economically efficient.

More generally, the Government will continue to provide financial support for measures intended to reduce the environmental footprint of all modes of freight transportation. The goal is to encourage businesses to use transportation material and equipment that perform more efficiently and rely on energy sources emitting fewer GHGs.





## DIMENSION 5

### ASSUME THE LEADERSHIP ON SUSTAINABLE MOBILITY IN QUÉBEC

With the Sustainable Mobility Policy – 2030, the Gouvernement du Québec confirms its commitment to be the leader on sustainable mobility in Québec. On the one hand, it entrusts the ministère des Transports, de la Mobilité durable et de l'Électrification des transports, and all the departments and bodies concerned, with the task of setting the example and becoming change agents for sustainable mobility from a government perspective. On the other hand, it plans to support the initiatives of businesses that wish to develop a new sustainable and intelligent mobility industry by stimulating research and development.

## **Support the land transportation and sustainable mobility equipment industry**

Like the global economy, the Québec economy must evolve rapidly toward an innovative, digital, clean and globalized economy. The land transportation equipment industry is bound to go through a fundamental transformation over the next few years, related to sustainable mobility and its underlying innovation.

The Government intends to support the industry in this transformation by the Action Plan for the Land Transportation and Sustainable Mobility Industry, under the responsibility of the ministère de l'Économie, de la Science et de l'Innovation. It is deploying the means to enable the industry to achieve tomorrow's successes that will make Québec a global reference in sustainable mobility. It is building on the creativity and knowhow of entrepreneurs and workers from every region of Québec. By developing innovative solutions and multiplying commercial successes, both here and internationally, the industry will participate in Québec's future prosperity, for the benefit of all Quebecers.

## **Stimulate research and development**

To accelerate innovation and improve business competitiveness, it is essential for businesses to benefit from the expertise and resources of public research institutions. In this perspective, the industrial research clusters will continue to grow the relationships between businesses and public research institutions for the funding of joint research projects. Moreover, strengthening the attractiveness of Québec knowhow could help draw large companies to Québec. In this regard, it is relevant for Québec businesses to be able to develop products adapted to the global context.

The Government is seeking to stimulate research and development to support the acquisition of knowledge favouring the emergence of innovative solutions in sustainable mobility.

This support is addressed to the different public and private sector stakeholders concerned about the efficiency, safety and environmental impact of the different passenger and freight transportation modes.

## **Strengthen the exemplary role of the State**

The Sustainable Mobility Policy seeks to give a new direction to the development of mobility throughout Québec. This will require significant adjustments in the behaviours and habits of players at every level of the transportation ecosystem. The Gouvernement du Québec must set an example for citizens and businesses by proving that it is also making the necessary efforts. It therefore intends to deploy sustainable mobility initiatives that will apply to its departments and bodies and to its employees, particularly the exclusive acquisition of 100% electric vehicles for its passenger transportation fleet starting in 2025 and the adoption of its Human Resources Management Strategy 2018-2023. This Strategy encourages the employer to offer working conditions and a work organization that favour sustainable mobility and the efforts invested in personal health.

## **Develop and apply economic tools for demand management in transportation**

The overall demand for mobility of passengers and freight has a direct impact on the level of use of infrastructure networks. This level is closely related to the evolution of the needs, infrastructure capacity and the availability of services. The growth dynamics of the number of trips are first observed on the road network, often near the threshold of capacity in the

large agglomerations, where every increase creates functionality losses and congestion. This situation hinders Québec's economic competitiveness and disrupts the everyday lives of citizens who spend more and more time commuting, which complicates work-family reconciliation.

The introduction of certain economic tools for transportation demand management would allow optimization of the use of existing infrastructure and transportation services, inducing users to adopt more sustainable mobility behaviours. However, these tools must be examined in terms of the objectives, the Québec context and the emergence of new technologies and realities, such as transportation electrification.

### **Improve the integrated planning process of transportation interventions**

The ministère des Transports, de la Mobilité durable et de l'Électrification des transports intends to review the criteria guiding its intervention choices by adapting them to the reality of sustainable mobility and incorporating them into a comprehensive integrated planning process for transportation interventions that will involve several of its partners. The MTMDET thus will ensure that it takes all the possible

mobility solutions into account, including the interventions on the networks, as well as public transit and active transportation solutions, programs and demand management tools. These choices will then have an impact on the MTMDET's programming and the Québec Infrastructure Plan.

This integrated planning process must be supported by conclusive data on passenger and freight transportation, and by modelling tools that will make it possible to fuel planning and simulate the consequences of the different solutions proposed for transportation system development and efficiency. Data is also necessary to monitor this Policy in order to measure the achievement of its major targets.

# 6

## WINNING CONDITIONS

The intervention priorities of the Sustainable Mobility Policy are the road map supporting the evolution of the transportation ecosystem toward a more sustainable balance. Governance and funding act as catalysts to initiate forward this movement. But this is not enough. Citizens and businesses, the ecosystem's main stakeholders, must be convinced of the benefits of sustainable mobility and must be mobilized to become change agents themselves. In these regards, several actions must be taken to ensure that the winning conditions for the Policy's success are present.



## **Governance articulated around partnerships**

Over the past few years, the municipal sector has claimed greater autonomy from the Gouvernement du Québec, as well as a modulation of government interventions and better consideration of territorial particularities.

These requests from the municipal sector were concretized, in particular, by the adoption of legislation to recognize the municipalities as local governments and increases the autonomy and powers of the cities of Montréal and Québec under their respective status as metropolis and capital.

Land use and transportation planning are inseparable. By virtue of their responsibilities for land use planning and their knowledge of the special conditions of its territories and its citizens' needs, the authorities of the municipal sector are in the best position to define and ensure the governance of transportation within the territories.

The Policy intends to stimulate exchanges to favour the deployment of sustainable and flexible partnerships among the Government, the municipal sector, the Indigenous peoples and the members of civil society to improve the vision and organization of transportation within the regions. Regional planning of transportation, defined and applied at the local level, will make it possible to improve the safety and the overall offering of mobility to the users. Government support can be provided for initiatives intended to bring together the stakeholders in transportation and expand the partnerships, with the ultimate goal of adapting transportation services so that citizens and businesses can have easy access to the services they need.

## **Adequate and permanent funding**

The Government recognizes the importance of having access to permanent funding sources

and defining an adequate and stable financial framework to support its interventions and those of its sustainable mobility partners.

For the past several years, the Government has paid special attention to the question of transportation funding. The accelerated electrification of vehicles, the application of increasingly strict fuel consumption standards, and the arrival of mobility as a service are phenomena that should be accentuated in the future. In this context, the current transportation funding model in Québec, mostly based on the gasoline tax, registration fees and driver's licenses, is perhaps no longer the best suited to the changing conditions.

It is therefore necessary to continue the discussion already begun on transportation funding by assessing the different economic tools available and their effects on revenues and demand in transportation.

The way these revenues will be used is also to be reviewed, based on the new directions the ministère des Transports, de la Mobilité durable et de l'Électrification des transports intends to adopt to choose its interventions.

Although the maintenance of the existing transportation infrastructures remains a major and unavoidable issue for the Québec economy, the assets in support of the transportation modes with the smallest carbon footprint should be prioritized when development of mobility is in question.

## **Aware and mobilized citizens and businesses**

The Gouvernement du Québec and its partners from civil society, the municipal sector and the public sector have an active role to play to ensure the success of the Sustainable Mobility Policy. But the Policy primarily addresses citizens and businesses, and they must be the first to be convinced of the benefits of a more sustainable mobility. The mobilization of these

players is essential to achieve the results of the Sustainable Mobility Policy.

For the duration of the Policy's application, the Government intends to raise awareness in the population and the business community regarding the impacts of mobility choices on the environment and health, as well as the different mobility options that exist, for a more informed choice. Other communication and awareness activities will target certain specific sectors or modes.

The Sustainable Mobility Policy - 2030 offers Québec citizens and businesses sustainable mobility solutions that will meet their transportation needs efficiently.

It will also serve as the frame of reference that will guide the actions of the Government and its sustainable mobility partners.

The transportation sector is in a period of rapid change. Innovation and new technologies are upsetting our lifestyles and transportation habits. The time is right to review the way we approach transportation by no longer limiting ourselves to the transportation system alone, but by also considering the components of the ecosystem that are in synergy with it, such as the territory and the users' behaviour. More than ever, our transportation system must renew itself, modernize and adapt to this environment. This Policy is the lever giving the necessary impetus to achieve this change geared to sustainable mobility.

The preliminary consultations held with members of civil society identified a certain number of concerns that led to the establishment of the key directions, the intervention priorities and the major targets for the Policy that Québec society will endeavour to achieve by concrete measures.

To ensure its implementation, the Policy is accompanied by cross-cutting and sectoral action plans that will present in detail the

conditions of achievement and the budget allocated to each of the proposed measures.

These action plans will be monitored closely and continuously to ensure the achievement of the objectives sought. The Policy is also accompanied by sectoral intervention frameworks that present all the actions undertaken regarding a given sector.

The actions proposed in the action plans seek to make a varied and integrated range of accessible, equitable, safe mobility available to citizens, adapted to their needs and budgets. The number of solo car trips and consumption of petroleum products should diminish, which will translate into a decrease in congestion and GHG emissions.

Moreover, the economic performance of the Québec transportation system will be increased, particularly due to the fact the competitiveness of freight transportation and Québec businesses will have been improved significantly by intelligent and better integrated logistics chains. The costs associated with road congestion should diminish, to the benefit of the competitiveness of businesses and the Québec economy. Finally, sustainable mobility will offer a wide range of possibilities to companies in the transportation equipment industry so that they develop the vehicles of tomorrow.

The publication of the Sustainable Mobility Policy - 2030 thus does not represent the end of an initiative, but the beginning of a crucial stage allowing everyone to participate in building our sustainable transportation system of tomorrow. Let us work together, as citizens and businesses, to make our sustainable mobility ambitions a reality.







# TRANSPORTING QUÉBEC TOWARDS MODERNITY

[transports.gouv.qc.ca/politique-mobilite-durable](https://transports.gouv.qc.ca/politique-mobilite-durable)