Request for Proposals

Newfoundland and Labrador Low-Carbon Fuel Supply and Logistics

econext

RFP Release Date: September 16, 2026
Proposal Due Date: October 16, 2026

Background

Changes in the marine transportation sector are creating international demands for low-carbon fuels that will increase over time. At the same time, the province's natural resources and organic waste present potential opportunities for biomass-based energy and fuel production, which could contribute to domestic clean fuel supply and support new economic activity across the province.

While the speed at which climate regulations under the International Maritime Organization (IMO) are in question[1], regulations in Europe – where much of NL's international marine transportation traffic originates or terminates – have come into effect. The European Union Emissions Trading System (ED ETS) requires emissions reductions or compliance through credit trading for shipping, including 50% of emissions associated with international shipping[2]. Moreover, orderbooks for new vessels indicate an emerging consensus in the maritime industry for LNG and methanol use[3].

In the Newfoundland and Labrador (NL) context, recent research and analysis undertaken by econext (see here) suggests that marine transportation is expected to create significant demand for low-carbon fuels within NL.

NL fuel producers, distributors, and ports must be prepared to supply low-carbon fuels in order to meet the needs of their customers. This will both protect their current markets while also creating opportunities for growth.

The supply of low-carbon fuels is also an important economic development opportunity for NL. Fuel produced using biomass (such as organic waste, forestry byproducts, fisheries and agricultural residues, etc.) is becoming increasingly important in the decarbonization of shipping and increasing energy security. Biofuels are either used as primary fuels or as blends within conventional fuels. There are a number of different fuels that can be produced utilizing biomass.

NL is rich in biomass which is wholly underutilized by being either landfilled, discarded, or for low-return products. Previous research and analysis undertaken by econext (see here) outlines the opportunities and challenges for biomass energy in the province. The use of biomass for fuel production in NL would have several advantages: (1) the decarbonization of marine transportation; (2) increased energy security through the domestic production and supply of fuel; (3) economic development associated with the valorization of waste streams; and (4) reduced greenhouse gas (GHG) emissions associated with addressing organic waste challenges.

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[1] https://www.transportenvironment.org/articles/un-shipping-deal-lives-to-fight-another-day-as-us-fails-to-derail-negotiations

[2] https://www.dnv.com/maritime/insights/topics/eu-emissions-trading-system/

[3] https://www.lr.org/en/knowledge/insights-articles/alternative-fuelled-ship-orders-remain-significant-in-2025/

More work is required in NL to de-risk decision-making relating to the future supply of low-carbon fuels, and to understand the best use of organic materials in the province as it pertains to fuel production type.

Objective

The primary objective of this scope of work is to assess Newfoundland and Labrador's low-carbon fuel supply opportunities and the supporting logistics required to enable the adoption of low-carbon fuels within the province's marine transportation sector.

The assessment will quantify projected demand for renewable diesel, ethanol, methanol, ammonia, hydrogen, and other emerging low-carbon fuels, while evaluating local supply opportunities, including feedstocks, biomass resources, production capacity, transportation, storage, distribution, and fuel blending capabilities. Building on previous econext research, the assessment will examine potential biomass energy pathways and undertake a techno-economic analysis of viable low-carbon fuel supply options.

In addition, the assessment will identify opportunities and challenges associated with establishing a reliable provincial low-carbon fuel supply chain and will provide recommendations to strengthen fuel availability, support early market adoption, inform future infrastructure investment, and enhance Newfoundland and Labrador's role in Canada's emerging low-carbon fuels economy.

Scope of Work

The successful consultant will undertake the following activities:

1. Predict low-carbon fuel demand in NL by type, volume, and location focusing on marine transportation and its categories (i.e., container shipping, tankers, bulk, ferries, etc.)
    - This will include an examination of low-carbon fuel options, including renewable diesel, ethanol, methanol, ammonia, hydrogen, and other emerging fuels.
    - This will also include consideration of possible demands in other sectors of NL’s economy (i.e., electricity, surface transportation, heavy industry).

2. Outline local biomass-based low-carbon fuel production opportunities, building on previous econext research aimed at quantifying organic feedstocks available for biomass energy.

- This will include a techno-economic analysis of commercialized technologies that are most economically feasible for low-volume production.
- This will include a description of the domestic use-case for each fuel and key economic considerations.

3. Based on the results of the above, suggest best use cases for biomass for low-carbon fuel production in NL.

4. Outline transportation, storage, and distribution logistics factors required to support low-carbon fuel availability in the province with a focus on best use cases established in step three.

5. Evaluate how fuel blending capabilities can support early adoption.

The consultant will meet with the client on a bi-weekly basis to provide progress updates and to work with the client to address any barriers that arise. These meetings may take place in person or virtual, pending location, cost, schedules, etc.

Deliverables and Timing

Deliverable 1: Draft Final Report
A draft final report submitted to the client for review and feedback.

Deliverable 2: Draft Report Presentation
A presentation of the draft final report to the client, including an opportunity to discuss the findings and address questions or comments.

Deliverable 3: Final Report
A final report incorporating the client's feedback on the draft report. The final report will be accompanied by a presentation to the client highlighting the key findings and conclusions.

Deliverable 4: Workshop Presentation and Final Updates
A presentation of key findings and ground-truthing results at a workshop organized by econext. The final report will be updated, as required, to reflect relevant outcomes and feedback from the workshop.

Timeline (anticipated):

1. RFP Release Date: September 16, 2026
2. Proposal Due Date: October 16, 2026
3. Project Kickoff: November 06, 2026
4. Draft Report: February 26, 2026
5. Final Report: March 31, 2027

6. Workshop: April 30, 2027

RFP respondents should be prepared to commence work immediately upon contract award and execute the project in accordance with the anticipated timeline.

Evaluation Criteria

Submissions will be evaluated according to the following criteria:

- Knowledge and experience in relation to the work. Demonstrated ability to meet expectations based on completion of similar projects and/or quality of previous works, including primary team member details.
- Understanding of the scope and objectives of the project. Demonstrated comprehension of/adherence to the RFP.
- Proposed approach/workplan, including methodologies or frameworks to be used in the environmental and economic analyses, detailed timeline, and project milestones.
- Identification of potential risks to achieving the project's objectives and mitigations/contingencies to address them.
- Knowledge of, and experience working with or within, Newfoundland and Labrador's energy industries.
- Price: Value of work proposed versus identified costs.

Proposal Submissions

The contracting organization for this RFP is econext. A single electronic document is sufficient. The proposal should be no longer than five (5) pages, and be concisely worded with clearly described objectives, methods, timelines, and outcomes. The proposal must acknowledge and fully accept the terms and conditions as laid out in this RFP.

Supporting documentation may be appended. Suggested appendices include: (1) brief descriptions of the respondent's company/relevant experience with similar projects; and (2) a description of the relevant work experience of the staff assigned to this project.

The electronic copy of submissions should be in DOC and/or PDF format, and sent to Colin Corbett, econext's Director, Innovation, via email at corbett@econext.ca no later than 5 p.m. NDT on **October 16, 2026.** Questions from interested applicants can be directed to the same address. Any additional clarification or information will be shared with all proponents.

Budget

The maximum budget available for this contract is $90,000 (exclusive of HST). Respondents are expected to provide detailed budget breakdowns in their submissions.

Terms and Conditions

- All proposals received will be considered strictly confidential;
- The lowest cost, or any proposal, will not necessarily be accepted;
- Proposed costs must be represented in Canadian dollars;
- Applicants must be a company or organization of legal entities validly incorporated or registered in Canada, with work being undertaken in Canada;
- No payment will be made for the preparation and submission of proposals for this project;
- No fee will be made on the cost of work incurred to remedy errors or omissions for which the consultant is responsible; and
- econext reserves the right to meet with all, or any, of the applicants during the proposal evaluation stage to clarify information in the submissions and seek additional detail which may be used in the evaluation.