

GREENHOUSE GAS MEMORANDUM OF UNDERSTANDING (MOU)

between the

ALBERTA MOTOR TRANSPORT ASSOCIATION (AMTA)
and
GOVERNMENT OF ALBERTA (GOA)

WORK-PLAN 2007/08

Overview:

The Greenhouse Gas (GHG) MOU between the AMTA and the GOA was signed by the Executive Director of the AMTA, and Ministers of Alberta Environment (AENV) and Infrastructure and Transportation (INFTRA) on June 16th, 2005. As a result of the MOU, the parties agreed to form a coordinating committee to study and facilitate initiatives to reduce greenhouse gas (GHG) emissions in the commercial, heavy-duty, on-road trucking sector in Alberta.

The MOU outlines the requirement of a two to three year work-plan, established by the AMTA GHG Coordinating Committee (AGCC) on a consensus basis, with prioritized initiatives and delivery timelines. The work-plan will be updated on an annual basis. The following initiatives constitute an outline for the AGCC's second work-plan. Considering that baseline information is in the process of being collected and evaluated (survey process outlined below), this second AGCC work-plan will focus on initiatives (aside from those of an ongoing basis), to be undertaken over the course of the next year (2007/ 2008). Following this period, two to three year updated work-plans will be developed, as per the MOU requirement.

Initiative #1 Survey of Alberta Trucking Industry Time-line: April – December 2007

Through initial meetings of the AGCC, it was agreed by committee members that extensive and thorough information regarding fuel efficiency activities (current practices) from the Alberta on-road, heavy-duty trucking sector was required, prior to establishment of a detailed plan of action, and expenditure of time and resources to specific fuel efficiency or GHG mitigation-related projects.

This proposed survey is currently collecting information and data regarding current fuel efficiency practices throughout the Alberta trucking sector, providing feedback with regard to the major barriers to implementation of potential fuel efficiency, GHG mitigation measures and initiatives.

This survey is currently available in an electronic format, utilizing a variety of distribution means, messaging and incentive prizing. Climate Change Central (C3) has been contracted to carryout survey distribution (with assistance from the AMTA). Once a statistical valid results sample from various trucking sub-sectors has been collected, a

detailed final report will be developed by C3. The AGCC is working in partnership with C3, throughout the results collection and reporting process, in order to establish a data evaluation matrix to ensure meaningful interpretation of survey data.

Once the data has been collected and finalized an appropriate results evaluation matrix can be effectively applied. It is anticipated that from this survey process, a number of AGCC projects will be targeted for implementation, forming the primary elements of future two to three year work plans. This survey process is expected to be completed by December of 2007.

These survey results should provide key data with regard to the effectiveness and need for AGCC coordination and implementation of the following potential provincial trucking initiatives: speed limiting (provincial policy) and technologies; driver training; vehicle selection and procurement; alternative fuels; idling; tire inflation; fuel selection and handling policies; in-cab heaters; trip planning and load matching; long combination vehicle policy enhancements; lubricants; axle-lifts; aerodynamics; etc.

Initiative #2 Business Case and Budget Planning
Time-line: December 2007 – September 2008

It is expected that the AGCC will work with various provincial and federal government departments, agencies and associations in order to establish a business case and corresponding budget for each major initiatives adopted by the AGCC, upon completion of the trucking sector survey (as outlined above). Business cases will provide an overview of the proposed project, financial contributions, budget, a proposed method of implementation (path forward), assignment of various roles, cost/benefit analysis, time-line and relevant fiscal / operational / policy implications for the trucking sector, various levels of government and society in general.

Some organizations to be considered for possible partnership in project planning and delivery (financial, in-kind contributions and consultation support) include: Alberta Environment, Alberta Infrastructure and Transportation, Alberta Motor Transport Association, Canadian Trucking Association, Natural Resources Canada, Transport Canada, Environment Canada, Climate Change Central, Clean Air Strategic Alliance, etc.

Initiative #3 Sector Communications and Awareness
Time-line: Ongoing

Strategic communications regarding the role and activities of the AGCC, along with relevant industry-related issues pertaining to fuel efficiency, climate change, and general provincial, national and international climate change policy, will be carried out through the following proposed methods:

- Email notices and updates (AGCC and AMATA membership)
- Web-based information (AMTA, GOA, C3)
- AMTA-related events (conferences and meetings)
- Linkages with related AMTA-related committees (Partners in Compliance)

- Linkages with other related sectors and associations (Road-builders and Heavy Construction Association, etc.)

Initiative #4 Networking and Meeting Activities - AGCC
Time-line: Ongoing

It is anticipated that the AGCC will meet on a quarterly basis (or on an as-need basis), in order to finalize the survey process, establish a suite of proposed initiatives based on survey results, undertake business case and budget planning for proposed initiatives, carry-out relevant communications activities, carry out briefings regarding provincial and federal climate change policy developments, and initiate additional relevant activities as agreed to by AGCC members. The AGCC will also carry out a regular review of its membership to foster increased and improved representation from the Alberta trucking sector, and other related bodies (government, not-for-profits and industry-related organizations).

The AGCC will also share relevant information related to fuel efficiency initiatives, technologies and policies among its membership. The AGCC will continue to be co-chaired by a representative of the GOA (AENV) and by the AMTA.

Initiative #5 Government Relations
Time-line: Ongoing

Government relations activities will be undertaken by remaining aware and reacting to opportunities in which the AMTA and related trucking representation is communicating or meeting with government officials and elected representatives at both provincial and federal levels. In this capacity the AGCC may take a proactive role in the case of meetings between the AMTA and Ministers of Transportation and/or Environment, by providing briefing materials or information to be added to briefing materials to both the AMTA Board of Directors and relevant government officials.