

# **Transport, Infrastructure, and Communities**

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# Boating Safety Class Contribution Program

<http://www.tc.gc.ca/eng/marinesafety/debs-obs-contrib-prgm-menu-2273.htm>

## What is the Boating Safety Class Contribution Program?

In June 2008, Transport Canada Marine Safety received Treasury Board approval to establish a five-year *Boating Safety Class Contribution Program* to a funding level not to exceed \$1,000,000 in contributions until March 31, 2013.

An amount of \$250,000 will be available annually for distribution commencing on April 1, 2009 until March 31, 2013. This amount will be reviewed on an annual basis and will be subject to departmental priorities and adjusted as required.

The program's overall goal is to promote boating safety in Canada by providing financial support to projects that focus on increasing general public awareness of the importance of following safe boating practices.

**\*Note:** The deadline for project submissions under the BSCCP for fiscal year 2010-2011 has passed. The program will begin accepting applications in June 2010 for projects to commence in fiscal year 2011-2012.

## Eligible Recipients

In order to be eligible to participate in this Program, an organization must qualify as one of the following eligible recipients and be able to produce documentation (such as Letters Patent, Articles and Certificate of Incorporation, or other Legal Instruments establishing or constituting a potential recipient as an entity) establishing or constituting themselves as an entity at time of application:

- Not-for-Profit Non-Governmental Organizations (NGOs);
- Public Safety Organizations;
- Educational Institutions;
- Healthcare Institutes;
- Entities Associated with Facilities Specializing in Safety and Medical Research;
- Enforcement Services; and
- Provincial, Territorial and Municipal Governments.

Each project proposal must clearly

- a. support at *least one* of the Program Objects;
- b. reach at *least one* of the Program Target Groups; and
- c. Fall under at *least one* of the Program Categories.

## What are the objectives of this program?

- Raise public awareness of boating safety issues;
- Increase the level of pleasure craft (or small boat) operators following safe boating practices;
- Improve national boating incident data quality and collection systems to support evidence-based awareness and education initiatives; and ultimately
- Contribute to the reduction in loss of life, injuries and property damage due to boating accidents.

### **What are the program's target groups?**

Using 10 years of data provided by the Canadian Red Cross, several broad-based target groups have been identified to advance boating safety awareness and education in those areas most often associated with boating-related fatalities:

- Powerboating;
- Anglers & Hunters (i.e. using watercraft – boat/canoe);
- Paddling (canoe, kayaking, rafting, rowing);
- Sailing; and
- Other small vessels.

### **What are the program categories?**

The program will fund projects that fall under the following program categories:

- Collect and analyze boating-related incident data (i.e. injuries, fatalities and enforcement activities), review trends, etc.
- Conduct outreach activities to encourage safe boating practices and compliance with regulations through education, awareness and information (i.e. promotional awareness/public education campaigns).
- Conduct research and undertake studies and analyses which contribute to a better understanding of boater behavior and attitudes in an effort to develop and advance evidence-based education and awareness initiatives.
- Conduct polls/surveys and establish focus groups to determine more effective ways of promoting boating safety awareness programs.

### **Project Funding:**

- There are **no** advance payments under this Program.
- Recipients are required to verify in their project proposal, prior to the project being approved, that sufficient *up-front* funding is in place to carry out and complete the proposed project ( For example, if an applicant proposes a project totalling an estimated cost of \$25,000, the applicant must confirm that \$25,000 of up-front funding is in place)

- The Program will reimburse recipients **up to** 75% of eligible costs, on an after-the-fact basis and upon presentation of suitable receipts/verifications.
- Each claim for reimbursement will require recipients to produce a certified accounting statement and statement of progress against performance objectives (i.e. progress status report).

**Eligible Costs:**

- Professional services and labour costs (including personnel salaries and wages but excluding benefits);
- Rental/use of equipment, office materials, office space, meeting space and travel costs;
- Public outreach and communication materials and associated activities costs;
- Administrative costs; and
- Incremental insurance costs.

**Application Process:**

The BSCCP Project Application Process requires applicants to submit a “Letter of Intent” describing their organization (including copies of Letters Patent or other legal documents as identified above) and a description of the proposed project. Upon receipt and acceptance of the Letter of Intent, a Project Application Tool-Kit will be provided.

## **Border Infrastructure Fund**

<http://www.infc.gc.ca/ip-pi/bif-fsif/bif-fsif-eng.html>

<http://www.infc.gc.ca/ip-pi/bif-fsif/categories-eng.html>

### **What is the Border Infrastructure Fund?**

Border infrastructure is critical to our growing economic and trade relationship with the United States. The Fund has been implemented in co-operation with provincial and municipal governments, and with other partners from the public and private sectors on both sides of the Canada-U.S. border.

The \$600 million Border Infrastructure Fund (BIF) is helping to:

- Reduce congestion;
- Enhance infrastructure capacity;
- Support implementation of the Smart Borders Action Plan; and
- Enhance safety and security at border crossings.

### **What are the benefits to Canadians?**

- More efficient facilities capable of handling greater capacities at major border crossings, helping trucks travel across the busiest Canada-US border points more quickly.
- Improved Canada-US relations and better movement of goods, thereby contributing to increased trade and production.
- Improved border crossings, contributing to federal security and increased safety for Canadians.

### **Smart Borders Action Plan:**

The Smart Borders Action Plan is based on four pillars:

1. Secure flow of people
2. Secure flow of goods
3. Secure infrastructure
4. Information-sharing and co-ordination in the enforcement of these objectives

### **Selecting and Funding BIF Projects**

Virtually all of the BIF funding has been committed. Projects have been chosen according to regional and national infrastructure priorities.

# Building Canada Fund

<http://www.buildingcanada-chantierscanada.gc.ca/funprog-progfin/target-viser/bcf-fcc/bcf-fcc-eng.html>

## What is the Building Canada Fund?

The Building Canada Fund (BCF) is the Government of Canada's new flagship infrastructure program. With an \$8.8 billion investment, it advances national priorities that are important to all Canadians: a stronger economy, a cleaner environment, and better communities, while addressing local and regional infrastructure needs.

The national priority funding categories for the BCF are:

- Core National Highway System
- Drinking Water
- Wastewater
- Public Transit
- Green Energy

Funding will be allocated for projects in the provinces and territories based on their population and all major projects will be selected through federal-provincial/territorial negotiations.

The program will operate through two components:

1. The **Major Infrastructure Component (MIC)** will target larger, strategic projects of national and regional significance.
  - Projects under the MIC will be selected on the basis of merit through a federal-provincial/territorial negotiation process and all projects will be required to meet criteria targeting environmental, economic and quality of life objectives—regardless of the category. Innovative technologies and partnerships will also be emphasized.
2. The **Communities Component (CC)** will focus on projects in communities with populations of less than 100,000 – helping these smaller communities face their unique challenges.
  - Projects will be selected through an application-based process and, like projects under the MIC, will be evaluated on the extent to which they meet environmental, economic and quality of life objectives. This will significantly help smaller communities address their infrastructure pressures and serve as a complementary instrument to GTF funding.

## **Applications - Communities Component:**

### **Alberta:**

- <http://www.buildingcanada-chantierscanada.gc.ca/regions/ab/ab-bcf-fcc-eng.html>
- <http://www.buildingcanadafundalberta-cc.ca/EN/>

### **British Columbia:**

- <http://www.buildingcanada-chantierscanada.gc.ca/regions/bc/bc-bcf-fcc-eng.html#cc>
- <http://www.th.gov.bc.ca/BCFCC>

### **Manitoba:**

- <http://www.buildingcanada-chantierscanada.gc.ca/regions/mb/mb-eng.html>

### **New Brunswick:**

- <http://www.buildingcanada-chantierscanada.gc.ca/regions/nb/nb-bcf-fcc-eng.html#cc>

### **Newfoundland and Labrador:**

- <http://www.buildingcanada-chantierscanada.gc.ca/regions/nl/nl-bcf-fcc-eng.html>
- [http://www.ma.gov.nl.ca/ma/capital\\_works/cwfunding.html#p4](http://www.ma.gov.nl.ca/ma/capital_works/cwfunding.html#p4)

### **Nova Scotia:**

- <http://www.buildingcanada-chantierscanada.gc.ca/regions/ns/ns-bcf-fcc-eng.html#cc>
- <http://www.nsinfrastructure.ca/pages/Building-Canada-Fund.aspx>

### **Ontario:**

- <http://www.buildingcanada-chantierscanada.gc.ca/regions/on/on-bcf-fcc-eng.html>
- <http://www.bcfontario.ca/english/index.html>

### **Prince Edward Island:**

- <http://www.buildingcanada-chantierscanada.gc.ca/regions/pe/pe-bcf-fcc-eng.html#cc>
- <http://www.gov.pe.ca/tir/index.php3?number=1022538&lang=E>

### **Quebec:**

- <http://www.buildingcanada-chantierscanada.gc.ca/regions/qc/qc-bcf-fcc-eng.html>
- [http://www.mamrot.gouv.qc.ca/infrastructures/infr\\_prog\\_fccq.asp](http://www.mamrot.gouv.qc.ca/infrastructures/infr_prog_fccq.asp)

**Saskatchewan:**

- <http://www.buildingcanada-chantierscanada.gc.ca/regions/sk/sk-bcf-fcc-eng.html#cc>
- <http://www.canada-saskbcf-cc.ca/>

**Northwest Territories:** <http://www.buildingcanada-chantierscanada.gc.ca/regions/nt/nt-eng.html>

**Nunavut:** <http://www.buildingcanada-chantierscanada.gc.ca/regions/nu/nu-eng.html>

**Yukon:** <http://www.buildingcanada-chantierscanada.gc.ca/regions/yt/yt-eng.html>

## Infrastructure Stimulus Fund

<http://www.buildingcanada-chantierscanada.gc.ca/creating-creation/isf-fsi-eng.html>

<http://www.buildingcanada-chantierscanada.gc.ca/creating-creation/isf-fsi-guide-eng.html>

### What is the Infrastructure Stimulus Fund?

Through Canada's Economic Action Plan, the federal government established a \$4-billion Infrastructure Stimulus Fund that provides funding to provincial, territorial, municipal and community construction-ready infrastructure projects to be built from 2009-10 to 2010-11. The Infrastructure Stimulus Fund complements existing federal infrastructure funding by focusing on short-term objectives for economic stimulus.

To provide short-term stimulus to the economy, construction readiness was a key project selection criteria; for example, the rehabilitation and retrofit of existing assets to improve safety or extend their useful life. Eligible projects include water, wastewater, transit, roads, culture, parks, trails and community services infrastructure

### How it Works:

The program provides up to 50 percent of funding for eligible costs related to provincial and territorial assets, 33 percent for eligible costs related to municipal assets and not-for-profit private sector assets, and 25 percent of eligible costs for for-profit sector assets.

Once projects were announced under the Infrastructure Stimulus Fund, unless proponents were notified otherwise, all federal approvals and environmental assessments are complete and project work can begin as soon as the province or territory has signed off. **Only projects that can be built by March 31, 2011 are eligible.** The federal government will pay its share of costs incurred up to March 31, 2011. It will not provide any funding beyond this date.

### Who is Eligible?

Eligible Recipients under the Infrastructure Stimulus Fund include:

- a. A province, territory or local or regional government established by or under provincial or territorial statute;
- b. A public sector body that is established by or under provincial or territorial statute or by regulation or is wholly owned by a province, territory or local government;
- c. A non-profit private sector entity; and
- d. A for-profit private sector entity.

## Public Transit Fund

<http://www.infc.gc.ca/ip-pi/ptf-ftc/ptf-ftc-eng.html>

### What is the Public Transit Capital Trust?

Budget 2008 set aside an additional \$500 million to support capital investments through the **Public Transit Capital Trust**. Project announcements between February 26, 2008 and March 31, 2008 can be found at <http://www.tc.gc.ca/mediaroom/menu.htm>.

As specified in Budget 2006, a one-time payment to provinces and territories was made available through the \$900 million Public Transit Capital Trust in support of capital investments in public transit and infrastructure both as a means to reduce traffic congestion and to reduce carbon dioxide and other emissions.

Through the **Public Transit Fund (PTF)**, the Government of Canada has provided \$400 million in fiscal year 2005-2006 to support investments in public transit infrastructure in cities and communities.

Modelled on the federal Gas Tax Fund, the PTF was allocated to provinces and territories on a per capita basis.

Transit is a key priority under the *Building Canada* plan (<http://www.buildingcanada-chantierscanada.gc.ca/index-eng.html>).

Visit the Transport Canada Web site for more information about Public Transit .

### What does this program offer to Canadians?

- Offers the potential to reduce greenhouse gas emissions and smog in urban areas by improving services and offering Canadians greater flexibility in their transportation options.
- Investments make public transit more attractive and can induce a shift from auto travel to more fuel-efficient and cost-effective transit.
- Increased use of public transit can lead to a reduction of congestion levels, further improving energy use and air quality.
- Public transit also promotes economic activity and competitiveness of urban areas.

## Municipal Rural Infrastructure Fund

<http://www.infc.gc.ca/ip-pi/mrif-fimr/mrif-fimr-eng.html>

<http://www.infc.gc.ca/ip-pi/mrif-fimr/information-eng.html>

The Municipal Rural Infrastructure Fund (MRIF) has been helping to support smaller scale municipal infrastructure such as water and wastewater treatment, or cultural and recreation projects, for smaller and First Nations communities.

In May 2007, the Government of Canada announced an additional \$200 million to top up the initial \$1 billion program.

**Notice for Ontario:** to help smaller and rural Ontario communities, the Government of Canada has decided to make the province's \$64 million portion of the top-up available to community water-related projects that had been submitted under Intake 3 of the Canada-Ontario Municipal Infrastructure Fund (COMRIF) that were not accepted in the last allocation of the original budget, as all program funding had been committed.

The goal of the MRIF has been to target “green infrastructure” that provides a better quality of life for smaller and First Nations communities. Investments have gone towards:

- Water
- Wastewater
- Solid Waste
- Municipal energy improvements
- Public Transit
- Culture and tourism
- Recreational infrastructure
- Local roads
- Broadband connectivity

### Application Process

MRIF agreements have been signed with all provinces and territories. As of June 1, 2008, the majority of MRIF funding has been committed to 1,778 projects.

Visit the Partner Web site for your province or territory for specific information on how to apply for the MRIF.

Project selection for the MRIF is guided by joint federal-provincial/territorial Management Committees. As well, a role for municipal associations is defined during the negotiations with the provinces and territories.

Federal funding for each project is conditional upon meeting the requirements of all applicable environmental legislation, including those of the *Canadian Environmental Assessment Act* (CEAA) and its regulations.

- Alberta-<http://www.camrif.ca>
- British Columbia-<http://www.canadabcmrif.ca/>
- Manitoba-<http://www.infrastructure.mb.ca/>
- New Brunswick
- Newfoundland and Labrador
- Northwest Territories- <http://www.maca.gov.nt.ca/operations/mrif/>
- Nova Scotia
- Nunavut
- Ontario- <http://comrif.ca/eic/site/comrif-fimrco.nsf/eng/home>
- Prince Edward Island-  
<http://www.gov.pe.ca/tir/index.php3?number=1017449&lang=E>
- Quebec
- Saskatchewan
- Yukon

The MRIF is cost-shared, with the Government of Canada contributing, on average, one-third of total project eligible costs. Provinces and municipalities contribute the remainder. In recognition of the unique circumstances of the First Nations and the Territories, where many communities have no tax base, the Government of Canada may contribute more than one-third.

#### **What does this program offer to Canadians?**

- Improved and increased stock of core public infrastructure in areas such as water, wastewater, culture and recreation.
- Improved quality of life and economic opportunities for smaller communities and First Nations.

# Canada Strategic Infrastructure Fund

<http://www.infc.gc.ca/ip-pi/csif-fcis/csif-fcis-eng.html>

<http://www.infc.gc.ca/ip-pi/csif-fcis/categories-eng.html>

## What is the CSIF?

The Canada Strategic Infrastructure Fund (CSIF) has been helping to support large-scale projects of major federal and regional significance in areas that are vital to sustaining economic growth and enhancing the quality of life of Canadians.

CSIF projects support infrastructure in the following five investment categories:

- Highways and railways
- Local transportation
- Tourism or urban development
- Water or sewage
- Broadband (telecommunications connectivity)

CSIF has placed emphasis on partnerships with any combination of municipal, provincial, territorial governments, as well as the private sector. Each partnership is governed by specifically-tailored arrangements.

## What does this program offer to Canadians?

- Safer and faster movement of people and goods on Canada's major land transportation routes
- Reduced production of greenhouse gases and airborne pollutants
- Increased effectiveness of urban development
- Increased economic activity, including tourism
- Use of innovative technologies and practices to minimize greenhouse gas emissions

## Selecting and Funding CSIF Projects

Most CSIF funding has been committed, except for limited funding remaining in Ontario, Yukon, and Newfoundland and Labrador.

Projects are typically chosen according to regional and national infrastructure priorities, in consultation with provinces and territories. Proponents work with provincial / territorial and municipal (if applicable) officials responsible for infrastructure development to have projects identified as priorities.

## **Funding and Investment Criteria**

Under the CSIF, the contribution of the Government of Canada was set to a maximum of 50 per cent of total eligible costs. A broad range of partnerships have been set to fulfill regional priorities.

As there are vast differences in the populations of Canada's provinces and territories, we established a threshold formula for defining "large-scale" projects. This ensures that funded projects are large-scale and strategic within the context of the province or territory in which they are located.

- In Prince Edward Island, Newfoundland, Nunavut, Yukon and the Northwest Territories where populations are under 750,000, total eligible project costs must be at least \$10 million.
- In Nova Scotia, New Brunswick, Saskatchewan and Manitoba where populations range between 750,000 and 1.5 million, the threshold is at least \$25 million.
- In Quebec, Ontario, Alberta and British Columbia where populations are over 1.5 million, the threshold is at least \$75 million of total costs.

# Fuel Consumption Program

<http://www.tc.gc.ca/programs/environment/fcp/menu.htm>

## Mandate

The Fuel Consumption Program (FCP) aims to encourage the introduction of fuel-efficient vehicles into the Canadian fleet of light-duty vehicles, and to promote public awareness about vehicle fuel efficiency by:

- Monitoring the average fuel consumption of new vehicles in Canada by collecting detailed vehicle fuel efficiency and engine technology data and by testing selected new model vehicles
- Encouraging improvements in vehicle fuel efficiency by setting voluntary annual Company Average Fuel Consumption (CAFC) targets that manufacturers and importers strive to meet, and
- Promoting public awareness of energy conservation and vehicle fuel efficiency, helping consumers to make informed, energy-efficient purchase decisions.

## Program Overview

Since the creation of the Joint Government-Industry Voluntary Fuel Consumption Program in 1975, Transport Canada has been collecting fuel consumption data from the motor vehicle industry.

Natural Resources Canada publishes the data collected by the Fuel Consumption Program (FCP) in the annual Fuel Consumption Guide and on the EnerGuide labels affixed to all new light-duty vehicles sold in Canada. In addition to collecting data from manufacturers or importers, the FCP conducts annual independent reviews of the submitted data by acquiring and testing various models of light-duty vehicles.

The FCP is also responsible for monitoring the automotive manufacturers' ongoing compliance with the voluntary Company Average Fuel Consumption (CAFC) targets.

## Contact Information:

E-mail: [fcp-pcc@tc.gc.ca](mailto:fcp-pcc@tc.gc.ca)

## Gas Tax Fund

<http://www.buildingcanada-chantierscanada.gc.ca/funprog-progfin/base/gtf-fte/gtf-fte-eng.html>

The Gas Tax Fund (GTF), a key component of the *Building Canada* infrastructure plan, is helping to build Canada's communities by providing predictable and long-term funding in support of municipal infrastructure that contributes to cleaner air, cleaner water and reduced greenhouse gas emissions.

The GTF supports environmentally sustainable municipal infrastructure, such as:

- Public transit
- Drinking water
- Wastewater infrastructure
- Green energy
- Solid waste management
- Local roads and bridges

Municipalities can pool, bank and borrow against this funding, providing significant additional financial flexibility. To ensure accountability to Canadians, communities report on their use of the funds on an annual basis.

### **Investment:**

From 2007-08 to 2013-14, municipalities will receive a total of \$11.8 billion to support environmentally sustainable municipal infrastructure projects.

In response to ongoing requests for stable, long-term funding, Budget 2008 announced that the Gas Tax Fund will be extended at \$2 billion per year beyond 2013–14 and become a permanent measure. This will allow all municipalities, both large and small, to better plan and finance their long-term infrastructure needs.

### **Benefits to Canadians:**

- Provides predictable, up-front funding in support of municipal infrastructure that enhances the environment and our quality of life.
- Increases the capacity of communities to undertake long-term financial commitments needed to address local needs such as public transit, water and sewers, solid waste, community energy systems, and local roads and bridges.
- Provides funding for capacity building to support communities in planning for long-term sustainability.

**Further Information:**

For more information about Gas Tax Fund Agreements in each particular province, visit <http://www.infc.gc.ca/ip-pi/gtf-fte/agree-entente/agree-entente-eng.html>.

## **Green Infrastructure Fund**

<http://www.buildingcanada-chantierscanada.gc.ca/creating-creation/gif-fiv-eng.html>

### **What is the Green Infrastructure Fund?**

Through Canada's Economic Action Plan, the federal government will provide \$1 billion over five years for a Green Infrastructure Fund (GIF). This Fund supports sustainable energy generation and transmission, along with municipal wastewater and solid waste management infrastructure. Targeted investments in green infrastructure can improve the quality of the environment and will lead to a more sustainable economy over the longer term.

This fund will focus on green priorities such as green energy generation and transmission infrastructure, building and upgrading wastewater treatment systems, and improving solid waste management. Sustainable energy infrastructure, such as modern energy transmission lines, will contribute to improved air quality and lower carbon emissions.

Eligible projects are those that promote cleaner air, reduced greenhouse gas emissions, and cleaner water and fall within any of the following categories: wastewater infrastructure; green energy generation infrastructure; green energy transmission infrastructure and solid waste infrastructure, and carbon transmission and storage infrastructure.

### **How it Works:**

The new \$1-billion Green Infrastructure Fund will be allocated based on merit to support green infrastructure projects on a cost-shared basis. The fund will focus on a few, large scale, strategic infrastructure projects. The merit of the projects will be based on assessment criteria such as eligibility, leveraging financial investments and project benefits.

Proponents can summarize their project in a letter. If there is interest, proponents will be invited to submit a more detailed proposal that describes the project and its components, cost estimates, expected results and benefits. For all projects selected for funding, eligible recipients will enter into contribution agreements with Canada. These agreements will outline eligible and ineligible costs as well as federal cost sharing and limits.

### **Who is Eligible?**

Eligible recipients include provinces, territories, local or regional governments; public sector bodies, non-profit organizations and private companies, either alone or in partnership with a province, territory or a government.

# Moving on Sustainable Transportation (MOST) Program

<http://www.tc.gc.ca/eng/programs/environment-most-aboutmost-685.htm>

## What is the purpose of the article?

Transport Canada has established the Moving On Sustainable Transportation (MOST) Program to support projects that produce the kinds of education, awareness and analytical tools we need if we are to make sustainable transportation a reality. The MOST Program will provide funding to help support projects that will:

- Stimulate the development of innovative tools, approaches and practices for increasing the sustainability of Canada's transportation system and the use of sustainable modes of transportation;
- Realize quantifiable environmental and sustainable development results on Transport Canada's sustainable development priorities; and
- Provide Canadians with practical information, tools and opportunities for better incorporating sustainable transportation options into their daily lives.

## Project Categories:

The projects listed below are examples of the type of project that promotes sustainable transportation in Canada. Each example falls into one of five project proposal categories.

- **Category 1** - Conduct studies, analyses, or plans that make strategic recommendations on sustainable transportation issues and initiatives
- **Category 2** - Develop innovative sustainable transportation
- **Category 3** - Undertake small scale pilot projects or demonstration projects that test new sustainable transportation approaches or alternatives
- **Category 4** - Replicate successful sustainable transportation initiatives in additional communities and customize project materials to the new location
- **Category 5** - Conduct workshops and conferences that educate stakeholders (professionals employed in the field or managers and staff of transportation projects) on sustainable transportation

## Eligibility

The following three criteria must be met for projects to be eligible for program funding:

1. Address at least one of the following MOST program categories
  - Conduct studies, analyses, or plans that make strategic recommendations on sustainable transportation issues and initiatives;
  - Develop innovative sustainable transportation tools;
  - Undertake small scale pilot projects or demonstration projects that test new sustainable transportation approaches or alternatives;
  - Replicate successful sustainable transportation initiatives in additional communities and customize project materials to the new location; or
  - Conduct workshops and conferences that educate stakeholders (professionals employed in the field or managers and staff of sustainable transportation projects) on sustainable transportation.
2. Target the Canadian Public
3. Share Results and Program Materials

### **What is the application process?**

Applications are now being accepted for the next round of funding under the MOST Program. For a detailed description about how to apply, visit <http://www.tc.gc.ca/programs/environment/MOST/applyingtomost.htm>

### **Application Deadlines:**

October 15, 2010

Future deadline dates are to be determined, but there will be two requests for proposals each year

### **Contact Information:**

Moving On Sustainable Transportation Program  
Office of Environmental Affairs  
Sustainable Development Division  
Transport Canada  
330 Sparks Street,  
Place de Ville, Tower C, 18th Floor  
Ottawa, Ontario K1A 0N5

Telephone (613) 998-6607

Fax (613) 949-3874  
e-mail: MOST-SRTD@tc.gc.ca

## **Navigable Waters Protection Program**

<http://www.tc.gc.ca/marinesafety/oep/nwpp/menu.htm>

### **What is the purpose of the NWPP?**

The Navigable Waters Protection Program (NWPP) is responsible for the protection of the public right to navigation and the protection of the environment through the administration of the *Navigable Waters Protection Act* (NWPA). Specifically, the NWPP:

- approves any works built or placed in, on, over, under, through or across navigable water in Canada prior to construction of the work(s);
- removes obstructions to navigation including unauthorized works or other obstructions such as sunken or wrecked vessels;
- regulates the provision and maintenance of lights, markers, etc. required for safe navigation during and/or on completion of the construction of certain works;
- acts as the Receiver of Wreck by applying the *Canada Shipping Act 2001, Part 7*.

### **Application Process:**

For more information on the application process for the construction of works (including boatlifts) under the NWPA, please refer to the Application Guide at <http://www.tc.gc.ca/marinesafety/oep/nwpp/guide.htm>.

### **Contact Information:**

Transport Canada  
Marine Safety (AMSEG)  
Tower C, Place de Ville  
330 Sparks Street, 10th Floor  
Ottawa, ON  
K1A 0N5

Phone: 1-877-842-5606  
Fax: 613-998-0637

**Email: [oep-epe@tc.gc.ca](mailto:oep-epe@tc.gc.ca)**

## **Pilot Examiner Program**

<http://www.tc.gc.ca/eng/civilaviation/standards/general-flttrain-pex-menu-2465.htm>

### **What is the Pilot Examiner Program?**

The Pilot Examiner (PE) Program is a service responding to the need to provide flight testing for the issue of licences, permits and ratings in a timely manner. The overall administration of the PE Program including policy and standardization is the responsibility of Transport Canada Headquarters. On site training, evaluation, approval and monitoring of PE's is the responsibility of the Transport Canada Regional Flight Training office.

### **Pilot Examiners - Flight Instructor Rating:**

Effective February 1st, 2003, applications for Pilot Examiner Pools - Flight Instructor Rating will be received by Transport Canada, Headquarters Flight Training Division, following the procedures outlined in the Policy Letter GAPL 2003-01.

\*Please visit [http://www.tc.gc.ca/media/documents/ca-standards/26-0652\\_0712-03\\_bo.pdf](http://www.tc.gc.ca/media/documents/ca-standards/26-0652_0712-03_bo.pdf) to obtain an application to qualify for the Pilot Examiner Pool - Flight Instructor Rating.

## **Freight Technology Demonstration Fund**

<http://www.tc.gc.ca/eng/programs/environment-ecofreight-about-programdemo-358.htm>

### **What does the Freight Technology Demonstration Fund do?**

Provides the freight transportation industry with cost shared funding for real world testing of freight transportation technologies that have the potential to reduce the emissions of air pollutants and greenhouse gases (GHG).

Examples of eligible projects under the program include (but are not limited to):

- Installation of aerodynamic devices to reduce drag on moving trailers;
- Implementation of fleet management best practices;
- Integration of technologies to reduce fuel consumption.

### **Who can apply?**

Freight carriers, technology providers, eligible facility operators, freight forwarders, shippers, educational and academic institutions, industry associations, and not-for-profit organizations. Non-Canadian institutions are also eligible for funding if the demonstration would generate benefits for Canadians.

### **How do I apply?**

The application process for Round 2 of funding for the Freight Technology Demonstration Fund is now closed.

### **How does it work?**

Projects can be funded to cover a maximum of:

- 50% of project total eligible costs
- \$500,000 over a two-year period

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

### **Further Information:**

For more information about the Freight Technology Demonstration Fund, please visit <http://www.tc.gc.ca/programs/environment/ecofreight/programdemo-eng.htm>