

Green Commercial Vehicle Program

2017-18 Program Guide for consultation

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Ontario Ministry of Transportation
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INTRODUCTION

The purpose of this Green Commercial Vehicle Program (GCVP) 2017-18 Program Guide (Guide) for the modernized Green Commercial Vehicle Program (the Program) is to provide information about the Program and the application process for it.

The Guide contains essential information such as eligibility requirements and details about the application process and provides instructions for the submission of applications. The Guide will be available online and the application form will be accessed through the Grants Ontario portal.

CONTEXT

The movement of goods is vital to a strong economy in Ontario, but the commercial transportation sector is the second largest source of transportation emissions in the province. There are opportunities to reduce emissions from this essential sector by focusing on improved efficiency and switching to lower-carbon fuels.

From 2008 to 2010, the Ministry of Transportation (MTO) offered a Green Commercial Vehicle Program, which provided funding for the installation of anti-idling devices on trucks and the purchase of low-carbon truck platforms. The main engine platforms funded were propane, hybrid-electric, natural gas, hydrogen-injection and battery electric. At the time of the first GCVP, available fuel consumption reduction technologies in trucks were not as comprehensive as they are today.

Ontario's Climate Change Action Plan was released on June 8, 2016 and includes a commitment for a modernized GCVP, which would provide incentives to eligible applicants that want to buy low-carbon commercial motor vehicles and technologies to reduce emissions, including electric and natural gas-powered trucks, aerodynamic devices, anti-idling devices, and electric trailer refrigeration.

The Program has been developed using lessons learned from the 2008-2010 pilot, preliminary modelling, detailed cross-jurisdictional scans, targeted research on fuels and technologies as well as stakeholder consultation. With a broad scope of eligible alternative fuel vehicles and devices, the Program can drive further adoption and corresponding reductions in greenhouse gas (GHG) emissions.

A. PROGRAM OVERVIEW

1. Overview of the Green Commercial Vehicle Program

The Ministry of Transportation has modernized and expanded the previous Green Commercial Vehicle Program offered to industry from 2008 to 2010. The Program

supports achieving Ontario's GHG reduction goals under the Climate Change Action Plan.

In 2015, the transportation sector accounted for 37% of Ontario's greenhouse gas emissions. In that same year, 30% of Ontario's total transportation sector GHG emissions came from the movement of freight.

The Program is a rebate-based program predominantly for the commercial transportation sector, where incentives are provided upon proof of purchase. For the purchase of alternative fuel vehicles (i.e., electric, natural gas, or diesel-natural gas dual fuel), incentive amounts range from 15%-50% of the incremental cost compared to an equivalent conventional fuel vehicle. For the purchase of devices, the incentive amount is 30% of the total cost (including installation onto a vehicle) of the aerodynamic or anti-idling device, or refrigeration unit.

The Program provides rebates for the purchase of three groups of technologies which reduce fuel consumption and/or improve fuel efficiency in the commercial transportation sector:

- a. Aerodynamic devices, including boat tails, side skirts, and combinations of the two;
- b. Anti-idling devices, including auxiliary power units, cab and engine heater, cab coolers, and electric trailer refrigeration; and
- c. Alternative fuel vehicles, including electric, natural gas and dual fuel.

The objective of the Program is to reduce GHG emissions from the movement of goods and non-passenger related services by encouraging a shift towards low-carbon fuels and technologies. Through the Program, MTO is supporting and encouraging the adoption of alternative fuel vehicles and devices that reduce GHG emissions from the commercial transportation sector.

2. Principles of Program Design

The development of the Program was motivated by recognition of the fact that the commercial transportation sector is a significant contributor to Ontario's GHG emission profile. Adopting alternative fuel vehicles and fuel saving devices for commercial motor vehicles could result in meaningful reductions in transportation GHG emissions. The Program has been structured around achieving the desired outcomes of a reduction in GHG emissions and an increased and accelerated adoption of alternative fuel vehicles and fuel saving devices.

The development of the Program leveraged lessons learned from the 2008-2010 GCVP, and integrated detailed research and stakeholder consultation.

B. PROGRAM ELIGIBILITY CRITERIA

The eligibility criteria for applicants, commercial motor vehicles and devices set out below are expected to be met at the application stage to be considered for funding under the Program. Failure to meet these eligibility criteria may result in the rejection of an application.

1. Eligibility Criteria for Applicants

Funding applicants must meet the following criteria:

- Be the owner or lessee of one or more alternative fuel vehicles, or of one or more commercial motor vehicles equipped with an eligible device. In the case of a leased vehicle, the lease agreement for the vehicle will explicitly provide the rights for the lessee to modify the vehicle for the installation of an eligible aerodynamic or anti-idling device.
- Be a business, municipality, an agency of a municipality, non-government organization, non-profit organization, or an Indigenous organization or community.
- Registered in the province of Ontario and a valid Business Registration Number, corporate number, or CRA number.
- Meet minimum Commercial Vehicle Operators Registration (CVOR) requirements of a “Satisfactory Unaudited” fleet safety rating at the time of application; and
- Agree to participate in periodic data collection (refer to section on data collection).

2. Eligibility Criteria for Dealers in the Program

Program funding can be provided to eligible applicants through discounts provided at the point of sale by approved vendors, manufacturers or dealers (collectively “dealers”) of eligible commercial motor vehicles and devices. All dealers who wish to participate in the Program need to be pre-approved by MTO, in advance of receiving orders from vehicle or device purchasers.

To be pre-approved to participate in the Program, dealers must meet the following requirements:

- Dealers must be located in Ontario and have a valid Business Registration Number, corporate number, or CRA number;
- Dealers must submit to MTO a list of eligible commercial motor vehicles and devices they plan to sell;
- For all eligible alternative fuel vehicles and devices, dealers must provide costing information for eligible expenses (including installation costs) where applicable;

- Dealers must also provide the costing information for equivalent conventional (i.e., diesel) fuel vehicles when submitting their list of eligible alternative fuel vehicles to MTO;
- Dealers must agree to collaborate with prospective purchasers by explaining the requirements of the Program and the application process, helping complete the application form, and submitting application forms on the purchaser's behalf to MTO, if applicable; and
- Dealers must apply the total eligible funding to be provided by MTO as a discount at the time of final purchase.

Vendors, manufacturers and dealers interested in participating in the Program must fill out a pre-approval form and demonstrate that they meet the criteria listed above. MTO will review applications from dealers and respond with a letter confirming the eligible items, eligible costs, and incentive values. MTO will also publish the list of approved dealers on the Program website.

3. General Eligibility Criteria for Commercial Motor Vehicles

The overall requirements that apply to all commercial motor vehicles, regardless of the fuel type they use are listed below. Criteria specific to alternative fuel vehicles, aerodynamic devices, anti-idling devices and electrified refrigeration units are included in subsequent sections.

To be eligible for funding, an applicant must ensure that the commercial motor vehicle:

- Is registered as a commercial motor vehicle and has a gross vehicle weight rating (GVWR) of at least 4500 kg (class 3-8);
- Is registered and plated (at the time of application) in Ontario;
- If leased, the applicant has a valid and enforceable lease with provisions allowing for modifications of the vehicle;
- Is owned/leased by the applicant for at least three years after receipt of funding, or if sold within three year of receipt of funding, is sold to an owner/lessee who meets the program criteria; and,
- Is registered for on-road use only, excluding passenger transportation.

The application requires the applicant to provide general vehicle information. MTO will verify this information (confirmation of Ontario registration and validity of licence plate information, for example) upon submission. If, for new vehicle purchases, the Vehicle Identification Number (VIN) and registration data cannot be provided at the application stage, the dealer may provide this to MTO after the customer/applicant has taken delivery. MTO will not release funding prior to receiving this information. The figures below summarize what will be subsidized for the different categories. Further details

about specific alternative fuel vehicles and devices can be found in the sections that follow.

Vehicle Category	Long Haul	Short Haul – Med/Heavy Duty	Short Haul – Light Duty	Refuse
Fuels	Natural Gas Dual Fuel	Electric Natural Gas	Electric	Natural Gas

Device Category	Aerodynamic	Anti-idling	Refrigeration
Device Types	Side Skirt Boat Tail Combination	APU Cab Heater Cab Cooler	Electric Hybrid Electric

4. Eligible Alternative Fuel Vehicles

The Program will offer funding to support the adoption of alternative fuel vehicles, excluding those used for passenger transportation that have a GVWR of 4,500 kg or above. Funding is provided to help offset the incremental costs of the vehicles as compared to an equivalent conventional diesel vehicle. Funding is available specifically for electric, natural gas, and dual fuel (natural gas and diesel) vehicles. A higher proportion of incremental cost support is available to vehicles that have higher GHG reduction potential when compared to conventional diesel vehicles.

Specific vehicle eligibility criteria include:

- Any alternative fuel vehicle must have been purchased on or after the launch date of the program in order to be eligible for funding.
- A list of approved makes and models will be available on the Program website. The eligibility of other new vehicle purchases or retrofits of engines and fuel systems to an existing vehicle not on the list will be assessed by MTO, at its sole discretion, through information provided in the application.
- If retrofitting a vehicle with a natural gas engine, or in a dual fuel (natural gas and diesel) configuration, the vehicle must be model year 2014 or newer.
- For dual-fuel installation, kits must be new with warranty, and conform to CSA B109 standards
- The retrofit must use a new natural gas engine and all accompanying components, and all work must be completed by a TSSA certified installation

shop and by a mechanic with a valid 310T certification and TSSA Internal Combustion for Alternate Fuel (ICE, ICE-P, ICE-NG) licence.

- Glider kits will not be eligible for funding for retrofitting or dual fuel conversion.

4.1 Electric Vehicles

Electric vehicles have zero tailpipe GHG emissions and operate completely on a rechargeable battery. They are often used on short-haul city and urban delivery routes that involve multiple drop- and pick-up operations. As they offer the greatest GHG reductions when compared to conventional diesel vehicles, they will have the greatest potential incentive amounts available.

New and commercially available Battery Electric Vehicles and Plug-in Hybrid Electric Vehicles (Class 3-5: 4,537-8,845 kg) are eligible for a rebate worth 50% of the incremental costs as compared to an equivalent conventional vehicle, up to a cap of \$75,000. To be eligible, vehicles must be commercial vehicles with a primary use for on-road transport. Electric retrofits or conversions are not eligible for funding under this Program.

Some examples of MTO-approved electric vehicles that are eligible for funding under the Program will be available on the Program website. The eligibility of other electric vehicles not on the list will be assessed by MTO through information provided in the application.

4.2 Natural Gas Vehicles

Natural gas vehicles and engines are powered completely by natural gas (this includes compressed natural gas (CNG), liquefied natural gas (LNG) and renewable natural gas (RNG)). They are used in a variety of applications, including long-haul vehicles, waste collection vehicles and vocational vehicles. As they offer slightly less potential for GHG reductions compared to electric vehicles, incentive amounts available are slightly less.

New Natural Gas Vehicles

Rebates are available for any class 6-8 vehicle (GVWR of 8,846 kg or over) that is a new vehicle with an engine that operates solely on natural gas. These vehicles are eligible for a rebate worth 30% of the incremental costs associated with the engine and fuel system as compared to an equivalent conventional vehicle, up to a cap of \$30,000.

Some examples of MTO-approved natural gas vehicles that are eligible for funding under the Program will be available on the Program website. The eligibility of other natural gas vehicles not on the list will be assessed by MTO through information provided in the application.

Natural Gas Conversion Vehicles

Rebates are available for any class 6-8 vehicle (GVWR of 8,846 kg or over) that is from the model year 2014 or later that has been converted by a certified installer to use an

engine and fueling system that operates solely on natural gas. These vehicles are eligible for a rebate worth 30% of the incremental costs associated with the engine, fuel system, and installation (by a certified installer), up to a cap of \$30,000. The eligibility of natural gas vehicle conversions will be assessed by MTO through information provided on the application form.

4.3 Dual-Fuel (Natural Gas/Diesel) Conversion Vehicles

Dual fuel conversion vehicles are diesel vehicles that have been retrofitted to operate on both natural gas and diesel fuels. They are often used in heavy duty vehicles operating on long distance and inter-urban routes, or long-haul trucking applications. As they offer slightly less potential for GHG reductions compared to fully natural gas vehicles, incentive amounts available are slightly less.

Class 8 vehicles (GVWR of 14,970kg or over) converted by a TSSA certified installer to a dual fuel system that are able to operate on both diesel and natural gas are eligible for a rebate worth 15% of the conversion costs associated with the engine, fuel system and installation, up to a cap of \$7,500.

All dual fuel kits must adhere to CSA B109 standards. The eligibility of any dual fuel vehicle for which funding is requested will be assessed by MTO through information provided in the application.

5. Eligible Aerodynamic Technologies

Aerodynamic devices attach to the commercial motor vehicle or trailer and provide a more streamlined shape, reduce drag, increase fuel efficiency and lower fuel consumption and emissions. Depending on the device (or combination thereof), fuel savings of up to 9% can be achieved. Such devices are most commonly used on Class 8 tractor-trailers that operate at high speeds (80 – 100km/h or higher) on highways

Funding is available to help offset the purchase and costs of installation (by a certified installer) for new or add-on/retrofit aerodynamic devices for trailers. Only aerodynamic devices that have been tested to achieve at least 3% fuel savings when used are eligible for funding under this program.

Specific aerodynamic technology eligibility criteria include:

- Any aerodynamic technology must have been purchased on or after the launch date of the program in order to be eligible for funding.
- Eligible technologies include side skirts, boat tails and combinations of multiple devices that include at least a side skirt or boat tail.
- Eligible technologies must be new with a valid warranty.
- Aerodynamic technologies must be on the list of approved devices and be recognized by a certification program such as SmartWay.
- Eligible aerodynamic technologies must be installed by a certified installer.

A list of MTO-approved aerodynamic technologies that are eligible for funding under the Program will be available on the Program website.

For further information on devices currently being considered, please see the links below:

- SmartWay list of verified aerodynamic technologies
<https://www.epa.gov/verified-diesel-tech/smartway-verified-list-aerodynamic-devices>
- Écocamionnage program's list of eligible technologies
<https://www.transports.gouv.qc.ca/fr/aide-finan/entreprises-camionnage/aide-ecocamionnage/Documents/liste-technologies-admissibles-francais.pdf>

5.1 Side Skirts

Side skirts are used by high speed Class 8 tractor-trailers that operate on highways at high speeds. They are installed on the both undersides of a trailer and minimize the airflow under a trailer and around the back axle.

For side skirts, any device eligible for funding under Quebec's Écocamionnage program or certified by SmartWay to provide at least 4% fuel savings will be eligible for a rebate. The rebate will cover up to 30% of the cost of the new device and its installation (by a certified installer), up to a cap of \$2,000.

5.2 Boat Tails

Boat tails are used by Class 8 tractor-trailers on highways and are most effective at high speeds. As extension panels, these rear devices decelerate the air passing over the roof and/or the sides of the trailer and reduce the drag from the low pressure wake and losses behind the trailer.

For boat tails, any device certified by SmartWay to provide at least 4% fuel savings is eligible for a rebate. The rebate will cover up to 30% of the cost of the new device and its installation (by a certified installer) up to a cap of \$2,000.

5.3 Combinations

A vehicle can be equipped with more than one aerodynamic device. For combinations of multiple devices, any new trailer aerodynamic combination certified by SmartWay as an "Elite Combination" that provides at least 9% fuel savings are eligible for a rebate worth 30% of the cost of the devices and their installation (by a certified installer) up to a cap of \$4,000. Funding is available for any side skirt and a boat tail on a single trailer. Side skirts cannot be combined with another underbody device on the same trailer.

6. Eligible Anti-idling Technologies

Funding is available to help offset the purchase and installation (by a certified installer) costs for new anti-idling devices for commercial motor vehicles. Only anti-idling

technologies that reduce long-duration idling of the main propulsion engine or eliminate the use of the main drive engine when the vehicle is idling are eligible for funding under the Program. All commercial vehicles (Class 3-8 with GVWR above 4,500 kg) of model year 2014 or later are eligible.

Specific anti-idling device eligibility criteria include:

- Any anti-idling technology must have been purchased on or after the launch date of the program in order to be eligible for funding.
- Eligible technologies include auxiliary power units (APUs) and generator sets, battery air conditioning systems, fuel operated heaters (also known as direct fired heaters) or thermal storage systems.
- Eligible technologies must be new with a valid warranty.
- Anti-idling technologies must be on the list of approved devices and be recognized by a certification program such as SmartWay.
- Eligible anti-idling technologies must be installed by a certified installer.
- Eligible technologies must be installed on a 2014 or newer model year commercial motor vehicle.

A list of MTO-approved anti-idling technologies that are eligible for funding under the Program will be available on the Program website .

For further information on devices currently being considered, please see the links below:

- SmartWay list of verified aerodynamic technologies
<https://www.epa.gov/verified-diesel-tech/smartway-verified-list-aerodynamic-devices>
- Écocamionnage program's list of eligible technologies
<https://www.transports.gouv.qc.ca/fr/aide-finan/entreprises-camionnage/aide-ecocamionnage/Documents/liste-technologies-admissibles-francais.pdf>

6.2 Auxiliary Power Units (APU)

Auxiliary Power Units reduce the need for idling the primary diesel engine to provide power for cabin heating and cooling as well as for powering appliances. APUs help to maintain a comfortable environment for the driver with minimal fuel consumption, e.g., overnight for sleeper cabs or at ports, border crossings, rail yards, warehouses, loading docks, etc.

Any APU eligible for funding under Quebec's Écocamionnage program or certified by SmartWay will be considered for a rebate worth 30% of the cost of the device and its installation up to a cap of \$4,000.

If funding is received under the program for an APU for a particular vehicle, funding would not be provided for other anti-idling devices on that same vehicle.

6.2 Other Anti-Idling Technologies

Any new battery air conditioning systems, fuel operated heaters (aka direct fired heaters) or thermal storage systems that are eligible for funding under Quebec's Écocamionnage program or certified by SmartWay is eligible for a rebate worth 30% of the cost of the device and its installation (by a certified installer) up to a cap of \$2,000.

7. Eligible Electrified Refrigeration Technologies

Funding will be provided for all electric and diesel-electric refrigeration units as well as electric add-ons for diesel units that are currently eligible for funding under Quebec's Écocamionnage program. The rebate will cover up to 30% of the cost of purchasing and installing the device and the charging infrastructure up to a cap of \$5,000 for diesel-electric units or \$7,500 for fully electric units.

Specific electric refrigeration eligibility criteria include:

- Any electric refrigeration device must have been purchased on or after the launch date of the program in order to be eligible for funding.
- Eligible devices must be new with a valid warranty.
- Eligible devices must be installed by a certified installer.
- Electric refrigeration units must be on the MTO list of approved models.

The list of MTO-approved anti-idling devices that are available for funding under the Program will be available on the Program website.

C. APPLICATION PROCESS

1. Required Application Documentation

In addition to a completed application form, the following additional documentation is required to support an application to the Program:

For alternative fuel vehicles:

- Dealer quote;
- Proof of deposit; and
- Final purchase receipt.

For devices:

- Proof of vehicle ownership (if owned);
- Lease agreement (if leased) with provisions allowing for modifications of the vehicle;
- Proof of installation by a certified installer (certification credentials of the installer such as for Technical Safety Standards Act); and
- Final purchase receipt.

Applications can either be submitted by the purchaser or dealers can offer a point of sale discount and apply for the rebate on their behalf.

2. Proposed Application Process for Submission by the Purchaser

For Vehicles

- The purchaser consults the MTO list of eligible vehicles to inform purchase choice.
- The purchaser makes arrangements with a dealer or manufacturer to purchase the selected vehicle.
- The purchaser completes the application.
- The purchaser submits the application and purchase quote to MTO through the Grants Ontario online service.
- MTO reviews the application and provides a written response to the dealer and the purchaser that indicates the approved incentive value.
- Upon receipt of MTO's response, the purchaser will pay the deposit. Confirmation of this deposit is then uploaded to the Grants Ontario online system. This confirmation must be received by MTO within 90 days of the pre-approval notice.
- At the time of purchase, the purchaser will pay the full amount.
- The purchaser will submit to MTO all outstanding vehicle information, specifically the license plate number and VIN, along with a final invoice.
- MTO will reimburse the purchaser the incentive amount.

For Technologies

- The purchaser consults the MTO list of eligible vehicles and technologies to inform purchase choice.
- The purchaser pays the full price for the technology and its installation.
- The purchaser completes the application and provides proof of delivery or installation to MTO through the Grants Ontario online service.
- MTO will reimburse the purchaser the incentive amount.

3. Proposed Application Process for Submission by the Dealer

For Vehicles

- The purchaser consults the MTO list of eligible vehicles to inform purchase choice.
- The purchaser makes arrangements with the pre-approved dealer to purchase the selected vehicle.
- The dealer completes the application in coordination with purchaser.
- The dealer submits the form and purchase quote to MTO through the Grants Ontario online service.
- MTO reviews the application and provides a written response to the dealer and the purchaser that indicates approved incentive value.
- Upon receipt of MTO's response, the dealer will complete the order and the purchaser will pay the deposit. Confirmation of this deposit is then uploaded to the Grants Ontario online system. This confirmation must be received by MTO within 90 days of the pre-approval notice.
- At the time of purchase, the dealer will apply a discount equal to the funding to be received from the Program.
- The dealer will submit to MTO all outstanding vehicle information, specifically the license plate number and VIN, along with a final invoice.
- MTO will reimburse the dealer the incentive amount.

For Technologies

- The purchaser consults the MTO list of eligible vehicles and technologies to inform purchase choice.
- The purchaser makes arrangements with the dealer to purchase and install the selected technology.
- The dealer will apply a discount equal to the funding to be received from the Program.
- Technologies are delivered and installed.
- The dealer, in coordination with the purchaser, completes and submits the application and provides proof of installation to MTO through the Grants Ontario online service.
- MTO will reimburse the dealer the incentive amount.

4. Timelines for Funding Applications and Purchases

Proof of deposit for a vehicle purchase must be provided within three months of MTO providing notification of pre-approval of the application. If the three month period

elapses and the purchaser or dealer do not notify MTO that the deposit has been made, a new application will be required

For devices, applications must be received within three months from the date of installation.

5. Receipt of Funds

Upon receipt of the final completed form, MTO will process the application and program funding will be provided to the applicant (be it the purchaser or the dealer). The period of time required to provide funding may vary based on volume of applications received and additional information that may be required to process the applications.

D. DATA COLLECTION AND REPORTING

1. Types of Data Collected from Program Funding Recipients

The Program will collect data about both the applicant and the operational practices of the vehicle/technology/device receiving funding. This will provide the ministry with essential information for determining levels of GHG reductions and will support the ongoing evaluation and improvement of the Program.

Applicant Data

Applicant and vehicle-specific data will be provided to the ministry through the application. Questions in the application relate to details about the individual and organizational use of the vehicle/technology/device being funded, specifications for the vehicle/technology/device being funded, and dealer information.

Operational Data

All funding recipients must consent to provide ongoing operational data as a condition of receiving program funding. Operational data may be collected through telematics devices installed on a proportion of funded vehicles, tractors and trailers. The telematics devices will record real-time information that can be compiled in a report format and provided to MTO.

Data will be collected for vehicles, aerodynamic and anti-idling devices, and electric refrigeration units for one year. For funding recipients who have existing telematics devices and/or services on participating vehicles, they must provide the device model and service provider as part of the application process. For funding recipients who do

not have an existing telematics device, vehicles, tractors and trailers will be required to be equipped with telematics devices at the ministry's discretion.

Funding recipients will be required to work with MTO's chosen third party provider to have the device(s) installed, maintained, and removed after a period of time, as a condition of receiving funding.

2. Data Collection Requirements of Funding Recipients

Funding recipients will work directly with a third party provider for the collection of operational data. Funding participants will work with the third party provider to have a telematics device installed on their vehicle, to have it maintained as needed, and to have data collected on a quarterly basis. The funding recipient will also work with the third party provider to have the telematics device removed after one year.

If a funding recipient already has a telematics device on the vehicle being funded, the funding recipient may be required to work directly with the third party provider for the collection of operational data from that telematics device for one year.

If a funding recipient has a conventional diesel truck (without any anti-idling or aerodynamic device installed) from which telematics data is currently being collected, MTO reserves the right to request a sample of this data for internal use.

To ensure privacy of participants, MTO will sign an MOU with the third party provider to remove any private or identifying data from the received data.

3. MTO Reporting on Program Outcomes

In order to monitor the success of the Program and to evaluate mechanisms for improvement, the Ministry of Transportation will use the data collected from funding recipients to report on program measures. Program measures are linked to the overall program goals/outcomes, such as GHG emission reductions, industry shifts to greener fleets and fuels, and research and innovation.

APPENDICES

Appendix A – Definition of Terms

Term	Definition
Aerodynamic device	Externally-mounted passive device used to minimize drag. Mounted to either the tractor or trailer.
Alternative fuel vehicle	Any vehicle with a gross weight of 4,500 kg or more which operates on electricity or natural gas (including diesel and natural gas dual fuel configurations).
Anti-idling device	Devices used to reduce the amount a vehicle idles with the engine on. Includes auxiliary power units (APU), fuel operated heaters, and battery conditioning systems.
Boat tail	A rear device that reduces the drag from the low pressure wake behind the trailer.
Business Identification Number	A 9 digit number on the Master Business License used to identify provincial business registration.
Carrier	A business which contracts out to shipper for the transportation of freight.
Commercial motor vehicle	Any vehicle with a gross weight of 4,500 kg or more For the purposes of the GCVP this excludes vehicles used for passenger transportation. Includes both conventional fuel vehicles and alternative fuel vehicles.
Components	Individual parts which make up a complete system.
Conventional fuel vehicle	Any vehicle with a gross weight of 4,500 kg or more with a fuel system operating on petroleum fuels including gasoline and diesel.
Corporation	A company or group of people authorized to act as a single entity (legally a person) and recognized as such in law
CVOR – Commercial Vehicle Operator’s Registration	The CVOR system in Ontario monitors commercial carrier safety to improve road safety. A CVOR certificate is required for each commercial motor vehicle owner in Ontario. Refer to Highway Traffic Act and MTO website for details.
Dealer	Any business which offers for sale alternative fuel vehicles and/or devices.
Elite Combinations	Smartway certified trailer combinations of 2 or more aerodynamic devices which yield 9% or more fuel savings.
Fleet	Five or more vehicles that are under common ownership or management and that are used for business, commercial or public purposes
Freight	Materials or goods being transported.
Fuel saving device (device)	A device which reduces the fuel consumption of the vehicles to which it is attached. Includes aerodynamic and anti-idling devices, and refrigeration units.
Hybrid-electric	Any engine which combines an electric propulsion system with a conventional internal combustion engine.
Lease agreement	A legally binding contract which sets out the terms and conditions of leasing certain property.
Lessee	The person who leases or receives property from another person.
Lessor	The person who leases or gives property to another person.
Off-road vehicle	Off-road vehicle refers to vehicles which are not licensed to operate on roads. Includes construction, farming and mining vehicles.
Owner-operator	Individuals who own and operate their own trucking business. May lease onto a carrier or operate under their own authority.
Passenger transport	Movement of multiple passengers using road networks. Includes public transportation and private coach buses.
Professional installer	A certified and regulated facility which specializes in vehicle modification and installation of devices and fuel technologies.
Retrofit	To alter or add something to a vehicle which did not have it at the time of manufacture.

Term	Definition
Side skirt	A device installed on the underside of a trailer to reduce air flow and turbulence in front of the rear wheels.
Trailer	A vehicle drawn, propelled or moved by a commercial motor vehicle.
Vehicle permit	Vehicle registration/ownership document issued by the province identifying the owner of the vehicle.