



TP 14723

Freight Technology Demonstration Fund

Applicant's Guide

ROUND TWO

**Deadline for Submissions
September 17th, 2008**

Canada

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FREIGHT TECHNOLOGY DEMONSTRATION FUND

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INTRODUCTION

Freight transportation and clean air

Transportation is one of the largest sources of air pollution and greenhouse gas emissions in Canada. The movement of goods causes significant air and water pollution. These environmental impacts in turn result in real social and economic costs and affect the health and quality of life of Canadians.

The ecoTRANSPORT strategy is part of the Government's ambitious and realistic agenda to protect our environment, the health of Canadians and to further our economic prosperity.

Reducing the growth of greenhouse gas and other emissions from the freight sector will require innovative solutions and broad sector participation, and Transport Canada's ecoFREIGHT program has been established to pursue this objective.

The ecoFREIGHT program reflects the government's commitment to promoting more fuel-efficient technologies that can lead to reduced greenhouse gas emissions, cleaner air, a healthier environment and a more competitive and sustainable freight sector. The Freight Technology Demonstration Fund is one component of this initiative.

The Freight Technology Demonstration Fund provides the freight transportation industry with cost shared funding for real world testing of freight transportation technologies that have the potential to reduce the amount of fuel consumed and the emission of air pollutants and greenhouse gases.

What are criteria air contaminants and greenhouse gases?

Greenhouse gases (GHG) are gases in the atmosphere that give rise to the greenhouse effect. GHG's are present in the atmosphere due to natural processes, but their increasing concentration is due to human activities. These gases include: Water vapour (H₂O), Carbon dioxide (CO₂), Methane (CH₄), Nitrous oxide (N₂O), Tropospheric ozone (O₃). GHG's are released when fuel is consumed in freight transportation. Reducing the amount of fuel used directly reduces the GHG emissions most frequently linked with transportation.

For more information on (GHG), visit the Environment Canada Website at:

<http://www.msc.ec.gc.ca/education/scienceofclimatechange/understanding/greenhouse_gases/index_e.html>

The emission of various air pollutants can affect human health and contribute to air pollution problems such as smog, acid rain and visibility. These pollutants (known as "criteria air contaminants") include: total particulate matter (TPM), particulate matter less than or equal to 10 microns (PM₁₀), particulate matter less than or equal to 2.5 microns (PM_{2.5}), Sulphur Oxides (SO_x), Nitrogen Oxides (NO_x), volatile organic compounds (VOC), Carbon Monoxide (CO) and Ammonia (NH₃).

For more information on these air pollutants, visit the Environment Canada Website at:
<http://www.ec.gc.ca/pdb/cac/cac_home_e.cfm>

About this guide

Please read this guide thoroughly. It has been prepared to help eligible organizations apply for funding under the Freight Technology Demonstration Fund. To discuss project ideas, ask questions or obtain information not included in this guide, please contact:

ecoFREIGHT Programs

Environmental Initiatives
Transport Canada
330 Sparks Street
Place de Ville, Tower C (AHEC)
Ottawa, Ontario K1A 0N5

Telephone: (613) 991-1196

Fax: (613) 949-3874

E-mail: <ecofreight-ecomarchandises@tc.gc.ca>

Web site: <www.ecoaction.gc.ca/ecofreight>

HOW TO APPLY

Applications must include the following elements :

- A completed typed application form (see Annex A)
- A signed application by an individual authorized to apply for funding on behalf of the applicant organization

How to submit

Applications must be submitted by courier or regular mail by September 17, 2008, to :

Freight Technology Demonstration Fund
Environmental Initiatives
Transport Canada
Place de Ville, Tower C
330 Sparks Street
18th Floor (AHEC)
Ottawa, ON K1A 0N5

Applicants should also submit (via e-mail or CD) electronic versions of all documents in either Microsoft Word or Adobe PDF format to:

<ecofreight-ecomarchandises@tc.gc.ca>

PROGRAM OVERVIEW

Purpose

The Freight Technology Demonstration Fund provides the freight industry and technology providers with funding for technology trials and real world testing of underutilized freight transportation technology that has the potential to reduce air pollutants and/or greenhouse gases (GHG).

Duration and funding rounds

- Applications will be accepted through a series of funding rounds. The next round will be held on September 17th, 2008. No applications will be accepted after that date.
- Approved projects must be completed within two years of their start date.
- Other rounds may be considered subject to availability of program funds.

Eligibility

What organizations are eligible?

Eligible applicants are organizations who are engaged directly in the project delivery, and have an interest in the freight transportation sector in Canada, including :

- freight carriers
- technology providers
- facility operators
- freight forwarders
- shippers
- educational and academic institutions
- industry associations
- profit and not-for profit organizations

Non-Canadian organizations are also eligible for funding if the demonstration would generate benefits for Canadians.

Note: Governmental organizations are not eligible for funding, however, they could provide financial and other support to an eligible applicant.

Other industries (e.g. fishing, mining, construction, etc) wishing to demonstrate emission reducing equipment may be eligible if the activities in question are linked to freight transportation operations. Technologies that are for use solely within such a company's premises are not eligible for funding.

What projects are eligible?

Demonstration projects have to target freight transportation. Freight transportation refers to the movement of goods within and/or between cities, provinces and countries; within one mode and/or across modes (i.e. intermodal activities in rail yards, ports and airports.)

To be considered for funding, a proposed project should involve the demonstration of an under-utilized technology or equipment that has the potential of reducing emissions cost-effectively in the freight transportation sector. Technologies must be tested in real world conditions and not in a lab environment. Applicants that do not have the facilities to demonstrate their projects in real world conditions are encouraged to partner with other organizations that could offer these services (e.g. a freight carrier).

The program requires a minimum funding request of \$25,000 to be considered for funding.

Examples of possible projects:

Air	Marine
<ul style="list-style-type: none"> ▪ Fleet management practices ▪ Integration of technologies to reduce fuel usage ▪ Lighter weight materials of construction 	<ul style="list-style-type: none"> ▪ Freight handling equipment ▪ Voyage optimization (tidal current impact) ▪ Short sea shipping demonstration
Rail	Road
<ul style="list-style-type: none"> ▪ Alternative fuel (e.g Biodiesel) ▪ Lightweight materials ▪ Modification of existing technology designs 	<ul style="list-style-type: none"> ▪ Aerodynamic device to reduce drag ▪ Cold storage air conditioning systems ▪ Continuously variable transmissions
All modes	
<ul style="list-style-type: none"> ▪ Testing of technologies in one mode that are already proven in another mode 	

The following types of projects will not be funded:

- Projects where benefits do not accrue in Canada
- Projects which have been completed at the time of application as Transport Canada can only fund expenses incurred towards a project after project approvals.
- Non-freight related projects

Funding

What government funding is available?

- The federal government can reimburse up to 50 percent of eligible costs. Recipients will be responsible for the remaining project costs and will be expected to provide sufficient funds to carry out and complete the project.
- The maximum amount payable per project is \$500,000 over a two-year period.
- Total federal assistance cannot exceed 50 percent of the eligible costs of the project under the program, even if this assistance comes from more than one federal program.
- Recipients are required to identify any and all sources of funding in their application and to confirm this information in a contribution agreement if the project is selected for funding.

What expenses are eligible?

Eligible project expenses are costs directly attributable to the project. Reimbursement will be made for expenses that are incurred while the Freight Technology Demonstration Fund is in effect and as defined in the contribution agreement.

Eligible project costs can include:

1. Planning, implementing, monitoring and reporting of the demonstration project (e.g. management, direct labour, material and supplies);
2. Environmental assessment expenses;
3. Project start-up, management and engineering costs in support of approved projects;
4. Services provided by contractors and parties directly associated with implementation of approved projects;
5. Overhead cost (non-salary cost) for indirect labour, material, supplies, office space, related to project planning, design, implementation, monitoring and reporting (typically overhead cost should not exceed about 15 percent of total eligible cost);
6. Salary associated with the project (including consultants' fees);
7. Infrastructure/construction costs;
8. Travel related to the project;
9. Project monitoring, and preparation and submission of project reports; and
10. In-kind contributions, which may include donated equipment, services and facilities necessary to implement a project (i.e. project inputs that would otherwise be purchased if they were not provided by the applicant organization).

Examples of in-kind contributions:

- Professional, technical, managerial, and administrative services offered by staff of recipient organization,
- Equipment, facilities, office space, office equipment, telephone services, etc, provided by the recipient organization to the project.

Note : In-kind contributions proposed by the applicant must be approved by Transport Canada, and defined in the project contribution agreement. In-kind contributions must be new or incremental costs to the applicant organization (i.e. they cannot be ongoing business expenses related to the project). Transport Canada officials and recipients can work together through the contribution agreement to define the eligible in-kind contributions and incremental costs.

In-kind contribution will be assessed at reasonable market value. For personal services and staff, the value will be calculated based on the person's salary level and benefits. Work done by volunteers can be included at market rate. Equipment and facilities will be assessed at fair market value as required by Treasury Board policy on Accounting for Non-Monetary Transactions.

What expenses are ineligible?

The following costs are not eligible for funding:

- Expenses incurred prior to the selection of a project and after the term of the agreement;
- Provincial Sales Tax and the Goods and Services Tax for which the recipient is eligible for a tax rebate, and any other costs eligible for rebates;
- Cost of purchasing land, associated real estate and other fees, financing charges and interest payments on loans;
- Salaries for regular ongoing staff and day-to-day operational costs;
- Ongoing operational and maintenance costs;
- Costs associated with the development of proposals for funding under this program;
- Research and development of technology prototypes; and
- Economic and viability studies.

Contribution agreement

Shortly after project selection, Transport Canada and the recipient will conclude a contribution agreement. This must be done as a precondition to any payment by Transport Canada in respect of the project.

Contributions will be paid as a reimbursement for actual eligible expenditures made by a recipient, based on evidence of work completed and related invoices. The required evidence of eligible costs incurred will be defined in the contribution agreement.

Upon notice of project selection, a recipient may begin to incur eligible expenses even if this is prior to signing the contribution agreement with Transport Canada. However, unless and until a signed contribution agreement is in place with Transport Canada such expenses will be incurred at the recipient's own risk.

Reporting

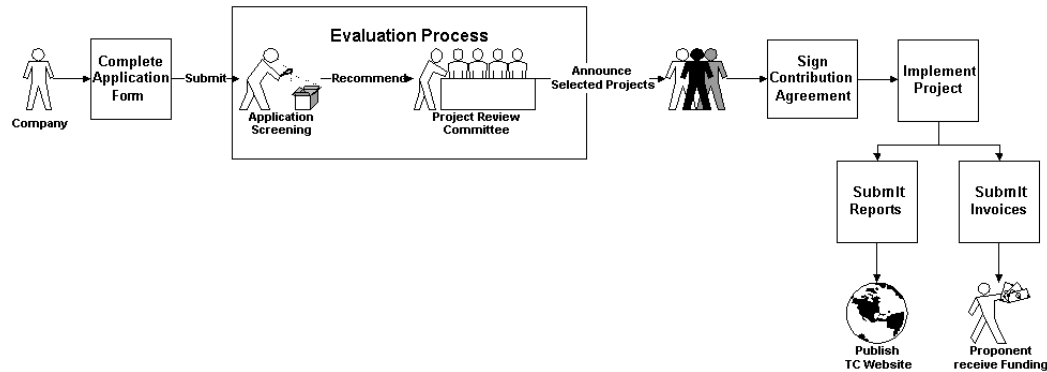
In the context of a demonstration program, reporting is critically important. Reporting is intended to account for the contribution made by the federal government, and to assess the relative success of the project in reducing emissions and/or fuel consumption.

Recipients are required to submit a minimum of two reports during the course of the project, including a mid-term and final performance report. The mid-term report requires a summary of the project status, performance, and results to date. Additional progress reports may be required depending on the length and complexity of the project. The final report illustrates the degree of project success, lessons learned and actual emission reductions realized by the project. Reporting requirements will be specified in the contribution agreement.

The reports must include actual data that has been gathered in the course of the demonstration (on fuel consumption and/or emissions) and compared to control or historical data. The comparison of this data will tell us whether the demonstration has had the desired effect and the size of that effect.

SELECTION PROCESS

Figure 1 - Project life-cycle



A competitive and transparent process will be followed to select demonstration projects for funding from the applications that are received.

Phase 1: Receipt and screening of applications

Funding applications must be mailed to the Transport Canada address specified in this document and postmarked no later than the application deadline. Program staff will verify the postmark and conduct an initial screening to determine whether it:

- is submitted by an eligible applicant;
- is considered an eligible project;
- meets program funding provisions as described by this guide;
- contains the requisite declaration and documentation; and
- is complete and signed by an individual authorized to apply for funding on behalf of the applicant organization.

Phase 2- Project review committee

The project review committee members may be drawn from: Environment Canada, Transport Canada, Natural Resources Canada, academia and/or other non-governmental organizations. The project review committee reviews screened applications and evaluates the projects according to:

- Program criteria
- Technical feasibility
- Consistency with recognized industry best practices and guidelines

Phase 3: Project approval / applicant notification / announcement

Recommendations of the project review committee are submitted to the Director General, Environmental Programs, who makes the final selection. Following the Director General's decision, Transport Canada program staff advise applicants (by conventional mail or electronically) regarding the status of their application and related funding decisions. The Minister of Transport, Infrastructure and Communities announces the successful projects selected for funding.

Evaluation

Projects will be evaluated and selected according to the following criteria:

Emission Impact Efficiency
<ul style="list-style-type: none"> ▪ The technology or operational potential for a reduction of fuel, GHG and/or air pollutants emissions: <ul style="list-style-type: none"> - Fuel consumption and/or GHG emissions improvement; - Reduction of air pollutants emissions related to the projects and the geographical location of these reductions; and - Technical feasibility. ▪ Factors affecting the demonstration and its impact in real world conditions: <ul style="list-style-type: none"> - Severe cold conditions (e.g. – 30 degrees); - Geographical terrains; and - Project/technology not effective while used in other modes or combined with other technologies (e.g. if new technology/equipment installed on older vehicles or manufactory). ▪ Technology/equipment is as effective or better than other alternatives; ▪ Technology/equipment can be used across modes and in multiple areas/applications; and ▪ Technology/equipment cost is relative to its emission reduction potential.
Project Replicability
<ul style="list-style-type: none"> ▪ The degree to which similar projects could be adopted by other organizations in the future; ▪ Potential market in Canada for the technology; and ▪ The degree to which the project could facilitate integration of the various modes of freight transportation to achieve system efficiencies.
Innovation
<p>The degree to which the project will advance the use of emissions reducing technologies and best practices by:</p> <ul style="list-style-type: none"> ▪ Building on, rather than duplicating, existing approaches or initiatives; and providing a novel and creative approach to promoting and realizing sustainable transportation.

Sustainable Practice Indicator
<ul style="list-style-type: none">▪ The assessment of the environmentally friendly technology/equipment (i.e. raising the bar, best in class, etc) versus the standard, off the shelf technology/equipment (i.e. the assessment of standard equipment at the end of the equipment life cycle); and▪ The assessment of Transport Canada expediting equipment turnover for sustainable practice versus business as usual fleet renewal at the end of equipment operating life cycle.
Administrative Capacity to Implement the Project
<ul style="list-style-type: none">▪ Good sustainable management;▪ A detailed project work plan;▪ Relevant project costs & savings;▪ Relevant qualification and experience of the project team in freight technology;▪ Relevant qualification and experience of participating partners;▪ Demonstration of applicant ability to meet Transport Canada two-year project implementation requirements (this includes purchase, delivery, installation, data collection, data analysis and reporting);▪ A robust project monitoring plan and data collection methodology:<ul style="list-style-type: none">- The data sources and measurement approach are clearly identified;- An acceptable method for comparing project results; and- Adequate project reporting mechanism including major activities.

ANNEX A

Application form

Please read the Applicant's Guide in full before completing this form.

Note that an electronic version of this form is available from the program website at <www.tc.gc.ca/programs/environment/ecofreight/menu-eng.htm> and that submission of this form in word-processed format is preferred.

Please answer all questions as indicated. Missing or incomplete information will slow the processing of your application and may result in its rejection.

Submit this form with all other necessary documentation as described in the Applicant's Guide.

It is the applicant's responsibility to ensure that the proposed project complies with all relevant federal, provincial/territorial and municipal laws.

Confidentiality

Applicants may wish to include information that they have treated consistently in a confidential manner in their submission. Applicants should clearly identify any such information as confidential at the time of submission. Transport Canada is subject to the federal Access to Information Act vis-à-vis applications received under the program.

Applicants should note that information related to amounts of funding disbursed to individual recipients through the program, and the purpose of the funding, will be made available to the public.

This is a demonstration program whose purpose is to encourage the replication of successful initiatives across the Canadian freight transportation system. As such, the results of projects funded under this program will be published.

SECTION I - APPLICANT INFORMATION	
Part A - Corporate Information	
1. Full legal name of your organization	2. Company name if different from legal name
3. Full address of organization (Headquarter)	
4. Web site address	5. In which official language does your organization wish to communicate?
	<input type="checkbox"/> English <input type="checkbox"/> French
Contact Information	
6. Name	7. Title
8. Address	9. Office Telephone Number
10. Office Fax Number	11. E-mail Address

SECTION I - APPLICANT INFORMATION	
Part B – Corporate Description	
1. Is your corporation nationally or internationally owned?	2. Is your organization a:
	<input type="checkbox"/> Private enterprise <input type="checkbox"/> Not-for profit organization involved in freight operations
3. What type of service(s) do you provide? (i.e. Technology provider, carrier, facility operator, etc.)	
4. Which transport mode(s) do you engage in?	
<input type="checkbox"/> Trucking <input type="checkbox"/> Rail <input type="checkbox"/> Air <input type="checkbox"/> Marine <input type="checkbox"/> Intermodal	
5. Provide a brief description of the scope and nature of your services/business. (including – within city limits, provincial, national, international)	

SECTION I - APPLICANT INFORMATION
Part C – Stacking Provision
1. Have you applied for funding from other federal departments or governments for this project? (i.e. municipal, provincial, federal)

SECTION II - PROJECT DESCRIPTION AND BENEFITS
Please complete this section for each technology in case you are applying for multiple technologies
Part A – Emission Impact Efficiency
1. What is the technology/equipment or innovative practice you are proposing to demonstrate?
<i>a) Provide the name of the technology/equipment</i>
<i>b) Provide the name of the technology/equipment provider</i>
<i>c) Provide the technology/equipment features (i.e. description, usage, and expected limitations)</i>
2. How many units will be used for the demonstration?
3. Where will this demonstration take place? (i.e. yard, port, city, province, country) Note : The demonstration should generate benefits for Canadians.
4. Provide the percentage of time operations will take place in Canada related to the demonstration.
5. How long will you run the demonstration? Does your demonstration take into account seasonal (e.g. snow/ice, extreme cold, etc.) and geographical variations?
6. To your knowledge is it a new technology/equipment? Or an improvement to an existing technology/equipment? Please explain

7. Why do you want to do this demonstration? (i.e. what are you trying to resolve or to improve?)	
8. What are the results you are expecting?	
<i>a) What is the percentage and amount of fuel (litres) you are expected to reduce?</i>	
<i>b) What is the percentage and amount of GHG (in tonnes) you are expected to reduce?</i>	
<i>c) What is the percentage and amount of CAC(in tonnes) you are expected to reduce?</i>	
9. Describe any challenges that might arise during the demonstration that could affect your results, and how you plan to deal with them.	
Part B - Sustainable Practice Indicator	
10. Are you substituting existing technology/equipment during the time of the demonstration? - If yes, answer the following questions regarding the technology/equipment you are substituting. - If no, skip to question 18	
11. How old is the technology/equipment you are substituting?	
12. What is the operating life cycle of the technology/equipment you are substituting?	
13. Are you substituting the existing technology before the end of its operating life cycle in order to reduce emissions as a part of your business sustainable practice?	
14. Have you considered an alternative off the shelf technology/equipment instead of the technology/equipment proposed in this application?	

15. Please describe how the environmental friendly technology/equipment you are proposing differs from another commercial off the shelf technology/equipment your organization has considered (i.e. additional fuel and/or air pollutants reductions, improved efficiency, other benefits or disadvantages)			
16. What is the purchase cost of the alternative technology/equipment you have considered?			
17. What is the estimated annual fuel cost per unit associated with the alternative commercial off the shelf technology/equipment you have considered? (Total annual fuel consumption litres X expected fuel cost per litre)			
	Total annual fuel consumption litres		
	Expected fuel cost per litre		
	Annual estimated fuel cost		
18. What is the cost of the technology/equipment you are proposing?			
19. What is the operating life cycle of the proposed technology/equipment?			
20. What is the annual estimated fuel cost per unit associated with the proposed technology? (Total annual fuel consumption litres X Expected fuel cost per litre)			
	Total annual fuel consumption litres		
	Expected fuel cost per litre		
	Annual estimated fuel cost		
21. What is the estimated annual cost per unit associated with the existing technology/equipment?			
	Total annual fuel consumption litres		
	Expected fuel cost per litre		
	Annual estimated fuel cost		
22. Please include other project information that could respond to the evaluation criteria (i.e. replicability, innovation, and additional benefits or disadvantages such as increase in operating cost. etc.)			

SECTION III - PROJECT IMPLEMENTATION AND REPORTING

Part A - Administrative Capacity to Implement the Project

1. Describe briefly how you will undertake this project.

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2. Please list all major activities, including associated dates, to be undertaken in your project (i.e. equipment purchase, equipment installation, training, data collection, data analysis and reporting to TC, etc.)

*** Please summarize the information in a table format or provide a Gant Chart.**

Work Item	Start Date	End Date

3. Data Collection and Reporting

a) Specify the type of data you will be collecting to record and evaluate the results of your demonstration (i.e. fuel consumed, emissions, distance traveled, and hours of use, etc).

--

b) Describe how you will collect the data (i.e. specify the type of testing you will undertake and the duration and frequency of testing)

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c) Explain how the incremental benefit or change will be measured and analysed (e.g. by comparing your project results to control/ historical data.)

--

4. Could your demonstration cause any negative impact or the environment? (e.g. noise, waste, etc)

--

5. Do you require any provincial or federal certification or permit to implement your project? (e.g. the use of single tire technology/equipment on trucks or increase in width or dimensions).

--

6. How many years has your organization been in business?

--

7. Provide an overview of your organization's sustainable practice and commitment as it relates to freight transportation.

--

8. What are the sustainable projects that your organization has implemented recently and your organization future plans?

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SECTION IV - PROJECT TEAM			
1. Please identify individual(s) responsible for the implementation of the project, including their qualifications, roles and responsibilities within the project team.			
Team Member	Roles & Responsibilities	Qualifications and Experience	Telephone and E-Mail
2. Identify all partners, sponsors and contractors involved in your demonstration. Define their role and commitment. (e.g. are they involved in testing the technology/equipment, reporting, providing office space or testing location, etc).			
Partners	Roles & Commitment	Qualifications and Experience	Telephone and E-Mail

SECTION V – PROJECT FINANCIAL INFORMATION

1. Provide a detailed project budget that describes all financial resources required for completion of this project by major expense items. (e.g. labour, supplies, office space, etc.)

Project Cost Items	* Cost per unit (where applicable)	Total Cost (number of units x cost per unit)
Planning		
* Purchase		
* Installation and Implementation		
Data Collection		
Data Analysis		
Reporting		
In-kind expenses (e.g. office space, volunteering, admin cost, etc.)		
* Training Cost		
Taxes		
Other		
Total		

Remark
 - Please enter more cost items as necessary.
 - Provide the cost per unit and total cost for each technology if you are applying for multiple technologies.

2. If the technology/equipment requires special handling or special training for your organization's employees, provide the number of employees, training required and the length of training.

3. List all sources of funding for project implementation (e.g. partners, provincial, federal, your contribution, etc).

Sources of Funding	Dollar Amount (Total Project)
Funding requested from Transport Canada	
Applicant Contribution	
Partners	
Other Governments	
Other	
Total	

SECTION VI – APPLICANT DECLARATION

Part A - Conflict of Interest

1. Do you presently employ, in your business or establishment, a former public office holder who left the federal government in the last twelve months?

Yes No

2. Does your business have, as a major shareholder, a former public office holder who left the Federal Government in the last twelve months?

Yes No

3. If you have answered « yes » to question 1 or 2 above, was this person at an EX (Executive) level or above while in public office

Yes No

NOTE : If you have answered « yes » to question 3, please ask the individual to contact their former department to obtain written confirmation that they are in compliance with the post-employment provision of the Conflict of Interest and Post-Employment Code. Transport Canada officials must provide such confirmation to the Minister prior to the signing of any contribution agreement.

Part B – Application Declaration

I, the undersigned, hereby certify that:

All information provided to Transport Canada in support of this request for funding is true and complete;

Items such as announcements, signage and communications with the public will be in both official languages in accordance with the *Official Languages Act*.

Name of authorized signatory (please print clearly)	Title
Address	Office Telephone Number
E-mail Address	Office Fax Number
Signature	Date

Notes to application form

Section I-Part C- Stacking provision

This information is required to demonstrate that, for the proposed project, your organization does not and will not receive funding of more than 50 percent from the Federal Government.

Section II-Project description and benefits

This section asks the applicant a series of questions that will help the Project Review Committee to evaluate how the project responds to the evaluation criteria relating to project effectiveness, technical feasibility, auxiliary benefits, best value for money and innovation.

For detailed evaluation criteria please refer to the Evaluation Criteria.

Section III-Project Implementation and Reporting

This section asks the applicant to describe in detail how they will conduct the project and measure the results of the project. Applicants have the opportunity to demonstrate how they will implement and manage the project within a two year timeframe.

Section IV- Project Team

This section asks the applicant to identify all project team members, including (where applicable) the third parties (e.g. sub-contractors or partners) required to provide services as part of the project, including their qualifications and area of responsibility. Such activities may include purchase, delivery, installation and reporting. Please note that the recipient may change a third party supplier prior to the signing of the project contribution agreement with Transport Canada.

Section V- Project Financial Information

A standardized project budget must be completed with your application. It is important for each applicant to submit information regarding all project costs (i.e. labour, consultant, office space, equipment purchasing, etc).

The applicant must also provide information about all funding sources (e.g. federal, provincial, municipal, and private sector).

Section VI-Application Declaration

Part A-Conflict of Interest

This section requires a declaration that no current or former public office holder or public servant who is not in compliance with the Conflict of Interest and Post-Employment Code for Public Office Holders, or the Conflict of Interest and Post-employment Code for the Public Service, and who is not in compliance with the Values and Ethics Code, shall derive a direct benefit from this agreement.

Part B-Applicant declaration

This section certifies that all of the submitted information in this application is accurate and true. This section also identifies who is authorized to sign the contribution agreement if the project is approved for funding.

This section requests a commitment that the applicant will comply with requirements under the *Official Languages Act*. Transport Canada may specify requirements relating to the project (for example that any signage recognizing Transport Canada's contribution is in both official languages).