ESTIMATES

Transport Canada

2001-2002
Estimates

Part III – Report on Plans and Priorities

Canada

The Estimates Documents

Each year, the government prepares Estimates in support of its request to Parliament for authority to spend public monies. This request is formalized through the tabling of appropriation bills in Parliament. The Estimates, which are tabled in the House of Commons by the President of the Treasury Board, consist of three parts:

Part I – The Government Expenditure Plan provides an overview of federal spending and summarizes both the relationship of the key elements of the Main Estimates to the Expenditure Plan (as set out in the Budget).

Part II – The Main Estimates directly support the *Appropriation Act*. The Main Estimates identify the spending authorities (votes) and amounts to be included in subsequent appropriation bills. Parliament will be asked to approve these votes to enable the government to proceed with its spending plans. Parts I and II of the Estimates are tabled concurrently on or before 1 March.

Part III – Departmental Expenditure Plans which is divided into two components:

(1) **Reports on Plans and Priorities (RPPs)** are individual expenditure plans for each department and agency (excluding Crown corporations). These reports provide increased levels of detail on a business line basis and contain information on objectives, initiatives and planned results, including links to related resource requirements over a three-year period. The RPPs also provide details on human resource requirements, major capital projects, grants and contributions, and net program costs. They are tabled in Parliament by the President of the Treasury Board on behalf of the ministers who preside over the departments and agencies identified in Schedules I, I.1 and II of the *Financial Administration Act*. These documents are to be tabled on or before 31 March and referred to committees, which then report back to the House of Commons pursuant to Standing Order 81(4).

(2) **Departmental Performance Reports (DPRs)** are individual department and agency accounts of accomplishments achieved against planned performance expectations as set out in respective RPPs. These Performance Reports, which cover the most recently completed fiscal year, are tabled in Parliament in the fall by the President of the Treasury Board on behalf of the ministers who preside over the departments and agencies identified in Schedules I, I.1 and II of the *Financial Administration Act*.

The Estimates, along with the Minister of Finance's Budget, reflect the government's annual budget planning and resource allocation priorities. In combination with the subsequent reporting of financial results in the Public Accounts and of accomplishments achieved in Departmental Performance Reports, this material helps Parliament hold the government to account for the allocation and management of public funds.

As part of its ongoing efforts to streamline reporting requirements, the Treasury Board of Canada Secretariat has requested that Tansport Canada and thirteen other departments explore alternative reporting structures to this year's *Report on Plans and Priorities*. It has, therefore, exempted the department from the usual guidelines for the preparation of this report.

© Her Majesty the Queen in Right of Canada, represented by
the Minister of Public Works and Government Services, 2001

Available in Canada through your local bookseller or by mail from
Canadian Government Publishing (PWGSC)
Ottawa, Canada K1A 0S9

Telephone: 1-800-635-7943
Internet site: http://publications.pwgsc.gc.ca

Catalogue No. BT31-2/2002-III-48

ISBN 0-660-61479-0

Transport Canada

2001-2002 Estimates
A Report on
Plans and Priorities

Approved

_____

Minister of Transport

Table of Contents

Executive Summary **4**

1.0 Messages **5**

1.1 Minister's Message 5
1.2 Management Representation 6

2.0 An Overview of Transport Canada **7**

2.1 What's New 7
2.2 Vision, Mission and Mandate 7
2.3 Roles and Responsibilities 7
2.3.1 Departmental Structure 7
2.3.2 Other Federal Transportation Agencies and Crown Corporations 10
2.4 Departmental Strategic Objectives 11
2.5 Planning Context — Challenges and Priorities 11
2.6 Departmental Planned Spending 13

3.0 Plans, Results and Resources **14**

3.1 Key Results Commitments 14
3.2 Planned Results, Activities and Resources 15
3.2.1 Ensure high standards for a safe and secure transportation system 15
3.2.2 Contribute to Canada's prosperity 25
3.2.3 Protect the physical environment 34

4.0 Horizontal Initiatives **36**

4.1 Major Legislative and Regulatory Initiatives 36
4.2 Sustainable Development Strategy 41
4.3 Management Improvement Initiatives 45
4.3.1 Modernizing Comptrollership 45
4.3.2 Financial Information Strategy 45
4.3.3 Information Management and Information Technology 45
4.3.4 Human Resources 46

5.0 Financial Information **47**

6.0 Other Information **60**

6.1 Legislation Administered 60
6.2 Contact List 62

Index **63**

List of Tables

Table 1 — Summary of Capital Spending by Business Line **47**

Table 2 — Details on Major Capital Project Spending **48**

Table 3 — Summary of Transfer Payment Spending by Business Line **51**

Table 4 — Details on Transfer Payment Programs **52**

Table 5 — Source of Respendable and Non-respendable Revenue **55**

Table 6 — Net Cost of Program for the Estimates Year **57**

Table 7 — Loans, Investments and Advances **58**

Table 8 — Main Estimates Spending Authority **59**

Executive Summary

Listed below are some of the plans and activities being undertaken to meet the department's strategic objectives and key results commitments. These and other plans are further detailed within this report, together with their associated planned results.

ENSURE HIGH STANDARDS FOR A SAFE AND SECURE TRANSPORTATION SYSTEM

- Complete the reform of the *Canada Shipping Act*, introduce new regulations pursuant to the *Motor Vehicle Safety Act*, amend the *Motor Vehicle Transport Act* and the *Aeronautics Act*, and introduce a proposed Transportation Appeal Tribunal of Canada Act, as well as other regulatory initiatives (Section 4.1 starting on p. 36).
- Continue our efforts respecting Road Safety Vision 2001 (p. 19), Rail Safety Direction 2006 (p. 19), and Civil Aviation Flight 2005 (p. 20).
- Provide regulatory oversight of the Air Canada–Canadian airlines merger (p. 22).
- Implement explosives detection system technology at Canadian airports (p. 22).

CONTRIBUTE TO CANADA'S PROSPERITY

- Undertake several initiatives concerning Canada's air policy (p. 25).
- Continue divesting airports (p. 26) and ports (p. 31).
- Develop an Intelligent Transportation System plan for Canada (p. 27).
- Introduce a new Marine Liability Act (Section 4.1 starting on p. 36).
- Review the *Canada Transportation Act* (p. 32).
- Develop a strategic plan to identify the services that will be brought online under the Government On-Line initiative (p. 33).

PROTECT THE PHYSICAL ENVIRONMENT

- Advance sustainable transportation in Canada (p. 34).
- Implement Transport Canada's second Sustainable Development Strategy, advancing the work to be done to meet the challenges and commitments outlined therein (Section 4.2 starting on p. 41).

1.0 Messages

1.1 Minister's Message

I am pleased to present Transport Canada's *2001-2002 Report on Plans and Priorities*, which outlines the department's direction over the next three fiscal years. Our work will build upon our past progress in helping to create a transportation system to serve Canada in the new millennium.

Our goal is to advance Canada's interests through an integrated transportation system for the 21st century. To do so, we must foster a climate of innovation that creates a system that is safe and sustainable, connects us to new markets and destinations around the globe, and allows us to tap into the power of technology to improve efficiency and capacity.

I am confident that, in the upcoming years, we will make excellent progress in meeting our strategic goals — ensuring safety and security, contributing to Canada's prosperity, and protecting the physical environment. Transportation is about more than concrete, asphalt and steel. At its very core, transportation is about people, and providing them with safe, efficient, and environmentally responsible transportation choices.

We will continue to refine and improve how we should use our resources and influence. We will continue in our efforts to consult and partner with other governments, industry, stakeholders, and the public — because teamwork through these alliances will be essential in delivering the results we propose.

I invite you to read this report, trusting that you will find it informative and helpful in understanding the contribution Transport Canada makes to improving Canada's transportation system.

The Honourable David M. Collenette, P.C., M.P.
Minister of Transport

1.2 Management Representation

MANAGEMENT REPRESENTATION

Report on Plans and Priorities 2001-2002

I submit, for tabling in Parliament, the *2001-2002 Report on Plans and Priorities* for

TRANSPORT CANADA

To the best of my knowledge, the information:

1. accurately portrays the department's mandate, priorities, strategies and planned results;

2. is consistent with the disclosure principles contained in the *Guidelines for Preparing a Report on Plans and Priorities* (RPP);

3. is comprehensive and accurate; and

4. is based on sound underlying departmental information and management systems.

I am satisfied as to the quality assurance processes and procedures used for the production of this RPP.

The Planning and Reporting Accountability Structure (PRAS) on which this document is based has been approved by Treasury Board Ministers and is the basis for accountability for the results achieved with the resources and authorities provided.

Signed: _____

Name: Margaret Bloodworth

Title: Deputy Minister

Date: _____

2.0 An Overview of Transport Canada

2.1 What's New

Toronto Waterfront Revitalization. Last fall, the federal government announced its intention to participate in the first phase of the Toronto Waterfront Revitalization project, in support of Toronto's bid to host the 2008 Olympic and Paralympic games. The federal government, the Province of Ontario and the City of Toronto will be equal partners in this project and have established an Intergovernmental Steering Committee of senior representatives from each government, including Transport Canada as the lead federal department. The committee coordinates government involvement and recommends courses of action to further develop this project.

2.2 Vision, Mission and Mandate

Our Vision . . .

THE BEST POSSIBLE TRANSPORTATION FOR CANADA AND CANADIANS

Our Mission . . .

TO DEVELOP AND ADMINISTER POLICIES, REGULATIONS AND SERVICES FOR THE BEST POSSIBLE TRANSPORTATION SYSTEM

Our Mandate

Transport Canada is the federal department responsible for most of the transportation policies, programs and goals set by the government. The jurisdictional framework in Canada is such that all levels of government have some responsibility in the country's transportation system. Transport Canada delivers its programs and services under numerous legislative and constitutional authorities (☞ Section 6.1 for a list of statutes administered by the Minister of Transport). Our focus is on developing a modern and relevant policy and legislative framework — one that will ensure the safety, security, competitiveness, and sustainability of Canada's transportation system.

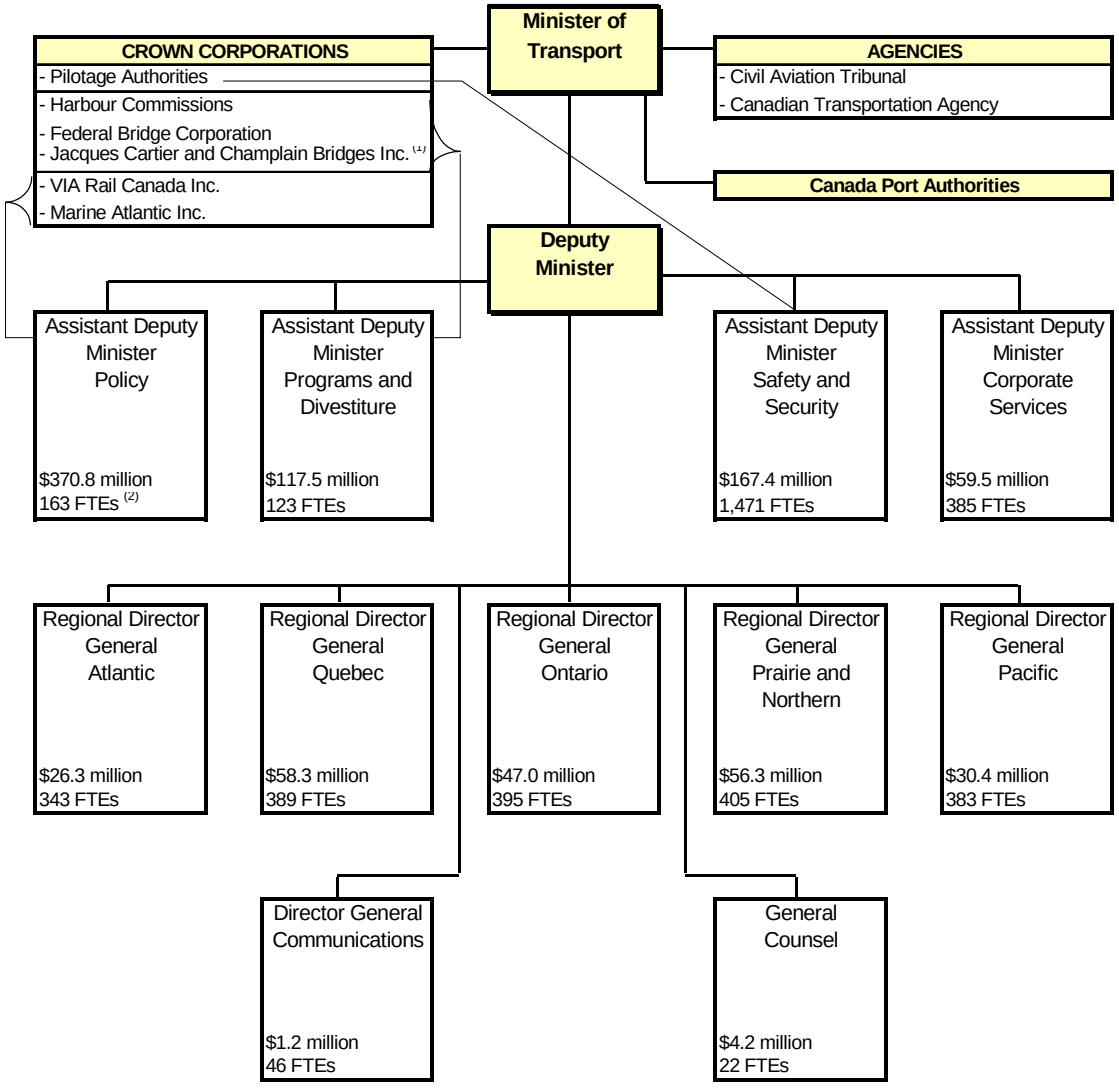
2.3 Roles and Responsibilities

2.3.1 Departmental Structure

Transport Canada employs approximately 4,200 people across the country. At its headquarters, four Assistant Deputy Ministers — Policy, Programs and Divestiture, Safety and Security, and Corporate Services — report directly to the Deputy Minister and are responsible for setting national programs, policies and standards and providing functional leadership to the regional offices. The department's Communications Group and General Counsel are also located in headquarters. Five Regional Directors General — Atlantic, Quebec, Ontario, Prairie and Northern,

and Pacific — also report to the Deputy Minister and are responsible for the day-to-day operations of the business lines within their geographical areas of responsibility. They also operate seventy Transport Canada Centres in diverse sites across Canada; these were established as a central point of contact in each region to ensure that services are delivered as close as possible to clients and stakeholders. An organizational chart is presented in Figure 1.

Figure 1 — Transport Canada Organizational Chart



(1) The Jacques Cartier and Champlain Bridges Inc. (JCCB) is a subsidiary of the Federal Bridge Corporation.
(2) FTEs = Full-time equivalents.

The department's activities are organized along four business lines — Policy, Programs and Divestiture, Safety and Security, and Departmental Administration — which are further broken down into service lines. These are described in Figure 2.

Figure 2 — Transport Canada Business Lines

	Policy	Programs and Divestiture	Safety and Security	Departmental Administration
Objective	*To develop and implement policies that support a competitive, efficient and effective Canadian transportation system.*	*To develop and manage programs and strategies, including divestiture and post-divestiture stewardship, which best contribute to a safe, effective, and efficient transportation system based on sustainable development principles.*	*To promote the safety and security of the national transportation system.*	*To provide efficient and effective support services that respond to departmental needs.*
Activities	Establishes the policy and legislative framework for all federally regulated modes of transportation. In support of this role, other business activities include monitoring and analysis of the transportation system, and the undertaking of economic studies and program evaluations.	Negotiates the divestiture of airports and ports, and plays a substantial stewardship role. Operates sites until they are transferred, administers highway and bridge programs, carries out landlord functions for airports, ports, bridges and air navigation system sites, and manages the department's real property portfolio. On the environmental front, provides leadership within the federal government and the transportation sector on sustainable transportation.	Has primary responsibility for the safety and security of the transportation system. Develops national legislation, regulations and standards, and carries out monitoring, testing, inspection, enforcement, education and research and development activities to promote safety and security in all transportation modes. Develops emergency preparedness plans, ensures security of persons working in restricted areas of airports, and delivers aircraft services to government and other transportation bodies.	Supports the department's other business lines, providing essential services that include financial, informatics, administrative, human resources, executive, legal, audit and review, and internal and external communications.
Service Lines	• Transportation Policy • System Monitoring and Analysis	• Airports • Ports • Surface • Environment	• Multi-modal Safety • Aviation Safety • Marine Safety • Rail Safety • Transport Dangerous Goods • Road Safety • Research and development • Security and Emergency Preparedness • Aircraft Services	• Corporate Services • Corporate Management
$ / FTE	$373,605 K 189 FTEs	$197,031 K 421 FTEs	$277,424 K 2,846 FTEs	$93,045 K 698 FTEs

2.3.2 Other Federal Transportation Agencies and Crown Corporations

Within the federal transportation portfolio, primary responsibility for the transportation system rests with Transport Canada. There are, however, other federal agencies and Crown corporations that also play key roles in transportation issues:

Canadian Transportation Agency — This agency is responsible for the economic regulation of air and rail transportation and for handling complaints regarding the fees fixed by the Canada Port Authorities and complaints regarding prices for domestic air services on routes where there is only one carrier as well as complaints on the terms and conditions attached to air fares. Within the federally regulated transportation network, the Agency also has the authority to remove undue obstacles to the mobility of persons with disabilities.

Civil Aviation Tribunal — This independent body responds to requests from the aviation community to review enforcement and licensing decisions made by the Minister of Transport under the *Aeronautics Act*. The tribunal also reviews, on request, administrative monetary penalties assessed under the *Canada Transportation Act*. A legislative initiative is currently underway to expand the tribunal to the multi-modal Transportation Appeal Tribunal of Canada (TATC), which will also hear cases under the *Canada Shipping Act*, the *Railway Safety Act* and the *Marine Transportation Security Act*. (↷ Section 4.1 for more information on the new TATC.)

Transportation Safety Board of Canada — This independent board reports to Parliament through the President of the Queen's Privy Council. It does not form part of the transportation portfolio *per se* since it investigates and reports on safety issues based on transportation occurrences in areas regulated by Transport Canada. Two primary instruments govern the relationship between Transport Canada and the Transportation Safety Board: the *Canadian Transportation Accident Investigation and Safety Board Act* and the Memorandum of Understanding that governs the ongoing interaction between the two organizations.

Marine Atlantic Inc. — This Crown corporation operates safe, reliable and efficient marine transportation and related services in Atlantic Canada to meet constitutional obligations (North Sydney–Port-aux-Basques) and to provide an alternative to the constitutional services (North Sydney–Argentia).

VIA Rail Canada Inc. — This Crown corporation manages the majority of Canada's inter-city passenger rail services.

Federal Bridge Corporation Ltd. — This Crown corporation operates some of the bridge assets of the former St. Lawrence Seaway Authority.

Jacques Cartier and Champlain Bridges Inc. — This Crown corporation is a subsidiary of the Federal Bridge Corporation, and operates and maintains the Jacques Cartier Bridge, the Champlain Bridge, the Pont-Champlain Jetty, the Mercier Bridge, the Melocheville Tunnel and the Bonaventure Autoroute in Montreal.

Other bridges — The Blue Water Bridge (Ontario–Michigan), Peace Bridge (Ontario–New York) and Sault Ste. Marie International Bridge (Ontario–Michigan) operate at arms-length from the department, under statutes administered by the Minister of Transport; they are all financially autonomous. The Confederation Bridge (New Brunswick–P.E.I.) receives an indexed subsidy from the department.

Pilotage Authorities (Atlantic, Pacific, Great Lakes, Laurentian) — These bodies provide safe and efficient marine pilotage services in Canada.

2.4 Departmental Strategic Objectives

As set out in Part II of the *2001-2002 Estimates*, Transport Canada's strategic objectives are to:

- *Ensure high standards for a safe and secure transportation system*
- *Contribute to Canada's prosperity*
- *Protect the physical environment*
- *Work with partners and clients*
- *Strengthen our services*
- *Provide a challenging and supportive work environment*

The first three of these objectives have been extracted for further emphasis in relation to our priorities and key results commitments. (↷ Key Results Commitments chart on p. 14.)

2.5 Planning Context — Challenges and Priorities

Transportation is a vital part of the country's well-being, and Transport Canada is working to provide a better transportation system for Canada — one that responds to today's social, economic and environmental needs. As we begin a new century, Transport Canada faces a number of fundamental challenges: a tough, competitive global economy, the increasing importance of knowledge and innovation, continuing pressures on the environment, the unique circumstances of urban and rural communities, and North American integration.

To address those challenges, the department has established key priorities and plans that will further the achievement of its strategic objectives. The priorities, as discussed below, will guide our work over the next two to three years as we endeavour to deliver programs and services that are fiscally responsible, innovative, balanced, and fair.

Maintain and enhance the safety and security regime. The public continues to demand transportation systems that are among the safest in the world. Safety will be affected by such factors as the growth of the transportation sector, rapid technology developments in the industry, and demographic trends. There will be continuing pressure to manage the safety risks, real or perceived, in a more integrated and systematic manner. In addition, globalization means that we must be prepared to work effectively and collaboratively with the international community to increase the harmonization of transportation rules, standards and regulations amongst countries, while not compromising our high safety standards. A major challenge in the coming years will be the evolution of our role in terms of safety oversight, where the department no longer owns and operates large parts of the transportation system. The continuing development and administration of policies, regulations and services to maintain a high level of safety and security involves not only Transport Canada, but also the people we regulate and the travelling public.

Foster competitiveness in a global economy. World trade continues to grow vigorously, outpacing domestic trade growth. Transportation activities have followed a similar pattern, and the international activities of truck, rail, air and marine companies are leading their growth. Global firms see uniformity across state policy frameworks to facilitate the unhindered movement of goods and capital. As a result, our national market frameworks and regulatory regimes are being increasingly debated and negotiated, both internationally and regionally. It is clear that the department's domestic and international agendas are becoming increasingly intertwined. To

succeed in a global economy, Canada needs to be globally competitive, and several departmental initiatives over the past few years have been aimed at increasing competition. For example, the deregulation of the trucking industry and the domestic air industry, the relaxation of economic regulations for the rail industry, the signing of "Open Skies" agreements with key trading partners, and the recently liberalized policies for international air cargo and charter services have contributed to making Canada's transportation system more competitive. Our policies of deregulation and subsidy reduction have contributed to improved system performance and, because of the intense competition brought about by deregulation, gains in productivity levels have been transferred to consumers and shippers in the form of lower prices.

Complete the divestiture programs. Under the 1994 National Airports Policy (NAP), all Transport Canada airports, except those designated as remote, are to be transferred to local operators. Similarly, the 1995 National Marine Policy announced that Transport Canada would withdraw from the ownership and operation of up to 549 regional/local and remote ports. The objective of both these policies is to transfer ownership to those who are best placed to match local requirements with local economic realities and ensure that users pay a fair share of the costs. The airport divestiture program is nearing completion and the port divestiture is well underway. There are, however, external challenges facing both programs, including First Nation's land claims and provincial concerns.

Facilitate transition to the knowledge-based economy. In the new economy, government must use information and communication technologies to serve Canadians better. To this end, the government has embraced a vision of electronic service delivery that will offer Canadians services at the right time and place and in a secure, convenient and accessible way. This creates a shift in culture and challenges the government to present a "single window service". We must ensure that technology does not replicate existing processes, but that a given process changes to account for technology. At the same time, we must continue to respect the privacy of citizens and recognize that there are still people who cannot access this technology. Transport Canada must consider two aspects in this transition: how it interacts with the public in this new economy; and how the transportation sector responds to it. The department needs additional information on how the Canadian transportation sector is adapting to the transition to the knowledge-based economy. Currently our role in this area consists of safety approvals of transportation technologies, transportation innovations through research and development, and most recently the fostering of ITS and innovations.

Support infrastructure development. The transport component of the infrastructure plan announced in the 2000 Speech from the Throne is only the latest manifestation of concern about the current state of the transportation infrastructure. In the short term, the Speech from the Throne suggests that departments should collaborate on a comprehensive infrastructure plan that is not restricted to individual portfolios. It also suggests that the federal government work in partnership with other levels of government and the private sector, and that all partners commit to the funding of infrastructure improvements. In the long term, there are a number of broader issues such as the appropriate role of the federal government with respect to financing highways, the promotion of user-pay, the impact of environmental concerns on road use, financing, policies affecting modal shift, and optimizing overall infrastructure use. As well, one of the new focuses of the department in the years to come will be to formulate proposals to support urban transportation systems. Finally, the entities resulting from our reforms — ports, airports, the St. Lawrence Seaway, the air navigation system — will continue to require oversight and stewardship to protect the public interest.

Advance sustainable transportation. Sustainable development and climate change will continue to be major public issues for the foreseeable future and are two of the key challenges to be faced by the transportation sector on a global basis. Growth rates over the next 40 years are expected to result in 800 million more people owning cars. Based on current technology and usage habits, this will result in enormous strains on the world's environment. Transportation accounts

for 25-50 per cent of key air pollutants that contribute to smog in urban centres. In 1997, transportation accounted for about 25 per cent of Canada's greenhouse gas (GHG) emissions leading to changes in the global climate. Current forecasts are that, in the absence of any new policies or pricing changes, GHG emissions from transportation will exceed 1990 levels by 32 per cent in 2010, and by 53 per cent by 2020. While cars and trucks account for almost one half of GHG emissions, reflecting the forecast pattern of economic growth, the three sources of emissions expected to grow most quickly between 1990 and 2020 are Canadian aviation carriers, trucking, and off-road uses.

2.6 Departmental Planned Spending

Departmental Overview

($ 000's)	Forecast Spending 2000-2001[1]	**Planned Spending 2001-2002**	Planned Spending 2002-2003	Planned Spending 2003-2004
Policy	378,297	**371,955**	284,742	277,760
Programs and Divestiture	393,271	**450,177**	398,288	382,600
Safety and Security	349,442	**328,802**	326,892	325,297
Departmental Administration	109,427	**94,089**	89,259	89,287
Total Budgetary Main Estimates (gross)	1,230,437	**1,245,023**	1,099,181	1,074,944
Less: Respendable Revenue[2]	312,295	**310,218**	334,343	348,758
Total Main Estimates (net)	918,141	**934,805**	764,838	726,186
Spending Adjustments[3]	-	**6,300**	(15,500)	(17,300)
Net Planned Spending	918,141	**941,105**	749,338	708,886
Less: Non-respendable Revenue[2]	23,130	**24,546**	25,009	25,548
Plus: Estimated cost of services received without charge	53,949	**53,366**	53,906	54,206
Net Cost of the Department	948,961	**969,925**	778,235	737,544
Full Time Equivalents	4,434	**4,154**	4,046	4,027

Due to rounding, columns may not add to totals shown.

1. *Reflects best forecast of total net planned spending to the end of the fiscal year.*
2. *For details by Business line, see table 5 in financial information section.*
3. *Adjustments reflect approvals obtained following Main Estimates, and include resources for environmental remediation at NAV CANADA properties, and for revitalization of the Toronto waterfront.*

3.0 Plans, Results and Resources

3.1 Key Results Commitments

Objectives	Departmental Priorities	Key Results	*Primary* Business Line [1]
ENSURE HIGH STANDARDS FOR A SAFE AND SECURE TRANSPORTATION SYSTEM	• Maintain and enhance the safety and security regime	√ Reduction in accidents and fatalities in the aviation, marine, rail and road modes, including the transportation of dangerous goods.	S&S
		√ Transportation industry awareness of, and compliance with, regulations and standards.	S&S
		√ High public confidence in the safety and security of the transportation system.	S&S
		√ Public awareness about safety.	S&S
CONTRIBUTE TO CANADA'S PROSPERITY	• Foster competitiveness in a global economy • Complete divestiture programs • Facilitate transition to the knowledge-based economy • Support infrastructure development	√ Efficient, effective, viable, affordable and accessible transportation system.	Policy
		√ Commercial and financial viability of Canada's ports and airports systems.	Policy, P&D
		√ Sound stewardship of Transport Canada's properties and operations.	P&D
PROTECT THE PHYSICAL ENVIRONMENT	• Advance sustainable transportation	√ A more environmentally sustainable transportation system for Canadians.	P&D
		√ Prevention and mitigation of environmental damage from transportation activities.	P&D
		√ Reduction of greenhouse gas emissions and pollution from the transportation sector.	P&D
		√ Reduction in fuel consumption and exhaust/emissions from new road motor vehicles.	S&S

1. *P&D stands for Programs and Divestiture, while S&S stands for Safety and Security.*

3.2 Planned Results, Activities and Resources

3.2.1 Ensure high standards for a safe and secure transportation system

Canada has the privilege of having one of the safest transportation systems in the world. Marine, aviation, rail and road modes show long-term downward trends in accidents and fatalities. The safety and security of Canada's transportation system continues to be one of the government's most important commitments, and this commitment is pervasive and fundamental in Transport Canada. The department's focus is on developing practical safety programs and effective regulations and standards — and on ensuring that they are respected. Central to meeting its safety responsibilities has been the department's ongoing implementation of results-focused strategic planning initiatives through the implementation of the Safety and Security Strategic Plan framework, e.g., Vision 2001/2010, Flight 2005, and Direction 2006. These strategic initiatives are designed to build a strong safety culture, where safety is recognized by our stakeholders as a shared responsibility. The adoption of a systematic approach to safety risk assessment and management also forms an essential part of our strategies.

1. Regulatory Reform

Within the federal government, Transport Canada is one of the most active regulators; the department is involved in 53 Acts with primary or shared responsibility. There are over 600 related regulations with thousands of sections and numerous incorporated documents. The majority of these instruments are administered by the Safety and Security business line, which is striving to "regulate smarter" by modernizing, streamlining and improving the regulatory process. This is also being accomplished by evaluating and choosing the best regulatory and compliance tools, harmonizing regulations and, in the long term, developing and promoting a strong safety culture (see sidebar for definition).
(☞ Section 4.1 for details on specific legislative and regulatory initiatives.)

Culture is a learned and shared way of thinking and acting within a society. Some key components of a strong *safety culture* include:

⇒ industry and other interested parties implementing systems and programs to encourage the adoption and reinforcement of safe practices;
⇒ adopting common measures of safety performance; and
⇒ using broader systematic and constructive consultation and feedback.

💻 The Safety and Security Strategic Plan contains more information on safety culture and is available on our web site (www.tc.gc.ca).

Our plans and activities . . .

Continue to modernize our transportation legislation to simplify the structure and language, and develop administrative-based enforcement tools, and proactive conflict management and dispute resolution mechanisms (e.g. proposed Transportation Appeal Tribunal of Canada Act).

Expand the consultation process when developing regulations.

Provide alternative, and less prescriptive, regulations to provide greater flexibility to the people we regulate.

Harmonize regulations, policies and standards, particularly at the international level, to promote consistent and high standards.
Ensure consistent, appropriate and cost-effective regulatory intervention where action is warranted.

Which will lead to . . .

- improved stakeholder awareness, participation and acceptance of regulatory measures through wide-reaching consultation and communication;
- industry adoption of a strong safety culture; and
- increased industry ability to accommodate the evolution of safety technology.

And the key results are!

- Consistent and high standards of safety and security.
- International competitiveness through harmonized safety and security regulations, policies and high standards.

2. Safety Management Systems

Safety management systems (SMS) promote a safety culture within industry by providing a means for industry to integrate safety into their day-to-day operations. Through SMS, companies can manage safety proactively, ensuring that safety is given management time and corporate resources and is subject to performance measurement and monitoring. We anticipate that increased management attention to safety — coupled with an enhanced safety culture within the industry — will reduce public and employee fatalities and injuries, reduce property damage resulting from accidents, and reduce the impact of accidents on the environment. SMS will also enable industry to demonstrate in a concrete and visible manner its commitment to the safety of employees, customers and the public, and will help industry comply with regulatory requirements. SMS will better enable the department to provide to the public a level of assurance of the state of safety in Canada.

Our plans and activities . . .

Undertake, within the aviation, marine and rail modes, national training programs on SMS concepts and program requirements, and risk management processes.

Implement a formal railway SMS framework and regulations that includes: safety goals; performance indicators; risk assessment; responsibilities and authorities; monitoring, evaluation, and auditing processes; education and awareness program; and a compliance program.

Implement a formal aviation SMS through the Flight 2005 initiative (detailed on p. 20 under Civil Aviation) that includes developing a SMS framework in consultation with stakeholders; establishing SMS regulations, standards and related guidance material; and developing audit and review protocols.

Which will lead to . . .

- the sharing and use of safety data for safety management decisions;
- safety management decisions being focused on risk areas and improved safety performance;
- heightened safety awareness and the acknowledgement that safety is a shared responsibility between Transport Canada and the industry; and
- implementation by stakeholders of safety management systems to improve safety practices and foster a strong safety culture.

And the key results are!

- Reduction of risks of accidents and fatal accidents.

- Increased public confidence in the safety of the transportation system.

3. Effective Intervention — Inspection and Monitoring Program

There are approximately 1,400 inspectors within the Safety and Security business line, representing nearly 50 per cent of its workforce. The department continues to explore and promote the most appropriate forms of intervention to achieve compliance. For example, the department is moving from an exclusively hands-on, transaction-based compliance and enforcement approach to one of monitoring, audit and consultation. This will allow the inspectors to assist the transportation industry in finding better ways to comply with regulations and build a strong safety culture.

Our plans and activities . . .

Monitor manufacturers' self-certification processes of motor vehicles and equipment.

Investigate safety-related vehicle and equipment defects that may lead to potential recalls.

Adjust security compliance monitoring to focus more closely on threat and risk, and concentrated compliance campaigns with cyclical reviews and emphasis on collaboration and partnership.

APPROXIMATE REACH:
- ⇒ over 30 federally regulated railways and 200,000 Canadian locomotives, freight and passenger cars and equipment units
- ⇒ 3,500 vehicle manufacturers and importers
- ⇒ 40,000 inspection points pertaining to the transportation of dangerous goods
- ⇒ 47,000 registered ships
- ⇒ 7,000 aerodrome facilities and 1,000 aeronautical product organizations
- ⇒ 2,000 commercial and corporate (domestic and foreign) air carriers

Apply a risk management approach to focus inspection on high-risk, priority areas (e.g., civil aviation surveillance operations, random marine safety audit campaign in place of previously mandated annual inspections) and make better use of safety and security resources.

Negotiate and execute federal-provincial agreements that share safety responsibilities for the inspection and enforcement of the transportation of dangerous goods.

Which will lead to . . .

- willingness by vehicle manufacturers to design and construct safer motor vehicles and equipment to minimize the risk associated with their use;
- improved industry awareness and acceptance of safety regulations, standards, policies and procedures;
- maximum use of existing inspection resources in other jurisdictions;
- industry compliance with regulatory instruments; and
- national consistency in the application of regulations.

And the key results are!

- Increased effectiveness of, and client satisfaction with, the inspection and compliance program.
- Reduction of risks and subsequent reduction in the number of accidents and fatalities.
- Public confidence in the safety and security of the transportation system.

4. Research and Development Program

Transport Canada's Research and Development (R&D) program contributes to many departmental and federal objectives. It also contributes to the Canadian transportation sector through the development and application of new technologies and operational innovations. The program provides direction for decision-making and promotion of improvements in such areas as modern safety management systems, sustainable transportation and climate change, and accessibility for the elderly and disabled. R&D activities are included in all transportation modes, addressing policy issues, regulation and safety, technology development, operations and technology transfer. Through its Transportation Development Centre, the department manages a $7 million R&D fund, collaborating and leveraging efforts by attracting many national and international partners (e.g., other government departments, provinces, international agencies and academia).

Our plans and activities . . .

Develop a departmental R&D strategic plan with a more focused approach to R&D activities, aiming for the optimum point between risk and reward, stability and growth; a plan that will contribute to decision-making and support funding of priority project proposals.

Conduct modal and cross-modal R&D projects to: develop better anti-icing fluids and procedures; develop flight data monitoring for aviation safety; enhance security at airports; look at fatigue and other human factors across all modes; improve safety at rail-highway grade crossings; develop offshore oil rig evacuation systems; increase port efficiency; and enhance accessibility for the elderly and disabled.

Gather intelligence and advice related to the impacts of technology on critical transportation issues, such as intelligent transportation systems, to evaluate a freeway traffic management system, and address urban mobility initiatives.

Which will lead to . . .

- willingness by partners to collaborate on transportation innovation (e.g., updated anti-icing fluid holdover tables; enhanced explosive detection systems for carry-on and checked baggage; recommended practices for fatigue management programs; innovative rail-highway crossing technologies and methods; design standards for offshore oil rig evacuation systems; a web-based electronic data interchange system to facilitate container tracking at the Port of Montreal; and safe and affordable vehicle modifications for disabled persons); and
- adoption by sector participants of new technologies, practices and processes for innovative approaches in the transportation system and to reduce urban congestion.

And the key results are!

- A reduction in transportation-related injuries and fatalities.
- A competitive, efficient and effective transportation system that will provide increased access and efficient movement of people and goods.
- A reduction in transportation-related pollutants and greenhouse gases.

Want more information?
💻 www.tc.gc.ca/tdc/index.htm

5. Road Safety

(✍ Section 4.1 about amendments to the *Motor Vehicle Safety Act* and the *Motor Vehicle Transport Act, 1987)*

Road Safety Vision 2001 is a national effort aimed at making Canada's roads the safest in the world. As road collisions continue to account for more than 90 per cent of all transportation-related deaths, this initiative and its objectives will be extended to 2010. Vision 2010, like the Vision 2001 which was implemented in 1996, is supported by all levels of government and by key public and private sector stakeholders. We have the know-how to substantially reduce road fatalities, but we need to do more if we are to keep pace with road safety progress in other developed countries. For 1998 (latest available data), Canada was ranked ninth among the Organization for Economic Cooperation and Development (OECD) countries. The work of the road safety service line — which includes Vision 2001 activities — will be carried out by approximately 103 employees at an estimated cost of $17 million annually over the planning period.

Our plans and activities . . .

Improve communication and collaboration with trade associations, national and international research and road safety advocate associations, various governments departments and the general public.

Focus program strategies on an increased number of target areas, including drinking and driving, and the non-use of seat belts.

Collect information on national collisions and incidents and on the impacts of vehicles, drivers and highways on road safety issues.

Conduct research and develop new motor vehicle standards, including advanced technology vehicles (ATVs).

Which will lead to . . .

- safer new motor vehicles;
- increased public awareness and knowledge of road safety;
- increased compliance e.g., increased seat belt use, reduced impaired driving;
- adoption of safe practices by the transportation industry and users;
- collaboration among all levels of government and industry; and
- collaborative research to improve motor vehicle safety technology.

And the key result is!

- A 30 per cent reduction in road collisions and fatalities by the year 2010.

Want more information?

💻 www.tc.gc.ca/roadsafety or e-mail RoadSafetyWebMail@tc.gc.ca
☎ call toll-free at 1-800-333-0371

6. Rail Safety

Railway crossing and trespassing occurrences continue to represent a significant risk to both the public and the railways. Through funded and partnership programs, Transport Canada is striving to improve the public safety at rail crossings and railway property. Through the Rail Safety Direction 2006 initiative, Transport Canada wants to reduce grade crossing collisions and

APPROXIMATE REACH:
⇒ 15,500 passive public crossings
⇒ 7,200 automated public crossings
⇒ 28,500 passive private and farm crossings

trespassing incidents by 50 per cent by the year 2006 (over 1995 figures). The initiative focuses on seven key areas (education, enforcement, engineering, research, legislative framework, resources, and communications) and on specific audiences (youth, aboriginal population, farmers, high risk drivers) and works through a partnership among all levels of government, railway companies, public safety organizations, police services, unions and community groups. The department also provides financial incentives, through the Grade Crossing Improvement Program and Operation Lifesaver, to railways and road authorities. The work of the rail safety service line will be carried out by approximately 146 employees at an estimated cost of $19 million annually over the planning period.

Our plans and activities . . .

Educate the parties responsible for maintaining rail crossings and railway properties.

Identify new partners from non-traditional sectors and promote their participation in Direction 2006.

Contribute at least $7.5 million to the Grade Crossing Improvement Program for safety improvements, such as the installation of lights and gates, and the relocation of road approaches at crossings, increase efforts to close certain railway crossings, and produce and distribute educational and awareness material identified by more than 30 stakeholders and public awareness campaigns.

Provide a $200,000 contribution (on-going) to Operation Lifesaver to promote awareness of rail safety issues by producing and marketing educational and awareness materials and undertaking enforcement and engineering activities.

Which will lead to . . .

- improved understanding of requirements by the railway and road authorities;
- improved level of stakeholder participation and involvement of new partners in Direction 2006;
- improved effectiveness of railway and municipal self-inspections; and
- improved levels of public awareness and compliance at rail crossings and on railway property.

And the key result is!

- Moving towards a 50 per cent targeted reduction in the number of highway/railway grade crossing collisions and trespassing incidents on railway property by 2006.

Want more information?
💻 www.direction2006.com

7. Civil Aviation

(↷ Section 4.1 about amendments to the *Aeronautics Act*)

In 1999, Transport Canada introduced its safety framework for civil aviation, Flight 2005, which established safety targets that will take the Canadian aviation industry to a new level of safety and ensure the public's continued confidence in civil aviation in Canada. The framework describes the safety directions for the next five years, and many individual projects arising from this framework are being tracked through a complementary implementation plan. Two of the more significant areas to be addressed are the implementation of the safety management concept into aviation

companies, and the mitigation of behavioural and organizational situations that contribute to human errors in the aviation industry. With the co-operation and acceptance of industry stakeholders, the department is taking a proactive approach to address these and other safety issues through a combination of safety promotion, awareness training, and regulatory activity. The work of the aviation safety service line will be carried out by approximately 1,433 employees at an estimated cost of $120 million annually over the planning period.

Canada's vastness means that both its airspace and aviation community are among the largest in the world market. The population of licensed personnel and registered aircraft ranks second, and the aerospace industry ranks fifth, accounting for:

⇒ 50 per cent of the commercial turbine helicopter market;
⇒ 35 per cent of the business jet market;
⇒ 33 per cent of the small turbine market; and
⇒ 60 per cent to 75 per cent of the market for aircraft environmental systems, large aircraft landing gear systems, and commercial simulators.

Our plans and activities . . .

Build an enhanced capacity within the civil aviation program for collecting, analysing, evaluating and utilizing safety data.

Focus or deploy resources using a risk-based approach to areas of highest risk for regulatory activities.

Strengthen the co-operative relationship needed to promote a widespread and viable safety culture, emphasizing the consultative approach with the aviation community. Communicate with targeted audiences in a proactive manner concerning aviation safety as well as the mandate and role of the civil aviation program.

Develop valid and practical means of incorporating the assessment of human and organizational factors in decision-making.

Which will lead to . . .

- the use of safety data and information for safety management decisions;
- the acknowledgement that aviation safety is a shared responsability between Transport Canada and the industry;
- the aviation community's continual assessment of human performance and organizational factors; and
- well-informed stakeholders on aviation safety.

And the key results are!

- Continued improvement on the high level of safety in Canada, moving toward the 2005 target of a 25 per cent reduction in the five-year average number of aviation accidents and fatal accidents.
- A high level of public confidence in our civil aviation program, moving toward the 2005 target that 90 per cent of respondents in public opinion research will say that air travel is safe or very safe.

Want more information?

www.tc.gc.ca/aviation

8. Safety Oversight of the Air Canada–Canadian airlines merger

As a result of the Air Canada–Canadian airlines merger (which included Air BC, Air Ontario, Air Nova and Canadian Regional Airlines), Transport Canada is providing the necessary regulatory oversight to ensure a safe transition to the new structure.

Our plans and activities . . .

Provide regulatory oversight of the existing companies while the current Air Operator Certificates remain in force, and consult closely with the airlines on the manner in which the operations of each company will be integrated.

Certify the merged companies following similar steps to those required for certifying new entrants, and issue new Air Operator Certificates.

Conduct post-integration audits.

Which will lead to . . .

- airline companies' continuing compliance with safety regulations, procedures and standards.

And the key result is!

- Moving toward meeting the Flight 2005 safety target of a 40 per cent reduction in five-year average number of major airline accidents.

9. Security at Canadian Airports

Transport Canada is developing the regulatory framework for a Canadian explosives detection system (EDS), which involves the screening of passengers and their belongings for explosives on flights leaving Canada. EDS implementation must be responsive to Canadian security needs at the required airports and traffic levels. Transport Canada is working with the Canadian aviation industry to develop a policy framework which will govern industry implementation. Funding in the amount of $10 million for aspects of this project was announced in the 2000 federal budget. The work of the security and emergency preparedness service line will be carried out by approximately 130 employees at an estimated cost of $9 million annually over the planning period.

The Transport Canada Automated Fingerprint Identification System (TCAFIS) is aimed at enhancing the quality, effectiveness and efficiency of airport security by modernizing the manner in which security clearances are processed. In a joint effort with the RCMP, Transport Canada will invest almost $6 million over a three-year period to modernize its criminal records queries system by spring 2002 to meet the demand for airport security clearance applications.

Our plans and activities . . .

Generate as part of a joint department/industry working group the data necessary to determine the appropriate technologies and associated operational procedures that will best meet government and industry requirements for EDS.

Submit to Ministers in spring 2002 a regulatory framework for the implementation of EDS, including a recommendation for the industry's implementation of Phase II.

Acquire and implement an automated fingerprint identification system that will ensure the integrity of personnel information, and revisit the security measures that require the provision of an escort at specific sites.

Which will lead to . . .

- increased industry awareness of the EDS project and involvement in working towards a solution for implementation;
- compliance with changing international security standards that allow us to maintain a competitive position in the global economy;
- enhanced privacy of personnel information through an automated process that eliminates the need for physical handling of files (which also has a positive impact on the environment as we strive for a paperless security clearance process); and
- improved compliance by airport operators and airport restricted area pass holders.

And the key results are!

- Enhanced aviation security for international flights.
- Reduced accidents and incidents that may otherwise result from unlawful interference.
- Increased public confidence in the safety and security of the air transportation system.

10. Marine Safety

(☙ Section 4.1 about amendments to the *Canada Shipping Act*)

The Small Vessel Monitoring and Inspection Program is aimed at reducing small passenger vessel accidents (vessels under 15 tons with fewer than 12 passengers) by ensuring that the vessels are operating safely and in compliance with applicable regulations. A "spot check" monitoring program — as opposed to annual inspections — is considered to be the most effective strategy to verify that the proper safety equipment (e.g., fire-fighting and lifesaving equipment) is on board at all times and that operators address safety issues year-round. Statistics show that, as a whole, small commercial vessels, including fishing vessels, have the greatest losses. The number of these small vessels is increasing; if nothing is done and the accident rate remains constant, the number of losses will increase.

As a result of concerns raised at the International Maritime Organization (IMO) convention about counterfeit and fraudulent use of certificates, there is a new international requirement, under the Standard on Training, Certification and Watchkeeping (STCW), to register, record and produce a new digitized Canadian Certificate of Competency for ships deck and engineer officers. Transport Canada is the certifying body responsible for Canada's approval of the new STCW through IMO. The issuance of the new certificates will cost approximately $1 million over the next two years. The work of the marine safety service line will be carried out by approximately 406 employees at an estimated cost of $26 million annually over the planning period.

Our plans and activities . . .

Produce a policy framework that ensures the controlled development of the Small Vessel Regulations and amendments to related requirements (e.g., fishing vessel regulations), and implement the regulations by 2003 in accordance with the new *Canada Shipping Act*.

Publicize the Small Vessel Monitoring and Inspection Program and make the associated policies and forms more widely available.

Educate stakeholders on the primary causes of accidents, why they are occurring and what can be done to reduce them.

Train regional examination centres on the requirements that pertain to the new certificates, and issue new Certificates of Competency, including photo identification, to all certified seafarers by February 2002.

Which will lead to . . .

- an increased awareness and understanding of safety programs by target groups;
- the elimination of counterfeit and fraudulent certificates; and
- increased industry awareness of, and compliance with, regulations and standards.

And the key result is!

- A reduction in marine accidents and incidents.

3.2.2 Contribute to Canada's prosperity

Canada's transportation policies address the needs of Canadians from coast to coast. The many reforms put forward by Transport Canada have contributed to improving the prosperity of this country. In the past two decades, transportation costs have not increased as rapidly as have those in the economy as a whole; if they had, they would be almost $10 billion more than they are today. As a result of the intense competition brought about by deregulation, most of these gains — approximately $8 billion — have been transferred to consumers and shippers in the form of lower prices. And because transportation contributes to the cost of everything we buy, import or export, these gains have contributed to making the Canadian economy more competitive and to improving the standard of living of all Canadians. Part of the country's success in controlling inflation has come from a transportation sector that translated productivity improvements into cost savings and price reductions.

1. Air Policy

In July 2000, legislation was passed to ensure an orderly restructuring of Canada's airline industry, with the least possible disruption to communities, the travelling public and to airline employees. In addition to the safety tenet, the legislation flowed from five basic principles: protection from price gouging, protection of service to small communities, the fair treatment of employees, the fostering of competition, and the maintenance of Canadian ownership and control. The legislation includes measures respecting major airline mergers and acquisitions, revised exit notice provisions, expanded oversight of domestic prices, new powers in the area of anti-competitive behaviour by airlines, and expanded responsibility for Air Canada to ensure the provision of services to the public in both official languages. In terms of the airline industry, domestic issues will continue to focus on consumer choice and protection, service to small communities, and adequate access to airport infrastructure by new entrants.

Other initiatives will focus on international air policies and bilateral air agreements. For example, further to the acquisition of Canadian Airlines by Air Canada, the department is reviewing Canada's international air policy with a view to further liberalization. The department will assess policy measures to make international scheduled air markets more open to competitive pressures and to create opportunities for market expansion to Canadian-based carriers. With approximately 70 bilateral air service agreements in place, work continues on negotiations of new or amended agreements that provide scheduled service access by an airline of one country to the territory of another country.

An effective and efficient network of airports in Canada is a key to Canada's prosperity. Between 1997 and 1999, the department reviewed the performance of the first four Local Airport Authorities. Based on the results of that review, revisions to the airport policy framework are being considered to address the demands of stakeholders and to clarify the governance and transparency regime of the national airport system (NAS) airports. Industry stakeholders have been criticizing the government about the lack of a policy basis for Crown rent at NAS airports leased to airport authorities. In contrast, the Auditor General criticized Transport Canada for failing to determine the fair market value for airport assets and business opportunities being transferred.

Our plans and activities . . .

Monitor air industry service, competition and impact on consumers.

Review and revise international air policy.

Develop an airport policy and legislative framework.

Which will lead to . . .

- Air Canada maintaining its commitments and undertakings to continue to provide post-merger domestic service to communities served by Air Canada, Canadian Airlines, and their wholly owned subsidiaries, and that, in the merger process, there would be no involuntary layoffs or relocations of unionized employees;
- effective user say on key airport decisions;
- improved disclosure of information by airport authorities; and
- the acceptance by stakeholders, travellers and citizens of the government's policy for airport rent.

And the key results are!

- An airline industry that provides an acceptable service level to all points in Canada at fair prices.
- A globally competitive airline industry owned and controlled by Canadians.
- An efficient, effective, flexible and affordable air transportation system.

2. Canada's Airports

Airport programs, including the divestiture of all but remote airports, are designed and implemented to ensure that Canada has the best possible airport system. These programs foster more commercial and locally accountable airport management, increase airport viability and more closely match airport facilities with the needs of users and communities. Transport Canada plays many roles with respect to the country's airports — we are the landlord for the largest and busiest airports, we continue to operate the remote airports and those not yet transferred, we provide funding to eligible airports through the Airports Capital Assistance Program (ACAP), we negotiate airport transfer agreements, and we maintain an oversight and monitoring role for the airports system.

Our plans and activities . . .

Continue divesting airports. All national airport system (NAS) airports are to be transferred by March 31, 2001. In the event that a transfer agreement cannot be negotiated, the department will strive to make self-sufficient the NAS airports that cannot be transferred. All non-NAS airports are to be transferred by March 31, 2002. Individual site plans are being developed to address transfer difficulties. In the event that a transfer agreement cannot be negotiated, action plans will be developed to deal with the non-NAS airports that are not transferred.

As landlord for the NAS airports, improve lease management activities to ensure a more consistent and rigorous approach to lease monitoring.

Continue to administer ACAP to assist eligible airports to finance capital projects related to safety, asset protection and operating cost reduction. The ACAP fund has been establish at $190 million over 5 years. Performance will be monitored and measured based on a framework which was

developed by Transport Canada in accordance with Treasury Board Secretariat's new transfer payment policy. A comprehensive evaluation of the program will be conducted in 2004.

Improve and enhance airport monitoring systems to obtain the information necessary to ensure Canada has the optimum airport infrastructure and service delivery policy.

Which will lead to . . .

- acceptance by local interests of airport operating responsibilities;
- good landlord/tenant relationships;
- safe and efficient operations by ACAP-eligible airports; and
- the adoption by airport authorities of industry "best practices" in the field of governance.

And the key results are!

- The commercial and financial viability and effectiveness of Canada's airport system.

Want more information?

www.tc.gc.ca/airports/nap/airNapMSR_en.htm

3. Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) are key to connecting transportation to the knowledge-based economy and are critical tools for improving safety, operational efficiencies, productivity and environmental performance. ITS will help to maximize existing capacity and integrate cross-modal and cross-jurisdictional transport operations. Transport Canada has developed and is leading the implementation of Canada's ITS plan, which is aimed at stimulating the development and deployment of ITS by and for all modes across urban and rural Canada. We are working with the Intelligent Transportation Systems Society of Canada, the provinces, territories and municipalities, other federal departments, academia, the private sector and the United States.

Our plans and activities . . .

Partner with all levels of government, the private sector, ITS Canada, academia, and consumers to implement Canada's ITS Plan, and support the development and deployment of ITS.

Participate in the development of international standards.

Develop a five-year R&D plan for industry-oriented ITS projects, which will include the exploration of safety and human factor issues associated with ITS functions, modes of operation, performance levels, or product features.

Provide global leadership and support to advance the application and compatibility of ITS technologies.

Which will lead to . . .

- the partnering of all levels of government, private sector, ITS Canada, academia and consumers to co-fund and implement Canada's ITS plan;
- the public use of integrated transportation systems; and
- the development of integrated systems and technologies by suppliers.

And the key results are!

- Improved traffic flows on congested corridors, and reduced border congestion.
- Increased productivity by improved efficiency and reliability of transportation.
- A reduction in attendant safety risks.

4. Surface Transportation Infrastructure

Surface programs — highways and bridges — are designed and implemented to ensure that Canada has the best possible infrastructure to meet its mobility needs. Surface infrastructure is critical to the country's economic health and the safety of Canadians. More than 40 per cent of our gross domestic product, and one in three jobs, depends on trade. Highways support the bulk of this trade activity, with 75 per cent of all freight shipments moved by trucks. Highways also support 90 per cent of all inter-city travel. Although highway matters in Canada are a provincial responsibility, the department's role is to work closely with provinces, territories, and some municipalities to ensure that the mobility of persons and goods across Canada continues to be supported and that the economy is enhanced by the transportation system. Transport Canada participates in a series of federal and provincial cost-shared funding agreements to preserve and improve the safety of the existing highway system. These efforts not only support transportation, both domestically and internationally, but also economic development, tourism, telecommunications, culture, and the environment.

The government's February 2000 budget allocated $2.65 billion for an overall infrastructure program, including $2 billion for municipal infrastructure and up to $600 million for a strategic highway infrastructure. Transport Canada is currently pursuing the design and approval of a strategic highway infrastructure program. The formal negotiation process for the highway infrastructure program is expected to commence as soon as possible and the signing of federal-provincial agreements will follow.

The federal government will continue to work in partnership with the provinces and territories to identify those parts of the national highway system that, because of growing traffic and increasing trade, need immediate attention. This highway component will foster innovative techniques and multiple partnerships that will further increase the efficiency and safety of the national transportation system for all Canadians, as well as enhance its sustainability and reliability.

Our plans and activities . . .

Sell 177 surplus St. Lawrence Seaway properties to the Canada Lands Company Limited which in turn will sell these properties to interested parties. These properties are located from Longueuil, Quebec, to Port Colborne, Ontario.

Administer existing/negotiate new federal-provincial highway funding agreements, and implement a new highway contribution management system in all provinces with existing programs.

Contribute in excess of $100 million over the next two years for the re-decking of the Jacques Cartier Bridge in Montreal. This is in addition to the subsidy payments made to the Jacques Cartier and Champlain Bridges Inc.

Participate in the World Road Association to share good highway management practices and increase the exposure and opportunities of Canadian businesses to international markets and emerging technologies.

Participate in various border crossing studies: Detroit–Windsor Capacity Study; New York State Border Crossing Study; Andover, N.B.–Fort Fairfield Border Cross Joint Facility Feasibility Study; and Calais/St. Stephen Area Border Crossing Study.

Which will lead to . . .

- full compliance with funding agreements;
- the effective use of federal highway contribution resources;
- Canadian businesses having opportunities in international markets and exposure to emerging technologies; and
- the free flow of goods and people (e.g., reduced waiting times at border crossings).

And the key result is!

- A safe, efficient and effective surface transportation infrastructure based on sustainable development principles.

5. Grain Transportation and Handling

In May 2000, the federal government announced major changes to grain transportation and handling policies, including: the introduction and gradual expansion of tendering for Canadian Wheat Board shipments to port; replacing the maximum grain rate scale with a cap on railways' annual grain revenues; improving branch line rationalization and the Final Offer Arbitration provisions of the *Canada Transportation Act*; a five-year $175 million transitional funding program for prairie grain roads; and a mechanism for continuous monitoring of the impact of the reforms on the overall performance of the grain handling and transportation system.

Our plans and activities . . .

Design a program for monitoring the grain handling and transportation system.

Engage an independent monitor to report on system performance.

Which will lead to . . .

- the availability of information for purpose of analysing the efficiency, effectiveness, and accountability of the system; and
- the identification of any problems or opportunities to improve the system further.

And the key result is!

- A more efficient, effective, and accountable system that will better serve the needs of producers, shippers and customers of Canadian prairie grain.

6. Revitalization of VIA Rail

The federal government announced that VIA Rail would receive increased capital funding of $401.9 million over five years. These funds are to be used to renew the capital base and to position VIA to handle new traffic growth. The corporation is developing a long-term capital plan as part of its overall corporate plan. Current emphasis is on replacing rolling stock as quickly as possible. Transport Canada will need to ensure that these new funds are spent in accordance with government directions.

Our plans and activities…

Monitor VIA Rail's progress and spending

Which will lead to…

- a modernized VIA Rail fleet;
- improved VIA Rail system reliability;
- reduce travel times to increase demand; and
- an improved cost/revenue ratio.

And the key result is!

- A safe, efficient, accessible national passenger rail system.

7. Marine Policy

As part of the federal government's initiative to rationalize the Canadian marine transportation system, Transport Canada continues to work on the establishment and monitoring of Canada Port Authorities (CPAs), the network of independently-managed major ports.

Canada has a federal obligation under the Constitution to provide uninterrupted year-round access to Newfoundland, and this obligation is fulfilled through the provision of ferry services. Transport Canada's role is to negotiate subsidy agreements with ferry operators to provide these services, monitor operations by private operators, and act as custodian of real property and vessels.

The operation of the Canadian locks in the Great Lakes/St. Lawrence Seaway system was commercialized in 1998, however, the government continues to own the fixed assets and remains committed to its long-term integrity. Both the government and industry are concerned with the competitiveness of the seaway system. In response to the marine industry's document, *The Great Lakes/St. Lawrence Waterway: A 20/20 Vision for the Future*, the department is developing a domestic marine strategy focused on the Great Lakes/St. Lawrence Seaway system. It will include an assessment of the current domestic marine policy, the concerns of all stakeholders, and a review of all measures and options that may be available to strengthen the competitive position of this major marine infrastructure system.

Our plans and activities . . .

Designate CPA status to Hamilton and Oshawa in 2001, and assess applications from other ports requesting CPA status.

Monitor CPA compliance with regulations and *Letters Patent*, and the overall viability of the national ports system.

Review by June 2003 the *Canada Marine Act* to ensure the objectives of the act are being met.

Monitor ferry service operations with a view to reducing operators' dependence on federal subsidies by ensuring the commercial viability of the operation through services that effectively meet demand and rates that reflect market conditions.

Develop, in consultation with industry and other government departments, a domestic marine strategy pertaining to the Great Lakes/St. Lawrence Seaway system.

Represent the federal government on the Intergovernmental Steering Committee in order to co-ordinate and further develop the Toronto Waterfront Revitalization initiative.

Which will lead to . . .

- ports that have the autonomy and flexibility to operate according to business principles and make investment decisions to their overall benefit;
- increased stakeholder representation at ports;
- ferry operations that are based on a client-focused, business-like approach;
- domestic shippers operating in a more efficient and cost-effective manner; and
- increased capital investments by ship owners to extend the life of the aging domestic fleet.

And the key results are!

- A reduced burden on the federal taxpayer for the operation of Canadian ports and the provision of ferry services.
- Efficient and cost-effective domestic shipping operations.
- The long-term viability and increased competitiveness of the Great Lakes/St. Lawrence Seaway system.

8. Canada's Ports

Port programs, including the divestiture of regional/local ports, are designed and implemented to ensure that Canada has the best possible national ports system. By fostering more commercial and locally accountable port management, self-sufficient regional/local ports and more commercially oriented Canada Port Authorities (CPAs), these activities ultimately reduce the burden on the Canadian taxpayer. Transport Canada plays many roles with respect to the country's ports — we negotiate transfer agreements with provinces, municipalities and local entities interested in owning and operating ports, we oversee and monitor the CPAs, and we continue to operate the remote ports and those not yet transferred.

Our plans and activities . . .

Divest all regional/local ports by March 2002.

Continue to operate and maintain remaining public ports and facilities to ensure existing commercial traffic is accommodated and that adequate supervision is provided; the cost of providing these services will be recovered in part.

Evaluate and monitor proposed CPA real property transactions requiring the Minister's approval and develop any related Supplementary Letters Patent.

Oversee and monitor CPAs, issue Certificates of Compliance with Letters Patent for every CPA in good standing, and developing procedures for special examinations as prescribed in the *Canada Marine Act*.

Which will lead to . . .

- locally operated self-sufficient ports that meet user demand;
- effective management of federal real property at port sites; and
- CPA compliance with legislative requirements and Letters Patent.

And the key results are!

- The commercial and financial viability of Canada's port system.
- A reduced burden on the federal taxpayer for the operation of Canadian ports.

Want more information?
www.tc.gc.ca/portprograms/en/menu.htm

9. Review of the *Canada Transportation Act*

The *Canada Transportation Act* (CTA) requires the Minister of Transport to conduct a comprehensive review of the Act and any other pertaining legislation under the Minister's responsibility. The review will assess whether the Act and related legislation provide Canadians with an effective, efficient, flexible and affordable transportation system. The review may also recommend amendments to national transportation policy and to the legislation where necessary to ensure those objectives. A panel was appointed by the Minister of Transport to conduct the review between July 2000 and June 2001.

Our plans and activities . . .

The panel will consult with stakeholders across Canada by March 2001 to assess stakeholder requirements in terms of how the act is functioning.

The panel's recommendations will be included in a report to be submitted to the Minister of Transport by June 30, 2001. The report will be tabled in Parliament in fall 2001.

The department will address the report's findings and recommendations during 2001-02 and where necessary propose changes to the national transportation policy and the *Canada Transportation Act*.

Which will lead to . . .

- increased awareness, understanding and acceptance of changes by stakeholders.

And the key result is!

- An efficient, effective, flexible, affordable and accessible transportation system enabled through the CTA.

10. Government On-Line

Advances in technology and delivery mechanisms, coupled with the increasing number of Canadians going on-line, allow the Government of Canada to provide more convenient access to information and services. More than 60 per cent of Canadians who look for government information do so via the Internet. The Government On-Line (GOL) initiative embraces a vision of electronic service delivery that will offer Canadians the services they need at the right time, in the right place, and in a secure, convenient and accessible manner.

To respond to the government's GOL commitment to stakeholders and the public, Transport Canada must increase its capacity to provide information and services electronically and ensure that the provision of these services meets Canadians' needs. The department will dedicate the appropriate expertise and resources to this initiative; the initiative will be carried out under the direction of a GOL Steering Committee and Project Team, which will ensure the department has input on government-wide developments, meets government milestones, and consults its external clients on the priorities and approaches to electronic service delivery.

Our plans and activities . . .

Develop a strategic plan by spring of 2001 to identify and prioritize the services that will be brought on-line.

Introduce on-line capacity for identified services and, by 2004, bring on-line 85 different services. Some of these services may include: vessel registry and licensing; consultation with stakeholders and industry; training and information sessions; some applications and approvals; electronic payment of invoices; and desktop procurement.

Which will lead to . . .

- clients taking advantage of the more efficient interaction with Transport Canada offered by on-line services.

And the key result is!

- The timely and efficient provision of Transport Canada information and services to meet demands by stakeholders and the public.

3.2.3 Protect the physical environment

Sustainable development and climate change will continue to be major public issues for the foreseeable future, and are two of the key challenges to be faced by the transportation sector on a global basis. Current growth rates suggest that 800 million more people will own cars over the next 40 years. Sustainable transportation is a shared responsibility among governments, industry and the Canadian public. Canadians are increasingly aware of the challenges facing the transportation sector and are looking to the federal government for leadership. Transport Canada is committed to promoting a sustainable transportation system for Canadians by integrating environmental considerations into its policies, programs and operations. This section discusses some of the department's key activities in support of sustainable transportation — climate change, environmental remediation and environmental management — which in turn support the commitments of Transport Canada's Sustainable Development Strategy. The work of the environmental affairs service line will be carried out by approximately 68 employees at an estimated cost of $7 million annually over the planning period.

Our plans and activities . . .

Transport Canada's second **Sustainable Development Strategy** (SDS) identifies seven strategic challenges and 29 commitments that will shape the transportation sector. The department's work in these areas, both alone and in partnership with other federal departments, levels of government, and stakeholders, will help foster a more sustainable transportation system — one that is safe, efficient and environmentally sound for Canada's present and future generations. Over the next three years, the department will implement its SDS and enhance its sustainable development management system, which is based on the ISO 14001 model. SDS implementation will be overseen by a national advisory group, and specific commitments will involve co-operation with the provinces, territories, municipalities, and other key stakeholders in the transportation sector. (☞ Section 4.2 on pg. 41 for the commitments contained in our SDS. Transport Canada's second SDS was tabled in the House of Commons on February 14, 2001. The full SDS Action Plan , with targets and performance measures, is posted on our web site.

Transportation is the largest single contributor of **greenhouse gas emissions** in Canada, producing some 25 per cent of total emissions. Forecasts estimate that, based on current policies, transportation emissions will be 32 per cent above 1990 levels by the year 2010. The Kyoto Protocol, if ratified, will commit Canada to reducing its emissions by six per cent below the 1990 levels between 2008 and 2012. In October 2000, Environment Canada Minister David Anderson and Natural Resources Canada Minister Ralph Goodale announced the *Government of Canada Action Plan 2000 on Climate Change*, which outlines co-ordinated, sustained and informed action by governments, industry, interest groups and individual Canadians in all economic sectors. In co-operation with Natural Resources Canada, Transport Canada will guide the development and implementation of the transportation component of the plan, which addresses five areas: urban transportation; new vehicle fuel efficiency; fuel ethanol production/update; fuel cell vehicle refuelling infrastructure; and freight transportation. For further details, see Challenge 5 of our SDS.

Transport Canada is working to mitigate and, as much as possible, prevent environmental damage from transportation activities. One important activity is the conduct of **environmental assessments** and the identification and management of contamination on property owned, or previously owned, by Transport Canada. If not properly managed, contaminated sites could lead to health and safety concerns and legal liabilities. The department works with interdepartmental

groups for a consistent federal approach to the management of contaminated sites. To this end, the department will develop, by spring 2002, a contaminated sites management framework.

To address our responsibility for the environmental management of sites, including airports, storage areas and office buildings, the department is working to promote the use of **environmental management systems** (EMS) and best practices within the transportation sector. The department's EMS was expanded in 1999 to include a broader scope of departmental activities and operations. An internal awareness program will be developed by 2001-02 to familiarize employees with a departmental Strategic Environmental Assessment Policy and enhance the department's capacity to undertake such assessments. Beginning in 2000-01, the department will also meet six revised EMS targets that focus on its remaining operational responsibilities. For further details, see Challenge 2 and Challenge 4 of our SDS.

Our environmental programs will lead to . . .

- increased stakeholder engagement and awareness of climate change issues and the opportunities to reduce greenhouse gas emissions in the transportation sector;
- increased public awareness of vehicle emissions and their effect on the environment, and of the importance of good vehicle maintenance; and
- increased understanding, and widespread application, of ISO 14001 EMS standards at transportation facilities.

And the key results are!

- A reduction in greenhouse gas emissions from the transportation sector, in support of Canada's national target.
- A reduction in the impact of air emissions from the transportation sector.
- Prevention and mitigation of environmental damage from transportation activities.
- An environmentally sustainable transportation system for Canadians.

4.0 Horizontal Initiatives

4.1 Major Legislative and Regulatory Initiatives

Initiative	Our plans and activities . . .	Which will lead to . . .	And the key results are!
Complete the reform of the ***Canada Shipping Act***.	• Delegate inspection activities to independent agencies (e.g. classification societies) with responsibilities for marine safety quality assurance. • Modernize legislation and clear delineation of ministerial responsibilities.	• an enhanced enforcement scheme to increase the level and rate of compliance.	• A safe, secure and economically viable national marine transportation system.
Pursuant to the ***Motor Vehicle Safety Act***: 1. Introduce proposed regulations on advanced air bag protection, side-impact protection and lower anchorages for child restraints. 2. Finalize regulations on low-speed vehicle and power-assisted bicycle classifications, incomplete vehicle requirements, and alternative fuel standards.	• Conduct research on crashes to identify regulatory priorities. • Conduct engineering research to develop new and improved motor vehicle safety regulatory performance criteria and test methods. • Develop new and improved safety standards through collaboration with other national governments. • Conduct compliance testing and enforcement activities.	• manufacturer improvements in design and construction of motor vehicles with higher levels of collision avoidance and crash-worthiness capability.	• A reduction in injuries and fatalities resulting from motor vehicle use, leading to Canada having the safest roads in the world.

Legislative and Regulatory Initiatives *(continued)*

Initiative	Our plans and activities . . .	Which will lead to . . .	And the key results are!
Amend the ***Motor Vehicle Transport Act, 1987*** to provide a national framework for provincial regulation of extra-provincial motor carrier (truck and bus) operators, focused on carrier safety performance. The amendments will make reference — at a national level — to carrier performance standards developed by the federal and provincial governments and industry through a formal consultative process under the auspices of the Canadian Council of Motor Transport Administrators.	• Develop a national framework for carrier safety performance, including collaboratively developed standards.	• consistent and comprehensive provincial application of the National Safety Code Standard 14 - Safety Ratings.	• A reduction in injuries and fatalities resulting from the involvement of extra-provincial carriers. • Canada's roads are the safest in the world.
Introduce the proposed **Transportation Appeal Tribunal of Canada Act**, which will continue the Civil Aviation Tribunal as a multi-modal transportation tribunal reviewing the actions taken under several pieces of transportation legislation.	• Define jurisdiction of the tribunal and identify the actions subject to tribunal review. • Amend the *Railway Safety Act*, *Aeronautics Act*, *Marine Transportation Security Act*, and the *Canada Shipping Act*.	• increased consistency in the treatment of those we regulate.	• A safe and secure national transportation system.

Legislative and Regulatory Initiatives *(continued)*

Initiative	Our plans and activities . . .	Which will lead to . . .	And the key results are!
Introduce the new **Marine Liability Act** to consolidate existing marine liability regimes into a single act, and retroactively validate certain by-laws made under the *Canada Ports Corporation Act* and regulations made under the *Pilotage Act*.	• Develop federal law concerning shipowners' liability to passengers for injury or loss of life. • Unify rules for apportioning liability. • Ensure the act reflects recent federal court decisions. • Develop a comprehensive approach to marine liability legislation and regulation. • Modernize the language of the legislation.	• improved awareness and understanding about potential exposures and insurability by stakeholders; • obligations to victims of maritime accidents met by shipowners and insurers; and • compliance with the Act by shippers.	• An efficient and economically viable marine transportation system by ensuring prompt and adequate compensation for accidents involving the marine mode. • Safer and more responsible vessel operation in Canadian waters.
Amend the ***Shipping Conferences Exemption Act, 1987*** to streamline its administration and encourage a more competitive operating climate in liner shipping.	• Reduce regulatory and paper burden on the industry. • Retain exemption from the *Competition Act* and inject additional pro-competitive provisions.	• greater flexibility in contracting options between carriers and shippers; and • support convergence of Canadian legislation with that of major trading partners.	• An efficient and more competitive marine transportation system. • High levels of services from conference shipping lines at competitive prices.

Legislative and Regulatory Initiatives *(continued)*

Initiative	Our plans and activities . . .	Which will lead to . . .	And the key results are!
Amend the ***Aeronautics Act***, updating the principle legislation governing aviation to reflect the current needs of the aviation community and government direction.	• Consult with the aviation community under the auspices of the Canadian Aviation Regulation Advisory Council. Key issues to be addressed: – creation of a confidential reporting service with immunity to those reporting infractions; – flight and duty time limitations for non-crew personnel; – use of flight data records and restrictions on data use; – enforcement sanctions; – implementation by aviation organizations of safety management systems; and – corporate liability and liability insurance.	• enhanced partnership and co-operation by stakeholders.	• Modernized and enhanced Canadian legislation. • A safe and secure national aviation system.
Pursuant to recent amendments to the *Railway Safety Act*, implement **Safety Management System Regulations**.	• Publish amendments in the Canada Gazette, Part II, and bring into force by summer 2001. • Implement a formal framework for integrating safety into daily railway operations.	• availability of safety performance data based on the new regulations; • adoption of safe practices through adoption of the regulation components; • recognition of the shared roles and responsibilities of those we regulate; and • increased voluntary compliance.	• A safe and secure national railway system.

Legislative and Regulatory Initiatives *(continued)*

Initiative	Our plans and activities . . .	Which will lead to . . .	And the key results are!
Continue with the amendment of the **Transportation of Dangerous Goods Regulations** into a "clear language" format.	• Develop clear, precise and easy-to-read regulations in which the information is more readily accessible to the reader.	• increased compliance, awareness and understanding of the regulations, for both the people we regulate and those who enforce the regulations.	• Public safety in the transportation of dangerous goods in Canada.

4.2 Sustainable Development Strategy

Transport Canada's second Sustainable Development Strategy (SDS) identifies seven strategic challenges and 29 commitments that will shape the transportation sector. The full SDS Action Plan, with targets and performance measures, is posted on our web site.

Want more information?

www.tc.gc.ca/envaffairs/english/sustain.htm

Challenge 1 — Improving Education and Awareness of Sustainable Transportation

How will we measure our progress? Level of Canadians' awareness of the environmental impact of transportation activities.

Commitments

1.1 Transport Canada will extend the **Moving On Sustainable Transportation** (MOST) program by two additional years to 2003-04, and add resources to the program subject to Treasury Board approval. The department will also implement a targeted marketing campaign by 2001-02 to increase awareness of the program.

1.2 Transport Canada, in partnership with Health Canada and Environment Canada, will develop tools for providing Canadians with information on active transportation options by 2002-03. Examples include the development of brochures, a web site, and a kiosk for sustainable development forums.

1.3 Transport Canada will expand its Green Commute program to the regional offices, and promote its adoption by other federal departments across Canada. The department's Quebec, Ontario and Pacific regions will promote the program to large employers in Toronto, Vancouver and Montreal by 2003-04.

1.4 Transport Canada will work with the transportation sector in Canada and abroad to promote best practices for environmental management by hosting a workshop in 2001, and by working with international partners to promote best practices in environmental management, by 2003-04.

Challenge 2 — Developing Tools for Better Decisions

How will we measure our progress? Program indicators will be used to report on this challenge.

Commitments

2.1 Transport Canada will identify its sustainable development data requirements, and develop a strategy and implementation plan to address existing data gaps, by 2001-02.

2.2 Transport Canada will evaluate the impact of internalizing the social and environmental costs of the various transport modes, and develop a departmental position on cost internalization, by 2003-04. The department will also develop analytical models to determine and allocate full costs (including infrastructure, safety and environmental costs) for road, rail, marine, and air modes, and their users, by 2002-03.

2.3 Transport Canada will work in close co-operation with the Centre for Sustainable Transportation, Environment Canada, other federal departments, and other organizations (e.g., National Round Table on the Environment and the Economy, and the Transportation Association of Canada) to develop a set of indicators to assess Canada's progress toward sustainable transportation, by 2003-04.

2.4 Transport Canada will approve a policy for conducting strategic environmental assessments (SEA), and establish an internal awareness program to familiarize staff with the policy, by 2001-02. The department will also undertake a research project to develop specific SEA tools to better assess the environmental impacts of its surface policies and programs, by 2001-02.

Challenge 3 — Promoting Adoption of Sustainable Transportation Technology

How will we measure our progress? Amount and percentage of departmental research and development (R&D) funds committed to energy and environment.

Commitments

3.1 Transport Canada will prepare and implement a five-year multi-modal intelligent transportation systems (ITS) R&D plan to support private-sector innovation and technology development, by 2000-01. Selected research projects will be conducted in partnership with academia and private sector firms, including industry partners, such as ITS Canada and the NAFTA Technology Working Group.

3.2 Transport Canada's Transportation Development Centre (TDC) will undertake, in co-operation with the federal Program of Energy Research & Development (PERD), the R&D of new information and communication technologies to improve transportation systems, by 2003-04. These technologies (sensors, communications, control, vehicle or vessel, location identification, navigation, data storage, and processing and display) will be applied to urban transportation, inter-modal freight, and air transport efficiency.

3.3 Transport Canada's TDC will undertake, in co-operation with PERD, R&D to aid the development of lightweight and low-emission vehicles using fuel cells, electric and hybrid drives and their supporting infrastructures, by 2003-04.

3.4 Transport Canada will promote public awareness of advanced technology vehicles (ATVs) — which provide very high fuel efficiency and ultra-low or zero emissions — through:

- tests, inspections, evaluations, and reports on 10 to 15 advanced technology vehicles, detailing the ability of ATVs to comply with existing vehicle regulations (annually, starting in 2001-02);
- the creation of a 'Green Vehicle' program identifying top 'green' vehicles for sale in Canada (by 2002-03);
- a web site that identifies 'green' vehicles for sale in Canada, by 2002-03; and
- an assessment of the market penetration and potential of ATVs and barriers to their diffusion, by 2002-03.

Challenge 4 — Improving Environmental Management of Transport Canada Operations and Lands

How will we measure our progress? Number of entities on Transport Canada lands implementing environmental standards.

Commitments

4.1 Transport Canada will meet six new targets for its Environmental Management System (EMS) that focus on priority areas in the department's operations, by 2003-04. The six target areas are air emissions, contaminated land, non-hazardous waste, storage tanks, environmental emergencies, and environmental awareness.

4.2 Transport Canada will implement an environmental monitoring program for all its properties, including those operated by third parties, by 2003-04. This will ensure compliance with regulations and identify best practices and existing/potential liabilities.

4.3 Transport Canada will work with the Canadian Environmental Assessment Agency (CEAA) to close gaps in the Canada Port Authority (CPA) Environmental Assessment Regulations under the *Canadian Environmental Assessment Act* (the Act), and to enable other entities that manage federal lands, such as National Airports System (NAS) airport authorities, to be brought under the Act, by 2001-02.

4.4 Transport Canada will develop a Natural Resource Inventory (NRI) for the Churchill airport in accordance with the proposed endangered species legislation, by 2001-02. Based on this work, Transport Canada will develop a generic guide by 2003-04 for use at other departmentally owned and operated airports.

Challenge 5 — Reducing Air Emissions

How will we measure our progress? Total air pollutants by mode and total greenhouse gas emissions by mode.

Commitments

5.1 Transport Canada will continue to lead the transportation component of the federal action plan on climate change. In particular, it will work with Natural Resources Canada and other departments and stakeholders to launch the five transportation measures in the government's *Action Plan 2000*:

- *New Vehicle Fuel Efficiency* — implement significant improvements through voluntary agreements with the auto industry, to be harmonized with the U.S. This includes a consumer education campaign to aggressively promote the purchase of cleaner, more fuel-efficient vehicles.
- *Community Transport Pilots* — develop with municipalities, provinces and territories, and other partners, four to five showcases across Canada to demonstrate and evaluate a range of urban strategies to reduce emissions.
- *Freight Efficiency & Technologies* — develop partnerships and voluntary agreements in the freight sector to encourage cost-effective practices and technologies, and identify opportunities for efficient integration of the freight modes.
- *Ethanol Support* — encourage the construction of new ethanol plants in Canada, to triple the supply and use of ethanol-blended gasoline by 2010.
- *Fuel Cell Partnership* — work with fuel cell suppliers, fuel providers, the automobile industry and governments, to demonstrate and deploy hydrogen and other fueling infrastructure, and to encourage the uptake of fuel cell vehicles in Canada.

5.2 Transport Canada will work with the International Civil Aviation Organization (ICAO) to develop new aircraft emissions standards and operational practices that address concerns about local air quality and global climate change.

5.3 Transport Canada will work with Environment Canada to form an interdepartmental working group to examine rail emission standards and current air emissions from locomotive engines, evaluate the existing Memorandum of Understanding between Environment Canada and the Railway Association of Canada, assess current U.S. regulations, and develop a strategy to reduce air emissions from railway equipment, by 2001-02.

5.4 Transport Canada will review the *Motor Vehicle Safety Act* (MVSA) to determine the appropriateness of including authority to regulate fuel efficiency data and data submission requirements in the MVSA.

Challenge 6 — Reducing Water Pollution

How will we measure our progress? Quantity of fuels or hazardous materials released, by mode, per transportation incident/accident. Number of oiled birds in Southeast Newfoundland.

Commitments

6.1 Transport Canada will identify third-party discharges of effluent and waste at Canadian ports by 2001-02.

6.2 Transport Canada will facilitate the development of standards for waste handling at Canadian ports by 2002-03.

6.3 Transport Canada will, in co-operation with Fisheries and Oceans Canada and Environment Canada, improve the effectiveness of its ocean discharge monitoring and inspection regimes, by examining existing aerial surveillance activities in Atlantic waters and, if necessary, increasing aerial surveillance activities, by 2002-03.

6.4 Transport Canada will work with the marine industry, other government departments and interested stakeholders, through the Canadian Marine Advisory Council (CMAC), the International Maritime Organization (IMO), and the International Joint Commission (IJC), to develop new regulations and standards for ballast water management and other issues related to nuisance aquatic species, by 2002-03.

6.5 Transport Canada will develop regulatory programs to incorporate international regulations on marine pollution and air emissions from ships through the International Convention for the Prevention of Pollution from Ships, 1973 (MARPOL) — Annex III (prohibiting the release of packaged dangerous goods), Annex V (restricting the release of garbage) and Annex VI (setting the standards on SOx, NOx, and ozone-depleting substances), by 2001-02.

6.6 Transport Canada will, in co-operation with Fisheries and Oceans Canada (Canadian Coast Guard), explore whether implementing a performance standards program for environmentally sound ship operations, and incentives for green ship operations, would have a positive impact on reducing pollution of water and air, by 2002-03.

Challenge 7 — Promoting Efficient Transportation

How will we measure our progress? *Economic Efficiency*: productivity of transportation industries and unit costs of transportation industries (annual % increase). *Fuel Efficiency*: energy/passenger-km (passenger); energy/tonne-km (freight).

Commitments

7.1 Transport Canada will complete a comprehensive, forward-looking study related to modal integration in support of Canada's competitive position in a global marketplace, by 2001-02. The study will explore potential public and private-sector approaches to facilitate modal integration and address such issues as efficiency in supply logistics, seamless transfer of goods, single-way bill from origin to destination, ITS and IT considerations, sustainable development, and other environmental aspects.

7.2 Transport Canada will develop and incorporate sustainable development criteria into its infrastructure funding agreements and programs, including the Airports Capital Assistance Program (ACAP), federally co-funded highway projects, and support for passenger rail, by 2002-03.

7.3 Transport Canada will work with provinces, municipalities and others to increase awareness of best practices in sustainable urban transportation, including:

- creating a web site of best practices in 2002-03;
- launching a national awards program to recognize leaders in 2002-03; and
- sponsoring a national conference on urban transportation issues, in 2003-04.

4.3 Management Improvement Initiatives

4.3.1 Modernizing Comptrollership

In 1999, Transport Canada joined several other federal departments which were piloting the Treasury Board Modern Comptrollership initiative. The initiative is to improve management practices in seven key areas — leadership, human resources development, values and ethics, performance information, risk management, stewardship, and accountability (for further information, visit the TBS web site at www.tbs-sct.gc.ca/subsites_e.html).

Transport Canada has established a project office which is accountable for the efforts to promote this initiative and encourage progress in specific areas. Overall success in practising good comptrollership rests with managers throughout the department. Departmental management and administrative policies, procedures and systems must provide effective support to managers to ensure successful achievement of results. Examples of management initiatives that support Modern Comptrollership include the implementation of performance measurement frameworks in several areas, such as Civil Aviation Flight 2005, and a pilot program in Rail Safety, which continues to further advance systematic risk management practices. An estimated $395,000 will be spent annually over the planning period to support the comptrollership initiative.

4.3.2 Financial Information Strategy

The Financial Information Strategy (FIS) is a mandatory government-wide initiative which will be implemented April 1, 2001. The goal of FIS is to improve financial decision-making, accountability and organizational performance, and it is a key component of the government's overall vision of modernizing comptrollership.

FIS involves system changes, the adoption of generally accepted accounting principles (including accrual accounting), and the decentralization of accounting responsibilities from the Receiver General to departments. In co-operation with other departments that use the same Oracle-based financial systems, Transport Canada is working to jointly develop and implement system interfaces, departmental policies and procedures, and training for employees. The department also participates on many interdepartmental committees that have been created to assist with the implementation of this strategy.

4.3.3 Information Management and Information Technology

To effectively respond to the government's commitment to stakeholders and the public to provide on-line services and information, i.e. Government On-Line (GOL), as well as other external and internal business drivers, Transport Canada is taking an integrated and strategic approach to information management/information technology (IM/IT) planning and investment. Failure to take a strategic approach will negatively affect the department's technological capacity and its ability to provide clients with on-line access to all key services and effective and efficient information exchange. To ensure optimum use of its IM/IT infrastructure, and to improve management of IM/IT lifecycle costs, the department will be implementing, over the next fiscal year, a framework for application management, an IM/IT planning process, an investment plan, and an IM/IT strategic plan to support the electronic delivery based services to be brought on-line by 2004.

The Safety and Security business line is further advancing the establishment of a multi-modal and multi-disciplined data management framework, including the development of a data warehouse which will lead to improvements in the quality and integrity of data, and improved decision-making based on expanded analytical capabilities (e.g., trend analysis, risk assessment, performance information).

4.3.4 Human Resources

Recruitment, retention and training. Years of fiscal restraint, coupled with an aging workforce, have left the public service with a significant human resource gap in some skill areas, making recruitment and retention a high priority for the government. For Transport Canada, the recruitment and retention of inspectors and other professionals poses a significant challenge, particularly in light of private-sector competition for qualified employees. To address this problem, Transport Canada is undertaking the focused recruitment and training of technical inspectors, engineers, civil aviation inspectors and other specialists. We are working with the Public Service Commission to fill these positions and with Treasury Board to provide terminable allowances to some of the existing employees for retention purposes. Training programs are focusing on the transfer of core expertise on regulatory oversight activities and on new regulatory requirements and skill sets.

Employment equity representation census. Transport Canada is committed to creating and maintaining a workforce that reflects the labour market availability of employment equity designated groups, and to producing employment equity plans that are tailored to address issues pertinent to designated groups. As such, the department will conduct an employment equity representation census campaign during spring 2001 to collect workforce information on which it can develop suitable programs and initiatives relative to its diverse workforce needs, while also meeting its legal obligations under the *Employment Equity Act*. Preliminary cost for the census campaign are estimated from $25,000 to $45,000.

5.0 Financial Information

Table 1 — Summary of Capital Spending by Business Line

Business Line *($000's)*	Forecast Spending 2000-2001[1]	**Planned Spending 2001-2002**	Planned Spending 2002-2003	Planned Spending 2003-2004
Policy				
Transportation Policy	450	**450**	450	450
System Monitoring and Analysis	-	**-**	-	-
	450	**450**	450	450
P&D				
Airports	36,660	**58,125**	63,473	108,297
Ports	4,037	**13,114**	740	740
Surface	-	**22**	22	22
Environment	31	**60**	60	60
	40,728	**71,321**	64,295	109,119
Safety and Security				
Multi-Modal	31	**16**	16	16
Aviation Safety	524	**2,718**	336	336
Marine Safety	491	**485**	207	207
Road Safety	1,204	**1,204**	1,204	1,204
Rail Safety	121	**86**	86	86
Transportation of Dangerous Goods	67	**-**	-	-
Research and Development	-	**-**	-	-
Security and Emergency Preparedness	404	**182**	77	77
Aircraft Services	12,090	**7,774**	8,654	7,062
	14,932	**12,465**	10,580	8,988
Departmental Administration				
Corporate Services	7,106	**12,855**	7,647	7,647
Corporate Management	398	**358**	358	358
	7,504	**13,213**	8,005	8,005
Total Capital Spending	63,614	**97,449**	83,330	126,562

Due to rounding, columns may not add to totals shown.

1. *Reflects best forecast of planned spending to the end of the fiscal year.*

Table 2 — Details on Major Capital Project Spending

All capital projects with an estimated total cost of over $2 million are listed below.

Business Line *($000s)*	**Forecast Total Estimated Cost**	**Forecast Spending to March 31, 2001**	**Planned Spending 2001-02**	**Planned Spending 2002-03**	**Planned Spending 2003-04**	**Future Years' Spending**
Policy						
All Policy projects			**450**	450	450	
Total Policy			**450**	450	450	
Programs and Divestiture (P&D)						
Stephenville, Newfoundland						
• Environmental remediation (S-DA)	2,714	2,423	**291**	-	-	-
• Breakwater repairs and dredging (I-DA)	3,300	-	**75**	3,225	-	-
Halifax, Nova Scotia						
• Infrastructure re-development (S-DA)	6,000	-	**6,000**	-	-	-
Blanc Sablon, Quebec						
• Rehabilitate movement areas (I-DA)	4,235	279	**2,967**	989	-	-
• Reconstruct wharf (I-DA)	9,478	-	**372**	8,056	1,012	38
Schefferville, Quebec						
• Rehabilitate runway (S-DA)	4,950	4,944	**6**	-	-	-
Kuujjuaq, Quebec (S-DA)						
• Rehabilitate runway 07/25 (S-DA)	11,999	7,653	**4,346**	-	-	-
Eastmain, Quebec						
• Rehabilitate movement areas (I-DA)	2,333	119	**1,661**	553	-	-
Pickering, Ontario						
• Environmental remediation of housing units (I-DA)	6,801	1,003	**2,740**	1,670	1,388	-
Port Stanley, Ontario						
• Dredging (S-DA)	2,189	1,102	**1,087**	-	-	-

(continued on next page)

Capital Project Listing *(continued)*

Business Line *($000s)*	**Forecast Total Estimated Cost**	**Forecast Spending to March 31, 2001**	**Planned Spending 2001-02**	**Planned Spending 2002-03**	**Planned Spending 2003-04**	**Future Years' Spending**
Fort Nelson, British Columbia						
• Landfill remediation (S-DA)	5204	4,759	**259**	123	63	-
• Environmental remediation (I-DA)	8,901	2,568	**1,697**	1,731	1,435	1,470
Churchill, Manitoba						
• Restore runway 15-33 (S-DA)	5,271	1,029	**4,242**	-	-	-
• Pavement restoration, non airside New ATB (S-DA)	2,102	2,093	**9**	-	-	-
Other P&D Projects			**45,569**	47,948	105,221	
Total P&D			**71,321**	64,295	109,119	
Safety and Security (S&S)						
Headquarters						
• JT15D-4 engine overhauls (S-DA)	6,983	2,825	**945**	1,305	800	1,108
• Aircraft Maintenance and Dispatch System (S-DA)	2,816	1,556	**1,260**	-	-	-
• Automated fingerprinting identification system (S-DA)	3,648	248	**3,400**	-	-	-
• PT-6A engine overhauls (I-DA)	4,200	-	**350**	1,050	700	2,100
Moncton, New Brunswick						
• Construct aircraft hangar (I-DA)	7,640	-	**313**	6,244	1,083	-
Other S&S projects			**6,197**	1,981	6,405	
Total S&S			**12,465**	10,580	8,988	

(continued on next page)

Capital Project Listing *(continued)*

Business Line ***($000s)***	**Forecast Total Estimated Cost**	**Forecast Spending to March 31, 2001**	**Planned Spending 2001-02**	**Planned Spending 2002-03**	**Planned Spending 2003-04**	**Future Years' Spending**
Departmental Administration (DA)						
Headquarters						
• Transport Integrated Personnel System (S-DA)	11,228	11,198	**30**	-	-	-
• Records Management System (S-DA)	10,039	3,700	**6,339**	-	-	-
• Windows 2000 software upgrade (I-DA)	3,500	1,000	**900**	1,600	-	-
• Oracle Release 11i Upgrade (I-DA)	6,110	-	**1,596**	4,399	115	-
Other DA projects			**4,348**	2,006	7,890	
Total DA			**13,213**	8,005	8,005	
Total Capital Spending			**97,449**	83,330	126,562	

Due to rounding, columns may not add to totals shown.

Table 3 — Summary of Transfer Payment Spending by Business Line

Business Line ***($000's)***	Forecast Spending 2000-2001[1]	**Planned Spending 2001-2002**	Planned Spending 2002-2003	Planned Spending 2003-2004
Grants				
Policy	22,548	**22,887**	22,887	22,887
Programs and Divestiture	36,300	-	-	-
Safety and Security	115	-	-	-
Departmental Administration	-	-	-	-
Total Grants	58,963	**22,887**	22,887	22,887
Contributions				
Policy	36,360	**35,895**	32,217	30,642
Programs and Divestiture	190,982	**184,622**	166,298	144,215
Safety and Security	14,980	**12,523**	12,523	12,523
Departmental Administration	-	-	-	-
Total Contributions	242,322	**233,040**	211,038	187,380
Total Transfer Payments	301,285	**255,928**	233,925	210,267

Due to rounding, columns may not add to totals shown.

1. *Reflects best forecast of planned spending to the end of the fiscal year.*

Table 4 — Details on Transfer Payment Programs

The following table presents information concerning each of our transfer payment programs for which the total estimated cost (TEC) of the program exceeds $5 million.

Program Name	Our objective is to . . .	And the expected results . . .
Policy		
Grant to the Province of British Columbia for ferry and coastal freight and passenger services (ongoing program).	Assist the Province in providing ferry services in the waters of British Columbia.	Transportation links to the national surface transportation system from various regions and isolated areas of British Columbia.
Contribution for non-VIA Rail passenger services (TEC $37.3 M).	Ensure the provision of transportation services to remote regions.	Continued access to rail service for Canadians in remote areas (between Sept-Îles and Labrador City/Schefferville; Sault Ste. Marie and Hearst; and Toronto and North Bay).
Contribution for ferry and coastal passenger and freight services (ongoing program).	Monitor ferry service operations with a view to reduce operators' dependence on federal subsidies by ensuring the commercial viability of the operation through services that effectively meet demand and rates that reflect market conditions.	Safe, reliable and affordable ferry services between Wood Island and Caribou; and Souris and Cap-aux-Meules.
Payment to the Canadian Wheat Board (CWB) for hopper cars for the transportation of grain in Western Canada (ongoing program).	Assist the CWB with the acquisition and leasing of hopper cars.	Efficient transportation of grain in Western Canada.
Allowances to former employees of Newfoundland Railways, Steamships and Telecommunications Services transferred to Canadian National Railways (ongoing program).	Assume responsibility for that portion of the pension costs not payable by the Government of Newfoundland or Canadian National Railways for the transferred employees.	Ensure a pension income equivalent to the provincial plans at the time of transfer is accessible for the former provincial employees.
Contribution toward the Quebec Bridge Restoration Program (TEC $6 M).	Assist CN Rail with the restoration of the Quebec Bridge, which was originally built by the federal government in 1918.	Continued safe operation of vehicle and train traffic on the bridge.

Transfer Payments *(continued)*

Program Name	Our objective is to . . .	And the expected results . . .
Programs and Divestiture		
Contributions for the operation of non-National Airport System (NAS) airports (ongoing program).	Provide operating subsidies to airport sites across Canada.	Safe operations at non-NAS airports not yet transferred (and not yet eligible for ACAP).
Airports Capital Assistance Program (maximum of $190 million over 5 years).	Assist eligible airports in financing capital projects.	Safe operations, protection of assets, and reduced costs at non-NAS airports.
Port Divestiture Fund (TEC $115 M).	Provide assistance/incentive to potential non-federal port encourage acceptance of the port and facilities with an undertaking to continue port operations and to assist in bringing the port property to a minimum safety and operating standard.	Facilitate the transfer/divestiture of regional/local ports to local groups (implementation of the National Marine Policy).
Contributions to provinces toward highway improvements to enhance overall efficiency and promote safety while encouraging regional, industrial development and tourism (ongoing program).	Participate in joint federal-provincial financing of the construction, strengthening and improvement of certain highway links and roads.	Improve transportation safety and efficiency and promote economic development.
Newfoundland Regional Trunk Roads (TEC $235 M).	Improve highway capacity in lieu of rail transportation following the termination of most rail links.	Improve transportation safety and efficiency and promote economic development.
Trans-Canada Highway (TCH) Agreement — Newfoundland (TEC $405 M).	Construct links of the TCH in Newfoundland and Labrador in exchange for the termination of rail operations in the province.	Strengthen and improve the TCH in Newfoundland and Labrador.

Transfer Payments *(continued)*

Program Name	Our objective is to . . .	And the expected results . . .
(S) Payments to CN Rail in respect of the termination of tolls on the Victoria Bridge in Montreal, and for the rehabilitation work on the roadway portion of the bridge (ongoing program).	Compensate CN for the federal decision to remove tolls, and to contribute to a major rehabilitation of the roadway portion of the bridge.	Defray negative impact on CN's revenues of the removal of the tolls and support safe operation of vehicles on the bridge and approaches.
(S) Northumberland Strait Crossing subsidy payment (ongoing program).	Honour constitutional obligation to provide transportation link between Prince Edward Island and the mainland.	Provide continuous and efficient year-round transportation for people and goods between Prince Edward Island and the mainland.
Safety and Security		
Payments in support of crossing improvements approved under the *Railway Safety Act* (ongoing program).	Provide assistance to railway companies and/or road authorities to carry out works to improve safety at public road/railway grade crossings.	Reduce the risk of collisions and casualties at public road/railway grade crossings.
National Safety Code (TEC $17.8 M).	Provide assistance to provinces and territories in support of the uniform application of the National Safety Code Standards to extra-provincial carriers.	Improve safety levels, safety monitoring capabilities, and national uniformity of standards.

Table 5 — Source of Respendable and Non-respendable Revenue

Business Line *($000's)*	Forecast Spending 2000-2001[1]	**Planned Spending 2001-2002**	Planned Spending 2002-2003	Planned Spending 2003-2004
Respendable Revenue:				
Policy				
International marketing revenue	-	**50**	50	50
Rental revenue	100	**-**	-	-
Revenues for provision of statistical data	299	**-**	-	-
Miscellaneous revenues and recoveries	137	**-**	-	-
	536	**50**	50	50
Programs and Divestiture				
Harbours and ports revenues (net of commissions)	12,457	**9,707**	5,351	4,838
Airports - Concessions	4,288	**2,471**	183	183
Airports - Rentals	7,218	**6,628**	5,084	5,174
Airports - Landing fees	9,194	**5,704**	632	632
Airports - General terminal fees	5,250	**4,302**	412	412
Airports - Lease and chattel payments	211,710	**227,827**	270,491	285,503
Miscellaneous revenues and recoveries	1,506	**1,107**	43	43
	251,622	**257,746**	282,196	296,785
Safety and Security				
Aviation safety fees	12,272	**10,959**	10,948	10,948
Revenues from other government departments for aircraft services	2,107	**2,075**	2,075	2,075
Marine safety fees	8,032	**7,374**	7,374	7,374
Road safety fees	670	**350**	350	350
Shortline rail inspections and other revenue	125	**63**	63	63
Recoveries from other government departments for aircraft services	30,540	**28,501**	28,501	28,501
Revenues and recoveries from Research and development activities	4,706	**1,925**	1,925	1,925
Miscellaneous revenues and recoveries	115	**131**	131	131
	58,567	**51,378**	51,367	51,367

(Continued on next page)

Source of Respendable and Non-respendable Revenue (*continued*)

Business Line ***($000's)***	Forecast Spending 2000-2001[1]	**Planned Spending 2001-2002**	Planned Spending 2002-2003	Planned Spending 2003-2004
Departmental Administration				
Lease and concession revenue	944	**580**	266	92
Recoveries for training and computer services	627	**464**	464	464
	1,571	**1,044**	730	556
Total Respendable Revenue	312,295	**310,218**	334,343	348,758
Non-respendable Revenue:				
Policy				
Hopper car leases	10,000	**10,000**	10,000	10,000
Programs and Divestiture				
Non-navigational assets - St. Lawrence Seaway	4,000	**5,000**	5,000	5,000
Ports sales and chattels	-	**-**	-	45
Canada Port Authorities - Stipends	9,130	**9,546**	10,009	10,503
	13,130	**14,546**	15,009	15,548
Total Non-respendable Revenue	23,130	**24,546**	25,009	25,548
Total Revenues	335,425	**334,764**	359,352	374,306

Due to rounding, columns may not add to totals shown.

1. *Reflects best forecast of planned spending to the end of the fiscal year*.

Table 6 — Net Cost of Program for the Estimates Year

Total Department *($000's)*	**2001-2002**
Gross Planned Spending	1,251,323
Plus: Services received without charge:	
Accommodation provided by Public Works and Government Services Canada (PWGSC)	24,909
Contributions covering employers' share of employees' insurance premiums and expenditures paid by Treasury Board Secretariat	18,643
Workman's compensation coverage provided by Human Resources Development Canada (HRDC)	4,798
Salary and associated expenditures of legal services provided by Justice Canada	5,016
	53,366
Gross Program Cost	1,304,689
Less:	
Respendable Revenue	310,218
Non-respendable Revenue	24,546
Net Cost of Program	**969,925**

Due to rounding, columns may not add to totals shown

Table 7 — Loans, Investments and Advances

This table reflects the expected outstanding balances on loans owed to Transport Canada at the end of each fiscal year.

Business Line ***($000's)***	Forecast Spending 2000-2001[1]	**Planned Spending 2001-2002**	Planned Spending 2002-2003	Planned Spending 2003-2004
Programs and Divestiture				
Loan to Hamilton Harbour Commission [2]	-	**-**	-	-
Loan to Saint John Harbour Bridge Authority	26,013	**25,866**	25,569	25,276
Loans assumed from the former St. Lawrence Seaway Authority	724	**699**	673	645
Total Outstanding Loan Balance	26,737	**26,565**	26,242	25,921

Due to rounding, columns may not add to totals shown

1. *Reflects best forecast to the end of the fiscal year.*
2. *The remaining $25K debenture was purchased in June 2000.*

Table 8 — Main Estimates Spending Authority

Vote	*($000's)*	**Main Estimates 2001-2002**	Main Estimates 2000-2001
	Budgetary		
1	Operating expenditures	**131,005**	145,963
5	Capital expenditures	**97,449**	81,395
10	Grants and Contributions	**203,528**	284,668
15	Payments to the Jacques Cartier and Champlain Bridges Inc.	**116,237**	38,641
20	Payments to Marine Atlantic Inc.	**36,347**	48,378
25	Payments to VIA Rail Canada Inc.	**247,739**	170,304
(S)	Minister of Transport - Salary and motor allowances	**52**	52
(S)	Payments to Canadian National Railway Company - Victoria Bridge, Montreal	**4,000**	11,315
(S)	Contributions to employee benefit plans	**48,471**	48,401
(S)	Payments in respect of St. Lawrence Seaway agreements	**1,577**	1,631
(S)	Northumberland Straight Crossing subsidy payment	**48,400**	47,600
	Total Department	**934,805**	878,348

Due to rounding, columns may not add to total shown.

6.0 Other Information

6.1 Legislation Administered

The Minister has sole responsibility to Parliament for the following Acts:

Aeronautics, An Act respecting Regulations made pursuant to s. 5	1969-70, c. 45
Airport Transfer (Miscellaneous Matters) Act	1992, c. 5
Blue Water Bridge Authority Act	1964-65, c. 6
Buffalo and Fort Erie Public Bridge Company Act	1934, c. 63
Canada Marine Act	1998, c. 10
Canada Ports Corporation Act	R.S. 1985, c. C-9
Canada Transportation Act	1996, c. 10
CN Commercialization Act	1995, c. 24
Canadian National Montreal Terminals Act, 1929	1929, c. 12
Canadian National Toronto Terminals Act	1960, c. 26
Carriage by Air Act	R.S. 1985, c. C-26
Carriage of Goods by Water Act	1993, c. 21
Civil Air Navigation Services Commercialization Act	1996, c. 20
Coasting Trade Act	1992, c. 31
Department of Transport Act	R.S. 1985, c. T-18
(The) Hamilton Harbour Commissioners' Act	1912, c. 98
Harbour Commissions Act	R.S. 1985, c. H-1
Intercolonial and Prince Edward Island Railways Employees' Provident Fund Act	1906-07, c. 22
International Rapids Power Development	1952, c. 157
Marine and Aviation War Risks Act	R.S.C. 1970, c. W-3
Marine Atlantic Inc. Acquisition Authorization Act	1986, c. 36
Marine Insurance Act	1993, c. 22
Marine Transportation Security Act	1994, c. 40
Maritime Code Act	1977-78, c. 41
Meaford Harbour, An Act respecting	1866, c. 78; 1907-08, c. 46
Motor Vehicle Fuel Consumption Standards Act	R.S. 1985, c. M-9
Motor Vehicle Safety Act	1993, c. 16
Motor Vehicle Transport Act, *1987*	R.S. 1985, c. 29 (3rd Supp.)
National Transcontinental Railway Act	1903, c. 71
Navigable Waters Protection Act	R.S. 1985, c. N-22
Northern Transportation Company Limited Disposal Authorization Act	1985, c. 35
Northumberland Strait Crossing Act	1993, c. 43
Ontario Harbours Agreement Act	1963, c. 39
Pilotage Act	R.S. 1985, c. P-14
Port Warden for the Harbour of Montreal, An Act to amend and consolidate the Acts relating to the office of	1882, c. 45

Port Warden in the Harbour of Quebec, An Act to provide for the appointment of a	1871, c. 33
Railway Relocation and Crossing Act	R.S. 1985, c. R-4
Railway Safety Act	R.S. 1985, c. 32 (4th Supp.)
Safe Containers Convention Act	R.S. 1985, c. S-1
Shipping Conferences Exemption Act, 1987	R.S. 1985, c. 17 (3rd Supp.)
Transportation of Dangerous Goods Act, *1992*	1992, c. 34
United States Wreckers Act	R.S. 1985, c. U-3
Winnipeg Terminals	1907, c. 52; 1914, c. 57

The Minister shares responsibility to Parliament for the following Acts:

Aeronautics Act (Minister of National Defence)	R.S. 1985, c. A-2
Arctic Waters Pollution Prevention Act (Minister of Indian Affairs and Northern Development; Minister of Natural Resources)	R.S. 1985, c. A-12
Bills of Lading Act (Minister of Justice and Attorney General of Canada)	R.S. 1985, c. B-5
Canada Shipping Act (Minister of Fisheries and Oceans)	R.S. 1985, c. S-9
Excise Tax Act (Minister of Finance; Minister of National Revenue)	R.S. 1985, c. E-15
Government Property Traffic Act (Minister of Public Works and Government Services)	R.S. 1985, c. G-6
National Energy Board Act (Minister of Natural Resources)	R.S. 1985, c. N-7
Non-Smokers' Health Act (Minister of Human Resources Development)	R.S. 1985, c. 15 (4th Supp.)
Ste-Foy-St-Nicolas Bridge Act (Minister of Public Works and Government Services)	1964-65, c. 16

Disclaimer:

Please note that the above list of statutes has been prepared for use as a ready reference and has no legal force or effect. For all purposes of interpreting and applying the statutes, users should consult the *Revised Statutes of Canada, 1985*, and any pertinent statutory instruments.

Transport Canada's regulations and orders are too numerous to list. Please consult the Consolidated Regulations of Canada, 1978 and any pertinent amending statutory instruments, as published in the *Canada Gazette*, Part II.

6.2 Contact List

TRANSPORT CANADA HEADQUARTERS

Web Site:
http://www.tc.gc.ca

Mailing Address:
Transport Canada
Place de Ville, Tower C
330 Sparks Street
Ottawa, Ontario
K1A 0N5

General Enquiries:
Telephone: (613) 990-2309
Fax: (613) 954-4731

Library and Research Services Centre:
(613) 998-5128

TRANSPORT CANADA REGIONAL OFFICES

Atlantic Region
95 Foundry Street
Moncton, New Brunswick
E1C 8K6
Telephone: (506) 851-7316

Quebec Region
700 Leigh Capreol
Dorval, Quebec
H4Y 1G7
Telephone: (514) 633-2714

Ontario Region
4900 Yonge Street
Toronto, Ontario
M2N 6A5
Telephone: (416) 952-2170

Prairie and Northern Region
344 Edmonton Street
Winnipeg, Manitoba
R3C 0P6
Telephone: (204) 984-8105

Pacific Region
620–800 Burrard Street
Vancouver, British Columbia
V6Z 2J8
Telephone: (604) 666-3518

Index

A

Air Canada–Canadian airlines merger · 22
Air Policy · 25
Airport programs · 26

C

Canada Shipping Act · 36
Civil Aviation · 20

E

Environmental management systems · 35

G

Government-On-Line · 33
Grain Transportation and Handling · 29
Greenhouse gas emissions · 34

I

Inspection and Monitoring Program · 17
Intelligent Transportation Systems · 27

M

Marine Liability Act · 38
Marine Policy · 30
Marine Safety · 23
Motor Vehicle Safety Act · 36
Motor Vehicle Transport Act, 1987 · 37

P

Port programs · 31

R

Rail Safety Direction 2006 · 20
Regulatory Reform · 15
Research and Development Program · 18
Review of the *Canada Transportation Act* · 32
Road Safety Vision 2001 · 19

S

Safety Management Systems · 16
Security at Canadian Airports · 22
Shipping Conferences Exemption Act, 1987 · 38
Surface infrastructure · 28
Sustainable Development Strategy · 34

T

Toronto Waterfront Revitalization · 7
Transport Canada Business Lines · 9
Transport Canada Organizational Chart · 8
Transportation Appeal Tribunal of Canada Act · 37

V

VIA Rail · 30