



# MOTION REGARDING DISCRETIONARY FUNDING FOR SSMU DRIVESAFE 2019-10-24

Submitted for: October 24, 2019

**WHEREAS**, Students' Society of McGill University DriveSafe (hereby referred to as DriveSafe) is entering its twentieth year of providing free rides home to students and staff of McGill University on Thursdays, Fridays, and Saturdays, between the hours of 11pm to 3am;

**WHEREAS**, for the 2019-2020 school year, DriveSafe estimates to rent 140 vans and 140 cars for its service, with a total estimated driving distance of 44 800 kilometres, excluding special event vehicles (Appendix A);

**WHEREAS**, DriveSafe's rental agency, contracted through SSMU, has difficulty providing zero-emission vehicles;

**WHEREAS**, DriveSafe's Constitution requires the service to "regularly monitor the environmental impact of all its events and operations" and to "attempt to utilize the services and resources available at SSMU to maximize capacities for equitable decision-making and environmental stewardship" (Appendix B);

**WHEREAS**, DriveSafe, with the kind support and partnership of the McGill University's Office of Sustainability discovered that its service emits 9.8 tons of greenhouse gas into the environment per school year (Appendix C);

**WHEREAS**, DriveSafe recognizes that according to the United Nations Intergovernmental Panel on Climate Change (IPCC), we, as citizens of this planet have only 11 years left to prevent a climate change catastrophe;

**WHEREAS**, DriveSafe is committed to providing an accessible service for all McGill students and staff, while ensuring that it offsets its carbon emissions, and committing itself to establishing a carbon neutral service by utilizing only electric vehicles by 2030;

**WHEREAS**, SSMU has committed itself through section 7.1.1 in the *Climate Change Policy* adopted on 15 October 2016 to "advocate for solutions to climate change in communities and at all governmental levels, for example community renewable energy projects; fair, ambitious, and binding carbon pricing



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*Located on Haudenosaunee and Anishinaabe, traditional territories*

systems; and initiatives contributing to more sustainable food systems” and reinforced this sentiment through the *Sustainability Policy* passed on 5 April 2018;

**BE IT RESOLVED, THAT** the SSMU Legislative Council approve the following question for the Fall 2019 referendum period:

*Do you agree to allocate up to (5%) of SSMU DriveSafe’s annual budget to be used as discretionary funding for environmental stewardship and carbon offsets, beginning in the Winter 2020 semester?*

**BE IT FURTHER RESOLVED, THAT** the Legislative Council endorse this referendum question, and mandate the Vice President (Finance) to form a “Yes” campaign committee.

Moved by:  
Sam Haward, *Vice President (Finance)*

Seconded by:  
Shreya Dandamudi, *Arts Representative*

Written by:  
Charles Choi, *President - SSMU DriveSafe*



## APPENDIX A

### **CARBON OFFSETS**

Average : 160 km / shift / vehicle

<b>Distance Statistics</b>	<b>N of Cars</b>	<b>N of Vans</b>	<b>kilometres</b>
Weekly	5	5	1 600
Semesterly (14 weeks)	70	70	22 400
Yearly (28 weeks)	140	140	44 800

Thursday : 1 car / 1 van
Friday : 2 cars / 3 vans
Saturday : 2 cars / 1 van



## APPENDIX B



### CONSTITUTION OF SSMU DRIVESAFE

Ratified by Service's Membership on: \_\_\_\_\_  
Ratified by SSMU Council on: \_\_\_\_\_

#### 1 Article I: Name

1.1 SSMU DriveSafe also referred to hereinafter as the Service.

#### 2 Article II: Mandate

2.1 The Service mandate shall be to:

- To provide an alternative to using public transportation alone late at night.
- To promote responsible drinking
- To prevent drinking and driving and associated dangers
- To promote a sense of community within the university by making evening activities accessible to all McGill students.
- As a group that works to actively eradicate all forms of discrimination from our service; we encourage all McGill students and staff to use DriveSafe irrespective of sex, race, sexual orientation, and mental or physical ability.

#### 2.2 Code of Conduct

2.2.1 The Service shall carry forth its mandate from an anti-oppressive and equitable standpoint AND equal respect shall be given to all members, including those of disadvantaged backgrounds, regardless of but not limited to gender, age, race, ethnic or national origin, religion, sexuality or sexual orientation, mental or physical abilities, language, or socio-economic status.

2.2.1.1 No member shall make personal profit from the service

2.2.2 Any executive member who fails to fulfill their responsibilities shall be subject to the expulsion procedure outlined in this constitution

#### 2.3 Student Group Civility

2.3.1 The service will maintain cordial and respectful relations with all other services, services and independent student groups

2.3.2 The service will not use SSMU resources and/or their service status to prevent other services, clubs or independent student groups from fulfilling their mandate, including but not limited to their acquisition of resources and pursuit of activities.

2.3.3 If problems arise between groups, a member of the executive committee and/or collective of the service shall be responsible for contacting the SSMU Vice President of Clubs and Services and attempt to remedy the problem in a collegial fashion.

#### 2.4 Environment

2.4.1 The service shall make attempts to regularly monitor the environmental impact of all its events and operations

2.4.1.1 Services must attempt to utilize the services and resources available at SSMU to maximize capacities for equitable decision-making and environmental stewardship. These include but are not limited to the use of the plate service, green events guide, applications for the SSMU Green fund, assistance of the SSMU environment commissioners, environment committee and green events coordinators

2.4.2 The service must attempt to find sustainable alternatives to the non-recyclable #6 plastic, effective waste management, providing vegan and vegetarian options.



From: <https://drive.google.com/open?id=1NnKer98mkTb03-QhPs1pKTIabYmurE0n> (DriveSafe's Constitution)

## APPENDIX C

### DriveSafe - Greenhouse Gas Emissions for Offsetting

#### Data Inputs - from DriveSafe

Average 160 km / shift / vehicle

Distance Statistics	N of Cars	N of Vans	kilometres
Weekly	5	5	1600
Semesterly (14 weeks)	70	70	22400
Yearly (28 weeks)	140	140	44800

Thursday : 1 car / 1 van  
 Friday : 2 cars / 3 vans  
 Saturday : 2 cars / 1 van

#### GHG Calculations - by Office of Sustainability

Ali Rivers, Climate Officer, September 2019

#### Greenhouse Gas Emissions

Vehicle Type	Emissions/Vehicle kgCO <sub>2</sub> e	Emissions/Week kgCO <sub>2</sub> e	Emissions/Semester kgCO <sub>2</sub> e	Emissions/Year kgCO <sub>2</sub> e	Emissions/Year tCO <sub>2</sub> e	Approx. Cost/Year to Offset \$ CAD
Car	29.9	149	2,090	4,179	4.2	\$ 104.49
Van	40.2	201	2,814	5,628	5.6	\$ 140.69
<b>Total (All Vehicles)</b>	<b>70.1</b>	<b>350</b>	<b>4,904</b>	<b>9,807</b>	<b>9.8</b>	<b>\$ 245.18</b>

#### Key Assumptions & Inputs

1. Each vehicle (car or van) drives an average of 160 km per shift
2. There are a total of 5 car and 5 van shifts per week
3. The DriveSafe program runs for 14 weeks per semester, for 2 semesters
4. All vehicles use gasoline
5. Fuel efficiency values (used to convert emission factors from per litre to per kilometre) are sourced from the Office of Energy Efficiency's "Energy Use Data Handbook Tables - Transportation Sector"
6. 100-year global warming potentials from the IPCC's 5th Assessment Report are used
7. Emission factors are sourced from Environment Canada's 2019 National Inventory Report
8. An average cost of \$25 CAD per tonne of carbon dioxide equivalent is used for offsetting estimates

Emission Source	CO <sub>2</sub> e	Unit	Emission Factor Source
Gasoline car	0.19	kgCO <sub>2</sub> e/km	EC (2019). National Inventory Report. Greenhouse Gas Sources and Sinks in Canada: 1990 - 2017. Environment Canada.
Gasoline van/SUV/pickup	0.25	kgCO <sub>2</sub> e/km	EC (2019). National Inventory Report. Greenhouse Gas Sources and Sinks in Canada: 1990 - 2017. Environment Canada.

\*We thank the generous support from the McGill Office of Sustainability (MOOS) and Climate Officer, Ali Rivers, of the MOOS for these calculations.