

PROGRAM GUIDE – YEAR 4

CleanBC Heavy-duty Vehicle Efficiency Program

April 13, 2023

BACKGROUND

The BC Trucking Association (BCTA) partnered with the BC Ministry of Transportation and Infrastructure (MoTI) in 2019 to provide the CleanBC Heavy-duty Vehicle Efficiency Program (Program). The Province has committed \$3.5 million to Year 4 of the Program. BCTA is administering the Program on behalf of the Province.

The CleanBC Heavy-duty Vehicle Efficiency Program consists of two components: a course and an application-based incentive program that provides rebates on qualifying fuel-efficiency equipment. CleanBC Heavy-duty Vehicle Efficiency Program Course sessions will be offered online and in-person in select locations across British Columbia (B.C.), subject to public health orders and guidelines related to COVID-19. Due to changes in the Program and new material added to the course, participating in and passing a course session in this program year is a pre-requisite for any company applying for Program incentives, regardless of if a company representative has taken the course in prior years.

The purpose of this Program is to support the reduction of heavy-duty commercial vehicle greenhouse gas (GHG) emissions in B.C. through fuel-efficiency management techniques and proven technology. This reduces fuel consumption realizing cost-savings and providing efficiencies until near-zero or zero-emission heavy-duty vehicle options are readily available (i.e., market tested to demonstrate reliability for B.C.'s topography and climate and priced comparatively to conventional options).

CleanBC is the provincial government's plan to reduce GHG emissions by shifting away from fossil fuels and towards renewable energy. B.C. has legislated targets for reducing GHG emissions 40% below 2007 levels by 2030, 60% by 2040, and 80% by 2050. The Province also has an interim target to reduce emissions 16% by 2025. To help meet provincial targets, the Province also established a 2030 transportation target of 27-32%, with 2007 as the baseline.

PROGRAM DETAILS

1. CleanBC Heavy-duty Vehicle Efficiency Program Eligibility Requirements

To be eligible to participate in the Program, a company must:

- have one or more medium and heavy-duty transport vehicles in their fleet (a vehicle with a gross vehicle weight greater than 7,257 kg including motor coaches) that is licensed and insured to operate in B.C.;
- have a current National Safety Code (NSC) certificate with a "satisfactory" rating (note: it does not have to be a BC-issued NSC and rental companies are not required to have an NSC);
- conduct business in B.C.;
- have a terminal located in B.C.; and

- have a company delegate take and pass the CleanBC Heavy-duty Vehicle Efficiency Program Course within the program year (August 1, 2022 to August 31, 2023).

Note: Only fuel saving equipment that is purchased and taken possession of during the Program year (August 1, 2022 to August 31, 2023) is eligible for Program rebates.

Membership in BCTA is not required to participate in the Program.

2. CleanBC Heavy-duty Vehicle Efficiency Program Course

To support the investment in the Heavy-duty Vehicle Efficiency Program, the BCTA will provide a Program course, free of charge, to teach participants techniques and actions to reduce fuel consumption through company fuel management plans, regardless of fleets size and how to measure and improve fuel economy based on efficient driving practices and available technology.

Overview of the impact of climate change including why and how B.C.'s commercial road transportation can take urgent action to reduce the impacts of climate change will also be included.

The course will include:

- Fuel-efficiency management practices that carriers can adopt to reduce their fuel consumption and save money, such as adopting more efficient driving techniques, installing aerodynamic devices, utilizing wide tires, and reducing idling time.
- Why and what should be included in a company fuel management program for any size of fleet.
- Participation in group exercises to apply course lessons (note: group exercises may not be possible in webinar courses).
- An overview of [CleanBC](#)'s GHG emissions reduction legislation and the B.C. road transportation industry's role in B.C.'s emissions reduction targets.
- An open-book quiz (a grade of 80% is required to pass the course).
- A course handbook.

Any company wishing to enroll a representative in the course must meet the Program eligibility requirements above.

Upon successful completion of the course, participants are eligible to apply for CleanBC Heavy-duty Vehicle Efficiency Program Incentives.

Course information including dates, locations, and registration is available through BCTA's website at BCtrucking.com.

(Note: Alternative quiz formats may be available on a case-by-case basis. Please contact the BCTA)

3. CleanBC Heavy-duty Vehicle Efficiency Program Incentives

The CleanBC Heavy-duty Vehicle Efficiency Program Incentives offer rebates on the purchase and installation of qualifying fuel-saving equipment. Companies can apply for CleanBC Heavy-duty Vehicle Efficiency Program Incentives subject to the following conditions:

All Companies

- At least one company representative must complete and pass the CleanBC Heavy-duty Vehicle Efficiency Program Course within the Program year **to be eligible for Program incentive rebates.**
 - Each eligible company with a distinct NSC number and corporate registration must send their own representative to complete and pass the course to apply for Program incentives.
 - Companies that have had a company representative complete and pass the CleanBC Heavy-duty Vehicle Efficiency Program Course in previous Program years will need to redo the Program Course.
- Every company eligible for Program Incentives can receive a maximum of \$20,000 per vehicle or \$150,000 per fleet per fiscal Program Year. These maximums apply to the eligible company, including any affiliates. A copy of the company's BC Certificate of Incorporation will be required.
- All qualifying fuel-efficiency equipment must be purchased and installed in B.C. by a B.C.-based facility/company during the Program Year (August 1, 2022 to August 31, 2023). If the equipment is unavailable for purchase in B.C., due to supply chain issues and/or the company selling the equipment does not have a B.C.-based office, the equipment may still be eligible for Program incentives so long as it can be confirmed to the satisfaction of BCTA that for:
 - Retrofits: the fuel-efficient equipment purchased was both installed in B.C., and incurred B.C. provincial sales tax paid on the fuel-efficient equipment being installed; and
 - New vehicles: the vehicle was delivered to a B.C. terminal for operations at the applicant's B.C.-based terminal, has incurred a commercial vehicle inspection in B.C. prior to operations, and either has incurred PST for the import of the vehicle into B.C., or is registered provincially as a multijurisdictional vehicle.
- Provide a complete application, which includes:
 - A current copy of your company's NSC carrier profile demonstrating a "satisfactory" rating;
 - A copy of the applicant's Certificate of Incorporation or business registration; and
 - Documentation that the qualifying equipment/device has been purchased and installed (e.g., Bill of Sale, insurance documents, lease agreements).

Motor Carriers

- Each eligible company with a distinct NSC number and corporate registration must send their own representative to complete and pass the CleanBC Heavy-duty Vehicle Efficiency Program Course to apply for Program incentives.
- Eligible companies can apply for Program incentives for their owner/operator vehicles as long as the owner/operator operates under the applicant company's NSC, AND the applicant company can demonstrate it has the support of the owner/operator, by way of a letter of support, for the application pertaining to their vehicle.

Rental Companies

This applies to rental companies that own and rent commercial vehicles with a gross vehicle weight greater than 7,257 kg:

- The rental company must have at least one rental office in B.C., and only vehicles that are rented from and maintained in B.C. are eligible to apply for Program incentives.
- The rental vehicle for which incentive funding is being applied for (tractor or trailer) must be:

- Part of the rental company's short-term rental fleet (rented for a period of 30 days or less. Long term rentals will not be considered);
- Returned, after each rental, back to the B.C. rental company's terminal; and
- Maintained in the rental company's short-term rental fleet for a period of no less than one year from the time Program incentive dollars are issued.

BCTA's application evaluation and distribution process criteria are as follows:

- For the period of August 12, 2022 to October 31, 2022, all Program incentive funds will be disbursed by provincial region¹ proportional to the region's population distribution;
- Distribution of funds, between the period of August 12, 2022 to October 31, 2022 will also support the promotion of transportation diversification across carrier type and size and with priority access being given to new applicants:
 - Between August 12, 2022 and September 14, 2022, BCTA will only accept applications from new applicants, those carriers, as defined by their NSC number that have not been allocated funds from the Program² in Year 1, Year 2, or Year 3 and self-declared Indigenous-owned carriers, regardless if they were allocated funds in program Year 1, Year 2, or Year 3 in support of reconciliation;
 - Beginning September 15, 2022 to October 31, 2022, BCTA will accept applications from carriers based on provincial region.
- If funds from a region have been unallocated as of October 31, 2022, those funds will then be allocated to a general pot for distribution on a first-come, first-serve basis effective November 1, 2022, regardless of what region the applicant is applying from, until such time all funds are issued, or August 31, 2023, whichever comes first.

Applicants applying for an incentive rebate must meet the conditions of this Program Guide and provide BCTA with documentation confirming the qualifying equipment has been installed on the vehicle being applied for, such as itemized sales receipts, work orders, or insurance documents. Only after BCTA has reviewed the supporting documents and the company has met the conditions of the Program outlined in this Program Guide and application form will the Program incentive rebate be paid out to applicants.

Please note that:

- 1) A Program incentive rebate is not guaranteed and is subject to fund availability (i.e., first-come first-served in conjunction with distribution guidelines) and providing necessary documentation to confirm, to the satisfaction of BCTA, that the qualifying equipment has been installed as per this Program Guide.
- 2) That by accepting Program incentive rebates, the applicant agrees to maintain the qualifying equipment for which Program incentive rebates were granted for a period of no less than one year from the date which the Program incentive rebate was granted, except for limited circumstances as approved by BCTA on a case-by-case basis.
- 3) BCTA reserves the right to audit vehicles in which Program incentive rebates have been awarded for a period of up to a year after the Program incentive rebates have been awarded.

¹ <https://www.welcomebc.ca/Choose-B-C/Explore-British-Columbia/Regions-in-B-C>

² Defined as having applied for, and been approved for funds through the issuance of a Commitment Letter, regardless if they acted on the Commitment Letter or not.

4. CleanBC Heavy-duty Vehicle Efficiency Program Incentives – Qualifying Equipment

The following table lists fuel-efficiency equipment eligible for rebates through the Year 4 Program incentives, along with the maximum incentive that can be awarded for each type of equipment. The estimated fuel savings provided are not cumulative, and actual fuel savings from any of qualifying equipment may vary from the estimated amount.

Companies can apply for any combination of equipment, for any number of vehicles; however, they are not guaranteed to receive any rebates. Subject to availability of funds, the applicant company may receive a rebate that is less than the maximum incentive allowed for each type of equipment.

Type of Equipment	Qualifying Equipment and Maximum Incentive
Wide-based tires (445 or greater)	<ul style="list-style-type: none"> • 445 – up to 30% of the cost of the device and its installation, up to a cap of \$500 per tire to include the cost associated with the purchase of the wheel)
	<ul style="list-style-type: none"> • 455 – up to 50% of the cost of the device and its installation, up to a cap of \$900 per tire to include the cost associated with the purchase of the wheel)
Tire Pressure	<ul style="list-style-type: none"> • Automatic Tire Inflation System - up to 50% of the cost of the device and its installation, up to a cap of \$750 per vehicle • Tire Pressure Monitoring System - up to 50% of the cost of the device and its installation, up to a cap of \$500 per vehicle
Aerodynamics	<ul style="list-style-type: none"> • Side Skirts (see Image 1, below) – up to 30% of the cost of the device and its installation, up to a cap of \$2,000 per device
	<ul style="list-style-type: none"> • Boat Tails (see Image 1, below) – up to 30% of the cost of the device and its installation, up to a cap of \$2,000 per device
	<ul style="list-style-type: none"> • Trailer top and/or side kit (see Image 2, below) - up to 30% of the cost of the device and its installation, up to a cap of \$2,000 per device
	<ul style="list-style-type: none"> • Trailer front fairing (e.g., bubble – see Image 3, below)- up to 30% of the cost of the device and its installation, up to a cap of \$2,000 per device
	<ul style="list-style-type: none"> • Full Fairings Wheel to Wheel (see Image 4, below) – up to 50% of the cost of the device and its installation, up to a cap of \$2,000
	<ul style="list-style-type: none"> • Cab roof deflector and/or fairings (see examples in Image 4, 5 and 6 below) - up to 30% of the cost of the device and its installation, up to a cap of \$2,000 per device
	<ul style="list-style-type: none"> • Aero bumpers – up to 30% of the cost of the device and its installation, up to a cap of \$2,000 per device

Type of Equipment	Qualifying Equipment and Maximum Incentive
	<ul style="list-style-type: none"> • Cab side fairing (see Image 4, below) - up to 30% of the cost of the device and its installation, up to a cap of \$2,000 per device • Eco Mud Flaps (see Image 4, below) - up to 50% of the cost of the device and its installation, up to a cap of \$30 per device
Auxiliary power units	<ul style="list-style-type: none"> • Diesel/conventional APU - up to 30% of the cost of the device and its installation, to a cap of \$6,000 per device • Electric APU - up to 50% of the cost of the device and its installation, to a cap of \$8,000 per device • Electric APU paired with solar panel - up to 50% of the cost of the device and its installation, to a cap of \$10,000 per device
Other Anti-idling Devices	<ul style="list-style-type: none"> • Cab Heaters/Coolers – up to 30% of the cost of the device and its installation, up to a cap of \$2,000 per device. • Coolant heaters – up to 30% of the cost of the device and its installation, up to a cap of \$2,000 per device
Zero and low emission Reefer	<ul style="list-style-type: none"> • Zero Emission (e.g., Electric) Refrigeration Unit - up to 50% of the cost of the device and its installation, up to a cap of \$15,000 per device. • Diesel-Electric Refrigeration Unit – up to 30% of the cost of the device and its installation, up to a cap of \$10,000 per device.
Engine/fuel modifications	<ul style="list-style-type: none"> • Automated/Automatic Transmission – up to 50% of the cost of the device and its installation, up to a cap of \$1,000 per device • Predictive Cruise – up to 50% of the cost of the device and its installation, up to a cap of \$1,000 per device • Driver Performance Assistance – up to 50% of the cost of the device and its installation, up to a cap of \$750 per device (devices that provide real time and company fuel management tracking for driver coaching purposes) • Hydrogen Fuel Enhancement System – up to 50% of the cost of the device and its installation, up to a cap of \$4,000 per device
Alternative Fuel Commercial Motor Vehicle	<ul style="list-style-type: none"> • Retrofit Natural Gas (CNG/LNG), Electric, or Hydrogen – up to 30% of the conversion cost, up to a cap of \$10,000 per vehicle • Dual fuel retrofits of Natural Gas (CNG/LNG), Hydrogen, Electric (including electric drive axles) with Diesel – up to 30% of the retrofit cost, up to a cap of \$10,000 per vehicle

Image 1: Side Skirts and Boat Tails



Image 2: Trailer Top/side Kit



Image 3: Trailer Front Fairing (bubble)



Image 4: Cab roof deflector/fairing, Cab side fairings, Full fairings wheel to wheel, Eco Mud Flaps



Image 5: Cab Roof Fairing (non-adjustable)



Image 6: Cab Deflector (adjustable)

