Freight Sustainability Demonstration Program (FSDP) Seminar Report
February 2002

Wednesday, February 13, 2002
Radisson Hotel Airport
Winnipeg
Ballroom C
Freight Sustainability Demonstration Program (FSDP)

Seminar Agenda

Wednesday, February 13th, 2002
Radisson Hotel Airport – Winnipeg
Ballroom C

8:00 AM     Registration / Continental Breakfast
8:30 AM     Welcome – Doug Duncan, Transport Institute
8:35 AM     Status of Climate Change Agreements and Actions – Bryan Gray, Climate Change Branch, Manitoba Conservation
9:00 AM     Manitoba Transportation’s role in addressing Climate Change – John Spacek, Senior Director, Policy and Service Development, Transportation and Government Services
9:30 AM     Transport Canada: Freight Sustainability Demonstration Program (FSDP) – Nicole Charron, A/Manager, Freight Efficiency and Technology Initiative, Environmental Affairs Branch, Programs and Divestiture, Transport Canada
10:15 AM     Break
10:35 AM     Discussion of FSDP – Doug Duncan, Moderator, John Spacek, Nicole Charron
11:15 AM     Conclusion of Seminar
February 11, 2002

Canada’s freight transportation sector releases about six percent of national greenhouse gas emissions. In Manitoba, transportation activities release more than 30% of the provincial greenhouse gas (GHG) of which approximately 20% is from freight transportation. The Government of Canada Action Plan 2000 on Climate Change encourages adoption of effective technologies and best practices to reduce emissions.

The Freight Sustainability Demonstration Program (FSDP) is administered by Transport Canada to:

- Reduce GHG from freight transportation in a cost-effective manner;
- Stimulate the development and use of innovative tools, techniques and best practices through broad sector participation; and
- Realize other measurable environmental benefits.

FSDP will allocate about $4.5 million over five years, with a contribution limit of $250,000 over two years for any given project. FSDP (including contributions from other Government of Canada sources, where applicable) will cover up to fifty percent of eligible project expenses that can include the purchase, development and implementation of sustainable freight processes.

The Province of Manitoba Transportation and Government Services, the University of Manitoba Transport Institute, and Transport Canada invite you to a free information seminar about the FSDP. This will be your opportunity to learn about the program, make contacts with the people administering it, and determine how your organization can participate. This year’s application deadlines are March 1st, and September 6th, 2002. Now is the time to get involved!

Where:   Radisson Hotel Airport
          1800 Wellington Avenue, Winnipeg, Manitoba
When:   Wednesday, February 13th, 2002, 8:00 AM – 11:15 AM

Please use the enclosed Fax Back to RSVP by Friday, February 8th, 2002. If you have any questions, please contact Jeff Browaty at the Transport Institute at 204-474-7072, or by e-mail at Jeff_Browaty@UManitoba.CA

We look forward to seeing you at this seminar on February 13th, 2002.

Sincerely,

John Spacek, Senior Director,
Policy and Service Development
Transportation and Government Services
Executive Summary

Freight Sustainability Demonstration Program Seminar

On February 13, 2002 Manitoba Transportation and Government Services hosted a seminar for the freight industry dealing with climate change and its affects on Manitoba’s freight industry. The seminar’s main purpose was to bring to light the issues surrounding climate change and encourage firms to reduce emissions through government funded aid programs.

The seminar’s first speaker, Brian Gray, from Manitoba Conservation, spoke about the reality of Climate Change and the necessity for industry to adapt. The main subject of his talk was on the Kyoto Protocol, the issues surrounding it and how it would affect the Manitoba freight industry if it were ratified. Discussion surrounded the topic of emission reduction credits and sinks.

Second to speak was John Spacek of Manitoba Transportation and Government Services. John’s talk focused on the importance of freight transportation to Manitoba. He dealt with the affects of climate change on Manitoba’s freight industry and the challenge ahead to adjust to this new environment. John also touched on different programs available to firms and introduced the Freight Sustainability Demonstration Program.

Nicole Charron from Transport Canada was the third speaker at the seminar. Nicole’s discussion focused on the Freight Sustainability Demonstration Program, explaining the structure of the program and applicant eligibility.
The following organizations provided support for the Freight Sustainability Demonstration Program held in February 2002 in form of financial contributions, seminar preparations, and report writing and editing.

**Manitoba Transportation and Government Services** – Winnipeg
  John Spacek
  Terry Zdan

**University of Manitoba Transport Institute** – Winnipeg
  Jeff Browaty
  Doug Duncan
  Connie van Rosmalen

In addition, the following organizations contributed presenters for the seminars. The coordinating committee acknowledges their time and contributions and expresses gratitude for their support.

**Manitoba Conservation** – Winnipeg
  Bryan Gray

**Transport Canada** – Ottawa
  Nicole Charron
Freight Sustainability Demonstration Program (FSDP) – Seminar Report

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PRESENTATIONS

I. Status of Climate Change Agreements & Actions – Bryan Gray

II. Transportation and Climate Change in Manitoba – John Spacek

III. Climate Change and the Freight Transportation Sector – Nicole Charron

SEMINAR DISCUSSION

I. Discussion on Status of Climate Change Agreements & Actions

II. Discussions on Transportation and Climate Change in Manitoba

III. Discussion on Climate Change and the Freight Transportation Sector – Training and Awareness component of the Freight Efficiency and Technology Initiative

IV. Discussion on Climate Change and the Freight Transportation Sector – Freight Sustainability Demonstration Program (FSDP) component of the FETI

V. Joint Panel Discussion of Freight Sustainability Demonstration Program

RELATED WEB LINKS

CONTACT INFORMATION

BIOGRAPHIES

Nicole Charron, Acting Manager, Freight Efficiency and Technology Initiative, Environmental Affairs Branch, Transport Canada

Bryan R. Gray, Director, Climate Change Branch, Manitoba Conservation

John C. Spacek, Senior Director, Policy and Service Branch, Transportation and Government Services

LIST OF ATTENDEES
Freight Sustainability Demonstration Program Seminar

Bryan R. Gray
Director
Climate Change Branch

February 13, 2002
Manitoba Conservation - Climate Change Branch
STATUS OF CLIMATE CHANGE AGREEMENTS AND ACTIONS
SCIENCE

• CLIMATE CHANGE IS HAPPENING

• STRONGER EVIDENCE WARMING IS HUMAN INDUCED
SCIENCE

• WITHOUT DELIBERATE ACTION THE CHANGES WILL INCREASE WITH LONG TERM CONSEQUENCES

• WE HAVE ALREADY SEEN EVIDENCE OF IMPACTS PARTICULARLY IN THE NORTH
• ADAPTATION IS NO LONGER A CHOICE BUT A NECESSITY

• KYOTO PROTOCOL IS ONLY THE FIRST STEP TOWARD STABILIZING ATMOSPHERIC CONCENTRATIONS OF GHGS
INTERNATIONAL CONTEXT

• UN FRAMEWORK CONVENTION ON CLIMATE CHANGE (UNFCC) - 1992

• UN KYOTO PROTOCOL - 1997
INTERNATIONAL CONTEXT

• BONN AGREEMENT - JULY 2001
• USA
• COMING INTO FORCE OF KYOTO
CONTINENTAL

- CANADA - USA - MEXICO ENERGY DISCUSSIONS
- USA ADMINISTRATION
CONTINENTAL

• USA CONGRESS

• MULTI-POLLUTANT AIR REGULATION

FEBRUARY 13, 2002

MANITOBA CONSERVATION - CLIMATE CHANGE BRANCH
CANADA

• UNFCCC - 1992
• KYOTO PROTOCOL - 1997
CANADA

• SECTORAL ISSUE “TABLES” 1997 - 2000
• ACTION PLAN 2000
• ECONOMIC ANALYSIS
National Implementation Strategy

Phase 1: Action under uncertainty

Phase 2: Action post ratification decision

Phase 3: Actions under rules

Developing analysis for assessing ratification of Kyoto Protocol

Prepare Business Plan 2002

FEBRUARY 13, 2002 MANITOBA CONSERVATION - CLIMATE CHANGE BRANCH
Illustrative Changes to the Economy

Uncertainties:
1. Cost Curve
2. Gap
3. International Price of Carbon
Way Forward/Consultations

Clean Energy Workshop  
APRIL

G-8 Environment Ministers (Banff)  
APRIL

G-8 Leaders Kananaskis  
JUNE 26-27

WSSD Johannesburg  
LATE AUG

CoP 8 New Delhi  
Oct. 23-Nov. 1

JMM  
FEB. 25

JMM (PEI)  
MAY 21-22

JMM  
SEPT/OCT

Feb 2002  May 2002  Fall 2002

Stakeholder Sessions On Analysis/Policy APRIL/MAY

Possible Jurisdiction-Specific Consultations

Ongoing Engagement
MANITOBA

• ISSUE TABLES 1997 - 2000
• CEC- IISD FORUM 2001
• “AXWORTHY” MANITOBA CLIMATE CHANGE TASK FORCE REPORT - SEPTEMBER 2001
MANITOBA-CANADA 2002

- KYOTO PROTOCOL
- ALLOCATION OF AIR EMISSION QUOTA OR REDUCTIONS
MANITOBA-CANADA 2002

- IMPACTS AND ADAPTATION RESEARCH
- PUBLIC EDUCATION AND OUTREACH HUB
MANITOBA-CANADA 2002

- CLIMATE CHANGE ACTION FUND
- MANITOBA ENERGY DEVELOPMENT INITIATIVE

FEBRUARY 13, 2002

MANITOBA CONSERVATION - CLIMATE CHANGE BRANCH
Transportation and Climate Change in Manitoba

Freight Sustainability Demonstration Program

John Spacek
Senior Director, Transportation Policy

February 13, 2002
Outline

- What Transportation Means to Manitoba
- The Climate Change Challenge
- Manitoba Climate Change Task Force
- Manitoba Transportation
  - The Past
  - Current
  - Proposed
- Freight Sustainability Demonstration Program
Diversified Economy

1999 GDP = CDN $28.7 billion

- Services: 21%
- Government: 7%
- Agriculture: 3%
- Finance, Insurance & Real Estate: 17%
- Trade: 13%
- Manufacturing: 15%
- Construction: 6%
- Utilities: 5%
- Transportation, Communication & Storage: 11%
- Other Primary: 2%

Goods Producing (Yellow)
Commercial Services (Green)
Government (Red)
TRANSPORTATION MANITOBA’S GROWTH ENGINE (1998)

- Transportation & Storage represented 5.7% of total provincial employment
- Transportation & Storage represented 7.3% of provincial labour income
- Transportation equipment manufacturing is the second largest export ($697m in 1997 or 13% of total)
Manitoba
Net Transportation Provider
(1998)

- 3.8% of Canada’s population
- 6.5% of Canada’s Transportation & Storage GDP
- 5.8% of Canada’s Transportation & Storage employment
- 7.7% of Canada’s Transportation & Storage income
Transportation as a Percentage of Manitoba GDP (1997)

- Truck: 1.6%
- Rail: 2.1%
- Air: 0.7%
- Marine: 0%
- Other: 0.8%
Strategic Opportunities

- Global Distribution Centre
- Polar Routes
- Global Logistics Centre
- NASCO
- Gateway to the World
THE CHALLENGE

- increasing GHG emissions
- changing climate and variability
- impacts on transportation infrastructure
- economic and social costs
- how to reduce emissions
- how to adapt to changes
- improve understanding
Canada’s

VEHICLE GHG EMISSIONS

(kt CO₂)

- Increase 21% 1990-99
- Freight sector increased 38%
- Challenge to meet Kyoto objective

Source: Environment Canada
MANITOBAN VEHICLE EMISSIONS

- Slow growth over 1990 levels
- Large portion of provincial emissions
- Vehicle Emissions 1999
  - = 31.6% of provincial total CO₂ emissions
- Freight emissions =
  - 24.9% of Manitoba vehicle emissions
  - 7.9% of provincial emissions

Source: Environment Canada
## TRANSPORTATION TABLE: FREIGHT

### More Promising: Voluntary
- Diver training (trucks), voluntary, codes of practice

### Promising: trucking and rail measures
- Truck efficiencies: lubricants, load matching, scrappage, long trucks
- Reduce Truck speed limits to 90 km/hour
- Rail: increase stock turnover (CCA)

### Less/Unlikely: modal shift, fleet replacements, infrastructure
- Modal shift has low potential under current market conditions
- Accelerated fleet replacements: ships, airplanes.
- Changes to rail infrastructure: electrification etc.
<table>
<thead>
<tr>
<th>Measures Packages</th>
<th>GHG 2010 (Mt)</th>
<th>Cost /tonne</th>
<th>Financial Cost/Tonne</th>
<th>Gov’t Cost to 2020 $M</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger*</td>
<td>3.7</td>
<td>-$100</td>
<td>-$97</td>
<td>$203</td>
</tr>
<tr>
<td>Road Infrastructure</td>
<td>5.0</td>
<td>$2</td>
<td>-$38</td>
<td>$3,283</td>
</tr>
<tr>
<td>Road Vehicles &amp; Fuels</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Freight</td>
<td>2.0</td>
<td>$6</td>
<td>$6</td>
<td>$5</td>
</tr>
<tr>
<td>Off-road</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>TOTAL</td>
<td>10.7</td>
<td>-$32</td>
<td>-$51</td>
<td>$3,492</td>
</tr>
</tbody>
</table>

* Transit pass has large benefit. Excluding it reduces Most Promising measures to 10.6 Mt at cost of -$16 per tonne; financial cost of -$35 per tonne.
### PROMISING MEASURES

<table>
<thead>
<tr>
<th>Measures Packages</th>
<th>GHG 2010 (Mt)</th>
<th>Cost/tonne</th>
<th>Financial Cost/tonne</th>
<th>Gov't Cost to 2020 $M</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger</td>
<td>10.1</td>
<td>$49</td>
<td>$46</td>
<td>$7,923</td>
</tr>
<tr>
<td>Road Infrastructure*</td>
<td>1.5</td>
<td>-$496</td>
<td>-$4</td>
<td>$3,300</td>
</tr>
<tr>
<td>Road Vehicles &amp; Fuels</td>
<td>8.9</td>
<td>$64</td>
<td>$18</td>
<td>$398</td>
</tr>
<tr>
<td>Freight*</td>
<td>7.0</td>
<td>-$3</td>
<td>-$3</td>
<td>$111</td>
</tr>
<tr>
<td>Off-road</td>
<td>4.3</td>
<td>na</td>
<td>na</td>
<td>na</td>
</tr>
<tr>
<td>TOTAL</td>
<td>31.8</td>
<td>$5</td>
<td>$34</td>
<td>$11,750</td>
</tr>
</tbody>
</table>

••HOV and long trucks have large benefits. Excluding them reduces Promising Measures to 30.8 Mt at net and financial cost of $44 per tonne.

••Annual government expenditures on transportation were $17 billion in 1997-1998.
If all of most and promising implemented (not necessarily supported by the Table):

- Most promising: 10.8 Mt (20%)
- Promising: 31.8 Mt (60%)
- Sub-total: 42.6 Mt (80%)

To reach target of 54 Mt: 11.4 Mt (20%)

Would require:

- Less promising measures (pricing, restrictions)
- Pricing: fuel taxes
CLIMATE CHANGE TASK FORCE

Lead By Example
- ethanol blended gasoline in government fleet
- utilize large fleet to demonstrate Manitoba clean fuels and technologies

Lead By Practice - Federal/Regional Cooperation
- advocate to make federal funding programs available to Manitoba Stakeholders
Task Force ... Con’t

Public Policy

- maximize Manitoba’s clean energy sector as an economic development tool - ethanol and hydrogen
- Participation and integration of key economic sectors
- Reduce future energy intensity of industry
Task Force ... Con’t

Public Policy

- Assist private sector to action on mitigation and adaptation
- Direct departments and agencies responsible for transportation to address GHG reductions and protect infrastructure
PAST ACTIONS

- Transportation Climate Change Table
  - Chair - Freight Sector Sub-Table
- Climate Change Workshop and Outreach with MB transportation industry (UMTI)
- Climate Change and Manitoba Transportation Options Report (UMTI)
- Manitoba Climate Change Task Force Secretariat
  - Project Management, technical support & information
CURRENT ACTION

Federal Provincial Territorial Data Strategy Working Group
- odometer reading reporting with vehicle registrations

Transportation GHG Strategy and Action Plan
- strategic plan and programs for the transportation sector

Heavy Trucking GHG Emissions Baseline Modeling
- improve capability to model 1990 emissions - UM

Canadian Transportation Fuel Cell Alliance
- advancing hydrogen transportation fuel infrastructure
CURRENT ACTION ... Con’t

МИ Urban Transportation Showcase Program
   – partnership with City of Winnipeg reducing transportation emissions in the Capital Region

Freight Sustainability Demonstration Program
   – facilitating industry participation

Prairie Adaptation Research Collaborative
   – improving understanding of impacts and developing adaptation strategies
WinSMART

Winnipeg for Sustainable Management

Advancing Responsible Transportation
WinSMART DESCRIPTION

Showcasing
- Urban Transit,
- Passenger, and
- **Freight Actions**

that reduce GHG emissions

FOR MORE INFO...

Andrew Cowan
Terry Zdan

Manitoba Transportation and Government Services
WinSMART APPROACH - FREIGHT

巨头 Reductions
– applying best practices of inter-city freight to the Capital Region

Mode Efficiency
– alternative fuels, technology, training and management practices

Travel Alternatives
– e-commerce freight programs
– voluntary registry challenge
WinSMART PARTNERSHIPS

- U of M Transport Institute
- Red River Valley Clean Cities Coalition
- NewFlyer Industries
- Kraus Group
- Manitoba Trucking Association
- International Institute for Sustainable Development
- Resource Conservation Manitoba
- U of W Institute of Urban Studies
- Manitoba Lung Association
- U of M Institute of Industrial Math
PROPOSED ACTION

Alternative Transportation Energy and Technology
- ethanol and hydrogen fuels and infrastructure

Climate Trend Analysis - winter roads
- PARC - UW analyze Manitoba climate data and trends

Northern Transportation Workshop
- Climate Change Impacts/Adaptation and Information Exchange Network

Green Corridor Development
- NASCO and Red River Valley Clean Cities Coalition
PROPOSED ACTION ... Con’t

- Fleet Vehicle and Heavy Equipment Management
  - alternative fuels, procurement, technologies
- e-Work Strategy
  - reduce transportation emissions from journey to/from work - inter provincial meetings
- Air Quality Transportation Program (MOST)
  - vehicle scrappage program
FREIGHT SUSTAINABILITY
DEMONSTRATION PROGRAM

Applicant's Guide

Freight Sustainability Demonstration Program (FSDP)
Reducing Freight Emissions through Partnership and Innovation
Climate Change and the Freight Transportation Sector

FSDP Seminar
February 13, 2002
Outline

- Context
- Transportation Table
- Action Plan 2000 on Climate Change
- Freight Efficiency and Technology Initiative
- How to reach us
Kyoto & Canada’s Response

**Kyoto Protocol**: Canada to reduce GHG emissions to 6% below 1990 levels by 2008-2010

**Fed/Prov/Territorial Energy & Environment Ministers**

- Issue Tables (16)
- National Roll-Up
  - synthesis
  - consultations
  - modeling
  - strategy dev’t
- National Implementation Strategy on Climate Change
  - First National Business Plan:
    - federal (Action Plan 2000)
    - provincial/territorial plans
**Transportation Table**

- **Federal** \( (\text{Transport, Natural Resources}) \) (2)
- **Provinces** \( (BC, AB, MB, ON, PQ) \) (5)
- **Municipalities** \( (\text{Vancouver, Toronto}) \) (2)
- **Modes** \( (\text{air, rail, marine, truck, bus, transit}) \) (6)
- **Fuels** \( (\text{petroleum, alternative fuels}) \) (2)
- **Road vehicles** \( (\text{domestic, international}) \) (2)
- **NGOs** \( (\text{Probe, Pembina, NRTEE, TAC}) \) (4)
- **Users** \( (\text{Drivers (CAA), Shippers (CPPA)}) \) (2)

*Analyze options to reach -6% target in transportation*

*All options “on the table”*
Canada’s GHG Emissions

- Residential
- Commercial
- Industrial
- Transport
- Electricity Generation
- Fossil Fuel Industries
- Non-Energy Related

Million tonnes CO2 equivalent

Year:
- 1990
- 1997
- 2000
- 2010
- 2020
Transportation Emissions
Share by mode, 1997

- Passenger light truck: 17%
- Commercial trucks: 27%
- Off-road: 13%
- Domestic aviation: 2%
- Int/other aviation: 5%
- Bus: 1%
- Domestic marine: 0.3%
- Rail freight: 4%
- Int/other marine: 4%
- Passenger car: 27%
Transportation’s Share of Emissions by Region - 1997

- British Columbia & Territories
- Alberta
- Saskatchewan
- Manitoba
- Ontario
- Quebec
- Atlantic
- Canada

Canada
Atlantic
Ontario
Quebec
Manitoba
Saskatchewan
Alberta
British Columbia & Territories
Transportation Climate Change Table

<table>
<thead>
<tr>
<th><strong>FREIGHT</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight, Air, Marine, Rail and Trucking Sub-Groups</td>
</tr>
<tr>
<td>8 studies</td>
</tr>
<tr>
<td>Potential of more than 9 MT of GHG reductions by 2010</td>
</tr>
</tbody>
</table>

**Best Practices**
Focus on operational improvements like:
- Code of practice, marine freight
- Truck-driver training
- Trucking load-matching

**Mode Efficiencies**
Assessment of technological opportunities such as:
- Truck lubricants
- Engine retrofits

**Modal Integration**
- Five corridors were examined to assess potential GHG reduction
Key findings of the Transportation Table

❖ Table work not a “prescription” for implementation, but a first step
❖ Need a balanced approach of technology, behaviour and infrastructure
❖ Integration, Integration, Integration
❖ Partnerships will be key to real progress
❖ Harmonization with US is important
❖ Better public awareness is essential
Action Plan 2000 on Climate Change

- $500 M for new measures to reduce GHG emissions, in addition to $625 M announced in 2000 budget for climate-related initiatives
- includes funding for 5 new transportation programs:
  - new vehicle fuel efficiency
  - future fuels (ethanol)
  - fuel cell vehicles
  - urban transportation
  - efficiency of freight system
Action Plan 2000 on Climate Change

**Vehicle Efficiency Program**
- voluntary program to phase in significant improvement in fuel efficiency of light duty vehicles by 2010 harmonized with US
- education campaign in partnership with provinces and key stakeholders to promote purchase and use of “green” vehicles, develop labelling for “green” vehicles, test advanced technology vehicles

**Future Fuels (Ethanol) Program**
- contingent loan program backed by federal government to protect investors from changes in federal excise tax policies
- targets four-fold increase in Canadian ethanol production by 2010
Action Plan 2000 on Climate Change

Canadian Transportation Fuel Cell Alliance

• program to demonstrate different fuelling routes and supporting infrastructure needed to commercialize fuel cell vehicles

• studies, demonstrations of refuelling packages, product and safety standards, training and certification, safety equipment for storage

Urban Transportation Showcase Program

• program to provide funding for a small number of “showcases” in selected cities in Canada to demonstrate and evaluate strategies to reduce GHG emissions from urban transport.

• an Information Network will be developed as part of the program to give municipalities across Canada an opportunity to share their knowledge on successful GHG emissions reduction strategies.
Freight Efficiency and Technology Initiative (FETI)

Officially launched on November 26, 2001, the FETI consists of the following 3 components:

1. Performance Agreements with modal associations

2. Demonstration
   - Technologies & best practices for all modes

3. Training & Awareness

FleetSmart (truck)
- Driver training; vehicle specification; benchmarking; information

Carriers & Shippers
- Transportation eco-labeling pilot
Performance Agreements

**Goals:**
- Foster voluntary actions to reduce GHG emissions
- Continuous GHG reductions through targets

**Signatories:**
- All modal associations
- Federal
  - TC and NRCan for trucking sector
  - TC for other modes
Performance Agreements (Cont’d)

_modus operandi:_

- Collaborative actions for analysis by industry and the federal government
- Action plans to achieve the GHG emissions reductions specified in the agreements
- Monitoring and tracking of results and activities by VC&R Inc. or ÉcoGeste
Demonstration Program

Goal:

• Increase the take-up of technologies and best practices that can reduce GHG in a practical and cost-effective manner

Scope:

• All modes

Modus operandi:

• $4.5 M to be allocated to projects selected through a competitive process
• Eligible recipients:
  • Private sector and non-profit organizations
Demonstration Program (Cont’d)

Modus operandi:

- Project funding:
  - 50% of eligible costs up to $250k over two years
- 2 rounds of submission per year
  - 1st one: March 1, 2002
  - 2nd one: September 6, 2002
- Independent Advisory Committee will assess proposals and recommend projects to the Director Generals of Transport Canada and Natural Resources Canada, who will make final selections.
Training and Awareness

Goal:
- Improve understanding of best environmental practices and climate change

Scope:
- All modes

Modus operandi:
- Feasibility of an eco-labelling pilot program by mode
- Promotion of environmental codes of practices
The FETI represents a unique opportunity…

- for all modes to contribute to GHG emissions reduction; and
- to work together to reduce emissions through partnerships and innovation.
How to reach us

Email:

✈ Freight: freight_demo_fret@tc.gc.ca
✈ UTSP: utsp_pdtu@tc.gc.ca

Web site:

✈ http://www.tc.gc.ca/environment/menu.htm
I. Discussions on Status of Climate Change Agreements and Actions – Bryan Gray

Q 1. With regards to the emission reduction and sinks credits, how does the Kyoto Protocol framework address the issues of accounting for these credits across nations once they are bought/sold and change ownership?

A 1. The United Nations has finalized rules governing accounting and emission trading. Our federal government will have numerous accounting and exporting duties under Kyoto. It boils down to the entire Kyoto Protocol relying heavily on accounting for as best as possible, what emission inventories are currently in place, what baselines existed in 1990, what current emissions are, and then, what actions governments/organizations/individuals are taking that might give rise to emissions reductions credits that can be traded internationally. There has been a tremendous amount of international negotiations on how this will work, however, when you are dealing with places like India, China, and the former Soviet Union, and then the United States, Canada, and the European Union, there are enormously differing views on even very basic issues regarding how this should work. The main outstanding concern is developing our science in proving and quantifying carbon in our soils and forests.

Q 2. In terms of the emission credits, how will they be managed at the stakeholder level here in Manitoba? Is it foreseen that there is going to be any opportunity for emission trading programs at this level?

A 2. Generally, Canada has worked very hard through the United Nations, and similarly, Manitoba is supportive of introducing as efficient and as low cost a market mechanism as possible to allow industries or emitters of gases to find the lowest cost reductions possible. If, for instance, a trucking firm or a short line rail company can find cost effective ways to reduce fuel use and emissions, we certainly want and expect that there will be a market mechanism in place for them to sell those extra reduction credits and in turn receive some value for them. Manitoba is supporting work across Canada to find the most cost effective reductions possible. One of the options that Canada could use to achieve its target is that every province and territory in Canada could be required to reduce to 1990 emission levels minus 6%. Without having all the economic analysis done, Manitoba is concerned about this option because there is a good chance that it would cost our province
more to achieve a minus 6% than it might in other provinces where there are much higher levels of emissions. Therefore, it is in our interest to have this type of a market mechanism available and to let the market decide where the lowest cost emissions are. This is exactly what the European Union has done to find the lowest cost reductions.

Q 3. For firms, who have already been involved in energy efficiency programs, where do you see this credit for early action being accounted for or do you see it being accounted for and if so how confident can firms be that they are receiving full credit for their action?

A 3. Federal government has established a “baseline protection” program to ensure that those who have already taken action recognized under the Kyoto Protocol are not penalized by being asked to make more reductions on the same large scale as others who did not take early action.

Q 4. The Canadian Airports Council has started to look at how they will go about calculating their emissions. One obstacle that the council has encountered in terms of calculation models that can be used is that, most of the models do not allow a firm to take credit for planning emissions reductions. Is any consideration being given to these planning mechanisms that are happening quite far in advance of these projects that can have actual reductions in emissions but that do not fit into the actual calculation models that currently exist?

A 4. Yes. There is a great deal of work being done to ensure that all of those sorts of actions can be identified and accounted for. The reductions have to be real, verifiable, incremental etc. and then it should be accounted for it. The federal government is responsible for all such accounting rules as they must apply equally across Canada.

Q 5. How do you envision the government will account for emissions and emission reductions for companies that are operating extra-provincially and internationally, specifically in the US? If the US does not sign on to the Kyoto Protocol, what happens to the emissions or emissions reductions that occur elsewhere because of our activity?

A 5. There are already “carve-out” examples for international travel emissions accounting, however the point just raised with your question was one that was on the negotiating table several years back. Having said that, policymakers are still trying to thrash out details in several economic sectors that speak to that issue. There are several different ways that this can be tackled. For instance, with the Federal Government’s assistance, Alberta is looking at different issues on the accounting of emissions from upstream natural gas emissions related to US export energy. There are also several things we can do when we target nationally, who will have to produce which emissions. There is work being done to shelter industries that are highly dependent on US competitiveness, so that they not be given a real tough target if that is
going to add a ton of cost that their US competitors will not be sharing at all. So those sorts of things are on the table. But specifically with the accounting, there are some things like that left to be debated and the government has not reach that point yet.
III. Discussion on Climate Change and the Freight Transportation Sector – Training and Awareness component of the Freight Efficiency and Technology Initiative (FETI) – Nicole Charron

Q 1. How will the government ensure that any tools of measurement used to assess the emission reductions of firms will be equitable across modes? How will the firms deserving “eco-labels” be selected?

A 1. The intent is to set up an eco-labelling pilot on a modal basis under the training and awareness component of the Freight Initiative. The most innovative or “green” players, that is the leaders from an environmental perspective within each mode, would be able to apply for the use of the eco label.

Q 2. In regards to the eco labelling: Do you see there being a type of operating target level set by the committee which firms have to achieve in order to receive the “eco label”? What kind of framework do you see operating around this labelling?

A 2. The government would like to partner with Terra-Choice to develop the eco-pilot. Terra-Choice with its Environmental Choice logo works along the same lines as the ISO 14000 whereby the top 25 percent environmental performers in one specific area can apply, if they so wish, for the use of the logo providing they meet certain criteria. The government hasn’t yet started work on the pilot however this is the thinking on the pilot at this time.
IV. Discussion on Climate Change and the Freight Transportation Sector – Freight Sustainability Demonstration Program (FSDP) of FETI – Nicole Charron

Q 1. In regards to the independent selection committee and the selection process, will there be recommendations made to the ministers?

A 1. The selection committee is not a minister’s committee. The independent committee will review the proposals/submissions; provide recommendations to senior officials of the two government departments who are leading on this program, one from Transport Canada, and one from Natural Resources Canada who will have the final say. The selection process as described is the same one used by Transport Canada’s MOST program (see Moving On Sustainable Transportation http://www.tc.gc.ca/EnvAffairs/most/About.shtml).

Q 2. Will the committee be comprised of members from all modes? Will there be one selection committee for each modal type or will there be only one selection committee with members representing each mode?

A 2. There will be one selection committee for all modes/proposals. The committee has not yet been established. However, we certainly plan to select an expert on each mode to sit on the committee. We also want members who are very familiar with freight issues and the freight industry, who also have knowledge of hopefully more than one mode.

Q 3. If a firm were to set up a rewards program for their individual employees – for instance, a trucking firm setting up an incentives program at the driver level to reduce emissions – would this qualify for the funding program?

A 3. Yes, possibly the project could be a candidate for federal funding through the FSDP. If the firm can demonstrate that this “best practice” project can be applied by other freight companies and that it will reduce greenhouse gas (GHG) emissions then it would be considered for funding. A key selection criteria for the program is GHG emissions reduction.

Q 4. When the term “best practice” is used, equipment changes (changing standard trailers to lighter weight trailers or switching to low-resistance tires etc.) also falls under the meaning of that term. Do these kinds of capital costs qualify for funding?

A 4. Yes, these types of capital investments will qualify. The program has been designed to assist firms that can demonstrate technologies or best practices that can reduce GHG emissions.
Q 5. If a company is doing several initiatives to try and reduce GHG emissions, is it possible for them to apply more than once for funding through the FSDP?

A 5. Yes, it is possible. What the government is trying to do is to provide funding to a wide variety of technologies and best practices. As long as a firm does not apply for funding for projects already funded by the FSDP, then the government will consider the proposal. For instance, if a firm applies for funding through the FSDP for an anti-idling device and its proposal is successful, it cannot apply for funding to the FSDP for the same or a similar device two years later. However if a successful application for demonstrating a device X by a firm is followed by another submission to the FSDP by the same firm on a device Y, then this second proposal can be considered for funding.

Q 6. Will there be a condition to make public any of the findings and the research that is done under this program so that other firms can take advantage of the findings and in turn begin reducing emissions?

A 6. Absolutely. The projects that will be selected will appear on the FSDP website, and we will try to provide as much information on them as possible. The exchange of information is a key component of the program. We want companies and individuals to learn from others’ experience with “best practices” or technologies and adopt more efficient ways to do business.

Q 7. If a new technology exists, but its effectiveness in terms of GHG emissions has not yet been measured, would it be an acceptable project? An additional part to this question is; will the government accept any in-kind contributions. What sort of in-kind contributions would demand administrative support to the project?

A 7. In terms of new technologies that have not yet been measured for effectiveness, when a firm puts together a proposal, it must give an estimate of the GHG emissions reductions that the project will generate. So to the extent that such an estimate can be provided for the existing technology as part of the proposal, the project will be considered for the FSDP.

The government will not be accepting in-kind contributions as part of the FSDP.

Q 8. So what you are saying is that it has to be an actual cash outlay? For instance, if a trucking firm gets a third party to install new tires on its entire fleet of trucks, that cost would be covered under federal funding. However, if they install those tires themselves, the cost will not be covered. Is that correct?

A 8. In this instance, both trucking companies’ installation expenses would be equally treated. The cost of installation from the company doing the work itself would be considered as an eligible cost for the program.

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V. Joint Panel Discussion on FSDP – Nicole Charron & John Spacek

Q 1. What costs, if any, will be covered by government funding? For instance, to use the example of changing a fleet’s tires: Although overhead costs would not be covered, what realistic costs can a firm receive funding for? Would the mechanic’s time qualify as part of their contribution to GHG emissions or would the firm have to get an outside party to install the tires in order for the cost to qualify for funding?

A 1. Firms will not have to use a third party for their expenses to be recognized by the program. In your example, if the tires are the mechanism through which GHG reductions will be achieved, the installation costs like the mechanic’s time and the cost of the tires will be considered as eligible costs.

Q 2. Transport Canada does have other programs set up in which in-kind contributions are accepted. How can this inconsistency of policy be explained?

A 2. Each government program is designed differently and what applies to one program does not necessarily apply to another.

Q3. What if a firm put a proposal forward that only asked for 30% funding from Transport Canada under this program, where the other 70% would be funded by other private sector partners. Would that be a competitive feature of their proposal versus someone else?

A 3. Not necessarily. The percentage of federal funding will only be examined to verify that the criteria of the federal contribution not exceeding 50 percent of total eligible costs is being met. What can provide a competitive advantage is the quality of the partnerships being established for the project.

Q 4. Are there opportunities where there could be a contribution from either municipal governments or provincial departments with large fleets of vehicles, where some sort of demonstration could also be included as part of a private sector initiative? How would that work in a proposal?

A 4. The program is designed specifically for the not-for-profit and private sectors. The federal government is open to, for instance, a municipal or a provincial fleet being involved in some type of demonstration to the extent that the levels of government involved provide funding to the project. In-kind contributions from the private or public sector sectors will not be accepted, however, costs of the partners that can be demonstrated as directly related to the demonstration will be considered. In those instances where the partnerships fall outside the clearly defined scope of private sector, we are consulting with departmental legal services. For example, port authorities who are not funded by the government, and are not-for-profit, have inquired
about participating in the program. After investigation it was discovered that through the Marine Act, they are not entitled to any type of federal funding. In situations where the status of the participating organization is unclear, it is best to communicate with program staff so that they can in turn check with departmental legal services to assess what is feasible or not.

Q 5. Suppose a firm is undertaking a large-scale initiative to reduce GHG emissions in order to qualify for the federal funding program. Currently its labour force reflects its workload properly prior to the initiative, however, the firm will be required to take on additional people for the added effort of the initiative and will therefore be incurring additional costs. Due to the fact the project could have a large scale benefit and would fit the mandate of the funding program in more ways than one (not only will it be contributing to less GHG emissions, it will also be adding to the employment force in Canada), would the government reconsider its selection criteria and process by funding more than 50%, possibly 75% of the capital requirements? An additional % in funding could make a significant difference, especially for a medium sized firm.

A 5. The federal contribution to a project cannot exceed 50 percent. There is a framework to the program established by Treasury Board that Transport Canada must respect. This is why we are working with departmental legal services to ensure that the framework of the program is followed.

Q 6. If a project is proposed and there are capital purchases involved, would the program funding contribute to these capital purchases?

A 6. If the capital purchases are for new technologies, the answer is yes.

Q 7. What if the technology is dependent upon the government making some changes in regulations in allowing something in the future but that is not in place today – therefore, if I understand correctly, the project could not be accepted unless the government regulations allow it?

A 7. Yes, that is correct. Once a firm receives the funding it has to be able to start the project immediately. A proponent has two years from the time his/her project is approved to complete the initiative. Therefore, if government regulations are not in place allowing the use of certain technologies, a firm would not be able to begin a project upon reception of the funding and therefore the project would not qualify.

Q 8. More specifically to the previous questions, if a firm were considering long-combination vehicle demonstration: What if the government was to put in a permit that would allow a firm to demonstrate out of compliance equipment.
A 8. The regulations or the permit would have to be in place upon the time of funding in order to be eligible. The selection committee will not accept proposals that are non-compliant to whatever regulation regime is in place. If there is a special regulatory regime in place for a particular demonstration, then the project will be considered by the selection committee.

Q 9. Does a non-profit, government-funded organization qualify under this particular program?

A 9. Not-for-profit private organizations are eligible to participate in the program. For those who fall in a grey zone, such as in your case, please contact us directly so that eligibility can be discussed with our departmental legal services.

Q 10. Are the GHG emissions per truck, per mile or per ton? How can a firm measure this?

A 10. You will find some guidance on the calculation of cost per tonne of GHG reductions in the Options Report of the Transportation Table on Climate Change. (web site: http://www.tc.gc.ca/..envaffairs/english/climatechange/ttable/ ) In terms of the GHG associated with the use of an individual truck, the calculation is based on fuel use, which can be determined through the fuel bills for that particular truck.

Note: (John Spacek) From Manitoba’s Transportation perspective, we are ready and willing to assist anyone of our constituents with this program, whether it is in terms of accessing information, or helping them position their project or even look at some of the data gaps that are necessary or would be a good addition to a proposal, we are certainly open to discussion with anybody at anytime. Certainly it is a new part of our mandate at Transportation and we are taking it seriously. And the University of Manitoba Transport Institute is also a very good resource in this business.

Q 11. Can a part of a firm’s proposal be to establish a baseline for credit of early action if you want to use a demo project as a pre-cursor to a larger fleet-wide program, certainly you would want to get your baseline established early on. Would establishing, testing and monitoring a baseline demo emissions reduction project be an eligible cost under this program?

A 11. A project consisting of establishing a baseline of emissions for a company is not eligible for funding. Feasibility studies are also not eligible for funding. The program is designed to fund projects that generate improvements from the baseline.

Please note that the FCM Green Enabling Fund does fund feasibility studies.
Q 12. It is not too clear as to what an eligible cost is. Is there a part in the applicant’s guideline that identifies what the eligible costs are and another part of the guide that identifies costs that are not eligible?

A 12. The guide provides some clarification on the eligible costs. If there are any questions, please do not hesitate to contact the secretariat of the FDSP.

Q 13. Does your website have any qualification forms on it yet?

A 13. We have not received any applications yet. The application form itself is on the freight website and is part of the applicant’s guide.

Q 14. The environmental assessment part to the proposal looks fairly lengthy and complex. Would the selection committee be prepared to accept the environmental assessment component of the application after the March 1 deadline if the rest of the application is in before the deadline?

A 14. The program was not designed to provide that type of flexibility. The full proposal has to be completed by March 1. If this is not possible, the next opportunity to participate in the program is in September when we have our next deadline for project submissions.

Q 15. If the March 1st deadline is not met and a firm waits until September 6th to apply but the proposal is for a project already underway, can costs be recovered for a project that is already underway?

A 15. No, a project that already has been physically initiated is not eligible for the program.

Q 16. The slides showed a multiplicity of federal climate change programs and many of them actually have a connect. If a firm, for example, wants to do a bio-diesel project there are other programs that could also assist in getting it to that stage. How are you addressing any potential interconnect of federal funding or program overlap?

A 16. This is something that the selection committee will be checking to ensure that the federal contribution per project does not exceed the 50 percent maximum. The federal contribution can come from various sources. It does not necessarily have to come only from the freight program; it can come from other programs as well. However, the maximum amount of federal funding cannot exceed 50 percent of total eligible costs.
Note: A comment about the emissions baselining – The Manitoba trucking industry is fortunate that one of its local companies, Bison Diversified/Bison Transport, has filed an action plan under the Voluntary Challenges Registry. These are voluntary action plans to demonstrate reductions in GHG emissions in industry operations.

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RELATED WEB LINKS

Freight Efficiency and Technology Initiative (includes FSDP)
http://www.tc.gc.ca/programs/environment/freighttransportation/menu.htm

**FETI Secretariat**
Environmental Affairs
Transport Canada
330 Sparks Street
Place de Ville, Tower C
Ottawa, Ontario K1A 0N5
Tel: (613) 991-1196
Fax: (613) 993-8674
E-mail: freight_demo_fret@tc.gc.ca

Baseline Protection
http://www.vcr-mvr.ca/reduction/project_base.cfm

Transportation Climate Change Table
http://www.tc.gc.ca/..envaffairs/english/climatechange/ttable/

Transport Canada – Environment/Climate Change Page
http://www.tc.gc.ca/environment/menu.htm#climatechange

Terra Choice
http://www.terrachoice.ca/

FCM Environmental Programs
http://www.wunderground.com/global/BX.html

MOST (Moving on Sustainable Transportation) – Transport Canada
http://www.tc.gc.ca/EnvAffairs/most/About.shtml

VCR Inc. - A non-profit partnership between Industry and governments across Canada, who’s mission is to provide a means for promoting, assessing and recognizing the effectiveness of voluntary efforts in addressing climate change and reducing GHG emissions.
http://www.vcr-mvr.ca/home_e.cfm

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Nicole Charron holds a Bachelor of Commerce and a Master’s Degree in International Relations.

She has been working in the Ottawa region with the Federal Civil Service for the past 10 years.

For over three years, Nicole has been working on climate change issues related to transportation. She was a member of the Secretariat of the Transportation Climate Change Issue Table and assisted the Table’s Freight and modal Sub-Groups. She is also the Canadian representative at the Climate Change working group of the International Civil Aviation Organization.

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Bryan has a B.A. Honors in Political Studies from the University of Manitoba and a law degree from University of Victoria.

Bryan has also been called to the Manitoba Bar as an attorney.

He has worked in several departments of the provincial government and has for 5 years represented Manitoba at the national climate change coordinating committee of governments.
Mr. Spacek is Senior Director, Transportation Policy and Service Development. He is responsible for the development and implementation of integrated multi-modal transportation policies and service development strategies and programs. In this capacity, Mr. Spacek establishes, leads, and directs project teams to support, develop and promote Manitoba’s transportation sector, private sector service developments, and general transportation sector initiatives supporting international trade and industrial developments in Manitoba. He also leads and directs the development of transportation policy options and provides policy advice to government.

John Spacek represented Manitoba as a member of the National Transportation and Climate Change Table as well as Chairing the Freight sub-table. He was awarded a National Transportation Week 2000 Award of Excellence in recognition of his work in climate change. John was also recently seconded to project manage the Manitoba Climate Change Task Force secretariat.

Prior to entering government service, Mr. Spacek was Principal of Spacek & Associates from 1988 to 1995, a consulting firm offering services in transportation, energy and the environment. During this period, he was also Manager of the Canadian Oxygenated Fuels Association from 1990 through 1994, a national association representing the Canadian methanol industry.

As a principal of SYPHER:MUELLER INTERNATIONAL from 1986 through 1988, Mr. Spacek managed a wide variety of projects in economic and financial analysis, strategic planning, energy policy, industry sector development, marketing, transportation planning and project management. As Corporate Secretary, he had responsibilities for administrative, personnel, business development and corporate policy matters. Prior to the SYPHER:MUELLER amalgamation in 1986, Mr. Spacek was a founding Principal and President of SYPHER Consultants from 1981 to 1986. During this period he carried out a range of assignments in economic development, transportation planning, financial analysis, organizational studies, program evaluations, policy analysis, financial and operating modelling, market studies and strategic planning. As President, he had overall corporate development responsibilities in guiding SYPHER from inception to a leading management consulting firm.

During 1980, Mr. Spacek was employed by the Strategic Planning Branch of Transport Canada to develop a Multi-Modal Strategic Plan for Newfoundland. The Newfoundland Railway was abandoned and the highway and marine system enhanced, as recommended by the Study.
From 1978 through 1980, Mr. Spacek was an independent consultant. During this period, he also developed and managed one of eastern Ontario’s largest beef feedlot finishing operations. From 1974 to 1978, he was a Planning Officer with the Water Transport Assistance Directorate of Transport Canada.

Mr. Spacek has an Honours BA in Economics (Dean’s List) from the University of Western Ontario. He also attended (1972-1974) the Graduate School of Urban and Regional Planning at Queen’s University on a CMHC Research Fellowship. John is also a Director of the Centre for Sustainable Transportation.

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# Freight Sustainability Demonstration Program (FSDP)
## Seminar Agenda

**Wednesday, February 13th, 2002**

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