FUEL INNOVATION FUND | EMISSIONS REDUCTION ALBERTA

FUTURE FUELS CHALLENGE

PROGRAM GUIDELINES

DEADLINE:
Wednesday, January 20, 2027, 5 p.m.
Alberta Time (UTC-6h)

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Legal Notice

Fuel Innovation Fund Corporation (FIFC or FIF) is a subsidiary of Emissions Reduction Alberta (ERA). “Fuel Innovation Fund” and “FIF” are trademarks that belong to ERA. By submitting a proposal, you confirm that you have read, understand and accept the information contained in these Program Guidelines and, that each of you, as the applicant (the “Proponent”), and any project partners acknowledge and agree as follows:

a) FIF may at any time, and from time to time, in its sole and absolute discretion suspend, terminate, cancel, withdraw, amend or alter all or any portion of this Evaluation Process, including but not limited to the proposal requirements, the proposal selection and review process, and the proposal eligibility criteria.

b) FIF reserves the unqualified right, in its sole and absolute discretion, to accept or reject any or all proposals for any reason. FIF is not required to accept the highest ranked proposal, nor is it required to accept any proposal recommended for advancement by the applicable FIF evaluators.

c) The funding recommendation with respect to submitted full project proposals (“FPPs”) rests with the Fuel Innovation Fund Project Evaluation Committee (“FIF PEC” also referred to as “PEC”). The PEC evaluation of proposals may be based on, but is not in any way limited to, the criteria set out in this document. Members of the PEC will be appointed by FIF’s executive and will owe fiduciary duty to FIFC. Members of the PEC must comply with FIFC’s policies related to confidentiality and conflicts of interest, among others. PEC will retain a fairness monitor to observe and report on decisions made by PEC. Final funding decisions are approved by the FIF Governing Committee (“FIF GC”) in its sole and absolute discretion.

d) Proposals that do not comply with the requirements described in this document may be rejected in whole or in part or not considered by FIF in its sole and absolute discretion. FIF reserves the unqualified right, in its sole and absolute discretion, to accept or reject a non-compliant proposal.

e) Neither the proposal stage, nor the presentation stage, represent an offer and the submission of a proposal, presentation, or other materials under this Process does not create a contract or agreement of any kind between FIF and the Proponent nor any other entity.

f) No conduct, act or omission of FIF or its, directors, officers, consultants, PEC, project advisors, agents, servants and their respective successors and assigns (collectively the “FIF Parties”), other than a written notice signed by an authorized person for FIF, will constitute an acceptance of a proposal that has advanced to the shortlist stage.

g) Acceptance of a proposal does not create any binding contract between FIF and the Proponent nor any other entity. FIF shall not be obligated in any matter whatsoever to any entity until a written contribution agreement (“Contribution Agreement”) on FIF’s standard form, between FIF and the Proponent has been duly executed relating to an approved proposal.

h) As between the parties, the proposal, and all documents and materials submitted to FIF in connection with the proposal, the proposal stage and, as applicable, the presentation stage,

and all intellectual property in and to the foregoing are the exclusive property of FIF immediately upon delivery to FIF. For clarity, this refers to the materials themselves, not to any technology or innovations disclosed or discussed in them. Intellectual property contributed to or developed during the course of the project will be addressed through the Contribution Agreement.

i) FIF is administered by ERA and is governed by a comprehensive Privacy, Data Security and Confidentiality Policy (the "Policy"). See Section 8: Confidentiality of this Guideline for more details.

j) This Program Guideline, the Evaluation Process and any FIF trademarks or tradename are and shall remain the sole property of FIFC. The Proponent will ensure that any Proponent project partners (but for clarity not including FIFC), will keep this Program Guide and the Evaluation Process confidential and will not use, reproduce or distribute them, any portion of them, or any materials, data, information, drawings, or specifications included in or provided with them except as necessary to prepare any document as requested by FIF. The Proponent will not and will ensure that any Proponent project partners do not, without FIF's prior written consent, use or reproduce any FIF trademarks or tradenames in any promotional publicity, or marketing materials, or make any public statement or publication with respect to FIF or this Evaluation Process or the Proponent's participation in the Evaluation Process.

k) FIF will not have any liability whatsoever to any interested parties, including without limitation the Proponent or any Proponent project partners, or any of them, in connection with this Evaluation Process.

l) The Proponent will not and will ensure that any Proponent project partners do not, make a claim against FIFC or any related FIFC Parties for any reason whatsoever or howsoever relating to this Evaluation Process. The Proponent and any related entities are undertaking the expenditures required to prepare and submit the proposal and engaging in the Evaluation Process entirely at their own risk, and the Proponent waives any right and releases FIFC or any related FIFC Parties from any demands, liability, claim or recovery for costs, expenses, or damages incurred whatsoever or howsoever arising out of or relating to this Evaluation Process, whether such right or claim arises in contract, negligence or otherwise. By submitting a proposal in connection with this Evaluation Process, the Proponent agrees to indemnify FIFC and all FIFC Parties from any and all claims, damages, costs, and liabilities whatsoever related to or arising out of the proposal in connection with this Evaluation Process.

   FIFC does not warrant the accuracy, completeness or currency of information provided during this Evaluation Process.

1 Introduction

1.1 About the Fuel Innovation Fund

The **Fuel Innovation Fund** ("FIF") is a federally registered Emission Reduction Funding Program ("ERFP") under Canada's Clean Fuel Regulations ("CFR"). Canada's CFR (SOR/2022-140) represent a performance-based framework designed to reduce the lifecycle carbon intensity ("CI") of transportation fuels used in the Canadian market. CI refers to the total GHG emissions associated with fuel production, distribution, and use, per unit of fuel. The CFR sets progressively stringent annual CI reduction targets for fuel suppliers, aiming to drive decarbonization across the transportation sector. Contributing to a federally regulated ERFP is one of the compliance pathways available to primary fuel suppliers, allowing them to meet up to 10% of their annual CI reduction obligations. Further details on the Clean Fuels Regulations, including details on the other compliance pathways, can be found at laws-lois.justice.gc.ca/eng/regulations/SOR-2022-140/.

The Fuel Innovation Fund will reinvest ERFP contributions into projects that contribute to the shared objectives of emissions reduction, economic development, and improved environmental outcomes in the transportation fuels sector. To achieve these objectives, FIF will focus on supporting readily deployable solutions that can rapidly deliver verifiable emissions reductions within five years of contribution while also enabling the commercialization of new, near-commercial yet under-deployed solutions for low-emission fuels.

All project investments under FIF will be made following fair, transparent, and merit-based processes. At present, two Canada-wide funding streams are available:

- **Contributor Reinvestment Program ("CRP"):** Continuous intake process for projects led by regulated contributors to the Fuel Innovation Fund.
- **Future Fuels Challenge ("FFC" or "Challenge"):** Annual competitive funding Call open to a broad range of applicants including obligated parties and non-obligated parties.

This document provides information for the 2027 Future Fuels Challenge only. For information on other Fuel Innovation Fund programming, please visit https://www.fuelinnovationfund.ca/

This document and all Challenge parameters may be updated from time to time at FIF's sole discretion and without notice.

This Challenge is inviting project proposals to be considered for FIF funding in a competitive process. Proposals will be accepted and evaluated in two stages: the Expression of Interest ("EOI") stage and the Full Project Proposal ("FPP") stage. The Guidelines (this document) apply to both stages, however, all references to the FPP stage are only applicable to shortlisted applicants.

A description of FIF's overall funding process can be found on the FIF website at https://www.fuelinnovationfund.ca/funding/. **Note**: Applicants who have questions about the Fuel Innovation Fund or who wish to discuss their project with FIF are invited to email:

info@fuelinnovationfund.ca

2 Challenge Scope

2.1 Challenge Focus and Technology Areas

The Future Fuels Challenge (the "Challenge") is seeking opportunities aligned with the objectives of the CFR and the Fuel Innovation Fund. The Challenge is open to a wide range of projects, led by both fund contributors and non-contributors, that reduce greenhouse gas emissions in the Canadian transportation fuels sector. For the Future Fuels Challenge, the transportation sector is defined to span the lifecycle of transportation fuels including upstream feedstock production (oil and gas, biogenic feedstocks), midstream/refining, and downstream (including the road, rail, marine, and aviation transportation sectors).

In general, this Challenge is not technology-prescriptive, meaning applicants may submit proposals for projects focused on any technology that: a) contributes to the Challenge objectives and b) that aligns with the CFR's requirement to achieve measurable reductions in GHG emissions and/or the lifecycle CI of transportation fuels in Canada. For clarity, under CFR the eligibility for ERFP-funded projects is not strictly limited to project eligibility for CFR credit generation. The following non-exhaustive list of examples represents opportunity areas that may be well aligned with the Challenge:

Example Technologies

- Production of low-carbon-intensity fuels, including:
  - Biofuels from biomass / waste feedstocks: e.g., renewable diesel, biodiesel, hydrotreated vegetable oil (HVO), biocrude upgrading
  - Low-CI ethanol (from eligible feedstocks) including cellulosic and advanced bio-ethanol
  - Sustainable Aviation Fuel (SAF) – low-CI jet/aviation fuels
  - Renewable natural gas (RNG) or biofuels produced from organic waste, landfill gas, agriculture or forestry residues
  - Synthetic fuels or e-fuels; e.g. using hydrogen + captured CO_2 (from atmospheric/biogenic sources) to make drop-in fuels
  - Low emissions hydrogen production (e.g. via electrolysis of water using clean electricity, biomass gasification, direct splitting of natural gas with solid carbon output, natural gas reforming with CCS, etc.)
- Upgrades to facilities and processes within the fuels sector, including:
  - Energy efficiency (e.g. upgrades to lighting, insulation, motors, boilers, and other equipment; heat integration, upgrading, or recovery; and similar) at facilities within the fuels sector
  - Novel processes and chemistries (e.g. separation, processing, etc.) for refining and fuel production
  - Fuel switching and electrification (e.g. meeting onsite energy needs with low-CI fuels, biofuels, or electricity; converting processes to utilize electrical energy; thermal energy storage; and similar)
  - On-site production and use of clean electricity and/or heat (e.g. wind, solar, geothermal, and similar) at facilities within the fuels sector

    - Carbon capture and storage (addressing emissions from fuel production activities; captured emissions may be converted to non-fuel products or permanently sequestered)
    - Advanced process control technologies and digital optimization
    - Co-processing of biogenic feedstocks in refineries
- Methane emissions reduction including reducing emissions from flaring, venting, and purging
- Hydrogen vehicle fueling stations and hydrogen storage/transportation
- Electric vehicle charging infrastructure, including integration of charging systems with the electricity grid

Please note that these are provided as examples only; applicants are encouraged to contact FIF to discuss how their proposed project achieves the desired outcomes of this Challenge and meets the objectives of the Clean Fuel Regulation.

For projects that involve switching to clean fuels in the downstream segment of the transportation sector (e.g. CNG/RNG, hydrogen, electric vehicles), FIF will consider projects that incorporate both demand and supply sides for clean fuels. For such projects, applicants must demonstrate that vehicle investments are part of a novel approach that enables development of the broader ecosystem, such as project lessons learned enabling broader market adoption. For example, an eligible project may include both vehicles and fueling/charging infrastructure to pilot medium or heavy duty zero-emission vehicles (e.g. municipal transportation, delivery vehicles, utility or emergency vehicles that represent a partial or complete fleet conversion), provided it meets above guidance. FIF reserves the right to limit the number of vehicle/fleet projects in order to maintain balanced portfolio.

Note: The size of opportunity and potential for meaningful GHG, environmental, and economic benefits will be taken into consideration during project selection. FIF reserves the right to consider optimal portfolio balance and strategic mandate alignment when selecting proposals for funding.

2.2 Project Structure and Stage of Development

Funding made available through the Challenge is provided for projects with well-defined objectives, milestones, deliverables, and timelines. Both capital and operating costs are eligible for reimbursement. This Challenge is targeted at high-readiness projects where the technology will be piloted, demonstrated, or implemented in a commercial setting such that GHG reductions will be realized from the operations of the project and aligned with CFR requirements (i.e. projects where the technology risks are appropriately managed, project readiness is high, and a high degree of confidence is provided for successful delivery of the project scope). In this Challenge, FIF is seeking to fund Projects that will advance technologies to the stages of field pilot, demonstration, or first-of-kind commercial implementation, and align with Technology Readiness Level (TRL) 7-9+ **by project completion**, as described below:

- **Field Test/Pilot**: At this stage, the solution is ready to be field tested in an operational environment. Projects in this category include scale up of prototypes to representative pilot scale and subsequent in-field testing of pilot units. This corresponds to a TRL of approximately 7.

- **Demonstration**: At this stage of development, the technology or innovation is approaching the final commercial product and representative systems have been built. Projects in this category include demonstration of near- or full-commercial-scale systems in an operational environment. This corresponds to a TRL of approximately 7/8.
- **First-of-Kind Implementation:** At this stage, the technology is ready for first-of-kind commercial deployment. Projects in this category will involve design, construction, and operation of the technology in its final commercial form and at commercial scale, with the intent to operate the technology for its full commercial life. This corresponds to a TRL of approximately 9. First-of-kind may include, but not limited to, a novel implementation for a region, application, or segment of the transportation sector.

For clarity, technologies may be at a TRL of less than 7 prior to the start of the proposed FIF-funded project. It is incumbent on all applicants to show how their project scope aligns with the above definitions and to justify the reasonableness of achieving the proposed project objectives based on the current TRL at the start of the project. Technologies or projects that fall below the TRL range for this Challenge may be eligible for other supports, however we encourage applicants to contact the Applications Team (info@fuelinnovationfund.ca) prior to submission to discuss.

Regardless of TRL, projects are only eligible for this Challenge if they achieve GHG emissions reductions within the scope of the project. For example, a pilot plant that produces clean fuels for sale in Canada could be eligible even if it is only at TRL 7 scale. Conversely, a project that is limited to feedstock processing (without an accompanying increase in clean fuel production) or small-batch fuel production for product certification would not directly achieve GHG emissions reductions.

Pre-construction work, such as front-end engineering design ("FEED") studies, is eligible only if it forms part of a project that demonstrates a direct line of sight to emissions reductions within a five-year timeframe (i.e. standalone studies are ineligible). Regardless of the stage of project development, **applicants must demonstrate they can achieve Final Investment Decision followed by project execution that results in a successfully completed project that begins to deliver realized GHG reductions by June 30, 2031.** Projects at a pre-FEED state of project readiness must demonstrate how they will manage uncertainty and attrition risk as they progress the project in order to provide high confidence in a positive FID and subsequent project delivery.

Applicants must clearly delineate the scope of the project for which FIF funding is being requested and the GHG reduction potential associated with that scope of work. Any related work completed concurrently or before the project term but outside the scope of the project may be discussed in the proposal but should be clearly indicated as such.

2.3 Project Location

Technology solutions can originate from anywhere globally but must be demonstrated or implemented in Canada during the project. All projects supported through the Challenge must demonstrate a clear and justified value proposition for reducing GHG emissions in Canada. Projects that involve demonstration or implementation of a technology at multiple Canadian sites are eligible for funding under the Challenge.

2.4 Eligible Applicants

For this Challenge, applicant eligibility is not limited to FIF contributors nor to entities regulated under CFR. The Future Fuels Challenge ("FFC") is open to all categories of lead applicant, including innovators, technology developers, fuel producers and suppliers, Indigenous communities, industrial facility owners/operators, industrial associations, small and medium-sized enterprises (SMEs), research and development (R&D) organizations, universities, municipalities, not-for-profit organizations, and collaborative consortia involving multiple partners.

All projects must be located in Canada and demonstrate a clear value proposition; project partners, such as technology vendors, may be located globally. Collaboration between multiple organizations is eligible and encouraged. Collaboration between partners can often represent a strong value proposition by demonstrating opportunities for technology validation, commercialization, and sharing of results.

Applicants are encouraged to partner with Canada's post-secondary and research institutions, Indigenous communities, and municipalities where appropriate. These partnerships can offer significant benefits, including the attraction and training of highly skilled workers, increasing innovation capacity, engagement of local communities, and leveraging complementary resources.

There are no restrictions on the number of proposals that can be submitted by any applicant. However, applicants are encouraged to be selective and bring forward only the most promising and highest quality submissions.

2.5 Project Initiation and Term

Successful applicants will be required to commence work on the proposed project (engineering design, equipment procurement, construction, etc.) **within 120 days** of FIF funding approval. Applicants must clearly demonstrate in their proposal that the project is sufficiently advanced to initiate work within 120 days of funding approval. However, successful applicants may request a delayed start date of up to twelve (12) months after funding approval to allow for alignment with facility operations, scheduled facility turnarounds, and/or regulatory processes. Such requests will be at FIF's sole discretion to accept or decline.

In addition to FIF's overall project term requirements, projects must begin to deliver realized GHG reductions by June 30, 2031. FIF will assess all projects on their potential to meet required outcomes and timelines, and priority will be given to projects that can be initiated rapidly and be partially or fully operational within three years of approval. Required timelines for the start of emissions reductions will be specified in the Contribution Agreement, and approved projects that fail to advance in a timely manner or are deemed to be at high risk of failing to achieve reductions within the five-year time frame may have their funding withdrawn and may be subject to other measures at FIF's discretion.

3 Terms of Funding

3.1 Total Funds Available

The total funding available for projects supported through the Future Fuels Challenge is up to **$50 million** Canadian Dollars ($CAD), subject to the sole discretion of FIF and the availability of funds.

3.2 Funding Per Project

The minimum funding request to FIF for any one project is **$1 million CAD**, and the maximum is **$10 million CAD**, subject to the discretion of FIF. FIF may consider higher funding amounts with compelling justification on a by-exception basis and at its sole discretion.

Applicants may "bundle" multiple smaller projects into a single proposal for the sake of meeting the minimum project size requirement, provided there is adequate justification for shared project management and reporting. Examples include multiple deployments of a single technology across different locations, or deployment of a suite of complementary technologies at a single location.

Note: Applicants must justify the amount of funding requested. FIF may choose at its sole discretion to award project funding for less than the requested amount.

3.3 Fund Matching

FIF requires its funding to be matched on a minimum 1:1 basis with funding from the applicant and/or project partners allocated toward eligible expenses. In other words, for every dollar that FIF provides to a project, there must be at least one dollar from the applicant and/or private funding partners. As such, the maximum FIF contribution to a single project will be no more than 50% of the project's eligible expenses.

FIF will not match other federal, provincial, or international government funds provided directly for the proposed project. While FIF does not have a formal "stacking" limit alongside other government funds, it is the applicant's responsibility to confirm and comply with other stacking limits that may apply under various funding programs for capital and operating cost support, including the maximum of 75% stacked funding under the Government of Canada. For clarity, FIF funds are not considered Government of Canada funds. Additionally, any direct investments in the project made by proponents under other regulations will be considered eligible for matching.

The following examples are provided for illustrative purposes:

- **Example 1** – A project has a total cost of $8 million in eligible expenses. If the applicant and private partners contribute $4 million, FIF could contribute up to $4 million (limiting factor: 50% of eligible expenses).

- **Example 2** – A project has a total cost of $50 million in eligible expenses. If the applicant, private partners, and/or other government funders contribute $40 million, FIF could contribute up to $10 million (limiting factor: $10M maximum allocation).
- **Example 3** – A project has a total cost of $20 million in eligible expenses. If the proponent and private partners contribute $5 million and other public/government funders contribute $10 million, FIF could contribute up to $5 million (limiting factor: 1:1 private match).

Please note that FIF will not match future revenue associated with the outcomes of the project, including for example: offset/performance credits associated with the project such as TIER performance credits or Clean Fuel Regulation Compliance Credits; tax incentives associated with the project, such as Canadian SR&ED credits; and revenue from sale of the project's outputs or products. However, the presence of such revenue sources does not disqualify a project from eligibility and may be noted in the proposal to improve the risk profile of the proposed financing plan and project economics. Moreover, projects that receive funding from FIF are not precluded from applying for credits or incentives.

As a result of factors including potential conflicts of interest, project additionality, and duplication of risk, **funding from other Emission Reduction Alberta (ERA) or FIF programs (whether funded by TIER, CFR, or otherwise) cannot be stacked with FIF funds on the same project scope**.

3.4 Contribution Agreement

Successful applicants will be required to enter into a contribution agreement ("Contribution Agreement") with FIF. The Contribution Agreement will address without limitation the terms of funding, maximum FIF funding for the project, project scope, work plan, milestones, deliverables, performance targets, payment schedule, and reporting requirements. FIF may provide a draft Contribution Agreement to shortlisted applicants for review at its sole discretion. FIF will only entertain minor changes to Contribution Agreement terms and will not negotiate Contribution Agreement terms prior to making a funding decision.

3.5 Fund Disbursement

FIF funding will be disbursed on a milestone completion basis after eligible expenses have been incurred toward specified tasks over the course of the project term. **The FIF contribution to each milestone will be at the same ratio of FIF funding toward the total project budget**; exceptions will be made at the sole discretion of FIF. For example, if FIF is contributing 25% of the total eligible project costs, FIF will pay 25% of the eligible expenses incurred at each milestone. The milestone completion and payment schedule will be outlined in the Contribution Agreement.

3.6 Eligible Expenses

FIF will only match unencumbered cash or cash-equivalent in-kind contributions toward eligible expenses incurred during the project term. **Eligible expenses may include capital costs as well as operating costs for eligible projects.**

Eligible expenses may begin to be incurred after the date of the FFC FPP submission deadline (See Section 4.4 Timelines). The FPP submission deadline and cost eligibility date will be confirmed at the time of invitation to the FPP stage. Project-related costs incurred prior to FIF's FPP submission deadline will be considered out of scope, will not be considered eligible project costs, and are not eligible for fund matching from FIF.

For information about eligible expenses and costs, please refer to the *Eligible Expenses and Cost Instructions* document available Eligible-Expenses-and-Cost-Guidelines-2027.pdf. For clarity, the presence of ineligible expenses does not disqualify a project or limit its ability to recover costs for eligible expenses. All costs (eligible and ineligible) should be included in the proposal to accurately reflect the extent to which the FIF contribution will be leveraged.

No disbursements will be made prior to execution of a contribution agreement with FIF, and any project costs incurred prior to execution of the contribution agreement will not be reimbursed by FIF in the event that an agreement is not executed.

3.7 Outcomes Reporting, Data Collection, and Knowledge Sharing

Funding recipients will be required to report on project outcomes, GHG reductions (actual and projected), lessons learned and achievements including job creation, and other environmental, economic, and social benefits. Reporting requirements will include, without limitation, confidential sharing of data with FIF and preparation of public reports.

As mandated under Schedule 10 section 2 of the CFR, every funded project must provide the actual or anticipated reduction in the quantity of CO_2e from the project, the date on which the reduction was achieved or is estimated to be achieved, and a description of the methodology used to calculate the reduction that was achieved and any documentation that provides evidence for the inputs used in that calculation.

Proper data collection requires [unabridged or unabbreviated] referenceable and traceable calculations to illustrate how the final GHG values were derived. To fulfill these specifications, applicants must include the full calculation, data source (public info, applicant data, etc.), justification and/or assumptions associated. The information provided should be comprehensive enough to enable FIF GHG reviewers to conduct their own quantification of the baseline and project emission reductions. Projects that are unable to comply with GHG data collection and reporting requirements will not be funded in this Program. For additional details about GHG quantification requirements, applicants at the Full Project Proposal stage can refer to Appendix A — GHG Quantification Report.

FIF is committed to encouraging widespread knowledge dissemination from funded projects to maximize the benefit of our participation. In addition to written reports, FIF may require recipients to commit to specific activities such as hosting knowledge-sharing workshops, participation in lessons-learned activities, or other knowledge sharing initiatives as determined by FIF on a case-by-case basis.

3.8 Trusted Partner Funding Leverage

FIF, through ERA, has the ability to refer projects to its network of Trusted Partners in Alberta and across Canada to convene complete solutions and to enable projects to access additional support. In some cases, there may be an opportunity for FIF to share applicants' proposals with Trusted Partners and explore possibilities to leverage funding available from these organizations.

During the submission process, applicants will have the opportunity to give FIF permission to share their submissions with trusted funding partners of ERA, where applicable. Please note that FIF will only share proposals for the purpose of exploring further funding and with partners where ERA has a non-disclosure agreement in place. An applicant's preference regarding whether to allow sharing of their proposal will not influence FIF's assessment of their proposal.

4 Process Overview

4.1 Submission Deadlines

The deadline for submission of EOIs in response to this call is **January 20, 2027 at 5:00 p.m. Alberta Time (UTC-6h)**. Late submissions will **not** be accepted. Applicants are encouraged to complete their submissions well in advance of the deadline.

FIF will not accept partial or incomplete submissions. All required content must be uploaded into FIF's Emissions Reduction Information Management System ("Grant Manager") at https://grant-manager.com/erims/home and the submission must be finalized by completing all necessary online steps in order for the proposal to be considered complete. Applicants will receive an automatically generated email confirming receipt of the proposal upon submission. If a confirmation email is not received, applicants should check their junk/spam folder and Grant Manager to ensure the submission was complete. If the problem persists, applicants may contact IMS@fuelinnovationfund.ca for assistance.

4.2 Proposal Evaluation Committee

FIF's evaluation process leverages input from a Project Evaluation Committee (PEC) which is a panel of independent subject matter experts specializing in technical, environmental impact, and financial due diligence to assess projects and provide recommendations to the FIF Governing Committee. The FIF Governing Committee retains final authority for all funding approvals.

The full funding process is overseen by an independent fairness monitor reporting to the FIF Governing Committee.

For more information on FIF's funding process, please visit www.fuelinnovationfund.ca .

4.3 Future Fuel Challenge Evaluation Process

The Future Fuels Challenge uses a two stage-process to evaluate submissions and conduct due diligence in support of funding decisions on projects.



Note: the evaluation process consists of the Expression of Interest (EOI) and Full Project Proposal (FPP) stages above.

The stages of the process are as follows:

1. **Expression of Interest Stage**
   - (A) Following the launch of the Challenge, project proponents will be given time to prepare and submit EOI proposals.
   - (B) Following the submission deadline, FIF will screen the EOIs against the Eligibility Screening Criteria in Section 5.2.
   - (C) FIF will review all eligible EOIs in a transparent, fair, and merit-based process using the Evaluation Criteria in Section 5.4 to establish which proposals are well aligned with the FIF mandate and the goals of the Challenge.
   - (D) FIF notifies all applicants of their status. Shortlisted applicants will be invited to the Full Project Proposal Phase; Declined applicants will be offered a feedback session.
2. **Full Project Proposal Stage**
   - (E) Shortlisted candidates and are given time to prepare and submit their Full Project Proposal (FPP)

(F) Following submission of the FPP, applicants deliver an oral presentation of their proposal to the Project Evaluation Committee (PEC). Presentations will be followed by a question-and-answer session with the PEC.

(G) The PEC reviews submitted FPPs and attachments, presentation materials, and applicant responses during the Q&A to develop a funding recommendation to the Governing Committee. All final funding decisions will be made by the Governing Committee in its sole discretion.

(H) FIF notifies shortlisted applicants of the final funding approval or rejection. Approved proposals continue to the Execution stage.

3. Project Execution Stage

(I) Following funding approval, successful applicants finalize their workplan, negotiate a contribution agreement with FIF and initiate their project in accordance with the timelines described in Section 4.4. Successful applicants will receive additional details.

4.4 Timelines

The following timelines are anticipated for the Future Fuels Challenge. Note that FIF reserves the right to alter these timelines. **Following the EOI submission deadline, FIF will not accept unsolicited applications.**

Stage	Action	By Whom	Timing
EOI Stage (All Applicants)	**EOI Submission Deadline**	**Applicants**	**January 20, 2027 5:00 p.m. Alberta Time (UTC-6h)**
	EOI Shortlist Notification and FPP invitation	FIF	Mid March 2027
FPP Stage (Shortlisted Applicants Only)	FPP Preparation	Shortlisted Applicants	Mid March 2027 – Mid April 2027
	FPP Submission Deadline	**Shortlisted Applicants**	**April 22, 2027**
	FPP Oral Presentation	Shortlisted Applicants	May 25 – 28, 2027
	Funding Decision Notification	FIF	July 2027
Project Execution (Funded Applicants Only)	Execution of Contribution Agreement	Successful Applicants	Within 60 business days of funding approval notification
	Project Commencement	Successful Applicants	Within 120 days of funding approval notification
	GHG Reductions Must Start	**Successful Applicants**	**June 30 2031**

5 Expression of Interest (EOI) Stage

5.1 Submission Content

EOIs must be submitted using Grant Manager at https://grant-manager.com/erims . Users must create an account and complete all mandatory forms to submit an application. Each submission must consist of the following:

- **Expression of Interest Document (Required)**: This document will form the basis of FIF's evaluation and must fully address each of the evaluation criteria.
- **Milestone Summary Table (Required)**. This document complements the Implementation Plan section in the Expression of Interest document. It is currently found at the end of the Expression of Interest Template and can be included in the same PDF file as the Expression of Interest, or as a separate attachment.

- **Project Readiness Assessment (Required)**: outlines where the project stands in terms of readiness for initiation, execution, and operation.
- **Letters of Support (Optional)**: Letters of support from partnering organizations, funding sources, site hosts, etc., may be uploaded as an appendix to the EOI document. Please combine all letters of support into a single PDF attachment.

5.2 Eligibility Screening Criteria

As an initial screen, all submitted EOI proposals will be subject to a Challenge eligibility check. Failure to comply with any of the following eligibility requirements will result in automatic rejection:

- Insufficient alignment with the CFR regulation and/or FIF's overall mandate.
- Insufficient Canadian activities/sites in project scope, including projects occurring outside of Canada.
- Project lacks sufficient relevance to the liquid fuels supply chain and/or transportation sector in Canada.
- Project will not result in direct measurable GHG emission reductions or CI reductions in the fuels value-chain (e.g. projects focused on enabled emission reductions) by 2031.
    - Projects that only enable downstream emission reductions (e.g. production of critical minerals for EV batteries) but do not themselves deliver GHG reductions.
    - Insufficient potential for GHG benefits (including insufficient reductions relative to the carbon intensity reductions target of ~15% reduction relative to baseline by 2030 under the CFR)
    - High project risk and/or low state of readiness contributing to risk of not realizing GHG reductions within 5 years.
    - Projects limited to feedstock processing (without process integration that results in production of a clean fuel).
    - Project is a pilot whose output is limited to small-batch production for property testing and certification (e.g. ASTM testing).
- Proposed development is assessed to be business as usual (i.e. FIF investment will not materially change outcomes).
- Ineligible project scope, e.g. project is a standalone study or does not involve technology deployment or process improvement; project only includes operational expenses; Project with a primary focus on routine purchases of commercially available zero-emission vehicles (e.g. fleet conversion of light-duty vehicles).
- Risk of significant detrimental side effects (environmental, economic, social, etc.).
- Failure to meet minimum submission standards:
    - Insufficient information provided.
    - Proposal not sufficiently readable or comprehensible.
    - Proposal does not conform to the submission requirements outlined in the guidelines.

It is important to note that compliance with the eligibility criteria does not guarantee a project will be shortlisted or funded in this process. All final funding decisions are based on both the eligibility criteria and the merit evaluation criteria detailed below.

5.3 Submission Standards

Response templates will be provided on Grant Manager for the EOI documents. Applicants must use the response templates to ensure that all necessary information is provided in a consistent and practical manner. Proposals that fail to use the templates may be disqualified and required to resubmit.

For all documents, applicants are encouraged to use short filenames with no special characters to ensure their files are processed correctly. Each filename should include the proposal number assigned by Grant Manager and the name of the document as specified in the table above. Filenames for uploaded documents may be no longer than 30 characters and should clearly identify the project name.

The final EOI document may be **no more than ten (10) letter-sized (8.5" x 11") pages in length**, including all text, graphics, and tables. **Any extra pages beyond the limit will be removed from the document and will not be considered by the evaluators**. The document must use Calibri (or Arial) 11-point font with a minimum of 1.0 line spacing. Margins must be no smaller than 2.54 cm (1"). Appendices and required attachments do not count against the page limit.

Note: The page limit does not include optional letters of support, the milestone summary table, or the readiness checklist.

5.4 EOI Evaluation Criteria

All eligible proposals will be evaluated based on the following criteria. Each of the criteria below is assigned a relative weighting. Applicants are encouraged to consider these weightings when

developing proposals. The prompts and instructions found in the Proposal template provide additional detail on the specific considerations within each criterion.

Criterion	Description	Weight
1 Technology Strength	Proposals will be evaluated on the strength of the proposed solution, including the technology readiness level, its competitive advantages relative to existing and nascent options, and the plan to mitigate any technical risks. Proposals will also be evaluated on the strength of their strategic alignment with the CFR including enablement of the broader ecosystem through technology development and/or deployment and potential contribution to the long-term sustainability of Canada's transportation & fuels sectors.	20
2 Business Case and Market	Proposals will be evaluated on the business case for the proposed project, including a full assessment of the project's economic viability and its sensitivity to factors including fuels market dynamics and pricing, credit and offset values, and other incentives, where applicable. Proposals will also be evaluated on the potential for replication of the solution across Canada, the size of the addressable market(s), and the alignment of the proposed project with market trends and the needs of Canada's fuels and refining sectors.	20
3 Readiness and Implementation	Proposals will be evaluated on the quality of the workplan and budget, overall state of project readiness (including project commencement) and management of execution risks. This includes the project's current status and progress to date such as confirmed site, available resources, technology partner(s), feedstock/offtake agreements, and IP/licensing as applicable), finances, status of regulatory approvals, permits and agreements. The evaluation will also consider the applicant team's experience, expertise and ability to deliver the project. Projects that do not demonstrate adequate project readiness will not be shortlisted.	35

4 GHG, Environmental, and Economic Benefits	Proposals will be assessed on their ability to achieve measurable and sustainable reductions in life-cycle carbon intensity (CI) and greenhouse gas (GHG) emissions, in alignment with Canada's Clean Fuel Regulations. Evaluation will consider both absolute GHG reductions as well as the relative improvement in CI from project implementation and will be quantified using a life-cycle approach following the Clean Fuel Regulations' guidance. Projects must demonstrate that reductions are verifiable and will begin to be realized within five years. Projects that fail to do so will not be shortlisted. Projects will also be evaluated on their economic benefits including temporary and permanent job creation, attraction of investment capital, export opportunities for the technology and products, reduced operational costs, improved affordability /reliability /security for customers, and enhanced competitiveness for the project proponent and/or partners. Proposals will also be evaluated on non-GHG environmental benefits[1], and the risk of negative environmental impacts.	25
Total		**100**

Performance across all evaluation criteria, as well as notable strengths, weaknesses, and risks flagged in each criterion will be used to inform the funding decision on all projects. FIF reserves the right to establish minimum performance requirements for each criterion individually or in aggregate to ensure that program outcomes are achieved.

Note: FIF intends to fund a diverse portfolio representing a range of technology opportunities of various scales. The size of opportunity and potential for meaningful GHG reductions and economic benefits will be taken into consideration during project selection. FIF reserves the right to consider optimal portfolio balance and strategic mandate alignment when selecting proposals for funding.

5.5 Note on Proposal Quality

The Program is designed to seek out exceptionally high-quality project opportunities. Success depends on the quality of the proposal submitted. **Only the highest quality proposals will be invited to the shortlist and selected for funding**. In this regard, "quality" means the strength of the

[1] Including the reduction of air pollutants, improved water management/quality, reduced land use/disturbance, waste reduction, soil/water remediation, resilience, and enhancement of biodiversity and ecosystem health

proposed project relative to the evaluation criteria and Program goals, as well as the clarity and completeness of the written proposal, appendices, and presentation.

5.6 Next steps

All applicants who submit a proposal will be notified of the FIF decision when the EOI review process is complete. Applicants whose proposals are not accepted may arrange a short debrief phone call with FIF to receive feedback. Information about arranging a debrief phone call will be provided in the notification letter. Applicants that are successful at the EOI stage will be invited to the Full Project Proposal Stage. Details about the FPP stage are summarized in the following section, and additional information will be provided at the time of FPP invitation.

6 Full Project Proposal (FPP) Stage

6.1 Submission Content

Note: The FPP content below is only required from applicants that have progressed through the EOI stage and have been invited to submit an FPP.

All proposals must be submitted using Grant Manager at https://grant-manager.com/erims/home. **Failure to submit the required documentation by the specified deadline will result in an incomplete application, which may lead to disqualification or deferred consideration.**

The following checklist summarizes the required content for a complete FPP submission:

Item	Deliverables to be Submitted	Notes
Full Project Proposal Document	1. Proposal template (PDF) 2. Proposal template (.docx)	This document will form the basis of FIF PEC's evaluation and must fully address each of the sections in the template.
Appendix A – GHG Quantification Report	3. GHG quantification report (PDF) 4. GHG quantification workbook (.xslx) 5. *Supporting documents if required by the FIF GHG team (PDF or .xlsx)*	This document must be uploaded separately to Grant Manager. Excel files should not be converted to other file types nor converted to hard-coded values. Formulas in the Excel workbook must clearly display the GHG calculations, including all assumptions, justifications, and references. Supporting GHG documentation is Compliance Category–dependent and must accompany the application in addition to the GHG Quantification Report.
Appendix B- Applicant Financial Report	6. Financial report template (PDF or .docx) *7.* Most recent financial statements (PDF)	This document and any supporting information must be uploaded separately to Grant Manager (see Appendix C). Supporting documentation should be submitted in a single compiled PDF.

Appendix C – Detailed Project Budget	8. Detailed Budget Template (.xlsx)	This document must be uploaded separately to Grant Manager (see Appendix C). The excel file should not be converted to other file types nor converted to hard-coded values.
Appendix D – Letters of Support and Letters of Funding Commitment	9. Letters of Financial Commitment (PDF) *10. [Optional] Letters of Support (PDF)*	Letters of commitment and/or support from partnering organizations, funding sources, site hosts, etc., may be uploaded as an appendix to the proposal document.
Appendix E– Readiness Assessment	11. State of Readiness Checklist (.docx)	This document outlines where the project stands in terms of execution and operational readiness, along with the ability to meet Clean Fuel Regulations outcomes. The Readiness assessment is to be completed with the most accurate and up-to-date information available on the project at time of submission. Brief supporting documentation may be appended.
Appendix F – Milestone Summary Table	12. Milestone Summary Table Template (.docx)	This document must be uploaded separately to Grant Manager (see Appendix D). Milestone definitions, timelines, and other details should align with Appendix C.
Project Information for Grant Manager Database	*13.* Grant Manager form inputs (online)	Certain project details must be entered directly into Grant Manager, including a project overview and financial information.

Note: Only the required documents described above will be reviewed. Any additional attachments, materials or information appended to the required documents will not be considered during the evaluation.

6.2 Submission Standards

A response template will be provided on Grant Manager for the "Full Project Proposal Document" described above. Templates will also be provided for Appendix A, B and C. The response templates will be located in "Section 4 – FPP Guidance and Templates" of the FPP submission area of the system. Applicants **must** use the provided response templates. **Applications that do not use the submission templates or otherwise fail to provide required information may be withdrawn from consideration.**

The final FPP document must be uploaded in both MS Word and PDF format and may be no more than forty (40) letter-sized (8.5" x 11") pages in length, including all text, graphics, tables, and the Project Readiness Checklist. **Any extra pages beyond the limit will be removed from the document and will not be considered by the evaluators**. The document must use Calibri or Arial 11-point font with a minimum of 1.0 line spacing. Margins must be no smaller than 2.54 cm (1"). Only one FPP document of each type (Word and PDF) may be uploaded per submission.

Filenames for uploaded documents may be no longer than 30 characters.

Note: Appendices A, B, C, D, E, F and information entered directly into Grant Manager do not count toward the forty (40) page limit.

6.3 FPP Evaluation Criteria

The evaluation criteria for the Future Fuels Challenge FPP stage are described below. Further information about how to address each of the criteria is provided in the FPP response template.

Criterion	Weight
Impact	**40**
1 Strategic Alignment	5
2 Market Potential	5
3 GHG Benefits	15
4 Environmental Benefits	5
5 Economic Benefits	10
Deliverability	**60**
6 Technology Strength	10
7 Economic Viability	10
8 Implementation Plan	15
9 Readiness and Financing	15
10 Team and Partnerships	10
Total	**100**

Criteria descriptions

Impact

1. **Strategic Alignment | Weight: 5**

Proposals will be evaluated on the strength of their strategic alignment with the objectives of the FIF and potential contribution to the long-term sustainability of Canada's transportation fuels sectors. This considers the extent to which the project demonstrates clear additionality (i.e. an investment that would not occur under business-as-usual), a clear and durable competitive advantage of the proposed technology relative to incumbent and alternative technologies, and consistency with the role of the FIF as a reinvestment mechanism under the CFR. This criteria also considers the degree to which the project progresses the broader clean fuels ecosystem through technology development and/or technology deployment (i.e. incremental vs. transformative pathways).

2. **Market Potential | Weight: 5**

Proposals will be evaluated on the magnitude of the market opportunity, the applicant's ability to clearly match their solution to service the target market, and the expected pathway toward commercial implementation and market rollout. This includes addressable market size within Canada and alignment of the technology with current and anticipated market needs. Note that market potential considers both the potential for technology deployment (e.g. number of sites/installations) as well as the size of the market (in dollars) for the outputs, products, and/or services of the technology. Proposals will also be evaluated on the plan to address regulatory and market barriers for commercial adoption, the strategy for market entry, customer and community engagement, and knowledge dissemination activities that enhance project impact.

3. **GHG Benefits | Weight: 15**

Proposals will be assessed on their ability to achieve measurable and sustainable reductions in life-cycle carbon intensity (CI) and greenhouse gas (GHG) emissions, in alignment with the quantification methodologies required under Canada's Clean Fuel Regulations. Evaluation will consider both absolute GHG reductions as well as the relative improvement in CI from project implementation, quantified using a life-cycle approach. Projects will also be assessed on the quality of their proposed Measurement, Monitoring, and Verification (MMV) approach.

4. **Environmental Benefits | Weight: 5**

Proposals will be evaluated on the non-GHG environmental benefits Including the reduction of air pollutants, improved water management/quality, reduced land use/disturbance, waste reduction, soil/water remediation, resilience, and enhancement of biodiversity and ecosystem health. This includes the potential for negative environmental impacts and the proposed mitigation measures.

5. **Economic Benefits | Weight: 10**

Proposals will be evaluated on the economic benefits to Canada resulting from the project and from subsequent commercialization, where applicable. This may include temporary and permanent job creation, enhanced economic resilience, attraction of investment capital, export opportunities for the technology and products, reduced operational costs, improved affordability/reliability/security for customers, and enhanced competitiveness for the project proponent and/or partners.

Deliverability

6. **Technology Strength | Weight: 10**

Proposals will be evaluated on the technical merit and feasibility of the proposed solution, focusing on the overall level of technology risk and the degree of confidence that the technology will realize verifiable GHG reductions. This criterion considers mitigation of technical risks that would prevent delivery of GHG reductions within five years, including the identification of technical risks and the effectiveness of mitigation plans to reduce their impact or likelihood.

7. **Economic Viability | Weight: 10**

Proposals will be evaluated on the business case for the project. This includes a full assessment of the project's economic viability and its sensitivity to factors including capital and operating cost fluctuations, fuels market dynamics and pricing, credit and offset values, and the impact of other incentives where applicable. Applicants must demonstrate the impact of FIF funding on the project's viability and provide confidence that there will be a strong business case to proceed should FIF funding be awarded. As a secondary consideration, proposals will be assessed on the business case for the project technology at the market level and the extent to which the economics support the proposed commercialization plan.

8. **Implementation Plan| Weight: 15**

Proposals will be evaluated on the strength of the project plan and budget, including the quality of the project design (milestones, schedule, and budget) and the appropriateness of project objectives and milestones. Workplans and the project activities should align with FIF's targeted outcomes for the Challenge – in particular the ability to begin to achieve GHG emissions reductions that are realized and verifiable within five years. Proposals will also be assessed on the achievability of the proposed work scope, including the quality of the mitigation plans for all relevant execution or operational risks.

Note: Any material changes in the project proposal (including scope, objectives, plan, budget, etc.) between the EOI stage and the FPP stage must be clearly identified, described and justified.

Each milestone length should be at least 6 months, and FIF funding should be equally distributed across project milestones (see Section 3.5). Deviations from these requirements will be assessed in this criterion, and must be well justified.

9. **Project Readiness and Financing | Weight: 15**

Proposals will be evaluated on the overall state of project readiness and the level of risk for successful project commencement and delivery, including confirmation of project resources (such as confirmed site, technology partner(s), feedstock/offtake agreements, and IP/licensing as applicable). Proposals will be evaluated on the status of the project financing (including completion of funding stack), and the status of all permitting and agreements needed to proceed with the project. Proposals with incomplete or insufficient documentation related to readiness and financing may be scored lower and/or rated as higher risk.

Note: FIF is committed to timely disbursement of funds and rapid realization of project outcomes post award of funding. Projects that present significant execution risk, high likelihood for delayed commencement, or failure to achieve Final Investment Decision (FID), or material attrition risk (such as those that are unlikely to fulfill FIF's standard funding condition for financing confirmation in a timely manner) are less likely to be selected for funding.

10. **Team and Partnerships | Weight: 10**

6.4 Proposals will be evaluated on the capacity of the project team and any identified partners to carry out the proposed project, including the expertise and level of commitment from key team members and partners. The project team must clearly demonstrate the team's expertise in successful project execution, and their experience in commercialization and market adoption activities. Proposals will also be evaluated on the capacity of the project lead and partners to support the project through to completion, and the effectiveness of the proposed project management structure. Next steps

All applicants who submit a Full Project Proposal (FPP) and are assessed through the application process will be notified of the FIF decision when the FPP review process is complete. Applicants whose proposals are not approved for funding may arrange a short debrief phone call with FIF to receive feedback. Information about arranging a debrief will be provided in the notification letter. Successful proponents will be contacted for further information on the Project Execution stage.

7 Applicant Support and Contact Information

Applicants are welcome to contact FIF at any time throughout the process for support and guidance on completing their application. Before contacting FIF, applicants are encouraged to read the FAQ document available on the Challenge website and to carefully consult the guidelines and templates. FIF provides all applicants with support from key points of contact to answer questions regarding the guidelines, templates, Grant Manager, evaluation criteria/process, and technology/project alignment with the Challenge. FIF will not provide pre-reviews or feedback on EOI.

Due to high anticipated volumes, please allow up to one week for responses to email inquiries. Using alternate email addresses, such as FIF's general information email or media contact email, may result in a delayed response to your request.

At the FPP stage, shortlisted applicants may be assigned to a proposal advisor and may work with FIF's GHG team to receive additional assistance in developing their FPP. The proposal advisor will be each applicant's primary point of contact with FIF for the remainder of the process and is available to answer questions at any point during preparation of their presentation. Contact information for the assigned proposal advisor will be provided within the presentation invitation letter or shortly thereafter.

The points of contact for this Challenge are as follows:

- Assistance with guidelines and template: applications@fuelinnovationfund.ca
- Assistance with Grant Manager online application system and submission: IMS@fuelinnovationfund.ca
- Assistance with the GHG Quantification Report Appendix: GHG@fuelinnovationfund.ca
- Assistance with the other Appendices and/or the eligible expense guidelines: applications@fuelinnovationfund.ca [Subject: Attention Finance]
- Other information and general inquiries: info@fuelinnovationfund.ca

When contacting any of the above resources, applicants are requested to copy their proposal advisor to ensure effective communication. Please note that FIF is working with a suite of service providers, including Alberta Innovates and Foresight Canada, to offer proposal advising services to applicants. Wherever possible, proposal advisor assignments will reflect subject matter expertise and alignment with the specific needs of each applicant.

NOTE*:* The assigned FIF proposal advisor, FIF GHG team representative(s), FIF Finance team representative(s), and members of FIF's Applications team shall be the only points of contact for applicants during an active proposal evaluation. To maintain the integrity and fairness of the process, and to ensure efficient communication, contact with other individuals affiliated with the process (including the Project Evaluation Committee, ERA/FIF executives, FIF Governance Committee, and Government of Alberta or Government of Canada officials) regarding any active FIF proposal is **strictly prohibited.** Inquiries submitted by applicants outside of appropriate channels will not be responded to, may be reported to the independent Fairness Monitor for the process, and **could lead to disqualification of a proposal**. For clarity, this restriction does not apply to official FIF proceedings such as applicant presentation sessions. The above is intended to restrict potential sources of bias, lobbying, or influence relating to the evaluation/approval of FIF *proposals.* It does not preclude applicants from carrying out other appropriate engagement activities on *projects* with stakeholders such as governments or regulators, provided such activities do not compromise the integrity of the FIF proposal evaluation and selection process.

Applicants are encouraged to reach out to the FIF team at applications@fuelinnovationfund.ca at any time for assistance. The FIF team is happy to refer applicants to appropriate contacts. Similarly, applicants are encouraged to contact the Applications team directly and promptly with any fairness concerns that may arise at any point in the process.

Beyond individual active proposals, FIF is committed to active, open, and transparent discussions with eligible parties regarding potential projects and priorities at any time.

8 People and Culture

FIF recognizes that it takes more than funding to achieve our mandate of emissions reduction in the Canadian fuel sector. In addition to creating, supporting, and implementing innovative technologies and solutions, people are critical in delivering our desired future. A diverse workforce will assist in reaching shared outcomes and promoting innovation. To inform our engagement efforts and ensure we are accessible for all representative groups, FIF is continuing to gain an understanding of audiences reached through its suite of communication tools. This includes a set of voluntary identity questions asked of applicants at the funding intake phase. These questions are located in the Grant Manager proposal portal and are optional to complete. FIF requests that the questions be completed by the individual who will lead the project on behalf of the Lead Applicant. Responses will be kept confidential and will not be considered in proposal evaluation or adjudication processes.

9 Intellectual Property

Intellectual property will be addressed through a Contribution Agreement between FIF and each successful applicant and will be specific to the circumstances of each project. However, a few general principles apply:

- Background IP (patents, copyrights, software, etc.) and third-party technology remains with its original owner(s).
- FIF retains rights to project results, including without limitation the technical data, reports, analysis, and discussion.
- Project technology (based on patent disclosures) developed as a part of the co-funded activities will be owned by the successful applicant and its partners, in accordance with the IP arrangement between project partners. However, successful applicants will be expected to commercialize and/or make the technology available through reasonable commercial terms for the benefit of Canada.

10 Confidentiality

FIF is administered by ERA and is governed by a comprehensive Privacy, Data Security and Confidentiality Policy (the "Policy"). The Policy requires that any and all information concerning the business affairs of FIF and ERA and its directors, officers, employees and applicants is to be kept private, secure and confidential. Confidential information that is collected, used or disclosed by FIF will be handled in a manner that recognizes both the right of the individual to have his or her confidential information protected and the need of FIF to collect, use and disclose such information for purposes that are reasonable.

All Data and records in the custody of or under the control of FIF that are required in the performance of duties or functions or the exercise of powers delegated to ERA and FIF by the Minister of Environment are subject to the Records Management Regulation, Alta Reg. 244/2001.

To read the entire Policy, visit http://eralberta.ca/privacy.