





ENVIRONMENT Each Air Canada passenger on the Montreal-Toronto trip accounts for 100 kilograms of carbon dioxide, according to Zerofootprint, a not-for-profit carbon credit company that has partnered with the airline.


The David Suzuki Foundation says that to properly calculate air travel's contribution to global warming, you must include a 2.7 multiplier to get a truer picture. Therefore, each Montreal-Toronto passenger is actually responsible for the equivalent of 270 kilograms of carbon dioxide emissions.

According to VIA, each of its passengers on the Montreal-Toronto trip leaves a carbon footprint of 45 kilograms.



 **OFFSETTING** Zerofootprint will offset your trip for a \$1.60 fee. This money funds tree planting in British Columbia; however, environmental organizations such as the David Suzuki Foundation suggest carbon-offset programs only as a last resort as they fail to address our reliance on fossil fuels.

 **ADVANCES** Air Canada has committed to using advanced plane technologies to lower greenhouse gas emissions. But as passenger travel is projected to rise by at least five percent a year, total greenhouse gas emissions will increase, not decrease. Unless transportation patterns change, the Intergovernmental Panel on Climate Change projects that aviation will become one of the most significant contributors to climate change.

 **ADVANCES** Technical advances could be achieved throughout the corridor by copying the existing European model that uses electrically powered locomotives, dedicated passenger tracks and banked rail curves. Electrification of the entire corridor would substantially lower per-passenger greenhouse gas emissions on this route, as most of the electricity generated in Quebec and Ontario is either hydroelectric or nuclear, neither of which produces significant greenhouse gas emissions. While there are no plans to electrify VIA, the Ontario government is moving toward this with the Greater Toronto Area's GO commuter lines. Were VIA to be similarly electrified throughout the corridor, express train speeds could potentially go from their current top speed of 166 km/h to 300 km/h, turning Montreal-Toronto into a two-hour trip.

