



**MEMORANDUM OF UNDERSTANDING BETWEEN THE ENVIRONMENTAL PROTECTION AGENCY OF THE UNITED STATES OF AMERICA AND THE DEPARTMENT OF NATURAL RESOURCES OF CANADA CONCERNING FUEL EFFICIENCY AND EMISSIONS REDUCTION IN FREIGHT OPERATIONS**

The Environmental Protection Agency of the United States of America (EPA) and the Department of Natural Resources of Canada (NRCan), collectively “the Participants”,

Whereas they share the common goal of playing a leadership role in energy efficiency and reducing carbon dioxide, particulate matter and oxides of nitrogen emissions;

Whereas NRCan’s Office of Energy Efficiency (OEE), Transportation Energy Use Division, assists Canadian fleets to undertake energy efficiency initiatives through a program of training and awareness called *FleetSmart*;

Whereas *FleetSmart* activities identify economical opportunities to reduce fuel use and track energy consumption reduction within fleet sectors through partnerships with industry and government, both within and outside Canada;

Whereas the EPA’s Transportation and Regional Programs Division (TRPD), Office of Transportation and Air Quality (OTAQ), assists carriers and shippers in developing performance goals to improve air quality, reduce emissions, save fuel, and protect public health through the *SmartWay* Transport Partnership Program;

Whereas the *SmartWay* Transport Partnership is a collaborative voluntary program between EPA and the freight industry to increase the energy efficiency of the freight industry and energy security of participating countries while reducing emissions of carbon dioxide, nitrous oxide, methane and other greenhouse gases, as well as particulate matter, oxides of nitrogen, hydrocarbons, carbon monoxide, air toxics and other emissions;

Whereas the Partnership creates strong market-based incentives to challenge companies that ship products and the truck and rail companies that deliver these products to improve the environmental performance of their freight operations;

Whereas *SmartWay* Transport partners improve their energy efficiency, save money, reduce carbon dioxide, nitrous oxide, methane and other greenhouse gas and improve air quality; and,

- (v) Develop service packages comprised of communication tools and techniques for *FleetSmart* members and *SmartWay* partners to facilitate their energy efficiency initiatives and assist information sharing with respect to achieved energy efficiency and energy savings;
- (vi) Support activities related to market studies, model development and new technologies, aimed at improving the efficient use of energy in the fleet sector;
- vii) Recognize energy efficiency leaders in the freight sector through public celebrations, including promoting the accomplishments of carriers and shippers in furthering the adoption of energy efficiency within the USA and Canada;
- viii) Collaborate on other programs and/or initiatives that involve reducing fuel usage and/or reducing carbon dioxide, particulate matter and oxides of nitrogen emissions in the freight sector; and,
- ix) Collaborate through this MOU to further the objectives and goals of the *Agreement between the Government of Canada and the Government of the United States of America on Air Quality* signed in Ottawa on 13 March 1991, as amended by the *Protocol between the Government of Canada and the Government of the United States of America amending the Agreement between the Government of Canada and the Government of the United States of America on Air Quality* signed in Washington on 7 December 2000, and the *North American Agreement on Environmental Cooperation* signed in Ottawa on 14 September 1993, as they relate to protection of human health and ecosystems through control of air pollution and the efficient use of energy.

### **3. CONFIDENTIALITY**

Participants understand that the content of this MOU is not confidential and that it may be shared with interested potential participants or others. Each Participant may designate staff to develop media releases or organize media events.

### **4. DURATION**

a) Activities under this MOU may commence on the date of signature and are to continue for a period of five (5) years from its signature date. A Participant may dissociate itself at any time from this MOU, but the Participants are to consult at least 30 days in advance to determine the effect of such dissociation on activities in progress.

Whereas EPA and NRCan recognize, within the context of economic realities and global competitiveness, the importance of the freight sector and the contributions that the sector can make through voluntary actions toward national energy security and environmental solutions;

Therefore, have reached the following understanding:

## **1. PURPOSE**

Under this Memorandum of Understanding (MOU), the Participants intend to:

- (i) Play a leadership role in energy efficiency and reducing carbon dioxide, particulate matter and oxides of nitrogen emissions;
- (ii) Complement and expand their respective current activities by engaging the freight industries in the United States of America (USA) and Canada to undertake voluntary actions which can lead to measurable fuel savings and verifiable carbon dioxide, particulate matter and oxides of nitrogen reductions.

## **2. OBJECTIVES**

a) The overall objective is for Participants to work together within their respective authorities and jurisdictions to support and enhance partnership arrangements with other government departments and agencies of Canada and the USA, wherever appropriate, on matters related to the implementation of this MOU.

b) The Participants intend to:

- (i) Share and expand *FleetSmart's* "SmartDriver" training program for professional drivers through accessible media (on-site workshops, e-learning, self-study) to reach as wide an audience as possible;
- (ii) Share and expand the *SmartWay Fleet Logistics Energy and Environmental Tracking (FLEET) Model* for the capture of baseline data for Canadian operations;
- (iii) Collaborate on a USA- and Canada-wide program that will include aspects of both the *SmartWay* and the *FleetSmart Partnerships*;
- (iv) Collaborate to develop promotional campaigns to raise awareness of the shared goal of fuel efficiency and emissions reductions throughout the USA and Canada, such as by expanding NRCan's successful 'Idle Free – Quiet Zone' idling campaign at truck stops in Canada to the USA.

b) Participants are to appoint senior officials with responsibility for liaison and coordination to support this MOU.

c) The Participants are to review this MOU on an annual basis and may modify it, doing so in writing

## **5. COSTS**

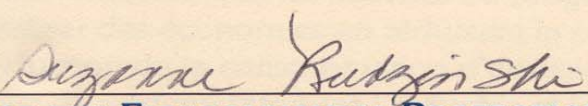
a) Each Participant is to bear its own costs in relation to meeting the aims and objectives of this MOU.

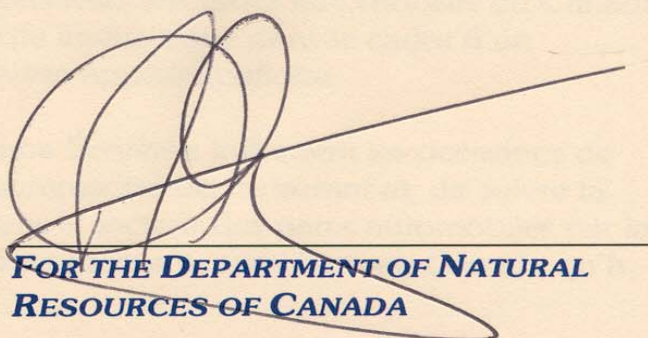
b) All activities that may be carried out under this MOU are subject to the availability of appropriated funds and other resources.

## **6. FURTHER COOPERATIVE ARRANGEMENT**

This MOU is not a legally binding document and does not create any right or benefit, substantive or procedural, enforceable by law or equity.

SIGNED at *Detroit, MI*, in duplicate in the English and French languages, this *14th* day of *September* 2005.

  
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**FOR THE ENVIRONMENTAL PROTECTION  
AGENCY OF THE UNITED STATES OF  
AMERICA**

  
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**FOR THE DEPARTMENT OF NATURAL  
RESOURCES OF CANADA**