

CleanBC Heavy-Duty Vehicle Efficiency Program \$100,000 Cash Rebates for Fleets

The Empire Hydrogen **Fuel Enhancement System** is recognized as a key greenhouse gas reduction tool in the *CleanBC Heavy-Duty Vehicle Efficiency Program*. Our unit mounts on any large truck or bus and can reduce fuel use by 10%-25%, GHGs by 27%, NOx by 47% and diesel particulates by $\frac{2}{3}$, giving lower fuel cost and fewer oil changes, DPF regens and cleanings.

The **Fuel Enhancement System** is priced at \$6,950 plus installation. The BC government will rebate $\frac{1}{2}$ the cost, up to \$100,000 per fleet. A typical truck or bus spending \$10,000 per month on fuel will see payback in just 3 months. Afterwards, all of the fuel savings drop directly to the bottom line.

The **BC Trucking Association** is administering this program. To be eligible, companies must attend a free, 1-day seminar to learn about a wide range of fuel efficiency products and strategies and to develop a fuel management program specific to each operation. Complete details at BCTrucking.com.

Empire Hydrogen is committed to helping fleets cut fuel costs, greenhouse gases and other harmful emissions. Contact us directly for more information: 778-426-0911, Andrew@EmpireHydrogen.com



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Sidney firm banks on truck fuel-efficiency plan

ANDREW A. DUFFY
Times Colonist

A Sidney company anticipates a boost to its profile and bottom line with the introduction of a \$1.4-million heavy-duty-vehicle efficiency program that will offer government incentives for commercial truckers to cut their emissions.

Empire Hydrogen has developed a fuel-enhancement system designed to clean the air, reduce fuel costs and improve engine wear.

The vehicle-efficiency program, to be administered by the B.C. Trucking Association, will pick up a portion of the cost of installing fuel-saving equipment in heavy-duty vehicles, while educating the industry on driving practices to reduce fuel usage and greenhouse-gas emissions.

According to the association,

heavy-duty vehicles produce about 35 per cent of the province's road-transportation greenhouse-gas emissions.

Andy Evans, Empire's executive vice-president, said it's been a challenge to get truckers to try the new technology. "We're very excited about getting truckers to look at things they haven't considered before," he said. "We're hoping with this program, with government spending half the money and the BCTA helping to introduce these products, [truckers] will say: 'Yeah, let's give this a try.'"

Empire's self-contained system separates hydrogen and oxygen from distilled water and injects the elements into an engine's air intake, making the fuel burn faster, more completely and more cleanly.

The system, which is already installed in more than 100 trans-

port trucks, generators and boats, claims to extend mileage by as much as 20 per cent, reduce engine deposits and cut emissions.

Dave Earle, chief executive of the B.C. Trucking Association, said he will not be able to confirm which products are eligible for the incentives until next week, when the association puts the program and background material out to the industry.

But he said those products will need to already be in the marketplace and proven technology.

"Everything in there is backed up by research. The program is designed to take what we know works and provide some help for companies to take that next step to adopt it and try it in their fleets," he said. "It's to take the sting out of adopting new technologies."

Earle said products that will be eligible include vehicle options

such as adaptive cruise control, automated transmissions that use predictive terrain guidance, next-generation wide-based tires and proven hydrogen-burn technology.

"This is encouraging companies to try them," said Earle. "Over the long term, these technologies will pay for themselves and they will become cheaper. If we can take the sting out of the cost, maybe they start to see that they will save money ... and they may adopt it more widely."

To take advantage of the program, large carriers, fleet operators and individual operators who have a base in B.C. will take a free one-day course on fuel management before applying for project funding.

If approved, the companies will be reimbursed for up to half the cost of the new technology they have invested in.

Evans said typically, installing one of Empire's units would cost about \$7,500, and the system is usually expected to pay for itself in savings within six or seven months.

That payback time could be cut in half with the new program, he said, noting the company's target customer spends more than \$100,000 on fuel annually.

"I think this is a perfect example of how carbon taxes are supposed to work. It takes revenue from the carbon taxes and puts it into green technology that could significantly reduce greenhouse gases," he said.

"It's not about selling hundreds of units to one fleet, but selling a couple of units to a whole bunch of fleets so they can test it out and decide for themselves if that's what they want."

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BC Carriers Invited to Reduce Emissions through New CleanBC Heavy-duty Vehicle Efficiency Program

For immediate release:
Nov 4, 2019

Langley, British Columbia—The BC Trucking Association (BCTA), in partnership with the BC Ministry of Transportation and Infrastructure, announces the launch of the CleanBC Heavy-duty Vehicle Efficiency Program Course, with sessions scheduled in Langley and Kamloops for November and December 2019, and additional dates coming for Langley and Prince George early in the new year. These sessions are pre-requisites for the CleanBC Heavy-duty Vehicle Efficiency Program Incentives, which will distribute \$1.4 million towards fuel-efficiency equipment and technology to reduce greenhouse gas (GHG) emissions from heavy commercial vehicles in BC.

BCTA has been a long-term advocate for outreach and incentives for carriers to adopt fuel efficiency technology and practices that have reliable and documented results in reducing fuel usage and GHG emissions. We are extremely pleased that the Province of BC has recognized the benefit of enabling our industry to take an active role in reducing pollution.

“What’s exciting about the CleanBC Heavy-duty Vehicle Efficiency Program is that it’s available for all carriers who meet the eligibility criteria,” said Dave Earle, BCTA president and CEO. “There is no restriction on the size or location of your operation in BC; we’re aiming at reducing GHG emissions from BC’s fleet as a whole, truck by truck, since that’s what it will take to help meet emissions-reduction targets for our sector.”

BCTA is administering the program on behalf of the Province. To be eligible to participate, companies must have one or more heavy-duty commercial vehicles in their fleet (a vehicle with a gross vehicle weight greater than 11,794 kg) that is licensed and insured to operate in British Columbia, conducts business in British Columbia, and has a terminal located in British Columbia.

Registration opens by November 4, 2019, for the pre-requisite CleanBC Heavy-Duty Vehicle Efficiency Program Course sessions, scheduled for November 26, December 3 and 4, in Langley (BCTA training room) and December 10 in Kamloops (location TBA). BCTA will post session dates, locations and registration information on our training calendar on bctrucking.com. Additional dates for two more sessions in Langley and one in Prince George in January and February 2020 are also coming.

This one-day course will teach participants how to develop a Fuel Management Program for any size of fleet, incorporating measures to improve fuel economy based on what will work best each operation. It will

also show how to develop a baseline of fuel consumption and measure progress as fleets implement their Fuel Management Program.

Upon successful completion of the course, participants are eligible to apply for CleanBC Heavy-Duty Vehicle Efficiency Program Incentives, featuring rebates on the purchase and installation of qualifying fuel-saving equipment. The Province has committed \$1.4 million annually, for up to three years, for investment in this program.

Qualifying Equipment

Incentives are available up to a maximum of \$10,000 per vehicle or \$100,000 per fleet, as follows:

Type of Equipment	Qualifying Equipment and Maximum Incentive
Wide-based tires	<ul style="list-style-type: none">• 445 – 30% of the cost of the device and its installation, up to a cap of \$300 per tire• 455 – 50% of the cost of the device and its installation, up to a cap of \$600 per tire
Aerodynamics	<ul style="list-style-type: none">• Side Skirts – 30% of the cost of the device and its installation, up to a cap of \$2,000 per device• Boat Tails – 30% of the cost of the device and its installation, up to a cap of \$2,000 per device• Full Fairings Wheel to Wheel – 50% of the cost of the device and its installation, up to a cap of \$2,000• Plastic Flow Below Aero Kit – 50% of the cost of the device and its installation, up to a cap of \$1,000• 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
Engine/fuel modifications	<ul style="list-style-type: none">• Engine Idle Shut Down Timer/Automatic Engine Start/Stop System – up to 50% of the cost of the device and its installation, up to a cap of \$1,250 per device• Driver Performance Assistance – up to 50% of the cost of the device and its installation, up to a cap of \$1,000 per device• 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

For more information, please contact:

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