

ARCTIC INFRASTRUCTURE FUND

APPLICANT GUIDE

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Transport Canada Transports Canada

Canada

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PART 1: ABOUT THE ARCTIC INFRASTRUCTURE FUND

This applicant's guide explains how to apply for Stream 1 and 2 funding for 2026-27. 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 $1 billion Arctic Infrastructure Fund program (2025-26 to 2028-29) will fund projects that build and expand dual-use (community and defence) transportation infrastructure in Canada's Arctic. Investments will reflect the priorities of Northerners and the Canadian Armed Forces. These investments represent strategic commitments to Canada's long-term economic growth, and will help build prosperity, independence, and opportunities for Northerners.

The fund will build new transportation infrastructure that connects Canada and addresses current constraints facing airports, ports, highways and other trade and logistics enabling infrastructure in the north. Strategic investments will help improve affordability for Northern and remote communities and increase access to healthcare and other essential services. Arctic Infrastructure Fund investments will reflect both the priorities identified by Northerners and by the Department of National Defence and the Canadian Armed Forces.

1.2 Program Objectives

The Arctic Infrastructure Fund is guided by the following program objectives:

- Strengthen Department of National Defence and Canadian Armed Forces (DND/CAF) operational readiness and reach throughout the Northern and Arctic regions.
- Enhance and develop connections to key transportation corridors, domestically and abroad, to support regional economic development, efficient trade flows and access to resource-rich and industrial opportunities.
- Improve connectivity for human security to provide communities in the Northern and Arctic regions with access to essential goods, services, logistics hubs and related facilities required for dependable regional mobility and emergency response capabilities.
- Advance Indigenous reconciliation, including recognizing that Inuit, First Nations, and Métis are best placed to identify their community needs.

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

1.3 Program details

There are two streams under the Arctic Infrastructure Fund. Funding for Stream 1 is invite-only. Funding for Stream 2 is an open call for proposals. As the Arctic Infrastructure Fund spans over four years, priority may be

given to applicants able to demonstrate that their project will be substantially completed by December 31, 2028. We will consider your project's timelines as we assess your proposal.

STREAM 1:

Dual-Use Transportation Infrastructure that supports Defence and Community/Civilian Requirements in the Arctic

An invitation-based approach that will target:

- nation-building projects
- large-scale, dual-use* transportation infrastructure
- projects that are already planned or underway (i.e., shovel-ready)
- projects that align with published northern Indigenous, Inuit and/or territorial government priorities
- projects that align with federal government programs, priorities and/or initiatives such as trade diversification and/or that support economic development

*Dual-use is infrastructure that provides benefits not only to the Department of National Defence and Canadian Armed Forces but also to the communities where these investments will occur. These investments will support the identified infrastructure needs of communities across the North and the Arctic where the Department of National Defence has presence, such as runways.

Only applicants specifically invited by Transport Canada may submit a project proposal under Stream 1. All Stream 1 project proposals must be submitted to Transport Canada by **May 22, 2026, at 5:00 pm, Eastern Time**.

STREAM 2:

Investing in Industry and Community-led Transportation Infrastructure with Dual-Use* Benefits

An open call for proposals approach that will address Arctic and Northern priorities, including:

- addressing local priorities, for example improving regional connections, addressing service gaps, improving infrastructure
- strengthening the reliability and continuity of travel and providing alternate routes, like new connecting roads that help move people, equipment and goods.
- improving connections to resource-rich areas supporting regional growth that offer economic benefits (e.g., trade or tourism) in the North
- improving infrastructure resilience against climate change through new designs, technologies, or materials that reduce the risks and impacts of climate change (like thawing permafrost, extreme temperatures or flooding)
- improving capacity for emergency response operations
- enabling where possible, the Department of National Defence and Canadian Armed Forces operational mobility or use

*Dual-use is infrastructure that provides benefits not only to the Department of National Defence and Canadian Armed Forces but also to the communities where these investments will occur. These investments will support

the identified infrastructure needs of communities across the North and the Arctic where the Department of National Defence has presence, such as runways.

All Stream 2 project proposals must be submitted to Transport Canada by **June 5, 2026, at 5:00 pm, Eastern Time**. No formal invitation from Transport Canada is required.

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[1]
- Canadian not-for-profit and for-profit private sector organizations legally incorporated or registered in Canada
- Canada Port Authorities (subject to the *Canada Marine Act*)
- National Airports Systems (NAS) Airport Authorities

Eligibility to apply under Stream 1 is limited to organizations that have been invited by Transport Canada directly. Only invited applicants will be considered under this stream.

A formal invitation from Transport Canada is not required to submit a project proposal for Stream 2.

1.4.2 Eligible locations

To be eligible your project must be in:

- Yukon
- Northwest Territories
- Nunavut
- Nunavik region of Quebec
- Nunatsiavut region of northern Labrador

1.4.3 Examples of eligible projects

Transportation infrastructure projects may include:

- Airport infrastructure
- Developing or expanding a port

[1] An Indigenous government means 1) a band council within the meaning of section 2 of the Indian Act; or 2) a government or authority established pursuant to a Self-Government Agreement or a Comprehensive Land Claim Agreement between His Majesty the King in right of Canada and an Indigenous people of Canada, that has been approved, given effect and declared valid by federal legislation; or 3) a government or authority that has been declared valid by provincial or territorial legislation.

- Expanding, moving or improving a sealift area
- Ferry terminals
- All-season roads
- Highways or inter-community roads
- Access roads to port, airports, sealift areas
- Rail infrastructure
- Digital infrastructure
- Intermodal hubs

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

1.5 Funding

1.5.1 Maximum contributions

To ensure that the Arctic Infrastructure Fund program funding is used to unlock and leverage other investments, Transport Canada's maximum contribution will be up to a seventy-dive percent (75%) of the total eligible expenditures for a project, with the **exception** of P3 projects, where the maximum contribution will be up to thirty-three per cent (33%) of the total eligible expenditures.

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 Arctic Infrastructure Fund 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 Arctic Infrastructure Fund program.

A detailed list of eligible and ineligible expenditures is provided in Annex A Eligible and ineligible expenditures.

1.5.3 Contribution funding arrangements

Funding under the Arctic Infrastructure Fund 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 Arctic Infrastructure Fund 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.ArcticInfrastructureFund-FondsInfrastructureArctique.TC@tc.gc.ca

Contribution Funding Options Table

	Unconditionally repayable contribution	**Conditionally repayable contribution**	**Non-repayable contribution**
Potential Recipients for illustrative purposes **(see note below)**	Large for-profit organizations with strong financial capacity, for example 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	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	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 commercial mechanisms like fees and tolls

	considered for non-repayable contribution	considered for non-repayable contribution	
Examples of projects for illustrative purposes only	A Class I railway constructing a second track to increase capacity on an existing rail line	A small logistics company constructing a new transload facility	An applicant constructing a rail overpass rather than an at-grade crossing, 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 AIF 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 AIF funding. If CIB financing is offered, the amount of AIF 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

1.6 Application process

All project proposals are to be submitted directly to Transport Canada using AIF's Online Portal. If you experience difficulties with the Online Portal, you are welcome to submit your proposal through the AIF general inbox TC.ArcticInfrastructureFund-FondsInfrastructureArctique.TC@tc.gc.ca.

Applicants will be asked to provide information about their organization, partners, additional sources of funding, project activities, expected outcomes, and how the project meets the objectives of the Arctic Infrastructure Fund.

Applicants are asked to refrain from including any personal information, as defined in the Privacy Act.

Transport Canada will confirm receipt of an applicant submission within 10 business days.

Applicants are encouraged to follow the guidance below and submit all requested information. Transport Canada reserves the right to reject submissions that are incomplete.

During the proposal evaluation stage, applicants may be required to provide additional information that Transport Canada deems necessary to assess the project proposal and to undertake due diligence, including information related to national security considerations. Failure to provide requested information may result in the termination of the project proposal review or the rejection of an incomplete submission.

Checklist before submitting your project proposal

Applicants should complete the Checklist to verify that their project proposal is complete and meets all submission requirements.

Project proposal submission deadlines

Stream 1 - May 22, 2026 at 5:00 pm Eastern Time

Stream 2 - June 5, 2026 at 5:00 pm Eastern Time

If at any point during the application process phase you wish to discuss your application, please contact TC.ArcticInfrastructureFund-FondsInfrastructureArctique.TC@tc.gc.ca.

Complementary Program

To support the delivery of the Arctic Infrastructure Fund (AIF), Budget 2025 provided $41.7 million over four years (2025–26 to 2028–29) to the Canadian Northern Economic Development Agency (CanNor) for the Support to Northern Infrastructure Development (SNID) initiative. SNID funding, which includes grants and contributions, is designed to strengthen regulatory readiness and early project planning for major northern infrastructure projects in the territories. Administered through a separate and targeted intake process overseen by CanNor, SNID will focus on projects receiving support through or preparing for consideration under the AIF, while also strengthening community readiness to ensure northern and Indigenous governments and organizations can meaningfully participate in and contribute to these infrastructure initiatives.

How to submit a project proposal

To submit your project proposal, you will need a Government of Canada-issued GCKey to access the Arctic Infrastructure Fund online application portal.

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

To obtain or replace a GCKey:

1. Open a browser and go to the Online Portal
2. Click on “Continue to GCKey” which will take you to the registration page
3. Click on “Sign Up”
4. Read and accept the GCKey Terms and Conditions of Use
5. Create your username and password
6. 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 Online Portal and submit your proposal.

If you experience difficulties submitting your project proposal through the online application portal, please contact us by e-mail at TC.ArcticInfrastructureFund-FondsInfrastructureArctique.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 or 2 and of the AIF 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 stream
- 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 Arctic Infrastructure Fund, and all sources of funding for the project including the contributions made by other parties
- The project's expected outcomes and benefits, including those for Northerners and Indigenous Peoples

2.3 Applicant information

The assessment of this section will be based on the evidence provided by the applicant. The applicant should demonstrate that they have project management experience, a clear mandate to carry out the project, and team expertise. The applicant should also identify their partners or service providers, relevant experience or knowledge.

Strong proposals should

- show that the applicant has successfully delivered similar projects in the past
- clearly explain how the applicant's mandate connects to the proposed project
- show that the applicant's team and overall plan match the size, scope, cost and level of risk similar to projects the applicant has previously completed

Information required

- 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 Arctic Infrastructure Fund
- 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 information:
    - describe the qualifications and experience of the team that will manage the project
    - describe whether the organization is Indigenous-owned, or if Indigenous groups are participating
        - If there are opportunities for Indigenous participation, please describe what steps will be taken to reduce barriers to participation and promote equitable access to funding and resources.
    - 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 received transportation infrastructure funding from Transport Canada in the past 5 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

ⓘ 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

The assessment of this section will be based on the evidence provided demonstrating the degree of "shovel readiness" including land ownership or access, detailed engineering and design completion, permits and regulatory approvals acquired, environmental assessments conducted, Indigenous consultation, project status, and a clear description of the intended use of the asset (e.g., is it a profit generating asset).

Strong proposals should

- demonstrate more advanced stages of pre-construction readiness (including Indigenous consultation and/or adherence to modern treaty obligations) and describe intended use of the asset.

Information required

Project location

- The province/territory and/or Inuit Nunangat 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
    - Note: seasonal limitations will **not** disqualify an application
- 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?

2.5 Project rationale and alignment with program goals

This is a key section, where applicants are to clearly describe how their projects meet Arctic Infrastructure Fund objectives. Each stream has its own specific requirements, as outlined below:

Stream 1 – The project proposal must demonstrate how it advances the Indigenous reconciliation objective as well as clearly explain how the project aligns with **two or more of the** other Arctic Infrastructure Fund program objectives:

- Strengthen Department of National Defence/Canadian Armed Forces operational readiness and reach throughout the Northern and Arctic regions
- Enhance and develop connections to key transportation corridors, domestically and abroad, to support regional economic development, efficient trade flows and access to resource-rich and industrial opportunities
- Improve connectivity for human security to provide communities in the Northern and Arctic regions with access to essential goods, services, logistics hubs and related facilities required for dependable regional mobility and emergency response capabilities
- Advance Indigenous reconciliation, including recognizing that Inuit, First Nations, and Métis are best placed to identify their community needs

The assessment will be based on the evidence provided on the overall quality of the project proposal and on how well it aligns with the program goals.

Strong proposals should

- show how the project supports dual-use infrastructure
- show the project's strategic and economic value in Canada's North
- support key industries that drive economic growth and trade, like mining and critical minerals, fisheries, marine resupply, tourism, and other important regional sectors
- align with national and regional priorities, including territorial, Indigenous, and private development plans in the North
- strengthen transportation access, regional connections, and network reliability
- advance Indigenous reconciliation, including recognizing that Inuit, First Nations, and Métis are best placed to identify their community needs

Information required

Describe how the project supports the following:

<u>Dual-Use</u>

- Does the project support dual-use infrastructure by providing benefits not only to the Department of National Defence / Canadian Armed Forces but also to the communities where these investments will occur? For example, a cold storage facility that can be used by the community and shared with Canadian Armed Forces as needed.
    - Applicants should prepare a short narrative for how the asset(s) may potentially be used by the Department of National Defence, the Canadian Armed Forces, or the Canadian Coast Guard, using supporting evidence where possible. As part of the evaluation process, the Department of National Defence will evaluate proposals to assess the dual-use criteria and alignment with defence needs.

<u>Regional Transportational Development</u>

How the project can:

- Enable year-round operational capabilities or strengthen and expand regional, national or international transportation networks or trade corridors, including north-south routes and links between Northern communities.
- Improve reliable access to essential goods, services and emergency response through stronger supply chains.
- Align with national and regional priorities, including territorial, Indigenous, and private development plans in the North.

Evidence to substantiate the project benefit should be provided, for example potential job growth, cost reduction for Northerners, expected increase in throughput capacity (volume of goods moved).

Support for Industry Growth

- How the project improves access to resource-rich areas.
- How the project supports connectivity to mining and critical minerals, fisheries, marine resupply operations, regional air connectivity, tourism, and/or other important regional sectors.

Indigenous reconciliation

- How the project effectively engages with First Nations, Inuit and Métis communities regarding potential impacts of the proposed project and considers approaches to mitigate concerns
- How the project seeks to maximize benefits to First Nations, Inuit and Métis communities, including through Indigenous employment or procurement opportunities

Stream 2 – The project proposal must demonstrate how it advances the Indigenous reconciliation objective as well as clearly explain how the project aligns with **two or more** of the other Arctic Infrastructure Fund program objectives:

- Strengthen Department of National Defence / Canadian Armed Forces operational readiness and reach throughout the Northern and Arctic regions.
- Enhance and develop connections to key transportation corridors, domestically and abroad, to support regional economic development, efficient trade flows and access to resource-rich and industrial opportunities.
- Improve connectivity for human security to provide communities in the Northern and Arctic regions with access to essential goods, services, logistics hubs and related facilities required for dependable regional mobility and emergency response capabilities.
- Advance Indigenous reconciliation, including recognizing that Inuit, First Nations, and Métis are best placed to identify their community needs.

The assessment will be based on the evidence provided on the overall quality of the project proposal and on how well it aligns with the program goals.

Strong proposals should

- show how the project will reduce transportation infrastructure gaps and weaknesses between communities or regions
- explain how the project will improve resupply operations, access to logistics hubs, and movement across the communities or Northern transportation networks
- show how the project will improve long-term climate resilience, improve emergency response, improve socio-economic conditions and provide dual-use benefits, where applicable.
- have letters of support
- advance Indigenous reconciliation, including recognizing that Inuit, First Nations, and Métis are best placed to identify their community needs.

Information required

Describe how the project supports the following:

Community and Regional Priorities

- How the project addresses local priorities, for example improving regional connections, addressing service gaps, improving infrastructure, and supporting economic development.
- Describe the number of communities and the size of the communities that will benefit.
- How the project serves as a link to larger transportation infrastructure that are or will be a regional priority for local governments, territories and/or provinces.

Reliability of the Transportation Infrastructure

- How the project will strengthen the reliability and continuity, improve community travel and provide alternate routes, like new connecting roads that help move people, equipment and goods.

Support for Emergency Response and Human Security

- How the project improves infrastructure resilience against climate change through new designs, technologies, or materials that reduce the risks and impacts of climate change (like thawing permafrost, extreme temperatures or flooding).
- Improve capacity for emergency response operations and/or socio-economic conditions.

Dual-Use

- Does the project support dual-use infrastructure by providing benefits not only to the Department of National Defence/ Canadian Armed Forces but also to the communities where these investments will occur? For example, a cold storage facility that can be used by the community and shared with Canadian Armed Forces as needed
    - Applicants should prepare a short narrative for how the asset(s) may potentially be used by the Department of National Defence, the Canadian Armed Forces, or the Canadian Coast Guard, using supporting evidence where possible to justify this narrative. As part of the evaluation process, the Department of National Defence will evaluate proposals to assess the dual-use criteria and alignment with defence needs.

Indigenous reconciliation

- How the project effectively engages with First Nations, Inuit and Métis communities regarding potential impacts of the proposed project and considers approaches to mitigate concerns
- How the project seeks to maximize benefits to First Nations, Inuit and Métis communities, including through Indigenous employment or procurement opportunities

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. Include a description on how Indigenous consultation was integrated into the design and implementation of your project.

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

Strong proposals should

- include detailed descriptions of all major components and major project activities
- outline key milestones and timelines for completion (i.e. shovel-readiness) that are reasonable
- identify all interdependencies including roles and responsibilities of partners
- include a description of how Indigenous priorities have been / will be integrated into the design and implementation of the project.

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
    - how First Nations, Inuit, and/or Métis perspectives, traditional knowledge, and/or priorities would/will be integrated into the design and implementation of your initiative
    - 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

ⓘ The project should be substantially complete by **December 31, 2028**. Please ensure that your project timelines reflect this deadline.

2.7 Project funding

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

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

Strong proposals should

- have a clear and detailed budget that outlines the expenditures breakdown by project activity and a cash flow forecast for all phases of project delivery for each fiscal year of the project.

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

2.8 Funding sources

The assessment of this section will be based on the evidence provided by the applicant demonstrating coordinated investment with other levels of government including provinces and territories, Indigenous governments and communities, or sources of private equity. The assessment will also consider the potential level of financial risk of the project and the ability to maintain the asset after it is constructed. The assessment will also consider the explanation of why federal funding support is necessary to implement the project, enhance the scope, or accelerate its timeline, and how other funding sources will be used to support project delivery.

Strong proposals should

- provide evidence of secured funding from other funding sources to complete the project
- demonstrate the applicant's capacity to maintain the asset after it is built
- demonstrate a low financial risk

- clearly explain why federal funding is needed and how it will help advance or support project completion
- identify how other funding sources will be used

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:

- the amount of funding needed from the Arctic Infrastructure Fund
- the applicant's financial contribution
- 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
- whether foreign state-owned enterprises are involved
    - Transport Canada may ask you for more information
- 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
- when private capital will be invested (construction, commissioning or operations)
- total construction costs, including contingencies and financing costs
- 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
- 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
- the total construction cost required to achieve commercial operations or revenue production, including contingencies and financing costs
- 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

2.9 Performance measurement strategy

The assessment of this section will be based on the evidence provided by the applicant demonstrating how results will be achieved and how outcomes of federal investment will be demonstrated upon

completion of the project. To ensure consistent reporting of project-level results, your performance measurement strategy must include the program's standardized performance indicators.

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.

Strong proposals should

- 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
- 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.

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.

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.

Strong proposals should

- demonstrate whether the proposed project could adversely impact potential or established Aboriginal or Treaty Rights
- demonstrate advanced consultations activities, or planned, with Indigenous communities, local and territorial/ provincial governments, industry stakeholders
- have letters of support that explain how a project will benefit multiple stakeholders/users and can provide additional input on benefits to communities, region, and how the project aligns with other government priorities

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 an Annex 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

2.11 Project risks

The assessment of this section 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.

Strong proposals should

- demonstrate a comprehensive consideration 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 due diligence to mitigate the risks
- demonstrate that construction windows are realistically identified in Northern operating environments and confirming that the applicant has identified sources for key building materials with realistic delivery timelines

Information required

- Complete Table 5 Project risk template

2.12 Legal, regulatory and other requirements and declarations

Buy Canadian Policy

The assessment of this section may be informed based on the evidence provided by the applicant describing plans to prioritize Canadian-made wood products, steel and aluminum.

Strong Proposals

- describe the extent to which the project will prioritize Canadian-made wood products, steel and aluminum
- 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.

ⓘ 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 Arctic Infrastructure 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 Arctic Infrastructure Fund are encouraged to prioritize Canadian materials (specifically Canadian-made wood products, steel, aluminum). Canadian materials mean steel, wood products, and aluminum products that have undergone primary manufacturing in Canada.

Information required

To demonstrate how the Arctic Infrastructure 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

ⓘ Recipients of Arctic Infrastructure Funding 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 material 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 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 Canada Border Services Agency (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 AIF program design.

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

- 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 provide transportation infrastructure in support of mining endeavours?
    - If yes, where is the mine and are the minerals on any of the following lists of critical minerals?
        - Canada's Critical Minerals List
        - NATO's Defence Critical Raw Minerals
- 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 Technology 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 or 2, 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.

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 Arctic Infrastructure Fund 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

3.1 How Transport Canada will evaluate your application

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

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, agencies, or programs for review and possible support. These departments and agencies follow the privacy and security rules in the *Access to Information Act*.

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

3.2.1 Role of the Canada Infrastructure Bank (CIB)

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.

3.2.2 Role of the Department of National Defence and the Canadian Armed Forces

The Department of National Defence and Canadian Armed Forces (CAF) mandate is to protect Canadians, uphold our sovereignty and defend Canadian interests at home and abroad.

The Department of National Defence and the Canadian Armed Forces will:

- review project proposals to assess dual-use capacity for DND/CAF current or future operational needs
- assess projects based on location and determine if it meets current or future operational needs
- advise on transportation infrastructure that supports the DND/CAF mobility and logistics

- identify opportunities to coordinate funding with Transport Canada

3.2.3 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.

3.2.4 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:

- Crown-Indigenous Relations and Northern Affairs Canada;
- Natural Resources Canada;
- Housing, Infrastructure and Communities Canada;
- Canadian Northern Economic Development Agency;
- Federal Major Projects Office

3.3 Application Checklist

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

Annex A: Eligible and Ineligible Expenditures

ELIGIBLE EXPENDITURES

Contributions will be made towards eligible expenditures directly related to eligible activities, as they are defined in the Contribution Agreement, that, in the opinion of the Minister of Transport or his/her delegated representative, are reasonable, required to achieve the objectives and results of the Arctic Infrastructure Fund 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, follow-up programs, 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 expenditures are not eligible for reimbursements, regardless of whether they are responsibly and properly incurred by a recipient to meet Program and Project objectives.

The following list is not exhaustive and provides examples of ineligible expenditures that include, but are not limited to:

- Cost incurred before the approval-in-principle 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 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

Project activity / Milestone	Timelines	
	Start date	Completion date
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**
A – Ineligible expenditures by project activity and fiscal year				
List all ineligible expenditures				
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)				
Total ineligible costs:				**$ Total A**
B – Eligible expenditures by project activity and fiscal year				
List all eligible expenditures				
Eligible activity B1 (for example, environmental assessment)				
Eligible activity B2 (for example, site preparation)				
Eligible activity B3 (for example, construction)				
Total eligible costs:				**$ Total B**
Total project costs **(ineligible + eligible)**				**$ Total A + Total 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**
A - Funding source for the ineligible costs by fiscal year					
Applicant					
Any other sources of project funding (one row for each)					
Total ineligible costs:					**$ Total A**
B - Funding source for the eligible costs by fiscal year					
AIF Contribution					
Applicant Contribution					
Any other sources of project funding / Partner Contribution (one row for each)					
Total eligible costs:					**$ Total B**
Total project cost					**$ Total A + Total 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 Arctic Infrastructure 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 Arctic Infrastructure Fund program:

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

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
Example: Capacity (Marine)	*Increase of maximum annual cargo and freight throughput capacity*	*Maximum of 500,000 TEUs can be moved annually*	*Maximum of 600,000 TEUs can be moved annually (20% increase)*	*On-site reporting by tenants*	*Annually*

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, or in metric tons (MTs) for bulk and breakbulk, or in kilograms (KGs) for air cargo. The performance target for this indicator must include both a numerical measurement in TEUs, MTs or KGs, and the expected percentage (%) increase compared to the baseline.
Capacity (All Modes)	Increase of maximum annual cargo and freight throughput capacity (by number and percentage)	This indicator must be measured EITHER in twenty-foot equivalent units (TEUs) for containers, or in metric tons (MTs) for bulk and breakbulk, or in kilograms (KGs) for air cargo. The performance target for this indicator must include both a numerical measurement in TEUs, MTs or KGs, and the expected percentage (%) increase compared to the baseline. Note that this indicator must measure maximum throughput capacity (i.e., the highest potential number of TEUs/MTs that can be processed in a year), not the actual volume of throughput per year.

		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).
Capacity (All Modes)	Expected useful life of new or rehabilitated assets (by number of years)	This indicator must be measured in years only. For projects requesting funding for multiple assets (e.g. a new road and new rail track), list the baselines and targets of each asset.
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.
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)	This indicator must be measured EITHER in twenty-foot equivalent units (TEUs) for containers, or in metric tons (MTs) for bulk and breakbulk, or in kilograms (KGs) for air cargo. The performance target for this indicator must include both a numerical measurement in TEUs, MTs or KGs, and the expected percentage (%) increase compared to the baseline.
Engineering/Design (All Modes)	Percentage of progress in advancing the project to be shovel-ready	This indicator is applicable only to engineering and design projects that are not requesting funding for a capital infrastructure component. Provide baseline and target percentages that indicate the stage of design development before and after completion of the funded project.
Engineering/Design (All Modes)	Number of regulatory or permitting approvals supported by the contribution	This indicator is applicable only to engineering and design projects that are not requesting funding for a capital infrastructure component. 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 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	This indicator is applicable to digital infrastructure projects only. 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.

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 asked to carry out procedural consultation activities on Canada's behalf.

When procedural consultation activities are 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 Inuktut.

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 Arctic Infrastructure 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**
Risk 1: Provide a statement that summarizes the risk event and risk type Provide a detailed but brief description of the risk, outlining why this risk was identified or may occur	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	Low, Medium or High	Outline the detailed, concrete proposed response to the risk (for example, mitigate, transfer, accept, with details)	Low, Medium or High

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*.

The environmental/impact assessment process in Canada's North is based on a unique co-management approach that's rooted in the legal and cultural frameworks of land claim agreements with Indigenous peoples.

Your project may need to complete an environmental review, depending on the type of work and where its located. You're also responsible for submitting project proposals to the relevant organizations to confirm if environment or impact assessment requirements apply.

Land claim areas and laws that apply

Geographic Areas	Environmental/Impact Assessment Regimes
Yukon	Yukon Environmental Socio-Economic Act (YESAA)
Mackenzie Valley, Northwest Territories	Mackenzie Valley Resource Management Act (MVRMA) Tlicho Agreement
Nunavut Settlement Area	Nunavut Planning and Project Assessment Act (NuPPAA) Nunavut Agreement
Inuvialuit Settlement Region	Inuvialuit Final Agreement (IFA) Impact Assessment Act
Nunavik Region of Quebec	James Bay and Northern Quebec Agreement (JBNQA) Impact Assessment Act
Nunatsiavut Settlement Area	Labrador Inuit Land Claims Agreement (LILCA) Impact Assessment Act
Nunavik Marine Region	Nunavik Inuit Land Claims Agreement (NILCA) Impact Assessment Act
Eeyou Marine Region	Eeyou Marine Region Land Claims Agreement (EMRLCA)

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) need any type of environmental/impact assessment under northern legislation or land claim agreement? (Yes/No/TBD)**
    - If yes, please indicate
        - Northern process:
        - Registry #:
        - Planned or actual start date:
        - Planned or actual end date:
        - Status or result of assessment:
    - If no, please explain why it's not required (e.g., review body determined that project is exempt or that an assessment is not required)

2. **If the project will be located (either in full or in part) in the Inuvialuit Settlement Area or in a province, does it include one or more physical activities designated by the *Physical Activities Regulations*? (Not applicable/Yes/No)**
    - If yes, please indicate:
        - Physical activity(ies)
        - Has an environmental/impact assessment been started or completed under the IAA or previous legislation (e.g., *Canadian Environmental Assessment Act, 2012* (CEAA 2012))? (Yes/No)
            - If yes, please indicate the Canadian Impact Assessment Registry (CIAR) #
            - If no, please indicate when you expect to submit an initial project description to the Impact Assessment Agency of Canada:

3. **If the project will be located (either in full or in part) in the Inuvialuit Settlement Area or in a province, will it be carried out on federal lands? (Not applicable/Yes/No)**
    - If yes, please indicate:
        - The federal land administrator (Attach map if available)
        - Is the entire project footprint located on federal lands? (Yes/No)
            - If no, please describe the parts of the project that will take place on federal lands:
        - Has an environmental assessment been started or completed under s.82 of the IAA or previous legislation (e.g., s.67 of CEAA 2012)? (Yes/No)
            - If yes, please indicate the Canadian Impact Assessment Registry (CIAR) # or provide a record documenting the environmental effects determination:
            - If no, please indicate when you expect to start one, or explain why it's not needed (e.g., an IAA authority has determined that the project is excluded under the *Order Designating Certain Excluded Classes of Projects*):

- IAA authorities involved in the project and their trigger, if known (e.g., permits, approvals, funding):

Eligible locations

This is a map of the Yukon, Northwest Territories, Nunavut, Nunavik region of Quebec, Nunatsiavut region of northern Labrador. These are eligible locations under the Arctic Infrastructure Fund program.

