

## **GREENHOUSE GAS MEMORANDUM OF UNDERSTANDING (MOU)**

between the

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

**ANNUAL REPORT 2005/06**

### **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 joint committee to study and act on ways to reduce greenhouse gas emissions in the commercial trucking industry in Alberta. The MOU outlines the requirement of an Annual Report highlighting the activities the AMTA GHG Coordinating Committee (AGCC), from the June 16, 2005 until August 31, 2006, to be submitted to Deputy Ministers of Environment, Infrastructure and Transportation and the AMTA Board of Directors.

The AGCC is made up of representatives from the Alberta Government, the AMTA, Climate Change Central, and the Alberta trucking industry. The committee was established to provide overall direction and consultation regarding possible measures and initiatives that will facilitate fuel use reduction and the mitigation of GHG emissions from the Alberta trucking sector in accordance with the MOU. From this point forward, AMTA-GOA MOU Annual Reports will be submitted on an annual basis, covering the period of September 1 to August 31.

### **Initial Actions:**

Following the signing of the MOU Agreement, news releases from the Government of Alberta resulted in media coverage, highlighting the AMTA-GOA MOU Agreement as the first of its kind signed by industry and the Alberta Government. Industry sector agreements support Alberta's Climate Change Action Plan – *Albertans & Climate Change: Taking Action (2002)*.

Shortly after the signing of the MOU, representatives of Alberta Infrastructure and Transportation worked with the Director the AMTA to establish a list of potential industry candidates for the AGCC.

The following industry representatives were invited to join the AGCC:

- Don Chapman, Canadian Freightways;
- Vic Duckering, Duckerings Transport;
- John Finn, Exalta Transport;
- Tom Hanna, Grimshaw Trucking;
- Gail Sharko, ECL Transportation;
- George McLaine, Canada Safeway;
- Bud Rice, SLH Transport;
- Carl Rosenau, Rosenau Trucking; and
- Norm Shupe, Mullen Transport.

In addition, the following non-industry representatives were invited to join the AGCC:

- Lawrence Schmidt (INFTRA);
- Lloyd Blower (INFTRA);
- Brian Waddell (AENV); and
- John Rillett, Climate Change Central.

The first meeting of the AGCC was held on November 18, 2005 in Calgary at the AMTA office.

### **AMTA GHG Coordinating Committee (AGCC):**

The current membership of the AGCC consists of:

- Lawrence Schmidt, representing AENV (co-chair)
- Mayne Root, AMTA (co-chair)
- Brian Waddell, AENV
- Lloyd Blower, INFTRA
- Steve Kenny, AMTA
- John Rilett, Climate Change Central
- Don Chapman, Canadian Freightways
- Peter Mills, Canadian Freightways
- George McLaine, Canada Safeway
- Bud Rice SLH Transport
- Gail Sharko, ECL Transport
- Vic Duckering, Duckering's Transport

Lawrence Schmidt and Mayne Root serve as co-chairs of the AGCC. During the past year, the AGCC has met on four occasions: November 18/05, January 18/06, February 22/06 and July 10/06. Lawrence Schmidt was retained under contract by Alberta Environment to coordinate activities of the committee in May, 2006.

### **AGCC Major Initiatives 05/06:**

- Overview of the federal and provincial climate changes process was provided for all AGCC members, focusing on issues relative to the transportation and heavy transport truck sector.
- Decision to focus on a fuel efficiency survey of industry representatives to identify the opportunities and barriers to fuel efficiency; and to examine all aspects of the issue, but not limiting analysis to non-regulatory measures.
- Fuel efficiency presence established on the AMTA web site to provide members program information, strategies and best practices related to fuel efficiency, climate change and air emissions mitigation initiatives.
- Investigation conducted regarding various methods and strategies to feature fuel efficiency measures, relevant information and strategies presented at AMTA Annual Conference.
- Funds secured from INFTRA to contract development of draft industry fuel efficiency survey.

- Draft survey developed by officials from Climate Change Central and edited by AGCC.
- Investigation conducted regarding potential recipients of survey outside AMTA members (private fleet, oil and gas, heavy construction).
- Funds from INFTRA secured for development of a survey distribution strategy.
- Survey distribution strategy developed by officials from Climate Change Central, reviewed and edited by AGCC.
- AGCC representation established at AMTA Annual Conference (April 2006).
- “Testing” process for fuel efficiency survey established with Canada Safeway, ECL Transport and SLH Transport.
- Coordination provided to brief Deputies and Ministers of AENV and INFTRA of AMTA MOU activities in preparations for meetings between AMTA and Executive Level officials (AENV and INFTRA).
- Research undertaken to develop linkages and communications between AGCC activities and the national Fleet Challenge Program.
- Research and analysis conducted regarding alternative fuel efficiency strategies as possible future actions to be pursued by the AGCC: truck stop electrification, biodiesel, truck speed limitations, NRCan driver training, etc.
- Coordination to link AGCC to INFTRA’s weigh-scale by-pass strategy in cooperation with Alberta’s Partners in Compliance (PIC) Program.

**Current MOU Status:**

A grant is pending from Alberta Environment to continue the work of the committee and the fuel efficiency survey. Survey testing with Canada Safeway, ECL Transport and SLH Transport is now underway. Following this testing process and required edits, a consulting firm will be selected to distribute, process and report on survey results. These results will provide the AGCC with relevant information regarding the current fuel efficiency practices of the Alberta trucking sector, upon which they will develop a strategy for further initiatives.