



BC ASSEMBLY OF FIRST NATIONS

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BCAFN SPECIAL CHIEFS ASSEMBLY
March 9-10, 2023
Hybrid - In person & online via Zoom

Resolution 12/2023

SUBJECT: SUPPORTING FIRST NATIONS TO ACCESS SAFE, AFFORDABLE, RELIABLE AND LOW-CARBON TRANSPORTATION

MOVED BY: CHIEF DON TOM, TSARTLIP FIRST NATION

SECONDED BY: CHIEF HARVEY MCLEOD, UPPER NICOLA

DECISION: CARRIED

WHEREAS:

- A. First Nations have been practicing, developing, and evolving our modes of movement and transportation systems since time immemorial;
- B. Access to safe, adequate transportation and associated infrastructure has been impacted by colonization and systems that do not provide for the needs of those in rural and remote areas; those experiencing poverty; women; Two-Spirit, lesbian, gay, bi-sexual, trans, queer, questioning, intersex, and asexual, and others with gender and/or sexual diversity (2SLGBTQIA+); youth; elders; and those with disabilities;
- C. Access to safe and effective transportation impacts First Nations' human rights, including socioeconomic well-being, human security, and First Nations' inherent, constitutionally protected and Treaty rights;
- D. Decisions regarding transportation-related infrastructure have the potential to affect First Nations Title, Rights, and Interests;

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- E. First Nations women, girls, and 2SLGBTQQIA+ people are especially impacted by lack of access to transportation, which contributes toward the crisis of missing and murdered Indigenous women, girls, and 2SLGBTQQIA+ people (MMIWG2S+);
- F. Recommendations regarding transportation were made in the 2006 Highway of Tears Symposium Report and 2019 Red Women Rising Report: Indigenous Women Survivors in Vancouver's Downtown Eastside, which have not been fully implemented;
- G. The National Inquiry into MMIWG2S+ Calls for Justice (CFJ) calls for all governments to ensure that adequate plans and funding are put into place for safe and affordable transit and transportation services and infrastructure (CFJ 4.8); and for transportation service providers to address sexual exploitation and human trafficking (CFJ 8.1);
- H. In recent years, dramatic events and climate-related disasters have further exposed the fragile and inequitable access to transportation experienced by First Nations in BC. Access to transportation is critical to resilience in the face of pandemics like COVID-19 and climate crisis events like wildfires, floods and heatwaves;
- I. There is an urgent need to globally reduce GHG emissions, address cumulative GHG emissions, and reach global net-zero. The United Nations Intergovernmental Panel on Climate Change report (2021) states "Each 1000 GtCO₂ of cumulative CO₂ emissions is assessed to likely cause a 0.27°C to 0.63°C increase in global surface temperature". The transportation sector emits the highest amount of CO₂ in BC (42% of the total BC GHG emissions). The majority of these emissions comes from road transport (light-duty gasoline and diesel vehicles and trucks, heavy-duty gasoline and diesel vehicles and propane and natural gas vehicles). Providing mechanisms to fairly reduce the carbon footprint from transportation is essential to fight against climate change;
- J. First Nations must be equipped to adopt clean transportation options and leverage associated economic opportunities, including using low-carbon fuels and active transportation;
- K. In 2022, the Chiefs-in-Assembly of the First Nations Leadership Council organizations supported and endorsed the BC First Nations Climate Strategy and Action Plan (Resolutions: BCAFN 6/2022, UBCIC #2022-04 and FNS #0222.06) which identifies key actions towards achieving clean transportation with First Nations, including:
 - a. Theme 4.2, Objective 4.2.1: Ensure reliable and affordable low-carbon and active transportation within and between First Nations communities. Action a: Review state-led policies and programs* relating to low-carbon transportation and active transportation projects and develop reform recommendations to support the needs and priorities of First Nations both on and off reserve;
 - b. Objective 4.2.2: Support First Nations in reducing reliance on fossil fuels;

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- L. The *United Nations Declaration on the Rights of Indigenous Peoples*, which the government of Canada has adopted without qualification and has, alongside the government of BC, passed legislation committing to implement, affirms:

Article 21: (1) Indigenous peoples have the right, without discrimination, to the improvement of their economic and social conditions, including, inter alia, in the areas of education, employment, vocational training and retraining, housing, sanitation, health and social security. **(2)** States shall take effective measures and, where appropriate, special measures to ensure continuing improvement of their economic and social conditions. Particular attention shall be paid to the rights and special needs of indigenous elders, women, youth, children and persons with disabilities;

Article 23: Indigenous peoples have the right to determine and develop priorities and strategies for exercising their right to development. In particular, indigenous peoples have the right to be actively involved in developing and determining health, housing and other economic and social programmes affecting them and, as far as possible, to administer such programmes through their own institutions;

- M. Canada has set out the ambitious goal of “making clean, affordable transportation available in every community.” The Canada’s Healthy Environment and Healthy Economy Climate Plan (2020) contains specific measures and actions for the transportation sector to reduce emissions. More recently, Canada’s 2030 Emissions Reduction Plan (2022) provides a roadmap on how Canada will meet the goals of reducing transportation sector emissions through cleaner public transit, encouraging more active transportation, making ZEVs more affordable and accessible, and providing cleaner modes of air, marine, and rail travel;
- N. The BC Declaration Act Action Plan (Action 3.9) commits the province to address issues regarding transportation experienced by First Nations:
- a. Identify and implement multi-modal transportation solutions that provide support and enable the development of sustainable, safe, reliable and affordable transportation options for First Nations communities. (Ministry of Transportation and Infrastructure); and
- O. The CleanBC’s Roadmap to 2030 aims to accelerate the shift to lower-carbon transportation and prepare our transportation networks for climate impacts. As part of the Roadmap to 2030, the Province of BC committed to preparing and releasing a Clean Transportation Action Plan (CTAP) in 2023.

THEREFORE BE IT RESOLVED THAT:

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1. The BCAFN Chiefs-in-Assembly demands that any transportation-related plan developed by Canada and BC must be done so in cooperation with First Nations in BC, and must recognize and uphold First Nations inherent and constitutionally protected Indigenous Title, Rights, and Treaty Rights;
2. The BCAFN Chiefs-in-Assembly direct the BCAFN to advocate for the full recognition and implementation of First Nations' inherent, constitutionally protected, treaty and human rights connected to transportation, in particular as they relate to addressing issues of equity, safety and accessibility, low-carbon transportation, transportation that supports resilience in the face of the climate crisis, and First Nations Title and self-determination; and
3. The BCAFN Chiefs-in-Assembly direct the BCAFN to:
 - i. assess gaps and opportunities that restrict and assist First Nations in BC to access equitable, safe, reliable, and affordable low-carbon and active transportation and transportation services within and between communities, and provide recommendations for legislation, policy, and program reform to advance these goals; and
 - ii. develop a First Nations Low-carbon Transportation Planning Guide to support First Nations in developing strategies and plans to address their transportation needs and priorities.

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