



**TRADE DIVERSIFICATION  
CORRIDORS FUND  
APPLICANT GUIDE**



Transport  
Canada Transports  
Canada

Canada 


## Table of Contents

Part 1 - About the Trade Diversification Corridors Fund.....	3
1.1 Description of the Program .....	3
1.2 Program objectives.....	3
1.3 Program details .....	4
1.4 Eligibility .....	5
1.5 Funding.....	6
1.6 The application process.....	9
Part 2: Your proposal .....	12
Project proposal submission requirements .....	12
2.1 Cover page .....	12
2.2 Executive summary .....	12
2.3 Applicant information .....	13
2.4 Project description and economic impact .....	14
2.6 Project scope and delivery method .....	18
2.7 Project funding .....	19
2.8 Funding sources and rationale .....	20
2.9 Performance measurement strategy .....	21
2.10 Indigenous consultation and evidence of support.....	22
2.11 Project risks.....	23
2.12 Legal, regulatory and other requirements and declarations.....	24
2.13 Declarations .....	27
Part 3: After You Apply .....	29
How Transport Canada will evaluate your application.....	29
Application Checklist.....	31
Annex A – Core Corridor Reference Maps and Descriptions .....	32
Annex B – Eligible and Ineligible Expenditures .....	35
Confirmation of Funding Sources Form .....	41
Indigenous consultations* .....	46
Preliminary environmental review .....	50



## Part 1 - About the Trade Diversification Corridors Fund

This applicant's guide explains how to apply for Stream 1, 2, and 3 funding. It includes information on who can apply, what expenses funding can cover and what you should include in your proposal.

 Transport Canada reserves the right to revise this applicant guide at any time. Applicants are advised to consult the website regularly to ensure they are referencing the most up-to-date version.

### 1.1 Description of the Program

The \$5 billion Trade Diversification Corridors Fund (TDCF) (2026-27 to 2031-32) provides funding to transportation infrastructure projects that help diversify Canada's trade partners, create good jobs, and drive economic growth. The TDCF is a federal funding program that helps catalyze investments, develop Canada's core trade corridors and address transportation connectivity and capacity gaps in areas where growth is constrained. The core trade corridors are the Pacific, Prairies, Central, and Atlantic corridors.

The fund will build new trade infrastructure that connects Canada, including ports, railways, airports, highways, and other trade and logistics enabling infrastructure. This infrastructure will serve as the backbone to Canada's trade and energy corridors, connect businesses to new market opportunities, and contribute to increased internal and international trade.

### 1.2 Program objectives

The Trade Diversification Corridors Fund is guided by the following overall program objectives:

- Increase corridors' systems-based trade and transportation infrastructure capacity to support Canada's trade agenda, including as it assists in diversifying trade away from the United States (US) to other global markets;
- Address costly congestion that is hindering Canada's economic growth; and
- Address trade-enabling transportation infrastructure gaps where there are deficits impeding national or regional growth.

While your project proposal should focus on demonstrating that your project meets the specific objectives and assessment criteria of Stream 1, 2, or 3, it should also consider how the project will help to achieve the overall program objectives, described above.



## 1.3 Program details

Funding under this program is achieved across three distinct funding streams:

### **Stream 1 - Strengthening Canada's Core Trade Corridors through a Systems-Based Approach**

An invitation-based approach targeting high impact projects that diversifies trade through Canada's core trade corridors. It will use a systems-based approach, which entails targeting opportunities where bundles of projects could be advanced as an integrated package to maximize trade diversification benefits.

Only applicants specifically invited by Transport Canada (TC) may submit a mandatory expression of interest (EOI). The EOI must be submitted to TC **by March 27, 2026, at 5:00 pm Eastern Time**. If they are successfully screened-in, applicants will be invited to submit a project proposal by **June 26, 2026, at 5:00 pm Eastern Time**.

### **Stream 2 - Unlocking New Opportunities and Connectivity through Collaborative Trade Corridor Solutions**

A targeted call for proposals seeking collaborative, multi-stakeholder solutions to resolve specific issues that are inhibiting Canada's ability to grow and diversify trade through key trade corridors. Applicants will be invited to submit project proposals to address one or more of the following issues:

- Enhancing intermodal capacity to increase trade with non-US markets, including potentially through inland ports.
- Optimizing existing transportation assets to enable trade diversification to non-US markets in the core trade corridors to support exports.
- Increasing transportation capacity for bulk commodity exports.

Applicants are not required to submit an EOI. They may submit a project proposal directly by **July 31, 2026, at 5:00 pm Eastern Time**. No formal invitation from TC is required.

### **Stream 3 - Supporting Regional Growth**

An open call for proposal that will target projects that address trade-enabling transportation infrastructure gaps that is impeding regional growth. Stream 3 will also prioritize projects seeking funding contributions of under \$25 million.

Applicants are not required to submit an EOI. They may submit a project proposal directly by **September 25, 2026, at 5:00 pm Eastern Time**. No formal invitation from TC is required.

**The TDCF is seeking transportation infrastructure projects that can achieve timely progress and completion, priority may be given to applicants able to demonstrate that their project will be substantially completed by December 31, 2031. We will consider your project's timelines as we assess your proposal.**



## Program Timelines

Milestone	Stream 1	Stream 2	Stream 3
Launch of TDCF	March 4, 2026	March 4, 2026	March 4, 2026
EOI due date	March 27, 2026	Not applicable	Not applicable
Project proposal due date	June 26, 2026	July 31, 2026	September 25, 2026
Assessment of project proposals	July - August 2026	August - September 2026	October – December 2026
Funding decisions, approval in principle letters and letters of regret	September 2026	December 2026	March - April 2027

Note: Dates above are subject to change.

## 1.4 Eligibility

### 1.4.1 Who can apply

Contributions may be made to recipients belonging to the following categories:

- Provinces and territories, including provincial and territorial Crown corporations
- Municipalities, local and regional governments
- Indigenous governments, tribal councils and other forms of regional government, nationally or regionally representative Indigenous organizations, and/or Indigenous development corporations
- Canadian not-for-profit and for-profit private sector organizations legally incorporated or registered in Canada
- Canada Port Authorities (subject to Canada Marine Act)
- National Airports Systems Airport Authorities

**Only invited applicants will be considered under Stream 1.**

**A formal invitation from TC is not required to submit a project proposal for Streams 2 and 3.**

### 1.4.2 Eligible locations and trade corridors

A trade corridor is a geographically defined route or network that facilitates the efficient and resilient movement of goods, services, and people between production areas, domestic markets, and international trade markets. In Canada, there are key trade corridors that function with unique regional, operational and market dynamics, which include the Pacific,



Prairies, Central, and Atlantic. The North plays an important role in Canada's Arctic sovereignty due to its location and the potential in creating opportunities for new trade routes and export capabilities.

For all Streams, projects must be located in Canada. For Streams 1 and 2, the project must be located along/on one of Canada's core trade corridors.

For more information on Canada's core trade corridors, please refer to [Annex A](#).

### 1.4.3 Eligible activities for contributions

Contributions will be provided to TDCF projects that further one or more of the Program Objectives, to fund the following eligible activities as they relate to infrastructure projects:

- **Capital Infrastructure Projects:** Preparation (e.g., site preparation), construction, rehabilitation, improvement of transportation-related infrastructure assets, including transportation infrastructure asset related to prefeasibility and feasibility studies, engineering, planning and design work, and limited administrative costs.
- **Digital Infrastructure Projects:** Acquisition, installation and deployment of technologies such as sensors, data collection and information sharing systems, supporting interoperability, and limited administrative costs.

Engineering and design projects without a capital infrastructure component may also be considered eligible for funding.

### 1.4.4 Project start and end dates

The project must be useable for its intended purpose no later than December 31, 2031. All final reports and project financial transactions on the part of the Government of Canada must be concluded by March 31, 2032. Preference may be given to projects that are shovel-ready and ready to commence without delay after the signing of the Contribution Agreement.

TC expects successful applicants to finalize and sign the contribution agreement within a reasonable delay (six to twelve months) of the approval-in-principle letter issued by TC to the recipient.

## 1.5 Funding

### 1.5.1 Maximum contributions

To ensure that TDCF funding is used to unlock and leverage other investments, TC's maximum contribution will be up to a maximum of fifty per cent (50%) of the total eligible expenditures for a project, with the following exceptions:

- P3 projects where the maximum contribution will be up to thirty-three per cent (33%) of the total eligible expenditures; and
- Transportation projects in the Arctic and northern regions as defined by the Arctic and Northern Policy Framework, where the maximum contribution will be up to



seventy-five percent (75%) of the total eligible expenditures. “Arctic and northern regions” is defined as the geographic scope that includes Canada’s three territories (Yukon, Northwest Territories, Nunavut); the Nunavik region in Quebec; the Port of Churchill and related assets in northern Manitoba, and the northern extent of Labrador containing the Nunatsiavut region.

The maximum federal contribution requested per project must not exceed \$500 million.

The maximum level of total Canadian government funding (e.g., municipal, provincial, territorial, and federal) authorized by the TDCF’s terms and conditions will not exceed one hundred percent (100%) of a project’s total eligible expenditures. If the total amount of government assistance exceeds this limit, Canada will adjust its funding contribution so that the stacking limit is not exceeded.

In-kind contributions shall be measured and appraised at fair market value, must be approved in advance by Canada and reflected in the contribution agreement.

### **1.5.2 Eligible and ineligible expenditures**

Federal contributions will be provided to support eligible expenditures that are deemed, by the Minister of Transport or their delegated representative, to be reasonable and necessary for achieving the objectives and intended outcomes of the TDCF program.

A detailed list of eligible and ineligible expenditures is provided in [Annex B – Eligible and ineligible expenditures](#).

### **1.5.3 Contribution funding arrangements**

Funding under the TDCF will be provided through unconditionally repayable, conditionally repayable and non-repayable contributions. Contributions to projects that are expected to allow for profit generation will generally be either unconditionally or conditionally repayable. The program may consider partially or fully non-repayable contributions under certain conditions.

The table below outlines the types of contributions available through the TDCF program and the main considerations for determining the type of contribution to be offered.

It is recommended that the applicant review and understand the funding categories outlined and how this may impact the applicant financially in future years. The terms of all federal funding contributions will be outlined in a contribution agreement.

For questions, please contact [TC.DiversificationFund-FondsDiversification.TC@tc.gc.ca](mailto:TC.DiversificationFund-FondsDiversification.TC@tc.gc.ca)



**Contribution Funding Options Table**

	<b>Unconditionally repayable contribution</b>	<b>Conditionally repayable contribution</b>	<b>Non-repayable contribution</b>
Potential Recipients for illustrative purposes (see note below)	Large for-profit organizations with strong financial capacity, e.g., an organization with a long history of generating large profits (e.g., Class I railways, large marine terminal operators)	For profit organizations with more limited or uncertain financial capacity, for example a shorter history of profit generation or small or inconsistent profits (e.g., short line railways, small marine terminal operators or transload facilities)  Public sector organizations with a commercial mandate (e.g., airport and port authorities)	Governmental, non-profit, and Indigenous organizations  Public sector organizations with a commercial mandate (e.g., airport and port authorities)  For-profit organizations  Potential recipients in this category may be subject to constraints from raising capital
Types of benefits	Projects are revenue-generating, with benefits accruing primarily to the recipient  Where a project is expected to generate revenue but is not anticipated to be profitable in the foreseeable future, the project may be considered for non-repayable contribution	Projects are revenue-generating, with benefits accruing primarily to the recipient  Where a project is expected to generate revenue but is not anticipated to be profitable in the foreseeable future, the project may be considered for non-repayable contribution	Projects that are revenue-generating or non-revenue-generating and generate significant public benefit, with limited ability for the recipient to capture those benefits through other mechanisms like fees and tolls
Examples of projects for illustrative purposes only	A Class I railway constructing a second track to increase	A small logistics company constructing a new transload facility	An applicant constructing a rail overpass rather than an at-grade crossing,



	<b>Unconditionally repayable contribution</b>	<b>Conditionally repayable contribution</b>	<b>Non-repayable contribution</b>
	capacity on an existing rail line		where the overpass entails higher capital cost but materially reduces congestion, safety risks, or network disruption

**Note:** Organization status alone does not determine the type of repayability framework that will be applied and would be considered in conjunction with public benefits and expected profitability of the project.

### **Role of the Canada Infrastructure Bank (CIB)**

Budget 2025 increased the CIB’s available capital from \$35 billion to \$45 billion, strengthening its ability to support major infrastructure projects across Canada. The CIB works alongside federal funding programs by offering financing solutions—such as loans or investments—that help bring private sector funding into projects of national importance.

For projects with the potential to generate revenue, the CIB may provide financing that complements federal contributions. This approach helps stretch public dollars further, supports a mix of public and private investment, and increases the overall funding available for large, complex projects.

As part of the TDCF application process, all project submissions will first be reviewed by the CIB to determine whether they may be eligible for CIB financing. Transport Canada and the CIB will assess applications at the same time to streamline the review process.

Some projects may receive a combination of CIB financing and TDCF funding. If CIB financing is offered, the amount of TDCF funding may be adjusted accordingly. This coordinated approach ensures that applicants receive the most appropriate mix of funding and financing to support successful project delivery.

**For more information on the CIB,  
please visit:**  
[Canada Infrastructure Bank](https://www.cib.ca)

## **1.6 The application process**

Stream 1 is limited to organizations that have been formally invited by TC to submit an EOI. If they are successfully screened-in, applicants will be invited to submit a project proposal. Only invited organizations will be considered under Stream 1.

Under Streams 2 and 3, an EOI is not required. Applicants may submit a project proposal directly, and no invitation from TC is required.



### 1.6.1 Submitting an EOI

The EOI is a short submission that summarizes the proposed project and includes details on how the project relates to the objectives of Stream 1 and the TDCF program. Submission of an EOI is a mandatory step under Stream 1 and designed to provide an opportunity for TC to validate the eligibility of a project.

Applicants must submit the EOI through TC's TDCF [online portal](#). Applicants must complete the EOI questionnaire form by answering questions about the proposed project. Applicants cannot submit extra documentation with the EOI submission.

TC will review and assess EOI submissions to determine whether projects can move forward to submit a project proposal.

There are three possible outcomes of the EOI review:

- ineligible projects will be screened out and applicants will receive a written response explaining the reasons the project was deemed ineligible
- applicants who submit eligible projects with satisfactory data supporting the objectives of Stream 1 will be invited to submit a project proposal
- applicants that submit eligible projects with incomplete data may be given the opportunity to provide more details and resubmit

If you plan on submitting multiple projects, each individual project will need its own EOI submission.

The EOI must be submitted to TC by **March 27, 2026 at 5:00 pm Eastern Time**.

### 1.6.2 Submitting a project proposal

During the evaluation stage, applicants may be required to provide any additional information that TC deems necessary to assess the eligibility and selection of the project proposal and to undertake due diligence, including information related to national security considerations. Failure to provide requested information, including national security information, may result in the termination of the project proposal review or the rejection of an incomplete submission. TC will send confirmation of receipt within 10 business days of receiving your submission.

Project proposals will be assessed by TC's cross-disciplinary review committee, which will make funding recommendations to the Minister of Transport. Final funding decisions are made by the Minister of Transport. Applicants will be notified of the outcome by the TDCF team via email, once the evaluation process is complete.



### **Checklist before submitting your project proposal**

Applicants should complete the [Checklist](#) to verify that their project proposal is complete and meets all submission requirements.

#### **1.6.3 How to submit an EOI and project proposal**

To submit your EOI and project proposal, you will need a Government of Canada-issued GCKey to access the TDCF [online application portal](#).

A GCKey is a unique electronic credential provided by the Government of Canada that allows you to communicate securely with online programs and services from the Government of Canada.

If you do not already have one, you can get a GCKey by taking the following steps:

1. After opening the portal, clicking on “Continue to GCKey” will take you to the registration page
2. Click on “Sign Up”
3. Read and accept the GCKey’s Terms and Conditions of Use
4. Create your username and password
5. Create three security questions

For more information and FAQs about GCKey, please visit the [GCKey information page](#).

Once you have a GCKey, you can access the TDCF [online application portal](#).

If you experience difficulties submitting your EOI or project proposal through the TDCF [online portal](#), please contact us for assistance: [TC.DiversificationFund-FondsDiversification.TC@tc.gc.ca](mailto:TC.DiversificationFund-FondsDiversification.TC@tc.gc.ca)



## Part 2: Your proposal

### Project proposal submission requirements

Your funding application will be evaluated by TC's assessment team based on its overall quality and individual merits. Assessment will consider the strength and clarity of the project proposal, as well as the project's demonstrated capacity to advance the objectives of Stream 1, 2, or 3 and the TDCF program.

- The project proposal may be written in English or in French.
- Submission length no longer than **50 pages**. Please include page numbers.
- Include project details in the main body of your project proposal. Include supporting information in Appendices. Appendices are not considered part of the page limit.
- Do not include personal information, as defined in the [Privacy Act](#).
- Follow the guidance below; use title headings provided.

This section includes information and guidance to complete the project proposal.

#### 2.1 Cover page

All project proposals must include a cover page containing the following information:

- Project title
- Name of applicant organization applying for funding
- Project location
- Date of submission

#### 2.2 Executive summary

The executive summary should provide an overview of the proposed project and address the following elements:

- A summary of the project's main goals and how they align with the program objectives and program streams
- A short description of the project including its location, project scope, major activities, and timelines
- The total project costs, total amount of federal funding requested from the Trade Diversification Corridor Fund, and all sources of funding for the project including the contributions made by other parties
- The project's expected outcomes and benefits



## 2.3 Applicant information

The assessment will be based on the evidence provided by the applicant (mandate, expertise, resources [both human and financial] and partners/service providers); departmental experience and knowledge of applicant and/or similar organizations.

Your proposal should demonstrate and describe the applicants relevant experience and/or capacity to complete the project and undertake the activities carried out in the proposal.

### Information required

Provide:

- Full legal name and legal status of applicant organization
  - include mailing address, telephone number and email address (head office address must be located in Canada)
  - registration number from federal, provincial or territorial business registry
  - note: for-profit and not-for-profit applicant organizations must be legally incorporated or registered in Canada.
- The eligible applicant category under the TDCF
- If another organization (third party) will manage the project:
  - its full legal name and legal status
  - mailing address, telephone number, and e-mail address (head office address must be located in Canada)
  - its registration number from federal, provincial, or territorial business registry
  - detailed explanation of why a third party (if applicable) will manage and implement the project
- Information on the designated project manager and key team members, including the following:
  - describe the qualifications and experience of the team that will manage the project
  - describe the mandate, role in the project and why it is best positioned to carry out the project activities
- The project's governance structure, including partners and their roles, including:
  - where multiple partners are involved in a project, include support letters and/ or agreement(s) describing the specific contribution of each project partner
  - legal name, address and contact information for each partner organization
- If your organization has received transportation infrastructure funding from TC in the past five years, either under its current or any previous business name, please provide the following for each project:
  - the business' name
  - the name of the project, and the Transport Canada program



- total amount of federal funding received
- whether the project was completed on time, on scope and on budget

### **Strong proposals will demonstrate**

- a) the proponent or project team's long track record of successful project delivery, including information on similar previous projects completed including their timelines and costs;
- b) a clear link between the proponent's core mission and the proposed project; and
- c) a description of the proposed project's governance structure, including any partners, their role and how they would contribute to the project.

① If you identify a third-party as the project authority following the Minister of Transport's funding approval for your project, Transport Canada may need to reassess the third party's ability to deliver the project. This can delay finalizing the Contribution Agreement for the project.

If the finalization of the Contribution Agreement is delayed, your organization will be responsible for any related costs or project schedule delays. Transport Canada may cancel funding if we determine that the third-party does not have the capacity to deliver the project.

## **2.4 Project description and economic impact**

The assessment will be based on the project's economic impact and the ability to start the project immediately upon the signing of a contribution agreement.

Your proposal should demonstrate and describe a quantifiable contribution to Gross Domestic Product (GDP), disaggregated by region and economic sector. Describe how the project will contribute to the creation of direct and indirect jobs in construction and in regular operation.

Your proposal should also demonstrate a sufficient degree of readiness to implement the project in a timely manner. Confirm and provide evidence that: detailed engineering and design has been completed, all required permits and regulatory approvals have been obtained, all affected Indigenous communities are supportive of the project and land access been secured.

### **Information required**

#### **Project location**

- The province/territory and region where the project will be located
- Project location(s), including the start and end points (longitude and latitude) of each major part. If there is more than one project location, please provide the GPS coordinates for each



## Project background – Land ownership and project status

- Confirm that the applicant owns the land on which project activities will occur, or has obtained the needed authorization to carry out the work at the proposed location (for example, a signed lease or confirmed access rights)
  - include in your application proof of access to, lease rights, or ownership of the land
  - if the land has not yet been secured, state who currently owns it and the timeline for obtaining ownership or lease or access rights, etc.
- Explain whether the proposed infrastructure will be for public or private use
  - if the project activities include both public and private use, clearly describe which assets are public and which are private
- Describe the current conditions and issues the project will address
  - explain how these issues will be addressed (for example, a new build, an expansion to existing infrastructure, rehabilitation, etc.)
- Describe any possible limitations (for example, seasonal limitations) to the use of the infrastructure
- Describe any work already completed
- Describe the current stage of the project (for example, early design feasibility, advanced design or shovel-ready)
  - list of all the regulatory permits and approvals received
  - list any permits and approvals still needed and include the expected timelines to obtain them
  - note the status of:
    - environmental impact assessment
    - any feasibility studies
    - Indigenous consultations
- Explain if the intent is to own, lease or sell the asset after it is built
- Has the project been referred to the Federal Major Projects Office?

## Strong proposals will

- a) confirm that detailed engineering and design is complete
- b) identify all required permits and regulatory approvals and confirm that all have either been obtained or have at least been applied for;
- c) identify all Indigenous communities affected by the project and confirm that all communities have either provided written consent for the project or have not expressed opposition to it proceeding;
- d) confirm that access to all required land has been secured;
- e) Identify a quantifiable contribution to GDP, disaggregated by region and economic sector; and



- f) explain how the project will deliver increased economic output, for example due to improved transportation access or efficiency, reduction in logistics costs, border delays, or shipping times or the streamlining of processes.

## **2.5 Project rationale and alignment with program goals**

This is a key section, where applicants are to clearly describe how their projects meet TDCF Program objectives and Streams criteria.

Clearly explain how the project aligns with **one or more of the** TDCF program objectives:

- Increase corridors' systems-based trade and transportation infrastructure capacity to support Canada's trade agenda, including as it assists in to diversifying trade away from the US to other global markets;
- Address costly congestion that is hindering Canada's economic growth; and
- Address trade-enabling transportation infrastructure gaps where there are deficits impeding national or regional growth.

The TDCF features three funding streams that work together to fund transportation infrastructure projects of strategic importance to achieving the programs objectives. Each stream has its own specific requirements, as outlined below:

- **Stream 1 - Strengthening Canada's Core Trade Corridors through a Systems-Based Approach and**
- **Stream 2 – Unlocking Opportunities and Connectivity through Collaborative Trade Corridor Solutions**

**Criterion 1** - Assessment of the extent to which the project will result in additional volumes of trade (e.g., imports, exports, or both) with non-US markets. This can include increasing existing or generating new trade flows between Canada and these markets. Proposals must demonstrate a clear link between their projects and enhanced trade flows through marine ports.

### **Information required**

**Your proposal should demonstrate how the project will:**

- Enhance transportation infrastructure to support increased trade with non-US markets through a core trade corridor.
- Address costly congestion that is hindering Canada's economic growth.

### **Strong proposals will**

- a. Clearly define a problem that constrains the growth of trade between Canada and global, non-US markets through a core trade corridor, and demonstrate with evidence how the project would address the problem;
- b. Identify the specific market(s) and commodities / goods with which trade flows will increase, and identify the expected annual increase in throughput capacity (Twenty-



- foot Equivalent Units and / or tonnes), and for brownfield infrastructure projects, identify the annual percentage increase of throughput resulting from the project; and
- c. Provide supporting evidence and / or rationale that market demand for additional throughput, resulting from the project to non-US markets, exists (e.g., agreements are in place to take additional throughput, trends from existing traffic patterns, etc.)

**Criterion 2** - Assessment of the extent to which the project presents an integrated, systems-based solution to corridor challenges, including multiple stakeholders.

### **Information required**

**Your proposals should demonstrate how the project will:**

- Form part of an integrated, system-based solution that will create supply chain fluidity and coordination amongst stakeholders along a key trade corridor
- Improve trade flows and provide wide-ranging benefits for users along trade corridors, or improve connectivity to major corridors

### **Strong proposals will**

- a. Clearly demonstrate with compelling evidence that the project will enable additional trade volumes to move with high fluidity in Canada, addressing any constraints to fluidity including first or last mile issues, interface challenges or mid-corridor bottlenecks, and that connectivity will be improved.
  - For greater clarity, the proposal could either include multiple projects that together expand capacity in the right parts of a corridor to enable the fluid movement of additional goods, or provide evidence that a single project on its own would be sufficient to allow the fluid movement of additional traffic through an integrated supply chain, for example letters from other supply chain partners confirming they have sufficient capacity to handle additional trade volumes without creating congestion
- b. Clearly demonstrate with compelling evidence that the project will benefit multiple stakeholders that use an identified trade corridor, for example shippers and transportation service providers.

### **Stream 3 – Support Regional Growth**

Assessment of the extent to which the project will result in additional volumes of trade (goods throughput, e.g., imports, exports, or both). This can include increasing existing or generating new trade flows. Assessment of the projects fiscal impact on the Government of Canada.

### **Information required**

Your proposal should demonstrate how the projects will address trade-enabling transportation infrastructure gaps where there are deficits impeding regional growth. Describe how the project could advance with minimal financial support from the Government of Canada.



## Strong proposals will

- a. Clearly define a problem that constrains the regional trade growth and/or limits new trade opportunities that would be overcome by the project and demonstrate with evidence how the project would address the problem;
- b. Identify the specific market(s) and commodities/goods with which trade flows will increase, and identify the expected annual increase in throughput capacity (Twenty-foot Equivalent Units and/or tonnes), and for brownfield infrastructure projects, identify the annual percentage increase of throughput resulting from the project;
- c. Provide evidence that additional trade volumes will flow to non-US markets;
- d. Provide supporting evidence and / or rationale that market demand for additional throughput, resulting from the project to non-US markets, exists (e.g., agreements are in place to take additional throughput, trends from existing traffic patterns, etc.); and
- e. Require the lowest amounts of non-repayable federal funding, relative to total eligible costs, and for Stream 3 only, request less than \$25 million.

## 2.6 Project scope and delivery method

The assessment will be based on the project's work plan including whether all major project activities are clearly articulated, have reasonable timelines and would be expected to result in successful project completion.

Your proposal should have a work plan that is complete, clearly defined and achievable in the timelines identified.

### Information required

- Describe how the project will be delivered, including:
  - the major parts of the project construction phases, what each phase includes, and who will do the work
  - explain the roles and responsibilities of all partners
  - include maps, plans, or designs, if available. For project design(s), include accompanying professional certification, as applicable
  - summarize any concerns raised and actions taken or planned to address these concerns raised by Indigenous groups
- Complete [Table 1 Project work schedule](#).
- Make sure to include:
  - the project start date and expected completion date
  - key milestones and major project activities, including timelines to get permits and approvals
  - describe project dependencies, interdependencies or hurdles to implementing the



project

### **Strong proposals will**

- a. provide clear, detailed descriptions of all major project activities;
- b. provide realistic timelines for the completion of all project components and identify all interdependencies; and
- c. demonstrate clear linkages between all project activities and project expected outcomes.

① The project should be substantially complete by **December 31, 2031**. Please ensure that your project timelines reflect this deadline.

## **2.7 Project funding**

For the following section please see **Annex B for guidance on eligible and ineligible expenditures**.

The assessment will be based on the project's proposed budget and cashflow and forecast.

Your proposal should include an expenditure breakdown by project activity and a cashflow forecast with reasonable estimates for each fiscal year of the project.

Provide cost estimates (Classes A – D) for each project segment.

- i. Class D estimates have no more than 20% design allowance.
- ii. Class C estimates have no more than 15% design allowance.
- iii. Class B estimates have no more than 10% design allowance.
- iv. Class A estimates have no more than 5% design allowance.

### **Information required**

- Complete [Table 2 Project Activity Expenditure Breakdown](#)

The project activity expenditure breakdown must also include:

- the total project cost, including all eligible and ineligible expenses
- a detailed breakdown of costs by project activity
- a cash flow forecast for each phase and fiscal year
- your level of confidence in the cost estimates
- a contingency allowance, if applicable (for example, 15 to 20%)
- a statement confirming that your organization will cover any cost overruns



### **Strong proposals will:**

- a. have Table 2 Project Activity Expenditure Breakdown of the applicant's guide completed or provide a similar table, and provide the estimated total project cost, including all eligible and ineligible expenditures under the TDCF, the project/activity budget breakdown, cash flow forecast, including estimates for each fiscal year of the project; and
- b. provide at least a Class B cost estimate, certified by a professional engineer.

## **2.8 Funding sources and rationale**

The assessment will be based on the evidence provided by the applicant's rationale for seeking federal support to undertake the project. Assessment of evidence of secured funding for the balance of public and/or private funding and ability to operate and maintain the asset in the future.

Your proposal should provide an explanation of how the financial support from TDCF is required to enable the implementation, enhance the scope, or accelerate the timing of the proposed project/activities, as well as supporting evidence of the funding need. Provide evidence that non-TDCF funding has been secured to complete the project and have the capacity to operate and maintain project assets into the future.

### **Information required**

- Complete [Table 3 Funding Sources](#)
- A completed and signed [Confirmation of Funding Sources Form](#) for **each funding contributor**

In addition to the Table, applicants are asked to provide a financial plan that explains:

- a. the amount of funding needed from the TDCF
- b. the applicant's financial contribution
- c. all other sources of funding (secured and expected), including all other federal, provincial/territorial, municipal or private funding
  - the identity and type of private investors (for example, lenders or equity investors)
  - if funding is not secured, explain why and give a timeline for securing it
- d. whether foreign state-owned enterprises are involved
  - TC may ask you for more information
- e. whether you have applied (or will apply) to other federal, provincial/territorial, municipal government funding programs. Include the program name, submission date, status and amount requested
- f. when private capital will be invested (construction, commissioning or operations)
- g. total construction costs, including contingencies and financing costs
- h. proof that your organization can cover upfront and operating costs



- for capital costs, assurance of the capacity to operate and maintain the service or infrastructure for a minimum of 25 years after completion, supported by projected operating and maintenance funding
- include audited financial statements
- i. a summary describing the project's revenue generating capacity, including:
  - whether the project will generate revenue
  - how fees will be collected
  - the anticipated annual revenues over the project horizon
- j. The total construction cost required to achieve commercial operations or revenue production, including contingencies and financing costs
- k. A list of all sources of direct revenues (including non-economic revenues, where applicable and quantified if possible) expected to be generated over the project horizon, with supporting documentation and explanations of key assumptions

**Strong proposals will:**

- a. explain how the financial support of the Government of Canada will enable the implementation, enhance the scope, or accelerate the timing of the proposed project/activities;
- b. identify other funding sources considered and explain why they were not sufficient or feasible to fully implement the project;
- c. provide a rationale and data to explain the need for the amount and type of federal funding sought (unconditionally repayable, conditionally repayable, non-repayable);
- d. include signed forms confirming secured funding from all project partners, including the applicant, whether contributing financially or in-kind; and
- e. Include evidence of the project proponent's capacity to operate and maintain the infrastructure for a minimum of 25 years after it is constructed.

## 2.9 Performance measurement strategy

The assessment will be based on the evidence provided by the applicant demonstrating the project's performance management strategy, as indicated in the project proposal.

Your proposal should include a performance measurement strategy that is complete and sufficient to support delivery of the expected project outcomes.

Recipients will be expected to report on the value of Canadian materials (steel, aluminum, and wood products) used in the project. Further details will be provided during the negotiation of the contribution agreement.

Recipients may also be requested to report on other agreed-upon project-specific indicators. Performance reporting requirements could change as the project is undertaken.

**Information required**

Complete [Table 4 Performance measurement strategy](#) and describe a detailed methodology in accordance with the following instructions:



1. In Table 4, you must include all indicators from Table 4.1 (List of Standard Performance Indicators) that are applicable to the project.
  - Provide your performance baseline, target, data source, and collection frequency into Table 4 for each applicable indicator taken from Table 4.1.
  - Follow the 'Guidance' column of Table 4.1 for each applicable indicator.
2. Below Table 4, explain how you will collect, analyze, and report performance data.

All performance results should be quantitative data.

### **Strong proposals will**

- a. include all required performance measurement information outlined in the applicant's guide (see table 4.1), including baselines and targets for the applicable standard performance indicators
- b. describe in detail the methodology the applicant will use to monitor and report on the project's progress and outcomes, including plans to collect data on the applicable standard performance indicators.

## **2.10 Indigenous consultation and evidence of support**

The assessment of this section will be based on the evidence provided by the applicant demonstrating that there is support for this project. The assessment will consider the degree to which the project aligns with the priorities of Indigenous communities, organizations, local and territorial/provincial governments and industry stakeholders, and whether the applicant has demonstrated a consideration of whether the proposed project may adversely impact potential or established Aboriginal or Treaty Rights. The assessment will also consider whether there is confirmation that the project design addresses Indigenous priorities. Please consult [Indigenous consultations](#).

### **Information required**

- A description of the consultation activities, undertaken and planned, with Indigenous communities, local and territorial/provincial governments, industry stakeholders, etc., including:
  - a description of completed/ongoing/planned consultation with Indigenous groups potentially affected by the project/activities, as applicable
  - a description of communications, if any, to date with Indigenous groups and with whom
  - a summary of any issues or concerns that Indigenous groups have raised
  - a description of how the applicant has addressed or proposes to address any issues or concerns that were raised
- Include letters of support as Appendices in your proposal, that include:



- who wrote the letter and on behalf of which organization (with letterhead and signature)
- their relationship to the applicant (for example, client, supplier, Indigenous group, government etc.)
- why the project is important or valuable (an explanation of why the applicant's project aligns with their priorities)
- how the project will benefit the region (economic growth, resupply, trade routes, and supply chains)
  - how the project aligns with federal, provincial or territorial, Indigenous, community or industry priorities
  - their interest in the project's results and benefits

**Strong proposals will:**

- a. describe consultation activities undertaken or planned with all Indigenous groups affected by the project and summarize any concerns raised and actions taken or planned to address concerns, and include evidence of any support for the project by Indigenous groups;
- b. include evidence of support for the project by local or provincial governments; and
- c. include evidence of support for the project by key industry stakeholders.

## 2.11 Project risks

Assessment is based on the applicant's risk management plan, as presented in the project proposal.

The assessment will be based on the evidence provided by the applicant demonstrating that projects risks have been considered, including those related to recipient capacity, the work plan and potential barriers to project completion, and the application of robust mitigation measures to address these risks.

Your proposal should include a project risk management plan that is complete and provides reasonable mitigation measures.

**Information required**

- Complete [Table 5 Project risk template](#)

**Strong proposals will**

- a. Identify a comprehensive list of risks associated with each element of the project, the implication of those risks on project delivery, and an assessment of the level of risk; and
- b.** identify appropriate measures to mitigate all identified risks



## 2.12 Legal, regulatory and other requirements and declarations

### Buy Canadian Policy

The assessment may be based on the extent to which the project will prioritize Canadian-made wood products, steel and aluminum.

① The Government of Canada has introduced the Buy Canadian Policy to strengthen the domestic economy by prioritizing Canadian suppliers, Canadian materials, and Canadian content in federal transfer payment programs.

The Trade Diversification Corridors Fund is aligned with the Government of Canada's Buy Canadian Policy and aims to strengthen Canada's economic resilience, reduce reliance on foreign supply chains, and support Canadian industries and workers. Applicants applying to the Trade Diversification Corridors Fund are encouraged to prioritize Canadian materials (specifically Canadian-made wood products, steel, and aluminum). Canadian materials mean steel, wood products, and aluminum products that have undergone primary manufacturing in Canada.

### Information required

To demonstrate how the Trade Diversification Corridors Fund project aligns with the Buy Canadian Policy:

- Describe how you plan to prioritize Canadian-made wood products, steel and aluminum as part of the project or provide an explanation of why this is not feasible

### Strong Proposals

- a. describe the extent to which the project will prioritize Canadian-made wood products, steel and aluminum
- b. describe a plan to prioritize Canadian-made wood products, steel and aluminum where such products are used in the project or provide an explanation. For example, this could include a description of any organizational policies or commitments to favour Canadian-made materials in procurement.

① Recipients of the Trade Diversification Corridors Fund will be expected to report on the value of Canadian materials (steel, aluminum, and wood products) used in the project. Additional information on how your organization may prioritize Canadian materials may be requested when negotiating the contribution agreement.



## **Preliminary environmental review**

The submission must:

- identify any legal or regulatory/environmental requirements that apply to the project and provide the status and estimated timelines of any approval/permits/licenses that are required.
- complete the [preliminary environmental review](#)

## **Other Requirements**

### **Canada Border Services Agency Requirements**

To ensure that the Canada Border Services Agency (CBSA) needs are identified and addressed at the earliest possible stage, please include the following information in your proposal:

- State whether the project will provide infrastructure at a Canadian port of entry. If yes, name the port
- Indicate whether your project currently requires CBSA services for container inspections, or if expect to expand CBSA services as a first port of entry

### **National Security Considerations**

Transport Canada is committed to ensuring that federal funded activities do not create, exacerbate, or enable national-security risks to Canada's transportation systems, critical infrastructure, or strategic research and innovation ecosystem. As such, Transport Canada is incorporating national security considerations into the TDCF program design.

To meet this goal, applicants must provide answers to the following questions:

- State whether the project will build transportation infrastructure to support mining. If yes, where is the mine and what is being mined?
- Does your submission provide roadways or railways that will connect to or physical infrastructure located at Canadian ports, airports, rail terminals, ferry terminals, roads, bridges, or warehouses?
  - If yes, which of the above listed transportation infrastructure are you supporting, and where is it located?
- Does your submission require the collection, analysis, and/or manipulation of large amounts of data?
  - If yes, what security measures do you have in place to safeguard the information?
- Does your submission include any areas listed on the [Sensitive Research Areas](#) list?
  - If yes, which area is the submission related to?
- Does your submission anticipate receiving funding from foreign governments or industries?



- If yes, which governments or industries?
- Will your project require the generation/use of organizational intellectual property?
  - If yes, what legal/security measures do you have in place to protect the intellectual property generated/used?

### **ⓘ Disclaimer**

Transport Canada may change or cancel Stream 1, 2, or 3, adjust funding amounts, modify deadlines associated with any program component, or cancel any part of the program. Any changes will be posted on the program's website.

Transport Canada may share project proposals, as well as details about projects that are seeking funding or have been funded and implemented under this program, with other federal departments, federal agencies, or federal programs for review and possible support. These departments, agencies and programs follow the confidentiality and information protection provisions in the [Access to Information Act](#).

Do not include personal information in the application as defined in the [Privacy Act](#).

Any costs incurred to prepare and submit your project proposal are your responsibility. These costs cannot be included in your total project costs.

Funding is not guaranteed. Until both parties (your organization and Transport Canada) sign a contribution agreement, Transport Canada has no legal obligation to provide funding, including any expenses you incur before a contribution agreement is signed.



## 2.13 Declarations

### Conflict of interest

Applicants must indicate any employee or major shareholder who is a former public office holder (as defined by the [Parliament of Canada Act](#)) or public officer (as defined by the [Financial Administration Act](#)). If that person left the federal government within the last 12 months, indicate whether that person was at an executive level or above.

Note: If the person was at an executive level or above, please note that, if the project is selected for funding, the Funding Agreement will include a clause to the effect that no former public servants shall derive any direct benefit from the project, unless said individual is in compliance with the applicable provisions of the Conflict of Interest Act, Values and Ethics Code for the Public Service and/or the Conflict of Interest and Post-employment Code. To ensure the former public servant complies, please ask the employee/shareholder to contact his/her former department to obtain written confirmation that he/she is following the post-employment provisions.

I, as the applicant, attest that:

- no former public servant who is not in compliance with the [Values and Ethics Code for the Public Sector](#) shall derive benefits from the proposed project;
- no former public office holder who is not in compliance with the [Conflict of Interest and Post-Employment Code for Public Office Holders](#) shall derive a direct benefit from the proposed project; and,
- no member of the [House of Commons of Canada](#) shall be admitted to any share or part of the proposed project or to any benefit to arise therefrom.

Name \_\_\_\_\_

Title \_\_\_\_\_

Signature \_\_\_\_\_

Date \_\_\_\_\_



## **Applicant declaration**

The project proposal must include the following declaration, signed by a duly authorized person:

I/we, the undersigned, hereby certify that:

- all information provided to Transport Canada in support of this request for TDCF funding is true and complete
- if funding requested in this application is approved, the funds will be spent solely for the project and activities described in this application
- I/we provide consent to Transport Canada to make necessary credit and other enquiries in support of this application

Name \_\_\_\_\_

Title \_\_\_\_\_

Signature \_\_\_\_\_

Date \_\_\_\_\_



## Part 3: After You Apply

### How Transport Canada will evaluate your application

TC will review your project proposals based on the project's expected benefits and how it contributes to the program's goals and criteria for Stream 1, 2, and 3. The review will consider the proposal's strengths, quality and clarity. TC will review numerical data (quantitative data) and descriptive information (qualitative data) in your proposal.

TC may share project proposals, well as details about projects that are funded and implemented under this program, with other federal departments, agencies, or programs for review and possible support. These departments and agencies follow the privacy and security rules in the [Access to Information Act](#).

### Other federal government departments and their role in evaluating your application

#### Role of the Canada Infrastructure Bank

The [Canada Infrastructure Bank \(CIB\)](#) supports federal funding programs by offering financing, such as loans and investments, that help bring private sector funding into projects of national importance.

For projects with the potential to generate revenue, the CIB may provide financing that complements federal contributions. This approach helps stretch public dollars further, supports a mix of public and private investment, and increases the overall funding available for large, complex projects.

For projects that can generate revenue, the CIB may offer financing.

- The CIB will review project proposals to determine whether they qualify for CIB financing
- Some projects may receive a combination of CIB financing and TDCF contributions
- If the CIB offers financing, TC may adjust its contribution funding amount
- TC will notify applicants if the CIB considers the project for financing

This approach ensures that applicants receive the most appropriate mix of funding and financing to support successful project delivery.

#### Role of the Canada Border Services Agency

The [Canada Border Services Agency's \(CBSA\)](#) mandate is to provide integrated border services that support shared North American security and public safety priorities, while facilitating the free flow of legitimate trade and travel. The Agency is committed to protecting the safety and security of all individuals in Canada, as well as the stability and prosperity of our economy.



If your project requires new or expanded CBSA services, you must clearly identify this in your proposal.

The CBSA will evaluate project proposals according to the following factors (this list is not exhaustive):

- the frequency or anticipated frequency of goods arriving internationally in the area under consideration;
- the need for the services of the Canada Border Services Agency in that area;
- the operational requirements of commercial transporters;
- administrative arrangements with other departments or agencies of the Government of Canada;
- the operational capacity of the Canada Border Services Agency to deliver on its mandate at that location; and
- ability of port owner to meet CBSA and other government departments legislative and regulatory requirements for the movement of international goods.

#### **Other federal departments**

Project proposals may be shared with other departments or agencies, as necessary, to ensure alignment with other federal programs, priorities and/or initiatives, including:

- Natural Resources Canada;
- Housing, Infrastructure and Communities Canada;
- Global Affairs Canada
- Federal Major Projects Office
- Industry, Science and Economic Development Canada.



## Application Checklist

Section	Requirement	Complete
Eligibility & Registration	Reviewed program eligibility requirements and confirmed eligibility	<input type="checkbox"/>
	Registered for Government of Canada-issued GCKey	<input type="checkbox"/>
Application (PDF)	Project proposal with all required sections completed	<input type="checkbox"/>
	Tables 1, 2, 3, 4 and 5 have been completed and included in your proposal	<input type="checkbox"/>
	Confirmation of Funding Sources Forms have been completed and signed by all funding contributors and attached to your proposal	<input type="checkbox"/>
	Preliminary environmental review has been completed and included in your proposal	<input type="checkbox"/>
Declarations	A Conflict of Interest Declaration has been completed and included in your proposal	<input type="checkbox"/>
	The Applicant declaration has been completed and included in your proposal	<input type="checkbox"/>
Attachments & Supporting Documents in annex (PDF)	Documents that meaningfully support your application are attached	<input type="checkbox"/>
	Relevant letters of support and engineering report for the project is attached	<input type="checkbox"/>
Final Review & Submission	Application reviewed for accuracy and completeness	<input type="checkbox"/>
	Application submitted before the deadline	<input type="checkbox"/>



## Annex A – Core Corridor Reference Maps and Descriptions

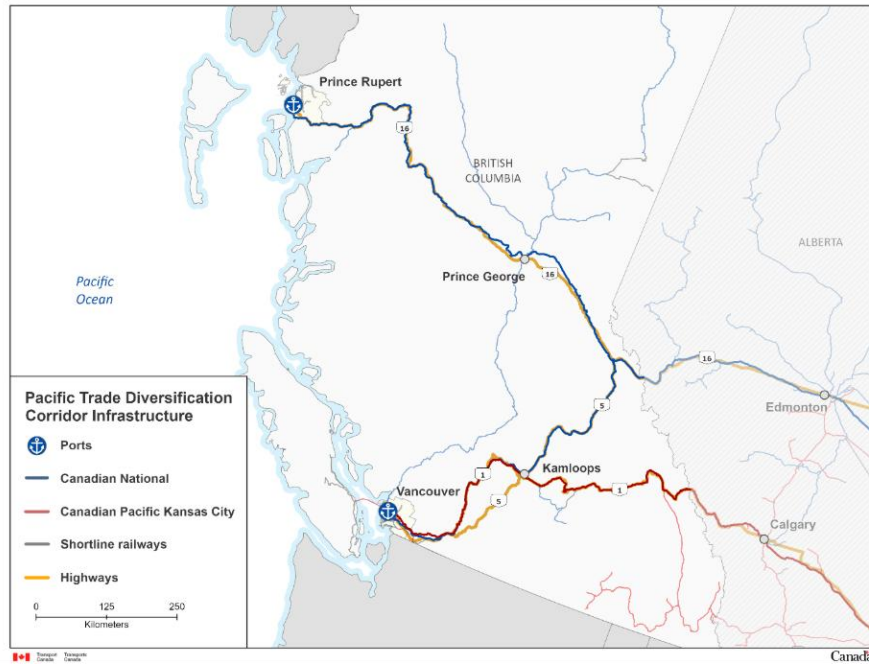
### Trade Corridors

Canada's trade flows are structured around four nationally significant trade corridors that link major production regions to domestic and international markets.

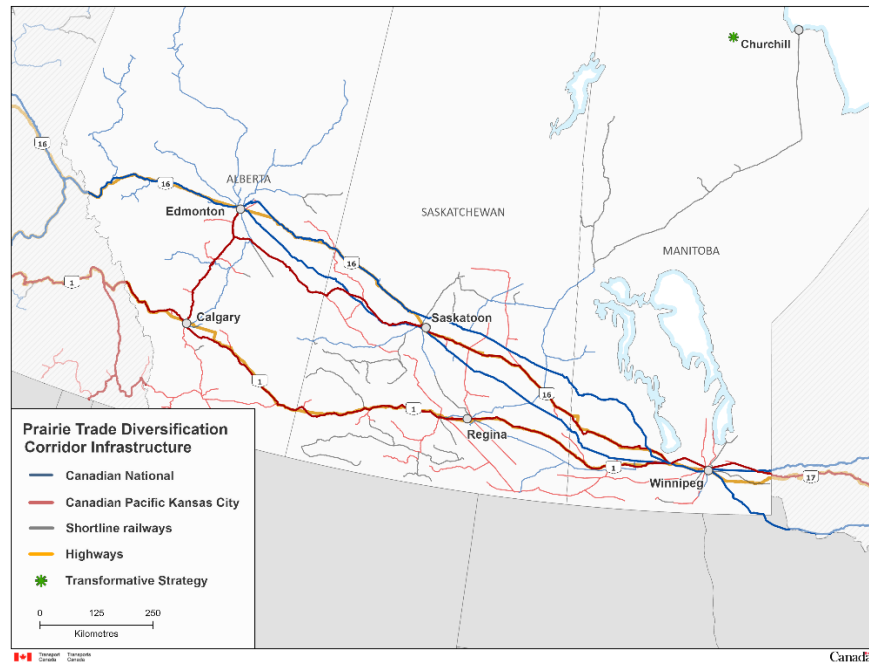
1. **Pacific Corridor:** Canada's primary gateway to Asia-Pacific markets, moving offshore trade and enabling the export of energy, grain, potash, metals, and minerals produced primarily in the Prairies and Western Canada through an integrated marine, rail, and road network.
2. **Prairies Corridor:** Canada's largest resource-producing region, supporting energy, agriculture, and critical mineral production across Alberta, Saskatchewan, and Manitoba, and serving as a critical inland conduit linking these outputs to Pacific, Central, and Atlantic gateways.
3. **Central Corridor:** The country's economic and population core in Ontario and Quebec, characterized by advanced manufacturing, agri-food processing, and emerging critical mineral development, with links to overseas markets through Great Lakes/St. Lawrence shipping and other ports.
4. **Atlantic Corridor:** A strategic gateway connecting eastern Canadian production, including agri-food, energy, and manufactured goods, to transatlantic and global shipping routes through the Atlantic provinces.



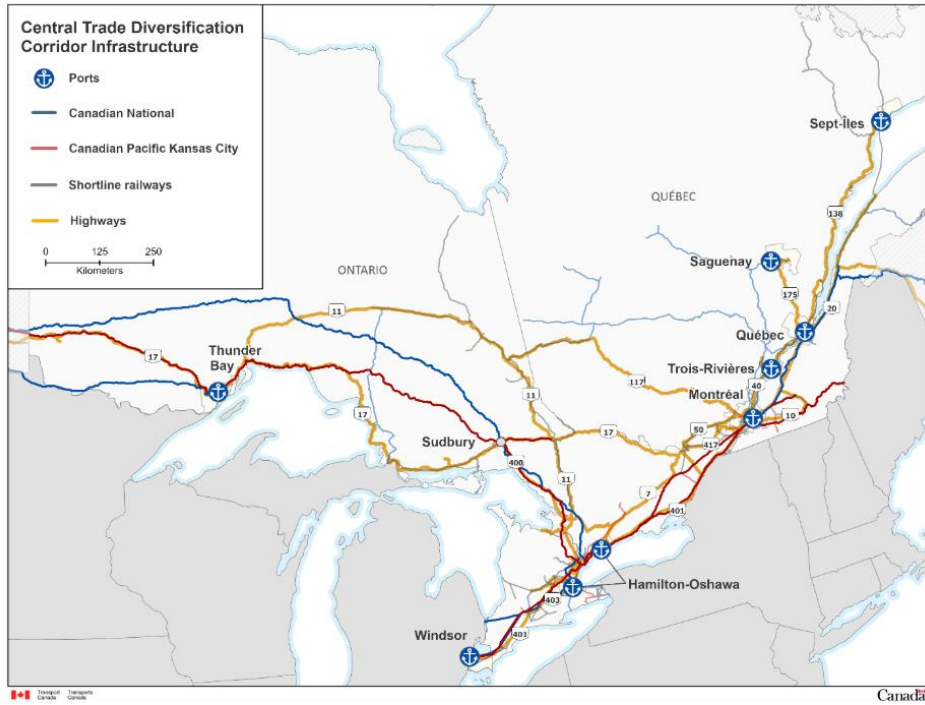
## Pacific Corridor



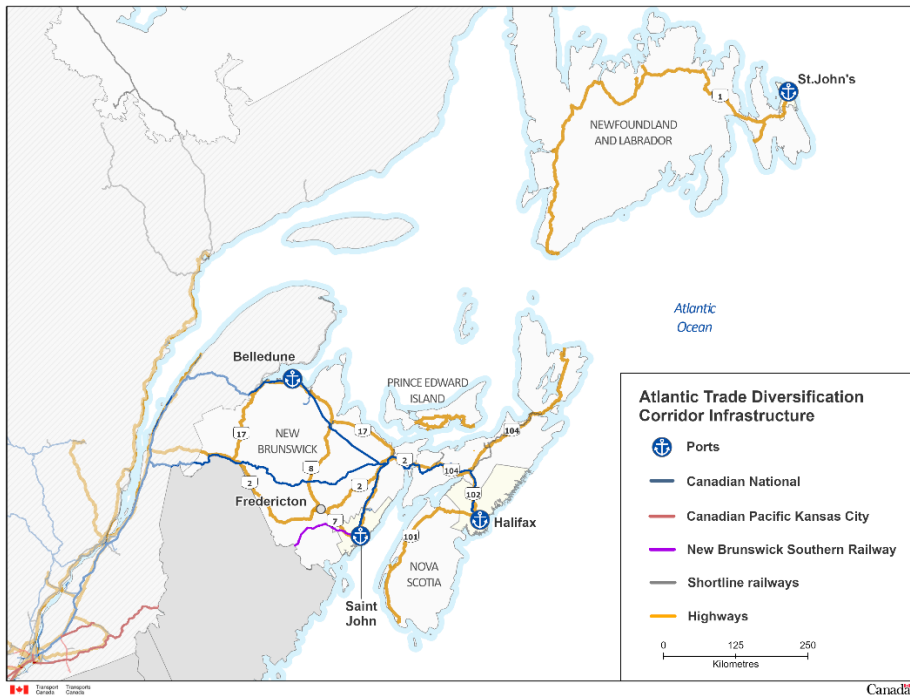
## Prairies Corridor



## Central Corridor



## Atlantic Corridor



## **Annex B – Eligible and Ineligible Expenditures**

### **Eligible expenditures**

Contributions will be made towards eligible expenditures directly related to eligible projects that, as they are defined in the contribution agreement, that, in the opinion of the Minister of Transport or his delegated representative, are reasonable, required to achieve the objectives and results of the TDCF program, and have been incurred between the approval-in-principle date and the final claim date.

Eligible expenditures are as follows:

#### **Capital eligible expenditures:**

- a. Only staff salaries and benefits (such as wages; employer's portion of: Employment Insurance, Canada Pension Plan/Quebec Pension Plan, and disability insurance; private insurance; and benefits paid to staff working on the project) which are directly related to construction activities, where recipients can justify the use of internal staff on the project in lieu of a contracted third party and where recipients can demonstrate value for money.
- b. Expenditures related to material costs and preparation (e.g., site preparation), construction, rehabilitation and improvement of assets, including fees paid to general contractors and labourers, materials, licenses, permits, rental of construction machinery and equipment, etc.
- c. Expenditures related to environmental assessments, such as remedial activities, mitigation activities/ measures, and follow-up identified in any environmental assessment.
- d. Purchase or lease of technologies, equipment, software, data and systems.
- e. Expenditures related to telecommunication, data analysis, data collection and data validation services.

At the discretion of the Minister or his/her delegated representative, some non-construction eligible expenditures may be incurred within one year upon reception of an approval-in-principle letter where the specific eligible expenditures that can be incurred before the signature of the contribution agreement would be outlined. For capital infrastructure projects, Transport Canada will contribute no more than 15% of its total contribution to non-construction eligible expenditures.

#### **Non-construction eligible expenditures (soft costs):**

- a. Staff salaries and benefits (such as wages; employer's portion of: Employment Insurance, Canada Pension Plan/Quebec Pension Plan, and disability insurance; private insurance; and benefits paid to staff working on the project) which are not directly related to construction activities, and only where recipients can justify the use of internal staff on the project in lieu of a contracted third party, and where recipients can demonstrate value for money for such salaries and benefits and that are



commensurate with industry standards and provide a demonstrable return on investment.

- b. Professional fees for contracted services, such as:
  - Design, engineering and planning activities;
  - Project management activities;
  - Surveying (e.g., geotechnical, land survey, etc.);
  - Environmental assessments and consultation, monitoring activities, impact assessments, regulatory activities, or other specialized expertise as required and appropriate to the project.
- c. Expenditures related to public outreach (e.g., dissemination of information, communications materials, rental of meeting space for engagement, translation).
- d. Travel expenditures including the cost of accommodations, vehicle rental and kilometric rates, bus, train, airplane or taxi fares, allowances for meals and incidentals. Travel and per diem expenses cannot be more than the rates and allowances determined in the Travel Directive of the National Joint Council.
- e. Administrative expenditures directly related to construction (e.g., expenditures for general administration, rent, insurance, and office equipment rental, etc.).
- f. Rental of meeting rooms and audio/video equipment, particularly for Indigenous consultations, specifically for project-related consultation activities pursuant to the Crown's legal duty to consult.
- g. Hospitality, in accordance with federal government policies and directives.
- h. Honoraria payments for Indigenous persons.
- i. Training costs related to new technologies, equipment, software and systems.

The above eligible expenditures may include expenditures associated with in-kind contributions when Transport Canada's contribution is less than 100% of eligible expenditures. In-kind contributions may take the form of:

- Goods, services or assets consumed by the Recipient for which costs are incurred and no cash is exchanged.
- Donations of goods, services or assets to the Recipient for which no costs are incurred and no cash is exchanged.

Donations are not eligible for reimbursement but may form part of the recipient's share of the total eligible expenditures.



## Ineligible expenditures

Certain costs are not eligible for funding, therefore applicants must not include them in the calculation of the total eligible costs of the proposed project. These ineligible expenditures include, but are not limited to:

Ineligible expenditures include, but are not limited to:

- Costs incurred before the approval-in-principle letter or after the final claim date;
- Land acquisition costs and associated real estate fees;
- Costs of leasing land, buildings, and other facilities;
- Legal costs;
- Project application preparation or development costs;
- Tax preparation costs;
- Costs related to audited financial statements and reports;
- Financing charges and interest payments on project loans;
- Salary benefits and incentives deemed unrelated to the project (e.g., employee bonuses);
- Purchase of rolling stock or mobile equipment;
- General repairs or maintenance of project work and related structures;
- Dredging activities, related to the ongoing maintenance of a facility, including any costs associated with dredging work;
- Services or works normally provided by the recipient;
- Leasing equipment other than equipment directly related to the construction and rehabilitation;
- Purchase of equipment related to the construction and rehabilitation work;
- Expenditures that have been reimbursed from other sources of funding, federal statutes or funding programs;
- Expenditures for PST, GST or the HST for which the Recipient is eligible for a rebate, and any other costs eligible for rebates;
- Dividend payments, share buy-backs or other shareholder distributions, increases to the direct or indirect compensation for executives or any management bonuses;
- Costs incurred for cancelled projects; and
- Costs incurred after the Project Completion Date as per the contribution agreement.



**Table 1: Project work schedule**

<b>Project activity / Milestone</b>	<b>Start date</b>	<b>Completion date</b>
Project design		
Surveying		
Environmental assessment		
Indigenous consultations		
Construction and other permits (specify)		
Tender call		
Start of construction		
Substantial completion		
Project completion		

Applicant should provide all key milestones relevant to the project, including all activities and corresponding timelines. The above are examples only.



**Table 2: Project Activity Expenditure Breakdown**

Project activity	Project costs by fiscal year (April 1 – March 31)			
	2026-2027	2027-2028	...*	Total
<b>A – Ineligible expenditures by project activity and fiscal year</b>				
<b>List all ineligible expenditures</b>				
Ineligible expenditure A1 (for example, cost before CA is signed)				
Ineligible activity A2 (for example, legal fees)				
Ineligible activity A3 (for example, acquisition of land)				
<b>Total ineligible costs:</b>				<b>\$ Total A</b>
<b>B – Eligible expenditures by project activity and fiscal year</b>				
<b>List all eligible expenditures</b>				
Eligible activity B1 (for example, environmental assessment)				
Eligible activity B2 (for example, site preparation)				
Eligible activity B3 (for example, construction)				
<b>Total eligible costs:</b>				<b>\$ Total B</b>
<b>Total project costs (ineligible + eligible)</b>				<b>\$ Total A + Total B</b>



**Table 3: Funding Sources**

Funding partners	Funding sources by fiscal year (April 1 – March 31)				
Funding source	Secured funding (yes/no)	2026-2027	2027-2028	...*	Total
<b>A - Funding source for the ineligible costs by fiscal year</b>					
Applicant					
Any other sources of project funding (one row for each)					
<b>Total ineligible costs:</b>					<b>\$ Total A</b>
<b>B - Funding source for the eligible costs by fiscal year</b>					
TDCF Contribution					
Applicant Contribution					
Any other sources of project funding / Partner Contribution (one row for each)					
<b>Total eligible costs:</b>					<b>\$ Total B</b>
<b>Total project cost</b>					<b>\$ Total A + Total B</b>



## Confirmation of Funding Sources Form

The applicant and each third-party financial contributor to the proposed project, whether contributing cash or in-kind contributions, shall complete and sign a Confirmation of Funding Sources Form (Form) below. The applicant will attach its and each third-party financial contributor's forms to its application for funding that it submits to Transport Canada.

The total of all confirmed sources of funding, including those from the applicant, must equal the estimated total project expenditures, less the amount of funding requested from Transport Canada.

In the matter of the application for funding for [name of project] by [name of applicant] to His Majesty the King in right of Canada, as represented by the Minister of Transport under the Trade Diversification Corridors Fund program:

I \_\_\_\_\_ [name], of the City/Town of \_\_\_\_\_, Province/Territory of \_\_\_\_\_, declares as follows:

1. That I hold the position of \_\_\_\_\_ with [Insert name/company of contributor]
2. I am duly authorized by [name/company] to give this declaration under [Contributor inserts the complete reference to the bylaw or internal policy authority that allows them to provide this declaration] dated [insert date of the bylaw or internal policy authority]
3. (Insert name/company of third party contributor or applicant) will provide the contribution(s) noted below for the expenditures under the [project title], should the proposed project be approved for funding by His Majesty the King in right of Canada, as represented by the Minister of Transport for funding under the Trade Diversification Corridors Fund program:

Type of Contribution	Value of Contribution
[Insert a row for type of contribution]	[Insert amount of contribution]
<i>Example: CIB LOAN or Bank Loan</i>	<i>\$300,000</i>
<i>Example: Cash contribution</i>	<i>\$5,000,000</i>
<b>Total</b>	<b>\$XXX,XXX</b>

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 2026.

Signature \_\_\_\_\_



**Table 4: Performance Measurement Strategy**

Category and Mode	Performance Indicator	Baseline (Current performance)	Target (Performance at end of project)	Data source	Collection frequency
<i>Example:</i> Capacity (Marine)	<i>Increase of maximum annual cargo and freight throughput capacity</i>	<i>Maximum of 500,000 TEUs can be moved annually</i>	<i>Maximum of 600,000 TEUs can be moved annually (20% increase)</i>	<i>On-site reporting by tenants</i>	<i>Annually</i>

**Table 4.1: List of Standard Performance Indicators**

Category and Mode	Performance Indicator	Guidance
Capacity (Rail)	Number of new rail KMs added to the transport system	This indicator must be measured in kilometers (KMs) only.
Capacity (Road)	Number of new road KMs added to the transport system	This indicator must be measured in kilometers (KMs) only.
Capacity (Air)	Number of new transport-related structures and facilities added to the airport	Examples include, but are not limited to: new runways, taxiways, aprons, airside service roads, storage facilities, de-icing facilities, aircraft hangars.
Capacity (All Modes)	Cargo and freight storage capacity added (e.g. warehouse, cold storage facility) (by number and percentage)	This indicator must be measured EITHER in twenty-foot equivalent units (TEUs) for containers, <u>or</u> in metric tons (MTs) for bulk and breakbulk, <u>or</u> in kilograms (KGs) for air cargo.  The performance target for this indicator must include both a numerical measurement in TEUs, MTs or KGs, <u>and</u> the expected percentage (%) increase compared to the baseline.



Category and Mode	Performance Indicator	Guidance
Capacity (All Modes)	Increase of maximum annual cargo and freight throughput capacity (by number and percentage)	<p>This indicator must be measured EITHER in twenty-foot equivalent units (TEUs) for containers, <u>or</u> in metric tons (MTs) for bulk and breakbulk, <u>or</u> in kilograms (KGs) for air cargo.</p> <p>The performance target for this indicator must include both a numerical measurement in TEUs, MTs or KGs, <u>and</u> the expected percentage (%) increase compared to the baseline.</p> <p>Note that this indicator must measure <u>maximum</u> throughput capacity (i.e., the highest potential number of TEUs/MTs that can be processed in a year), <u>not</u> the actual volume of throughput per year.</p> <p>For digital infrastructure projects: consider how maximum throughput capacity can be increased through efficiencies yielded by the new digital tool/platform (e.g. more efficient transloading operations from real-time data-sharing that lead to an increase in the maximum number of TEUs/MTs/KGs that can be transloaded per year).</p>
Capacity (All Modes)	Expected useful life of new or rehabilitated assets (by number of years)	<p>This indicator must be measured in years only.</p> <p>For projects requesting funding for multiple assets (e.g. a new road and new rail track), list the baselines and targets of each asset.</p>
Capacity (Rail)	Number of rail KMs rehabilitated or improved	This indicator must be measured in kilometers (KMs) only.
Capacity (Road)	Number of road KMs rehabilitated or improved	This indicator must be measured in kilometers (KMs) only.



Category and Mode	Performance Indicator	Guidance
Capacity (Air)	Number of existing transport-related structures and facilities at the airport that have been upgraded or extended	Examples include but are not limited to: upgraded or extended runways, taxiways, aprons, airside service roads, storage facilities, de-icing facilities, aircraft hangars.
Capacity (All Modes)	Cargo and freight storage capacity improved or rehabilitated (by number and percentage)	<p>This indicator must be measured EITHER in twenty-foot equivalent units (TEUs) for containers, <u>or</u> in metric tons (MTs) for bulk and breakbulk, <u>or</u> in kilograms (KGs) for air cargo.</p> <p>The performance target for this indicator must include both a numerical measurement in TEUs, MTs or KGs, <u>and</u> the expected percentage (%) increase compared to the baseline.</p>
Engineering/Design (All Modes)	Percentage of progress in advancing the project to be shovel-ready	<p>This indicator is applicable only to engineering and design projects that are not requesting funding for a capital infrastructure component.</p> <p>Provide baseline and target percentages that indicate the stage of design development before and after completion of the funded project.</p>
Engineering/Design (All Modes)	Number of regulatory or permitting approvals supported by the contribution	<p>This indicator is applicable only to engineering and design projects that are not requesting funding for a capital infrastructure component.</p> <p>Regulatory or permitting approvals can include but are not limited to licence of occupation, environmental assessment certificates, social impact assessment, etc., that may be required by local, municipal, provincial, territorial, or federal governments</p>



Category and Mode	Performance Indicator	Guidance
		to advance infrastructure development and/or deployment.
Digital (All Modes)	Number of new participants accessing and using the digital platform(s) created or enhanced by the project to coordinate supply chain activities	<p>This indicator is applicable to digital infrastructure projects only.</p> <p>The baseline should be the current number of participants using the platform and the target should be the expected number of participants by the end of the project.</p>



## Indigenous consultations

### Duty to consult

The Government of Canada has a legal duty to consult and accommodate Indigenous Peoples when it contemplates conduct that might adversely impact potential or established Aboriginal or Treaty rights.

Through consultation with Indigenous Peoples, the Government of Canada seeks to identify potential adverse impacts of federal activities on these rights and related interests, and to explore ways to avoid, minimize, or address these impacts.

The provision of federal funding may trigger the Crown's legal duty to consult where a proposed project might result in adverse impacts on potential or established Aboriginal or Treaty rights.

The Crown may delegate certain procedural aspects of consultation to the proponent. While the legal duty to consult remains with the Crown, recipients may be required to carry out procedural consultation activities on Canada's behalf.

When consultation is delegated, recipients may be asked to:

- help to identify and engage Indigenous groups that may be affected by the project
- provide clear information about the project and its impacts, including Canada's role in funding or approval
- listen to and consider issues and concerns raised by Indigenous groups
- report to the Government of Canada on the consultation activities undertaken and their outcomes

Information provided by recipients will help inform the Crown's assessment of consultation and any decisions regarding accommodation measures.

### Northern context

In the North, the Government of Canada relies on the northern co-management boards' processes to assist in discharging the Crown's duty to consult obligations with Indigenous Peoples. The Boards' processes provide potentially affected Indigenous Peoples an opportunity to understand a proposed project and its potential impacts, and express their views, including any concerns regarding potential project-related impacts to their asserted or established section 35 rights.

### The honour of the Crown and the Duty to Consult and accommodate Inuit in Canada

The Government of Canada ("Crown") has a constitutional obligation to act honorably in its dealings with Inuit. Inuit have settled land claim agreements, namely the James Bay and Northern Quebec Agreement, the Nunavik Land Claims Agreement, the Inuvialuit Final Agreement, the Nunavut Land Claims Agreement and the Labrador Inuit Land Claims Agreement.



These Inuit land claim agreements which are also referred to as modern treaties, are protected under section 35 of the Constitution Act, 1982 and are the only Inuit land claim agreements in Canada. The territory which these agreements govern is called, Inuit Nunangat in Inuktitut.

Each of the Inuit land claim agreements has their own unique subset of rights and obligations that governs each respective territory. Proponents must follow the required processes and procedures within the applicable Inuit land claims agreement if a project falls within that Inuit territory or impacts Inuit rights or title.

As was clarified in Supreme Court of Canada jurisprudence, it is the Crown's legal obligation when the Crown contemplates that its action may have a potential adverse impact on Inuit rights or title, the Crown at minimum has a legal duty to consult and where applicable, accommodate Inuit.

The breadth and depth of consultation is determined by the degree to which the Crown's proposed action may adversely impact Inuit rights and title. Therefore, the level of consultation and in some cases, accommodation must be determined on a case-by-case basis.

There is no one size fits all approach to consult or accommodate Inuit when a proposed Crown action may adversely impact Inuit rights or title. Where potential projects occur within Inuit territories and it may impact Inuit communities within a land claim region, proponents may have a further legal obligation to enter into Impact Benefit Agreements with Inuit.

### **Information to include in your proposal**

Applicants must demonstrate that they have considered whether the proposed project could adversely impact potential or established Aboriginal or Treaty Rights.

To support Transport Canada's review, applicants are required to submit, as part of their proposal submission:

- a description of completed/ongoing/planned engagement with Indigenous groups potentially affected by the project/activities, as applicable
- a description of communications, if any, to date with Indigenous groups and with whom
- a summary of any issues or concerns that Indigenous groups have raised
- a description of how the applicant has addressed or proposes to address any issues or concerns that were raised

### **Following the approval of your proposal**

If your project is approved for funding under the Trade Diversification Corridors Fund, the Contribution Agreement will stipulate Canada's expectations with respect to the engagement activities that the recipient will be requested to carry out.



Recipients of funding may be asked to carry out procedural elements of consultation and report back to Canada on the outcome. Recipients will be asked to provide:

- a list of all Indigenous groups contacted
- a summary of all communications to date with the Indigenous groups
- a summary of any issues or concerns that the Indigenous groups have raised, and an indication of how the Recipient has addressed or proposes to address those issues or concerns
- any other information Canada may deem appropriate

The recipient should be aware that no federal funding can be provided to recipients and no physical works related to the project will be allowed to occur until Canada has discharged its legal duty to consult and accommodate Indigenous Peoples, ensuring its responsibilities have been and continue to be met.

### **Meaningful Consultations**

Consultation must be meaningful to meet the duty to consult, as well as to establish solid relationships with the Indigenous communities concerned. A meaningful consultation process is one which is:

- carried out in a timely, efficient and responsive manner;
- transparent and predictable;
- accessible, reasonable, flexible and fair;
- founded in the principles of good faith, respect and reciprocal responsibility;
- respectful of the uniqueness of First Nation, Métis and Inuit communities; and,
- includes accommodation (e.g. changing of timelines, project parameters), where appropriate.



**Table 5: Project Risk Template**

Risks are events or conditions that could affect your ability to complete the project on time, within scope, or within budget. Common risks include a short construction season, delayed permits or materials, or low participation from partners or stakeholders. Make sure to include financial, legal, schedule and stakeholder risks. Clearly explain how delays in approval dates would affect your project schedule. Explain project dependencies, interdependencies or barriers that could affect your ability to complete the project. This section should provide an overview of the project risks, including:

- the type of risk
- how likely it is to happen
- its possible impact
- how you will reduce or manage the risk

Risk statement, type and description	Probability and impact	Initial risk level	Response	Residual risk level
<p>Risk 1: Provide a statement that summarizes the risk event and risk type</p> <p>Provide a detailed but brief description of the risk, outlining why this risk was identified or may occur</p>	<p>Provide the probability of the risk event (that is, Low, Medium or High) and describe in detail the expected impact of the risk and assessed level of each</p>	<p>Low, Medium or High</p>	<p>Outline the detailed, concrete proposed response to the risk (for example, mitigate, transfer, accept, with details)</p>	<p>Low, Medium or High</p>



## Preliminary environmental review

The information in this section relates to federal environmental and impact assessment laws. We will use the information you provide to determine potential requirements under Northern regimes and the [Impact Assessment Act](#).

You must complete a Preliminary Environmental Review for your project by answering the questions below. The Government of Canada **will not release any project funding** until you meet all requirements under the applicable federal environmental or impact assessment laws.

1. Does the project (either in full or in part) include one or more physical activities that are designated by the <a href="#">Physical Activities Regulations</a> ? (Yes/No)
<b>If yes, please indicate</b>
<ul style="list-style-type: none"> <li>• <b>Physical activity(ies):</b></li> <li>• <b>Has an environmental/impact assessment under the IAA or previous legislation (e.g., <a href="#">Canadian Environmental Assessment Act, 2012</a> (CEAA 2012)) been initiated or completed? (Yes/No)</b> <ul style="list-style-type: none"> <li>○ <b>If yes, please indicate the Canadian Impact Assessment Registry (CIAR) #:</b></li> <li>○ <b>If no, please indicate when an initial project description is expected to be submitted to the Impact Assessment Agency of Canada:</b></li> </ul> </li> </ul>
2. Will the project (either in full or in part) be carried out on federal lands? (Yes/No)
<b>If yes, please indicate</b>
<ul style="list-style-type: none"> <li>• <b>The federal land administrator (Attach map if available):</b></li> <li>• <b>Is the entire project footprint located on federal lands? (Yes/No)</b> <ul style="list-style-type: none"> <li>○ <b>If no, please describe the project components that will take place on federal lands:</b></li> </ul> </li> <li>• <b>Has an environmental assessment under s.82 of the IAA or previous legislation (e.g., s.67 of CEAA 2012) been initiated or completed? (Yes/No)</b> <ul style="list-style-type: none"> <li>○ <b>If yes, please indicate the Canadian Impact Assessment Registry (CIAR) # or provide a record documenting the environmental effects determination:</b></li> <li>○ <b>If no, please indicate when an assessment is expected to be initiated, or explain why one is not required (e.g., an IAA authority has determined that the project is excluded under the <a href="#">Order Designating Certain Excluded Classes of Projects</a>):</b></li> </ul> </li> <li>• <b>IAA authorities involved in the project and their trigger, if known (e.g., permits, approvals, funding):</b></li> </ul>
3. Does the project (either in full or in part) require any type of environmental/impact assessment under northern legislation or land claim agreement? (Not applicable/ Yes/ No/ TBD)
<i>*This question only applies if the project will be located in the Territories, Northern Quebec or Northern Labrador. If not, please indicate "Not applicable".</i>
<b>If yes, please indicate</b>
<ul style="list-style-type: none"> <li>• <b>Northern process:</b></li> </ul>



<ul style="list-style-type: none"><li>• <b>Registry #:</b></li></ul>
<ul style="list-style-type: none"><li>• <b>Planned or actual start date:</b></li></ul>
<ul style="list-style-type: none"><li>• <b>Planned or actual end date:</b></li></ul>
<ul style="list-style-type: none"><li>• <b>Status or result of assessment:</b></li></ul>
<p>If no, please indicate why one isn't required (e.g., review body determined that project is exempt or that an assessment is not required):</p>

