



Transport Canada

Performance Report

For the
period ending
March 31, 1996

Improved Reporting to Parliament –
Pilot Document

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Foreword

This document was prepared as phase two of the Improved Reporting to Parliament Project which has been established within the Treasury Board Secretariat to improve the Expenditure Management information provided to Parliament, and to update the processes used to prepare this information. This is part of a broader initiative known as “Getting Government Right” to increase the results orientation and increase the transparency of information provided to Parliament.

During the period from August 1995 to June 1996, extensive consultations were held with Members of Parliament and other key stakeholders to examine options to improve the information provided to Parliament. A clear requirement was identified to provide a focus on departmental performance and actual results achieved.

In June, 1996 the House of Commons gave its concurrence to tabling, on a pilot basis, separate performance reports from sixteen departments and agencies. These pilot documents will be evaluated, and if Parliament and others endorse the approach, Parliament will be asked to formally approve the introduction of separate performance reports for all departments and agencies beginning in the fall of 1997.

These documents are also available electronically from the Treasury Board Secretariat Internet site: <http://www.tbs-sct.gc.ca/tb/key.html>

Comments or questions about this document, or the Improved Reporting to Parliament Project, can be directed to the TBS Internet site, or to:

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A message from the Minister of Transport



1995-96 was a pivotal year for Transport Canada. It was an exciting time for the transportation sector of Canada's economy. Over many years, governments in Canada invested in, owned, operated, regulated and controlled our transportation systems. This led to an over-built, over-subsidized and over-regulated environment. In 1994, Transport Canada announced a plan for a far-reaching modernization of the transportation system. 1995-96 saw this plan move us toward a more efficient, commercially driven, regionally responsive infrastructure, less dependent on public subsidies. In short, a transportation system on which a new economy can ride.

Transport Canada is working hard to meet the federal government's commitment to get government right for Canadians. The modernization that we are undertaking across all sectors -- air, marine and land transport -- is directed at best meeting the real needs of Canadians. We are seeking to achieve greater efficiency and reduce public subsidies. We are looking to instil more business discipline. We are also trying to make transportation infrastructure more responsive to the needs and opportunities of Canada's regions and to provide a greater say to the users of the transportation system. Also, in all sectors, we are seeking these improvements while focusing on our top priority -- safety.

Transport Canada has taken major strides in the right direction. We have begun to commercialize federal airports, and we will soon commercialize the civil air navigation system. We sold the Canadian National Railway through the largest and most successful initial public offering of shares in this country's history. We announced a new marine policy that will see the commercialization of public ports, ferry services, marine pilotage and the Great Lakes-St. Lawrence Seaway system. We eliminated close to \$700 million in subsidies and passed legislation to modernize the transportation regulatory framework. We also signed an "Open Skies" agreement with the United States and announced a new international air transportation policy.

These initiatives changed, forever, the essential role of this department. No longer focused on operating major portions of the transportation system, Transport Canada re-oriented itself to provide for a new departmental structure emphasizing strong policy and safety direction and client-oriented service. As the department celebrates its 60th anniversary in 1996, it faces its greatest challenge -- building a new Transport Canada that promotes a Canadian transportation system that is responsive to the country's changing needs. We have faced, and will continue to face, this challenge head-on to provide Canadians with a safe, competitive transportation system.

David Anderson, P.C., M.P.

About this report

This performance report set out what Transport Canada accomplished in 1995-96.

- It explains what this department did to improve the safety and efficiency of the transportation system.
- In 1995-96, this department undertook major changes to the way it carried out its business. This report explains how and why it developed a strategic plan and the progress it made against this plan in 1995-96.
- Over the past several years Transport Canada has experienced a net budget decrease. This report explains where the department spent its resources in 1995-96 and how it was able to achieve savings.

The following symbols are used in this report:



-  Further information on this subject is available on the indicated page.
-  Further information on this subject is available in another document. See p. 48.

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1.0 Executive summary

1995-96 was a year of tremendous change for Transport Canada. The department's challenges were many as it began to modernize the Canadian transportation system to enhance its viability, to encourage its competitiveness and to promote its efficiency. The department began implementing measures for the commercialization of its operations. It reduced its reliance on government funding by decreasing or eliminating subsidies and through greater cost recovery. It developed policies that enhance the efficiency of the transportation system. And, it did all of these while continuing to maintain the system's high level of safety and security.

The safety and security of the transportation system was maintained

Road safety: Traffic fatalities per 100,000 licensed drivers in Canada in the decade ending in 1994 decreased by 40 percent. In 1994, Canada tied for 5th lowest in the world in road users killed on a per registered vehicle basis. (See p. 34)

Rail safety: For the period 1984 to 1992, Canada's accident rate was 20 percent lower than the U.S. for main track collisions and 28 percent lower for main track derailments. In the decade ending in 1995 accidents at railway/highway crossings have decreased by 43 percent. (See p. 32)

Aviation safety: The accident rate for aviation transportation has declined slightly over the last three years. (See p.26)

Marine safety: Accident and fatality rates per 1,000 vessel arrival and departures has been stable over the last decade. In fact, the 1995 total of 685 shipping accidents reported to the Transportation Safety Board represents a decrease of 14 percent from 1994. It is also 20 percent lower than the annual average for the previous five years, and is a 10-year low. (See p. 23)

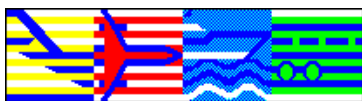
The department decreased its reliance on government funding

Reductions in subsidies: National Transportation Agency (now called the Canadian Transportation Agency) subsidies totaling over \$650 million under the *Atlantic Region Freight Assistance Act* (ARFAA), the *Maritime Freight Rates Act* and the *Western Grain Transportation Act* were abolished since they did not contribute to the efficiency of the transportation system. (See p. 14)

Revenue generation: The department implemented revenue generation initiatives to shift a greater share of the cost of the transportation system to its direct users. These initiatives generated over \$80 million in new revenue in 1995-96. (See p. 15)

The department worked towards the commercialization of operations

National Airports Policy - The department achieved its target of 29 airports transferred in 1995-96. It also achieved gross operating savings of \$13 million - \$10 million greater than planned. Transport Canada will continue to set safety and security standards for all airports). (See p. 11)



Air navigation system: Agreements on the transfer of assets, employees and safety guidelines to NAV CANADA, a not-for-profit private sector corporation, were signed. In March 1996 the *Civil Navigation Services Commercialization Act* was tabled and on June 20, it received royal assent. A transfer is expected in November 1996. (See p. 13)

CN Rail: 100 percent of the government's holdings were sold in the largest equity offering in Canadian history, raising more than \$2 billion in gross proceeds. (See p. 8)

Motor Vehicle Test Centre: Bids from parties interested in operating the test centre as a government-owned contractor-operated (GOCO) facility were evaluated in 1995-96. PMG Technologies Ltd. will operate the centre under a five-year contract that commenced on June 15, 1996. (See p. 21)

Ship inspection: Partial delegation of ship safety inspection activities to classification societies is being examined. The department must keep quality assurance and ultimate accountability for ship safety. (See p. 14)

The department developed policies promoting transportation efficiency

International policy and "Open Skies" agreement: These policies created more than 100 new scheduled routes and increased seat capacities by 26 per cent. (See p. 9)

Canada Transportation Act: The Act came into effect on July 1, 1996, to streamline economic regulation. (See p. 8)

National Marine Policy: The policy was announced in December 1995. It ensures that business principles are applied to the development and operation of marine transportation infrastructure services. (See p. 10)

- **Legislation:** Legislative changes including the *Canada Marine Act (CMA)* tabled in June 1996.
- **Ports:** Transfer of major ports to Canada Port Authorities, and other ports to other governments, community groups or private interests, to begin in 1996-97.
- **Seaway:** Commercialization negotiations with a user group are underway.
- **Marine pilotage:** Pilotage authorities will become self-sufficient.
- **Marine Atlantic:** Measures to reduce costs and increase efficiency through commercialization, vessel management and streamlined services are being examined.
- **Other ferry services:** Transport Canada has reviewed subsidies provided to private ferry operators for possible cost savings.

Coast Guard Merger with Fisheries and Oceans: This merger was completed in 1995-96 for economies of scale in a combined government operation. Savings will be reported by the Department of Fisheries and Oceans. (See p. 14)



2.0 Background to the transport program

Transportation Agencies: In addition to the department known as Transport Canada, other transportation-related agencies exist.

See p. 37 for full organization chart.

- The **Canadian Transportation Agency** (formerly called the National Transportation Agency) is responsible for the economic regulation of transportation. It reports to Parliament through the Minister of Transport and produces its own Part III.
- The **Civil Aviation Tribunal** is an independent body that responds to requests from the aviation community to review enforcement and licencing decisions taken by the Minister of Transport under the *Aeronautics Act*. It reports to Parliament through the Minister of Transport and produces its own Part III.
- The **Grain Transportation Agency** which formerly reported separately to Parliament through the Minister of Transport, became part of Transport Canada in 1995 and was renamed the **Western Grain Transportation Office (WGTO)**. In 1995-96, the WGTO was part of the Departmental Administration Business Line.
- The **Transportation Safety Board of Canada** is an independent board that reports to Parliament through the President of the Queen's Privy Council. It does not form part of the transportation portfolio since it investigates and reports on transportation system failures in areas regulated by Transport Canada. Its inclusion in the Minister of Transport's portfolio would create a conflict.

Objective: Transport Canada's objective in 1995-96 was:

See p. 47 for a list of acts governing federal transportation activities.

To attend to the development and operation of a safe and efficient national transportation system that contributes to the achievement of government objectives and to operate specific elements of this system.

Partners in transportation: The department works in partnership with others to achieve its objective of providing safe transportation.

- Other federal government departments (for instance, Fisheries and Oceans in marine safety) and other levels of government (particularly on the roads through the development and enforcement of traffic regulations and the maintenance of the road system).
- The transportation industry - the shippers, carriers and the operators of the infrastructure.

Clients: The department's clients are:

- The Canadian public which expects the transportation system to be safe, accessible and affordable.
- Transportation sector carriers, shippers, manufacturers and system operators which expect the fair application of regulations and the development of policies to enhance their viability.



3.0 A brief history of the department and the transportation sector

1936	Department was created by amalgamating functions of the Department of Railways and Canals, the Department of Marine, and the Civil Aviation Branch of the Department of National Defence.
World War II	Tremendous growth <ul style="list-style-type: none">• 149 new airports built and 73 existing facilities expanded.• Locomotives and cars worth \$22 million bought for Canadian National Railways.• Increased radio aids to navigation were required to support air and marine transport.
1950s and 1960s	Upgrading facilities <ul style="list-style-type: none">• 1959 - St. Lawrence Seaway opened.• 1962 - Trans-Canada Highway officially opened.• Introduction of jet aircraft required massive airport construction and more trained specialists for air traffic control.
1970s and early 1980s	New areas of concern <ul style="list-style-type: none">• Pollution became a major concern and the department began working towards protecting people and the environment from transportation-related pollution.• Threats to transportation security increased with the rising incidence of international terrorism.• Access to transportation services for persons with disabilities became a major issue, spurred in part by the increased awareness of need resulting from the International Year of Disabled Persons in 1981.
1980s	Market changes <ul style="list-style-type: none">• Reduction of tariff barriers under GATT and free trade agreements replaced traditional east-west trade patterns with north-south patterns.• Globalization of markets and international economic integration enhanced the need for transportation to contribute to Canada's competitive position.• Structural shift occurred in the Canadian economy with less focus on transportation-intensive raw materials and more on high value goods and services.• Passenger air travel and trucking grew, passenger rail travel and Seaway traffic declined, resulting in rail and port network infrastructure problems.
1990s	Recession and government debt reduction <ul style="list-style-type: none">• The recession created reduced demand for freight and passenger transportation.• Airlines, railways and the Seaway had an overcapacity of capital and labour and faced serious financial difficulties.• Government priorities of debt reduction, economic adjustment, job creation, medical care and social security resulted in it no longer being able to afford \$2.3 billion annually in direct and indirect subsidies for the transportation system.

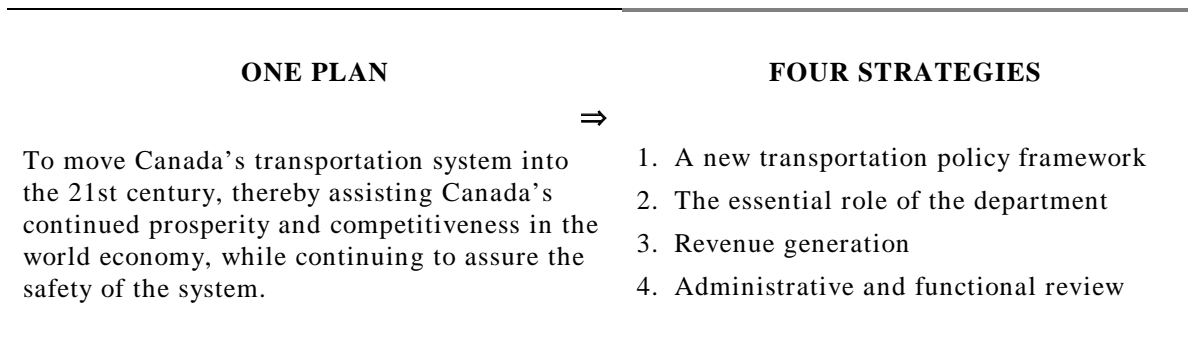


4.0 Implementing the department's strategic plan in 1995-96

Demands were coming from every direction:

- The users of the system for more and better services.
- The transportation companies for a more hands-off approach in terms of regulating the industry.
- The need to reduce the deficit and reduce total transportation costs.

Transport Canada determined that it was time to act. It examined the conflicting needs of the transportation system users and the taxpayers to determine the appropriate role for the federal government to play in such a system and developed a plan to bring the two in line. While the department's mission will always involve the assurance of safe transportation for the country, Transport Canada's strategic plan assumes that the means by which it achieves this goal must change to respond to the changing environment. Transport Canada's plan is based on pursuing four strategies to adjust its policy and operations to meet these new demands.



4.1 A new transportation policy framework

What are the department's long term goals?

- To encourage a competitive transportation system to meet the essential transportation needs of Canadians.
- To foster an environment that enhances the viability of the transportation industry.
- To make the transportation system more responsive to changing demands.
- To promote efficiency and safety.
- To reduce the transportation system's direct reliance on subsidies.

How is the department going to accomplish these goals?

- By changing or eliminating outdated and unnecessary legislation and regulation.
- By reducing excess or unnecessary infrastructure and services.
- By reducing or eliminating transportation subsidies.



4.1.a Surface policy

See p. 32 for information on rail safety. See p. 19 for surface policy day-to-day operations.

The department said it would:

- Develop a rail renewal action plan.
- Review the economic and regulatory environment of the railway system to determine what steps the government could take to ensure that Canada's national rail-freight system is viable and affordable. The review was to address the regulatory, cost and public policy burden and network restructuring issues.

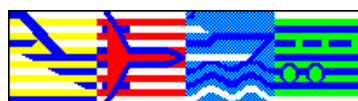
What the department did and how it measures up:

Canada Transportation Act (CTA): A review of the economic and regulatory environment of the railway system, including extensive consultations with stakeholders, was completed early in 1995. As a result, the new *Canada Transportation Act* was tabled in June 1995 and proclaimed on July 1, 1996. One of the main features of this act is to modernize and streamline rail regulation. It replaces the rail economic regulation of both the *Railway Act* and the *National Transportation Act*, and will shift the focus from the abandonment of under-used rail lines toward the development of a healthy short-line industry. This will reduce costs to mainline railways, while providing shippers with more efficient, lower-cost service and a greater choice of operators.

The new *Canada Transportation Act* leads to improved efficiency

Before the enacting of the *Canada Transportation Act*, rail companies had to submit applications to the National Transportation Agency seeking their approval to abandon rail lines. Abandonment applications were time consuming and not always approved. As a result, under-utilized rail lines were still maintained through subsidies paid by the federal government to serve the interest of small segments of the public that use those rail lines. Because the process involved proof that a line was uneconomic, railways that wanted to rationalize their networks allowed service to deteriorate. The CTA allows railways to abandon lines after reasonable notice. Federal railways make available a three-year plan showing which lines they intend to keep and which they intend to either sell or discontinue. Interested parties are then given ample opportunity to purchase the lines. If no party, including all levels of government, are interested in acquiring a line, the railway is able to cease operation and dispose of the assets as it wishes.

Sale of CN: Canadian National (CN) shares were sold on the open market in November 1995 resulting in the company's complete privatization. The gross proceeds from the sale of the Crown's 80 million shares total \$2.16 billion. The shares, priced at \$27.00 each, are payable in two instalments over the next year. This initiative will give CN the necessary freedom to make strategic operating and investment decisions quickly. It will also allow it to seek new sources of private-sector equity capital to fund these decisions. This sale will result in fiscal savings for the Government of Canada and Canadian taxpayers. The proceeds will help meet the government's deficit reduction targets by reducing its borrowing requirements and debt service costs.



4.1.b Air policy

☞ See p. 26 for information on aviation safety.
 See p. 30 for information on airports operations.
 See p. 11 for information on airport transfers.

The department said it would:

- Address pressures to liberalize the Canada - U.S. market.
- Realign international routes.
- Introduce financial fitness requirements for new entrants.

What the department did and how it measures up.

“Open Skies”: The new “Open Skies” agreement signed February 24, 1995, generated new and expanded transborder air services for Canadian communities, the travelling public and Canadian shippers.

- Canadian and U.S. airlines added new services to major U.S. destinations such as Washington, Denver, Minneapolis, St. Louis, Orlando and Atlanta from one or more Canadian cities.
- Since the signing of the “Open Skies” agreement, about 100 new scheduled transborder routes have been introduced. About one-quarter of the routes are newly added by Canadian carriers. Another one-third of the routes are converted from charter services operated by Canadian carriers to scheduled services. The remainder are new routes operated by U.S. carriers.
- Total seating capacity is 26 per cent above pre-agreement levels when comparing 1994 summer service levels to those scheduled for 1996.

International Air Transportation Policy: In 1995-96, the International Air Transportation Policy announced in December 1994 was set into place resulting in ever-increasing levels of service for Canada's travelling public, and new opportunities for Canada's air carriers. Eight new services were initiated pursuant to the new policy.

Bilateral air agreements: In 1995-96, Canada negotiated new bilateral air agreements with Indonesia and Malaysia and a new memorandum of understanding (MOU) with Iceland. It also updated agreements with Brazil, Korea and Switzerland and an MOU with Singapore, and established higher capacity levels with Japan. New or expanded international air services by Canadian or foreign air carriers resulted in most cases.

Financial fitness requirements: By ministerial directive, pursuant to the *National Transportation Act (1988)*, the National Transportation Agency (now known as the Canadian Transportation Agency) was given instructions to review the financial fitness of new entrants operating large aircraft seeking licences for international non-scheduled services and/or scheduled services to the U.S. The *Canada Transportation Act* extends this requirement to be financially fit to include all services, both domestic and international, involving aircraft carrying 40 or more passengers. In addition the new act prohibits the sale of air services prior to the issuance of the required licence.



4.1.c Marine Policy

See p. 23 for information on marine safety.

The department said it would:

- Develop a comprehensive marine strategy to address the overall management of the ports system, the future role of the Seaway and ways of reducing user costs.

What the department did and how it measures up:

National Marine Policy: Unveiled in December 1995, the National Marine Policy takes into account both the work of the Standing Committee on Transport and the department's consultations with marine shippers. The new policy will ensure that business principles are applied to the development and operation of marine transportation infrastructure and services. This policy will help ensure that shippers have access to efficient, affordable and safe marine transportation. The main elements are:

- The **Canada Marine Act**, which was introduced in June 1996, will affect most aspects of the marine transportation system.
- **Public ports** will be commercialized. The Minister of Transport has legislative responsibility for 572 ports, wharves and harbours. Meanwhile, Fisheries and Oceans is in charge of more than 2,000 small-craft harbours and wharves. Under the new policy, ports that are important to international trade will make up the National Ports System and be transferred to financially self-sufficient **Canada Port Authorities** made up of representatives nominated by port users and governments. **Regional/local ports** will be transferred, with federal help through a \$125-million Port Divestiture Fund to provincial governments, municipal authorities, community organizations, private interests and other groups over a six-year period. These ports will be managed by local interests in a manner more responsive to local needs, with lower costs and better service. While maintenance of **remote ports** (those in isolated communities which rely on both marine transportation and an existing Transport Canada fixed-wharf structure) will be ensured by the Government of Canada, operating efficiencies will continue to be sought.
- **The Great Lakes-St. Lawrence Seaway system** is too costly and needs to be revitalized. The Seaway's long-term survival depends on sustaining healthy traffic levels. Transport Canada is pursuing options for making the Seaway a more efficient and effective transportation system, including the establishment of a new private-sector not-for-profit corporation to operate the Seaway locks and channels.
- The department will review the subsidy it provides to private **ferry operators** for possible cost savings, while respecting all constitutional obligations and maintaining remote and essential ferry services. In 1995, Newfoundland took over ferry services on the south coast of the province.
- **Marine Atlantic** will be directed to substantially reduce its costs and increase efficiency. The corporation will explore new vessel management and procurement practices. It will take steps to streamline services and match the operating season of its vessels to traffic demand. Planned reductions of \$12.8 million in 1995-96 were achieved.
- The government undertook the most comprehensive review of **marine pilotage services** since the inception of the *Pilotage Act* in 1972. Reviews included: the validity of currently-designated compulsory pilotage areas and the designation criteria; the qualification criteria for pilots and pilotage certificates, and the basis for granting exemptions and waivers; the need to speed up the rate-setting process for new tariffs; and the absolute need to reduce costs. This process gave rise to numerous changes to the *Pilotage Act* (as part of the *Canada Marine Act*).

See p. 20 for information on Marine Atlantic and other ferry services. See p. 25 for information on pilotage authorities.



4.2 The essential role of the department

What are the department's long-term goals?

- To provide for more efficient and modern transportation service delivery.
- To improve the competitiveness of the transportation system by providing for the ability to raise private capital and introduce new technologies and compensatory revenues.
- To improve the transportation safety and policy framework as a result of the department focusing on these core activities.
- To reduce economic distortion as a result of reduced government participation in operations of the transportation system.
- To reduce overall transportation system costs to the taxpayer.
- To have transportation services that better and more quickly respond to local needs.

How is the department going to accomplish these goals?

- By commercializing its major activities (commercialization is any approach by which market discipline and business principles can be introduced to traditional government activity).
- By divesting itself of its operational role in the transportation system to focus on providing national policies and standards to ensure safe services to Canadians.

4.2.a National Airports Policy

See p. 30 for information on airports operations.

The department said it would:

- Retain ownership of the 26 airports in the **National Airports System** but transfer their operation to Canadian Airport Authorities by the year 2000 (national airports handle 94 percent of air travellers in Canada).
- Transfer ownership of **regional/local** airports to regional interests by the year 2000.
- Implement an **Airports Capital Assistance Program** to provide financing for airside safety-related capital projects for transferred airports.
- Transfer **small** airports with no scheduled service to community interests by 1997-98.
- Transfer **Arctic** airports to territorial governments.
- **Save \$100 million and 2,500 FTEs per year** by the year 2000-01 (including an estimate of departmental overhead savings).
- **Shift the cost** of running Canada's airports from federal taxpayers to those who actually use the facilities.
- Allow **greater community say** in the operation of its airport.
- Remain responsible for developing and monitoring **aviation safety regulations** and standards.



What the department did and how it measures up:

In July 1994, the Minister announced the implementation of the National Airports Policy. In 1995-96, Transport Canada achieved its goals with respect to the implementation of the policy, both in terms of the number of airports transferred and the savings achieved. Savings in gross operating costs were \$13 million - \$10 million more than originally planned. In addition, a new Airports Capital Assistance Program put in place to assist the transition funded nine projects worth \$1.7 million.

	Transferred 1994-95	1995-96 Planned	1995-96 Achieved	1996-97 to 2000-01	Total	Letters of intent signed **
National airports*	5			19	24	9
Regional and local airports		13	13	56	69	30
Small and satellite airports	1	7	7	23	31	10
Arctic airports	-	9	9	2	11	-
	6	29	29	100	135	49

* Includes 5 National Airports System airports (Dorval, Mirabel, Edmonton, Calgary and Vancouver) transferred before the implementation of the National Airports Policy; and excludes two Arctic airports that are part of the National Airports System.
 ** Excludes airports already transferred.

In 1998-99, the Department will undertake a survey of users at transferred airports to determine the extent to which services meet expectations and finance operations as well as whether user costs have increased or decreased. An early indicator of the success of the policy is the accomplishment achieved under new administrations of the airports transferred to Local Airports Authorities before the implementation of the National Airports Policy. The success of the model is evident at Vancouver International Airport, which has been operating under local control since July 1992.

Vancouver International Airport - a model of success

The experience of Vancouver International Airport illustrates perfectly what the government hopes to accomplish. The federal government ran Vancouver International for many years, and ran it well. But that is all the federal government did. It did not have the mandate to actively promote the unique, site-specific opportunities associated with Vancouver International Airport, to aggressively pursue business opportunities, or to take commercial risks.

In the summer of 1992, the airport was transferred to a Local Airport Authority. The Vancouver Airport Authority, a locally constituted group, has that freedom. Because it has that freedom, it has turned Vancouver International into an engine of growth and job creation. Vancouver International is hiring extra staff, raising pay, opening a new air terminal building and constructing an additional runway.

The passenger volume reached 12 million in 1995 - up 11 percent from the previous year. In addition, thanks to "Open Skies", at Vancouver International Airport already 21 new, daily flights are landing and departing.



4.2.b Commercialization of the air navigation system (ANS)

The department said it would:

See p. 26 for information on air navigation system operations.

- Make a decision on whether to commercialize the air navigation system and, if so, choose between a Crown corporation, not-for-profit commercial organization or mixed-enterprise.
- Prepare for commercialized operations.
- Develop safety regulations to monitor the operation.

What the department did and how it measures up:

Consultations: The 1994 federal budget directed Transport Canada to study ANS commercialization. User groups, unions, other interested parties, and the Canadian public were consulted. Aviation associations, airlines, business-aircraft operators and airline pilots all endorsed this move.

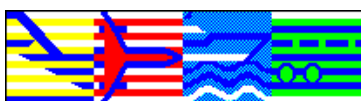
NAV CANADA: Incorporated in May 1995, NAV CANADA is a not-for-profit private corporation that will operate the air navigation system. It is run by a board of directors, five of whom were appointed by domestic users, two by the unions and three by the government. Four independent directors and a CEO were chosen by the board. This equitable representation strengthens the partnership between government, industry and labour and should result in a smooth transition.

Agreement-in-principle reached: Following the decision to commercialize the ANS, announced in the 1995 budget, Transport Canada began the negotiating process, including discussions with the unions on the conditions of transfer. An agreement-in-principle was reached in December 1995 to transfer the air navigation system from Transport Canada to NAV CANADA for \$1.5 billion. Negotiations relating to the transfer of assets, revenues, and employees were completed to determine the terms and conditions of sale. Closing of the main NAV CANADA agreement will occur once NAV CANADA meets the conditions of the agreement. The transfer is planned for November 1996.

Federal employees to be transferred: Approximately 6,100 federal employees now working in support of the ANS will be transferred to NAV CANADA. As part of another agreement reached between Transport Canada, NAV CANADA and the bargaining agents on September 8, 1995, transferring employees will receive equivalent pay, benefits, recognition of service, and working conditions in the new corporation. In accordance with current agreements, employees will receive severance payments upon their departure from the federal public service.

Safety regulations in place: Safety will continue to be given the highest priority by both Transport Canada and NAV CANADA. Regulations under the *Aeronautics Act* will require NAV CANADA to have an internal safety management program and will prevent reductions in services where safety would be jeopardized. Transport Canada will be able to carry out safety inspections and audits of the new corporation to ensure its continuing compliance with the regulations.

Framework for evaluation: Commercializing the air navigation system will increase its ability to respond to changing demands and new technologies, maintain safety, and reduce costs to the taxpayer. Following the transfer, Transport Canada will develop a framework to determine whether the objectives of the transfer have been achieved.



4.2.c Canadian Coast Guard/marine transportation

See p. 10 for information on harbours and ports.

The department said it would:

- Perform a review to determine the feasibility of merging fleets from several departments into a single integrated and efficient civilian coastal fleet.
- Review the concept of delegating some ship inspection activities to classification societies.
- Review the potential for bringing stronger commercial management practices and principles to public harbours and identify potential facilities for devolution.
- Implement re-engineering and restructuring initiatives and standardize levels of service.

What the department did and how it measures up:

Merger of Canadian Coast Guard (CCG) with Department of Fisheries and Oceans (DFO): The February 1995 budget announced the merger of the Canadian Coast Guard and the Department of Fisheries and Oceans into a combined departmental operation to gain efficiencies, particularly in the fleets. With the transfer to DFO on April 1, 1995, of icebreaking, marine navigational aids, search and rescue, and environmental response, Transport Canada changed its focus to marine regulation development and enforcement, ports and harbours, and pilotage authorities. Program Review reduction targets relating to fleet integration, re-engineering, restructuring and levels of service were also transferred to DFO for implementation.

Delegation of inspection to classification societies: In response to the recommendations of the Marine Regulatory Review Panel's 1993 report to the Minister, Transport Canada is examining the concept of delegating some ship inspection activities to classification societies or developing other inspection schemes such as a self-inspection program. The department will put a quality assurance program in place before delegation and will continue to have ultimate accountability for the safety of ships and for protection of the marine environment. Amendments to the *Canada Shipping Act* are required to allow for further delegation to classification societies or for self inspection regimes. These amendments are expected to be introduced in Parliament in late 1996.

4.2.d Blainville Test Centre

The department said it would:

- Prepare requests for bids and develop terms and conditions for transfer in 1996

What the department did and how it measures up:

The role of the test centre is to conduct compliance tests on new vehicles sold in Canada and to perform tests to support the development of standards and procedures for regulations. Following a review of the feasibility of privatizing the Motor Vehicle Test Centre at Blainville, Qué, and after evaluating several options, in July 1994 the Minister approved the conversion of the test centre to a government-owned and contractor-operated (GOCO) undertaking. This arrangement allows the contractor to market the test centre and better respond to the needs of its customers, whether they are private sector or other levels of government, while leaving Transport Canada to focus on setting and enforcing safety standards. During 1995-96 bids were evaluated and PMG Technologies Inc. was selected to begin operating the test centre June 15, 1996.



4.3 Revenue generation

What are the department's long-term goals?

- To shift more of the burden of the costs of the transportation system from the general taxpayer to the users who directly benefit from it.
- To increase inordinately low cost recovery rates for services that have a commercial value to industry and to the public.
- To improve the financial position of airports, the air navigation system and ports in order to enhance prospects for commercialization and transfer.

What the department did and how it measures up:

- **Airport revenues** (\$10 million increase): The department extended general terminal fees for the use of airport buildings to all airports, removed the differential in landing fees between jet aircraft and turbo-prop aircraft, and increasing existing airport fees by 2 percent per year.
- **Marine fees** (\$3 million increase): The department increased charges for public harbour and port facilities and increased charges for marine safety functions.
- **Aviation fees** (\$2.7 million increase): On August 1, 1995, a recurring pilot fee to defray the costs of providing pilots with charts, manuals and licence validation services was introduced. Also, the fees levied for issuing a wide range of aviation licences, certificates, permits, endorsements and validations were increased.
- **Air Transportation Tax (ATT)** (\$25 million increase): As per the February 1995 budget, a higher tax for longer trips was initiated since these use more facilities and services than do shorter ones.
- **Overflight revenue** (\$26 million increase in 1995-96 and \$165 million on a full-year basis): A new overflight fee, announced in the February 1995 budget, was implemented November 1, 1995. This is a charge on flights that pass over Canada and use the Canadian air navigation system but that do not land or take off from Canadian soil (for example flight between Europe and U.S.)

4.4 Administrative and functional review (overhead study)

What are the department's long-term goals?

- To reduce spending in administrative areas by \$50 million and 1,000 full-time equivalents per year by the year 1997-98 (from 1993-94).

How is the department going to accomplish this?

- By significantly streamlining processes and systems and exploiting the capability of new information systems.
- By reducing or eliminating overlap, duplication and parallel systems.

What the department did and how it measures up:

By 1995-96, cost savings as a result of this review reached \$29.9 million annually (this includes an acceleration of the original overhead reductions).



4.5 Implementing Transport Canada's strategic plan - what are the effects?

The changes undertaken by Transport Canada to implement its strategic plan affect almost every aspect of the department. The Department's new role, more focused on policy and regulating for safety and less on operations and the provision of subsidies, is clearly set out in the strategic plan. However, the effect on the size and structure of the department is being assessed and new strategies to respond to them are being implemented.

	BEFORE 1995-96	AFTER 1995-96
Main roles	<ul style="list-style-type: none"> • Operating portions of the transportation system. • Developing transportation policy. • Setting and enforcing legislation. • Providing subsidies. 	<ul style="list-style-type: none"> • Transferring operations to other entities. Limited operations mostly in remote areas to remain. • Being landlord for airports, ports and air navigation system sites owned by Transport Canada but operated by others. • Continuing to develop transportation policy. • Setting and enforcing transportation safety regulations and standards. • Discontinuing the provision of most subsidies to the transportation system.
Departmental structure	Mode oriented (marine, airports, aviation, surface) plus policy and overhead groups.	Strong headquarters direction and regional delivery from safety/security, policy, programs and overhead groups.
Employees	18,388 in 1995-96 Main Estimates.	Around 3,600 by the year 2000.

A new departmental structure will be implemented in 1996. The new structure will have a strong regional presence for program delivery. The department will have five regions: Atlantic, Québec, Ontario, Prairie and Northern, and Pacific. Headquarters groups will provide functional direction on a national basis for policy, safety and security, programs (airports and ports), and corporate services issues.

The magnitude of the changes that Transport Canada is undergoing continues to create a significant impact on human resources issues in the department. Evaluations of the skills mix required in the new organization were performed in 1995-96. Other initiatives dealing with needs analysis, the new universal classification system, early departure incentives and other special measures will be put in place during the transition process. In addition, a full review of resource requirements for each function within the department is being undertaken in 1996-97 to ensure that the limited departmental resources are allocated appropriately.



5.0 Financial performance

1995-96 financial performance by business line/activity - comparison of Main Estimates to actuals ²									
(thousands of dollars)	Operating ¹	Capital	Grants and contributions	Crown corporations	Gross voted expenditures	Statutory payments ¹	Total gross expenditures	Less: revenue credited to the vote	Total
Policy and Co-ordination	36,462	626	270,301	435,709	743,098	6,664	749,762	-	749,762
	35,086	607	334,979	431,422	802,094	1,106,061	1,908,155	(35)	1,908,120
Marine	498,046	108,574	1,703	4,340	612,663	-	612,663	(30,369)	582,294
	65,328	12,615	10,067	5,070	93,080	-	93,080	(20,981)	72,099
Aviation	621,939	237,093	212	-	859,244	-	859,244	(707,723)	151,521
	647,926	120,768	330	-	769,024	-	769,024	(778,944)	(9,920)
Airports	246,614	131,618	48,653	-	426,885	-	426,885	(311,252)	115,633
	255,300	135,702	35,153	-	426,155	-	426,155	(367,930)	58,225
Surface	35,450	3,894	8,246	-	47,590	-	47,590	(310)	47,280
	36,801	3,473	8,463	-	48,737	-	48,737	(599)	48,138
Departmental Administration	165,603	27,021	3,167	-	195,791	-	195,791	(29,157)	166,634
	176,894	23,779	1,894	-	202,567	-	202,567	(29,999)	172,568
Total department Estimates	1,604,114	508,826	332,282	440,049	2,885,271	6,664	2,891,935	(1,078,811)	1,813,124
Total department actuals	1,217,335	296,944	390,886	436,492	2,341,657	1,106,061	3,447,718	(1,198,488)	2,249,230
Non-budgetary Estimates	-	-	-	-	-	-	-	-	-
Non-budgetary actuals	-	-	-	-	-	-	-	-	999,785
Other revenues and expenditures									
Revenue credited to the Consolidated Revenue Fund									(28,879)
									(51,683)
Cost of services by other government departments (Main Estimates - no actuals available)									239,661
Net cost of the program - Estimates									2,023,906
Net cost of the program - actuals									3,436,993

¹ Contributions to employee benefit plans and Minister's motor car allowance are allocated to operating not statutory. ² Shaded numbers are actuals.

In 1995-96 actual net budgetary requirements were \$436.1 million greater than projected in Main Estimates.

- An increase of \$1,101.0 million reflects the lowering of the value of the assets on the Accounts of Canada relating to the commercialization of CN. This sale generated \$2.2 billion, which is not reflected in Transport Canada's revenues (see page 8).
- A decrease of \$493 million reflects the transfer of the Canadian Coast Guard to the Department of Fisheries and Oceans (see page 14).
- Increased revenues relate to both revenue generation initiatives (as discussed on page 15) and higher air traffic levels.
- In addition, there was a non-budgetary expenditure of \$999.8 million relating to adjustments for loans with respect to the sale of CN.



1995-96 expenditures by vote			
Vote	(thousands of dollars)	Main Estimates	Actual use
Budgetary			
1	Operating expenditures	397,741	(84,721)
5	Capital expenditures	506,785	296,944
10	Grants and contributions	329,139	390,886
15	Payments to the Jacques Cartier and Champlain Bridges	33,822	28,540
20	Payments to the Marine Atlantic Inc.	111,910	99,984
25	Payments to VIA Rail Canada Inc.	287,977	300,977
30	Payments to the St. Lawrence Seaway Authority for Valleyfield Bridge	2,000	-
35	Payments to the Laurentian Pilotage Authority	4,340	5,070
36	Payments to the Canada Ports Corporation	-	1,921
(S)	Minister of Transport - salary and motor car allowance	49	49
(S)	Termination of tolls - Victoria Bridge	6,664	5,044
(S)	Contributions to employee benefit plans	124,765	100,549
(S)	Adjustments to the Accounts of Canada pursuant to the <i>CN Commercialization Act</i>	-	1,101,017
(S)	Refunds of amounts credited to revenues in previous years	-	353
(S)	Collection agency fees	-	17
(S)	Spending of proceeds from the disposal of surplus Crown assets	-	2,600
Total budgetary		1,805,192	2,249,230
Non-budgetary			
(S)	(L) Payment in accordance with an agreement made pursuant to section 12 of the <i>CN Commercialization Act</i>	-	999,785
Total department		1,805,192	3,249,015

Department planned and actual spending by business line/activity (trend)					
(thousands of dollars)	Actuals 1992-93	Actuals 1993-94	Actuals 1994-95	Main Estimates 1995-96	Actuals 1995-96
Policy and Co-ordination	823,004	819,251	787,491	749,762	1,908,120
Marine	605,369	677,235	613,607	582,294	72,099
Aviation	290,097	279,122	216,488	151,521	(9,920)
Airports	76,335	148,847	129,194	115,633	58,225
Surface	44,306	47,673	46,773	47,280	48,138
Departmental Administration	166,333	199,766	193,497	166,634	172,568
Total department	2,005,444	2,171,894	1,987,050	1,813,124	2,249,230
Non-budgetary	20,000	-	-	-	999,785

Transport Canada's net requirements are generally decreasing. When 1995-96 expenditures are adjusted to remove the impact of the transfer of the Canadian Coast Guard to the Department of Fisheries and Oceans and the book adjustment for the sale of CN actual budgetary requirements are lowered to \$1.6 million - 24 percent less than in 1993-94.



6.0 Details by business line

6.1 Policy and Co-ordination

OBJECTIVE

To develop, recommend and co-ordinate the non-operational and multi-modal policies and programs and to provide the necessary data, forecasts, research and executive services required to meet the Department's objectives.

ECONOMIC ANALYSIS

Expected outcome: economic data, forecasts and analysis that support the development and implementation of corporate plans, policy and legislation that address transportation issues.

Transportation system analysis: Under the Special Infrastructure Project, economic analysis was undertaken to document the linkages between the Canadian highway system and the economy. Transport Canada worked in co-operation with consultants and all provincial and territorial governments in the provision of highway traffic data for the purposes of modelling. A number of different approaches were used:

- The creation of an economic model of traffic on Canada's inter-urban highway system.
- The estimation of the capital value of Canada's road and highway infrastructure.
- A review of benefit-cost evidence on highway projects.
- The estimation of the impact of public highway infrastructure on productivity of Canadian goods production.
- A review of the historical development of the highway system in parallel with other socio-economic developments.
- Case-studies of the effect of highway congestion on the logistics and distribution costs of Canadian producers and retailers.
- A review of trends and linkages between highway infrastructure and road safety.

RESEARCH AND DEVELOPMENT

Expected outcome: technological innovation assisting the department and the transportation sector to meet their needs.

Rail inspection program: An integrated rail inspection system capable of improving the detection of rail flaws is the objective of this project. A development team composed of railways, consultants and specialized non-destructive testing and data/image interpretation experts carried out an extensive experimental program in 1995-96. Successful experimental results indicate the development of an operational system is feasible.

High capacity, low-floor transit bus: North America's first articulated, low-floor transit bus was delivered March 1996 to Strathcona Transit in Alberta, where it will be evaluated for one year in




service. The innovative, 18.3-metre prototype was developed in a cost-shared initiative with Alberta Transportation & Utilities, and New Flyer Industries of Winnipeg.

Aircraft de-icing fluids: Comprehensive tests were undertaken to substantiate aircraft de/anti-icing fluid holdover tables under conditions of natural freezing precipitation for a range of fluid dilutions and temperature conditions. This has been an international effort conducted in connection with a Society of Automotive Engineers committee on aircraft ground de-icing. Existing type 1 and type 2 tables were substantiated, and a new type 4 table was developed.

Explosive sniffer enhancement: This research addresses technology to detect explosive traces on air travellers and in their baggage. An engineering development prototype was completed in 1995-96 with subsequent performance and evaluation tests undertaken at Pearson International Airport. Transport Canada and the Federal Aviation Administration are cooperating in this project.

TRANSPORTATION POLICY AND FINANCIAL SUPPORT


Expected outcome: *the provision of non-operational policy and, where appropriate, financial support to achieve departmental objectives in the air, marine and surface modes; financial support to Crown corporations, provinces and transportation organizations to assist in providing rail passenger, ferry and highway transportation services; decrease in subsidies through increased efficiency and commercialization of operations.*

 In 1995-96 this service line played an important role in the development of the transportation policy framework discussed on page 7.

VIA Rail: In accordance with government measures to encourage Crown corporation self-sufficiency, the percentage of VIA's operating budget that is funded by revenues from users rather than by government appropriations increased from 24 percent in 1990 to 44 percent in 1995.

Ferry services: The percentage relationship between revenue generated by users and operating/overhead costs has improved. For Marine Atlantic, the percentage increased from 37 percent in 1990 to 47 percent in 1995. For private ferry operators, the percentage increased from 47 percent in 1990 to 56 percent in 1995. This upward trend reflects:

- Cost reductions.
- Improved productivity.
- Elimination of waste.
- Increased revenues through marketing and rate actions.
- Vessel and crew rationalization.

 See p. 48 for detail on how to obtain a copy of annual reports for VIA Rail and Marine Atlantic.

In 1995, the federal government transferred responsibility for the provision of ferry and coastal services on the south coast of Newfoundland to the province in exchange for a one-time payment. This allowed the province to combine these services with its own services at a lower total overall cost.



North American Free Trade Agreement (NAFTA): Canadian, American and Mexican officials are working within NAFTA to harmonize land transport standards among the three countries, and to facilitate the implementation of NAFTA's transportation-related provisions. Harmonized standards are important because they will allow commercial vehicles and drivers from one NAFTA country to also operate in either of the other NAFTA countries, within the scope of the trade agreement, thus promoting growth in trade and stimulating new business opportunities. NAFTA working groups:

- Reached agreement on compatibility of standards in the areas of driver and vehicle safety compliance.
- Determined that the relevant rail regulations affecting cross-border traffic in the respective countries are largely compatible.
- Published a guide in English and French (Spanish to follow) for use by hazardous materials response personnel in each NAFTA country.

Federal highway policy: Transport Canada is managing five highway contribution programs involving 24 cost-shared highway/transportation agreements with all provinces and territories. The value of these agreements is about \$1.9 billion dollars and in 1995-96 over \$250 million was contributed by the federal government. (See p. 42 for a detailed list)

National Safety Code and harmonization: The National Safety Code (NSC) constitutes a comprehensive set of standards, developed jointly by the federal and provincial governments, for the safe operation of commercial vehicles. The NSC standards are administered and enforced by the provinces and territories. Federal assistance:

- Totalling \$20 million over five years was made available to the provinces and territories beginning in 1995
- Supports the federal government's continued commitment to safety and the harmonization of NSC safety standards.
- Supports the uniform application of safety standards and is conditional upon the provision, by the provincial/territorial governments, of specified performance measures and detailed safety monitoring information.
- Targets key NSC standards deemed to provide the greatest return on investment through improvements in safety levels, safety monitoring capabilities, national uniformity of standards, and industry competitiveness in the North American marketplace.

Subsidies administered by the National Transportation Agency (now the Canadian Transportation Agency): In the February 1995 budget the government announced its decision to eliminate *the Atlantic Region Freight Assistance Act* (ARFAA), and the *Maritime Freight Rates Act* (MFRA). The announcement followed a 1994 analysis that indicated that these subsidy programs no longer served their prime objective - enabling shippers to gain access to wider Canadian markets. The acts were repealed on July 1, 1995. Transition funds of \$326 million over five years are being transferred to the provincial governments, to be used to alleviate shipper hardship or for highways or other transport investments that enhance system efficiency. The same budget announced the repeal on August 1, 1995, of the *Western Grain Transportation Act*. A transition subsidy of \$300 million over six years will be paid by Agriculture Canada to help the industry adjust. The savings resulting from the elimination of these subsidies were more than \$400 million in 1995-96 and will surpass \$600 million per year by 1996-97.



DIRECTION AND CO-ORDINATION

Expected outcome: *contribute to the accessibility of the transportation system.*

In 1995-96, Transport Canada entered its final year of a five-year \$24.6 million action plan to realize the full integration in society of persons with disabilities. Departmental officials were successful in establishing partnerships in the business community and with provincial governments and continue to do so. There was a strong positive response to many program initiatives.

The National Strategy resulted in the provision of the following vehicles and equipment:

- 137 vehicles under the accessible vehicle acquisition program for small communities.
- 11 mobile lifts, 5 stair elevators, and 2 lift platforms at rail stations, as well as the retrofitting of 1 rail car.
- 230 vehicles providing service to airports.
- 74 inter-city buses.
- 48 aircraft boarding systems.
- 172 aircraft transfer chairs.
- 446 sets of hand controls for rental vehicles.
- 32 rental vehicles at airports.
- 2 ferries.

1995-96 financial performance - comparison of Main Estimates to actuals by sub-activity								
(Shaded line shows actuals) (thousands of dollars)	Operating (1)	Capital	Grants and contributions (2)	Crown corporations	Statutory payments	Gross total	Less: revenue credited to the vote	Total
Budgetary								
Economic analysis	3,986	-	-	-	-	3,986	-	3,986
	5,103	-	-	-	-	5,103	-	5,103
Research and development	11,881	-	-	-	-	11,881	-	11,881
	11,836	-	-	-	-	11,836	-	11,836
Transportation policy and financial support	7,391	484	270,301	435,709	6,664	720,549	-	720,549
	8,932	450	333,205	431,422	1,106,061	1,880,070	-	1,880,070
Direction and co-ordination	13,204	142	-	-	-	13,346	-	13,346
	9,215	157	1,774	-	-	11,146	(35)	11,111
Total budgetary Estimates	36,462	626	270,301	435,709	6,664	749,762	-	749,762
Total budgetary actuals	35,086	607	334,979	431,422	1,106,061	1,908,155	(35)	1,908,120
Total non-budgetary - Estimates	-	-	-	-	-	-	-	-
Total non-budgetary - actuals	-	-	-	-	-	-	-	999,785

(1) Includes contributions to employee benefit plans. (2) Includes statutory payments for Victoria Bridge.

Actual budgetary expenditures in 1995-96 were \$1,158.4 million greater than projected in the 1995-96 Main Estimates.

- An adjustment of \$1,101 million reflects the lowering of the value of the assets on the Accounts of Canada relating to the commercialization of CN.
- A one-time payment of \$19 million was made to the province of Newfoundland for the transfer of the responsibility for the provision of ferry and coastal services on the south coast.
- Transition payments of \$49 million were made to the provinces relating to the elimination of the *Atlantic Region Freight Assistance Act (ARFAA)*, and the *Maritime Freight Rates Act (MFRA)*.
- In addition, a non-budgetary expenditure of \$999.8 million was made relating to adjustments for loans with respect to the sale of CN.



6.2 Marine

OBJECTIVE

To contribute to the safe, efficient and economical conduct of marine activities and to contribute to the protection of the quality of the marine environment in waters under the jurisdiction of the Government of Canada.

As discussed on page 14, the February 1995 budget announced the transfer of the Canadian Coast Guard (CCG) to the Department of Fisheries and Oceans effective April 1, 1995.

For information on the CCG, see the Department of Fisheries and Oceans performance report.

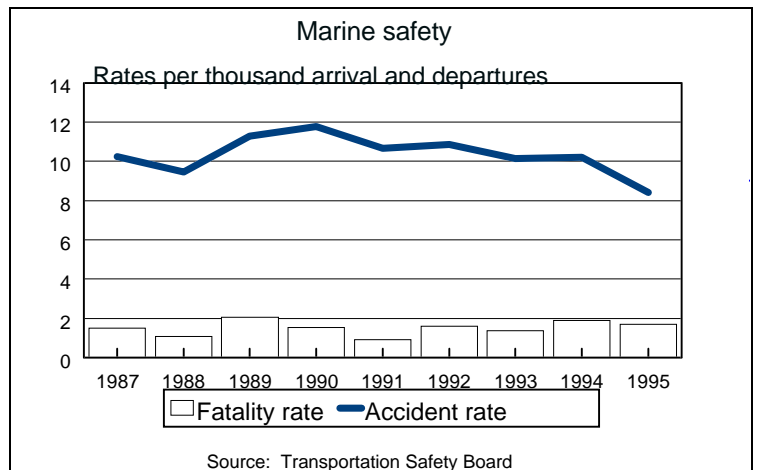
Canarctic Shipping Company Limited: The Canarctic Shipping Company Limited is a joint-venture company (government share 51 percent, North Water Navigation Ltd. 49 percent). Under the Shareholders' Agreement and the terms of a bareboat charter of the M.V. ARCTIC, the government was committed to cover all obligations that the company could not meet from its own resources. Negotiations with the Government of the Northwest Territories on the transfer of the Crown's shares in the Canarctic Shipping Company and on the territorial government's assuming all rights and responsibilities of the federal government with respect to the company took place during 1995-96 and are still ongoing. Should these prove fruitless, the federal government will enter into negotiations with other interested parties.

MARINE REGULATORY

Expected outcome: *implementation of marine legislation, regulations and standards to ensure the safety of life and property on navigable waters and for the protection of the marine environment.*

Safety is Transport Canada's first priority. However, the department is not the sole contributor to the safety of transportation systems users. Other federal government departments (for instance Fisheries and Oceans and National Defence for marine search and rescue), other levels of government (for instance policing of inland waterways), and the transportation industry - the shippers, carriers and the operators of the infrastructure - share the responsibility for providing safe transportation.

Marine accidents and fatalities per thousand vessel arrivals and departures have not changed significantly since 1987. Statistics provided by the Transportation Safety Board (TSB), which collects incident information on collisions, groundings, foundering, sinkings, fire, explosion, capsizing and any other type of occurrence in which a vessel is damaged - were used to calculate the measures in the marine safety graph.



Coincident with a decline in shipping activity, shipping accident totals have declined steadily since 1990. This includes a decline in the number of accidents involving commercial vessels such as tankers, cargo vessels and bulk carriers. The 1995 total of 685 shipping accidents reported to the TSB represents a decrease of 14 percent from 1994. It is also 20 percent lower than the annual average for the previous five years, and is a 10-year low. Over 40 percent of the 1995 accidents involved vessels that ran aground or struck stationary vessels/objects. Approximately 16 percent of the vessels involved were foreign vessels in Canadian waters. Trends in these key global indicators indicate that, from a marine safety perspective, Canada's record in the period 1987 to 1995, is stable.

☞ The Department is pursuing the possibility of delegating ship inspections to classification societies. See page 14.

Port State Control: Port State Control is a ship inspection program whereby foreign vessels entering a sovereign state's waters are boarded and inspected to ensure compliance with the various international maritime conventions. Canada is a member of both the Paris MOU (European Region) and the Tokyo MOU (Asia Pacific Region). A target rate of 25 percent of all vessels entering a country's ports has been set as an inspection goal. Canada has long exceeded this agreed 25 percent inspection coverage due to the allocation of resources under the Green Plan. In order to ensure that ships most likely to be sub-standard are inspected, a targeting scheme has been established whereby criteria are used that, based on historical data, identify which ships should be inspected.

	1992-93	1993-94	1994-95	1995-96
Number of vessels inspected	1,406	1,783	1,563	1,348
Number of vessels detained	118	172	184	149

PUBLIC HARBOURS AND PORTS

Expected outcome: *an efficient and cost effective national ports system that supports national, regional and local economic and social objectives.*

Canada's port system is heavily subsidized by Canadian taxpayers and suffers from overcapacity and too much bureaucracy. Traditionally around 35 percent of the gross operating costs of harbours and ports owned by Transport Canada have been recovered through the collection of wharfage, harbour and letting charges. In 1995-96, the level of recovery increased to 48% as a result of the Department's implementation of new charges and increases to existing ones.

☞ A new National Marine Policy (see page 10) will be implemented over six years starting in 1996. This policy will establish national ports as self-sufficient Canada Port Authorities, and divest regional and local ports to local interests. Remote ports will still be maintained by the Crown.



PILOTAGE SERVICES

Expected outcome: *the safe passage of vessels in difficult waters in an efficient and cost-effective manner.*

Although the *Pilotage Act* gives Authorities the power to prescribe tariffs of pilotage charges that are fair, reasonable and sufficient to permit them to be financially self-sustaining, declining traffic levels, and continuously rising pilot costs, have prevented the three eastern Authorities from consistently attaining this goal. Both the Atlantic and Great Lakes authorities managed to wean themselves from government subsidy in 1995-96 leaving only the Laurentian Pilotage Authority in a deficit situation.

Pilotage assignments, subsidies and incident-free assignments by calendar year

Pilotage Authority	Indicators	1991	1992	1993	1994	1995
Atlantic (APA)	Assignments per pilot	226	188	177	188	180
	Subsidy (000)	\$200	\$1,294	\$806	\$920	\$46
	% Incident-free assignments	99.9	99.9	99.8	99.8	99.8
Laurentian (LPA)	Assignments per pilot	109	99	99	122	121
	Subsidy (000)	\$3,631	\$6,263	\$6,153	\$4,970	\$4,510
	% Incident-free assignments	99.8	99.9	99.9	99.9	99.9
Great Lakes (GLPA)	Assignments per pilot	76	74	88	142	105
	Subsidy (000)	\$1,444	\$850	\$1,157	\$648	\$0
	% Incident-free assignments	99.1	99.3	99.5	99.4	99.5
Pacific (PPA)	Assignments per pilot	134	121	114	128	115
	Subsidy (000)	0	0	0	0	0
	% Incident-free assignments	99.8	99.8	99.8	99.9	99.9

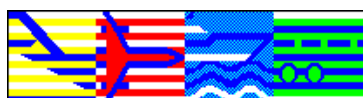
Source: Pilotage Authorities' annual reports; Number of pilots includes both contract and entrepreneur.

See p. 10 for information on the effects of the National Marine Policy on Pilotage Services.

1995-96 financial performance - comparison of Main Estimates to actuals by sub-activity							
(Shaded line shows actuals)	Operating	Capital	Grants and	Crown	Gross	Less: revenues	Total
(thousands of dollars)	(1)		contributions	corporations	total	and recoveries	
Marine navigation systems	228,276	75,424	-	-	303,700	(1,865)	301,835
Icebreaking and arctic operations	93,748	4,389	-	-	98,137	(9,400)	88,737
Marine regulatory	51,802	3,828	-	-	55,630	(4,901)	50,729
Marine search and rescue	81,451	8,072	1,703	-	91,226	-	91,226
Public harbours and ports	32,131	15,594	-	-	47,725	(14,203)	33,522
Direction and administration	10,638	1,267	-	-	11,905	-	11,905
Pilotage services	-	-	-	4,340	4,340	-	4,340
	256	-	-	5,070	5,326	-	5,326
Total Estimates	498,046	108,574	1,703	4,340	612,663	(30,369)	582,294
Total actuals	65,328	12,615	10,067	5,070	93,080	(20,981)	72,099

(1) Includes contributions to employee benefit plans.

Actual requirements for 1995-96 were \$510.2 million less than projected in Main Estimates mainly as a result of the transfer of the Canadian Coast Guard to the Department of Fisheries and Oceans.



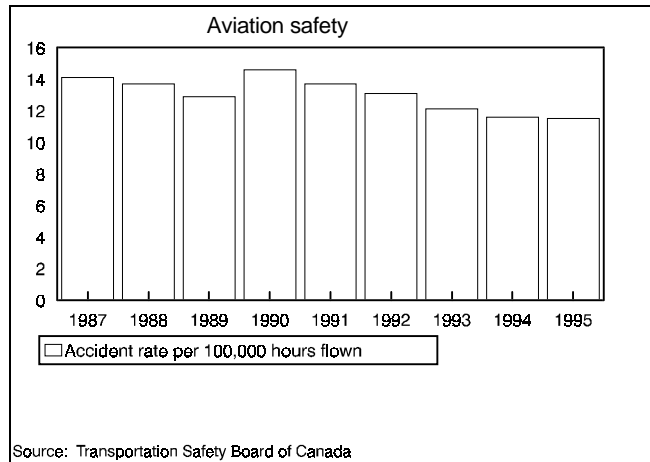
6.3 Aviation

OBJECTIVE

To ensure a safe, national, civil air transportation system, to attend to the development and operation of the national civil air navigation system for the efficient and safe movement of aircraft and to contribute to the safety and efficiency of Canadian aircraft operating in international and foreign airspace.


Safety is Transport Canada's prime objective. The number of accidents per 100,000 hours flown involving Canadian registered aircraft are generally stable and have declined slightly over the past several years showing that risk in aviation is relatively stable.

Transport Canada regulations are developed based on identified risk factors to aviation safety. In addition, inspections are performed to ensure industry compliance with the regulations on the basic premise that a higher compliance rate will result in a safer system. Transport Canada inspections are directed at areas of greater risk.



Transport Canada is just beginning to develop systems to attempt to better establish the link between the department's legislative and inspection work and the safety of the aviation system. Because of numerous contributing factors, this is not an easy task and will take several years. In addition, Transport Canada is trying to develop systems to determine where it stands internationally. The system safety sub-activity continues to work on developing statistically sound ways to compare the aviation safety records of different countries. One experimental method was submitted to the International Data Exchange, Aviation Safety (IDEAS) committee for evaluation. The committee has used this as a start point for the development of methods to make valid comparisons. If accepted it could result in international comparisons available in 1998-99.

AIR NAVIGATION SYSTEM (ANS)

Expected outcome: *safe, controlled air space and aircraft movements; reliable navigational aids.* 
 The air navigation system will be commercialized in November 1996. See page 13.

ANS Modernization Plan: ANS modernization of air traffic services involves the restructuring and modernization of the provision of air traffic control and flight information. As a result of the first phase of the plan, 11 control towers and 21 flight service stations were closed between October 1, 1994, and August 31, 1996, resulting in a decrease in the number of direct hours of service provided to users. This initiative projected savings in the order of \$7 million per year in operating costs. Financial projections for the ANS will not reflect operating savings of this magnitude due to offsetting increases resulting from controller retraining and relocation and new telecom landlines requirements resulting from the closures and increased traffic at the area control centres.



Air navigation system workload information

	Actual 1992-93	Actual 1993-94	Actual 1994-95	Estimates 1995-96	Actuals 1995-96
Air traffic control services					
- Number of aircraft movements (airports with control towers)	5,265,551	4,952,657	4,917,805	n/a	4,729,817
- Number of sites	71	70	62	60	53
- Number of IFR flight plans (calendar year)	2,826,296	2,862,948	2,996,833	n/a	3,176,561
- Number of direct hours of service to users	2,731,545	2,719,865	2,203,000	2,705,175	2,188,271
Flight information and advisory services					
- Number of sites	105	105	99	98	90
- Number of direct hours of service to users	1,276,000	1,276,000	1,233,000	1,304,100	1,227,632
Technical services					
- Equipment availability	99.72%	99.72%	99.76%	n/a	99.83%

Instrument flight rules (IFR) flight plans and aircraft movements: The number of instrument flight rules flight plans logged by area control centres (ACCs) increased over the years as a result of more traffic travelling through Canadian airspace since the “Open Skies” agreement. The decrease in the number of aircraft movements at airports with control towers, resulted from an overall decrease in local movements coupled with the closure of several control towers, thus resulting in fewer reporting sites.

Equipment Availability: Equipment (such as radar, nav aids, communications, information, meteorological, security and local airport authorities equipment) was consistently available more than 99 percent of the time. Calculations are based on total hours of operation at 100 percent availability adjusted for preventive and corrective maintenance. The improvement from 1994-95 to 1995-96 reflects equipment and systems that were upgraded with more sophisticated electronics, resulting in less preventive and corrective maintenance requirements. Since 1989, the preventive maintenance workload has decreased by approximately 38 percent due to the reduction in preventive maintenance frequencies.

AVIATION REGULATION

Expected outcome: *increased aviation safety through the establishment and administration of regulations and standards relating to aviation personnel, aircraft and other aeronautical products, aircraft airworthiness, operations of commercial air services and other commercial aviation organizations.*

Aviation regulation performance statistics: The aviation client base and the total number of inspections performed are generally stable. Licensing transactions decreased in 1995-96 because Transport Canada no longer processes routine medicals.



Aviation regulation key workload variables

	Actual 1991-92	Actual 1992-93	Actual 1993-94	Actual 1994-95	Estimates 1995-96	Actual 1995-96
Client base						
- Personnel licences/permits in force	72,421	71,249	70,921	69,414	71,490	68,207
- Number of air carriers (domestic & foreign)	2,162	2,309	2,386	2,264	2,477	2,224
- Number of registered aircraft	27,997	27,993	27,865	27,797	28,088	27,915
Authorizations processed						
- Licencing transactions	167,998	134,381	127,429	125,185	138,532	105,256
- Aeronautical product approvals	1,560	1,220	1,568	1,244	1,403	1,308
- Organization approvals	8,605	7,855	7,774	8,021	7,444	7,844
Inspections						
- Personnel	16,651	16,722	16,775	16,837	18,449	15,436
- Aircraft/aeronautical products	2,169	1,748	2,582	3,051	2,565	3,528
- Organizations	3,568	3,761	3,948	3,816	5,394	3,582

Canadian Aviation Regulations (CARs): Transport Canada is updating and streamlining its aviation safety regulations to ensure that the regulations enhance safety and the competitiveness of the Canadian aviation industry. The CARs consolidate all regulatory requirements previously found in the Air Regulations, Air Navigation Orders and Air Regulations Series. Outdated or unduly complex regulations were eliminated. The CARs were drafted and developed through the Canadian Aviation Regulation Advisory Council (CARAC), which has representation from both Transport Canada and the aviation community, including aviation management and labour organizations representing operators, manufacturers and professional associations.

AVIATION SYSTEM SAFETY

Expected outcome: *timely and accurate dissemination of operational and safety information, the identification and tracking of hazards or deficiencies, the prompt communication of hazard information, and the development of safety education programs.*

System safety key workload variables

	Actual 1991-92	Actual 1992-93	Actual 1993-94	Actual 1994-95	Estimates 1995-96	Actuals 1995-96
Number of safety presentations and briefings conducted	517	608	615	640	700	640
Audience reached	12,394	13,750	14,000	14,750	16,000	14,000
Briefings conducted vs requested	62%	70%	73%	75%	80%	72%
Safety reviews	2	4	12	25	37	44

Over the past year, system safety continued to increase the time spent seeking out hazards and system deficiencies, while maintaining the time spent providing safety awareness training to pilots, maintainers, controllers and other aviation system users. The percentage of briefings conducted, and the audience declined slightly because system safety increased the time it spent evaluating the system, to identify hazards and deficiencies before they result in accidents or incidents.



AIRCRAFT SERVICES

Expected outcome: efficiently maintained aircraft and proficiently trained pilots to ensure cost-effective flight operations that meet the government's aviation objectives.

Aircraft services key workload variables

	1991-92 actuals	1992-93 actuals	1993-94 actuals	1994-95 actuals	1995-96 Estimates	1995-96 actuals
Total aircraft maintained	88	90	81	84	80	82
Flying hours provided	34,751	37,086	37,812	36,009	39,079	34,300

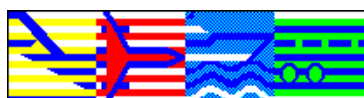
Changes in the aircraft fleet since 1992-93 are due to the implementation of the first two phases of the operational fleet plan as well as the downsizing of the Canadian Coast Guard's operations. In 1995-96, one DASH 8 aircraft was converted from a flight inspection to a Green Plan/pollution patrol role, in replacement of two DC-3 aircraft that were retired and sold.

1995-96 financial performance - comparison of Main Estimates to actuals by sub-activity						
(Shaded line shows actuals) (thousands of dollars)	Operating (1)	Capital	Grants and contributions	Gross total	Less: revenue credited to the vote	Total
Air navigation system	473,670	232,401	-	706,071	(676,561)	29,510
	498,648	85,883	-	584,531	(753,501)	(168,970)
Aviation regulation	78,722	1,962	78	80,762	(8,413)	72,349
	79,175	1,326	243	80,744	(5,212)	75,532
Aviation system safety	5,929	200	-	6,129	-	6,129
	5,860	204	-	6,064	-	6,064
Aircraft services	48,109	1,599	-	49,708	(22,749)	26,959
	49,920	4,475	-	54,395	(20,231)	34,164
Direction and administration	15,509	931	134	16,574	-	16,574
	14,323	28,880	87	43,290	-	43,290
Total Estimates	621,939	237,093	212	859,244	(707,723)	151,521
Total actuals	647,926	120,768	330	769,024	(778,944)	(9,920)

(1) Includes contributions to employee benefit plans.

Actual 1995-96 requirements were \$161.4 million less than projected in Main Estimates.

- Revenues relating to the Air Transportation Tax increased due to the implementation of a rate increase on May 1, 1995, and to traffic increases. In addition, an overflight fee was initiated on November 1, 1995.
- Capital requirements decreased, mainly as a result of delays in the implementation of the Canadian Automated Air Traffic System (CAATS).
- Extraordinary salaries and wages costs increased.



6.4 Airports

See p. 11 for details of National Airports Policy.

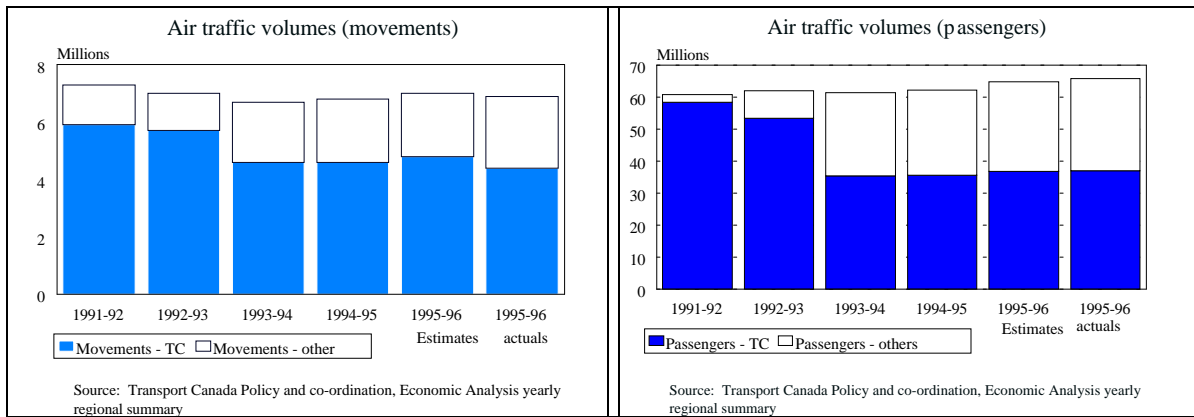
OBJECTIVE

To ensure the availability and reliability of a safe, secure and efficient national civil airports network in Canada.

AIRPORTS

Expected outcomes: *availability of reliable, safe, secure and environmentally respectful airport services and facilities on a cost recoverable basis; to minimize the negative impact of airport operations on the environment; reduction in Transport Canada appropriations for operating airports; increased recovery of costs.*

Traffic statistics: Air traffic volumes are measured by the number of passengers and aircraft movements. Traffic for airports with Transport Canada involvement is decreasing, while traffic for other airports with no involvement, including the transferred Local Airports Authorities, is increasing. This trend, as shown in the graphs below, should continue with the implementation of the National Airports Policy, as airports are commercialized. The recession as well as changes in the airline industry are such that although an increase in traffic occurred in 1994-95, pre-recession traffic levels were not achieved.



Environment

PCBs: In 1995-96, 159.91 tonnes of in-storage PCBs were sent for destruction at the Swan Hill facility in Alberta. In-use PCBs will be sent for destruction as they are removed from service.

Underground storage tanks (USTs): In 1995-96, Transport Canada continued to implement a storage tank inventory plan initiated in 1993 to replace storage tanks at its airports and aviation properties to replace USTs in accordance with national guidelines.

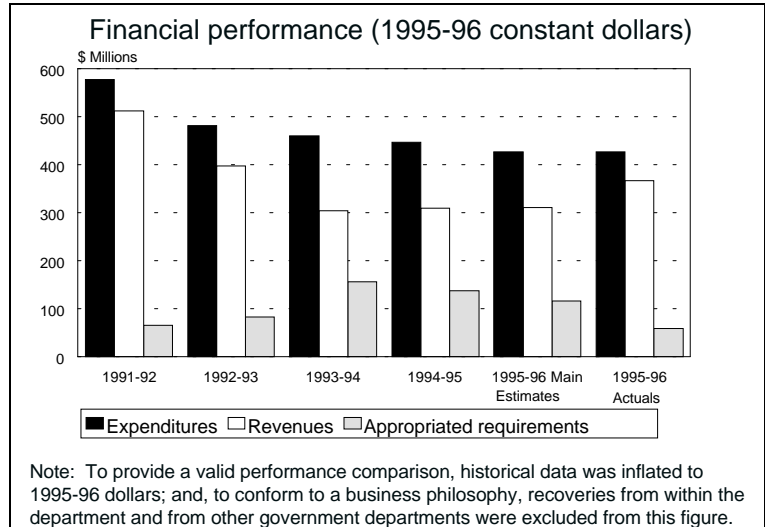
Glycol contamination: During 1995-96 Transport Canada implemented glycol management plans at all of its facilities. It continued to monitor glycol operations and stormwater discharges at its facilities.



New centralized de-icing pads were built at Halifax and Ottawa airports at a cost of \$2.0 million. Monitoring costs were approximately \$400,000.

Ozone depleting substances: Programs to dispose of halons used in fire extinguishing systems and to replace these systems are underway. In 1995, the airports activity removed all halons from emergency response services vehicles.

Operating costs: A decrease in expenditures of 21 percent since 1991-92 and a 35 percent decrease in non-tax revenues has occurred. Operating expenditures decreased primarily as a result of the transfer of airports to Local Airport Authorities in 1992-93, offset by maintenance of capital expenditures at a fairly constant level due to the requirement for major restoration projects due to the ageing infrastructure at the remaining airports. Operating and capital expenditures will be substantially reduced in future years with the transfer of airports under the National Airports Policy.



The large decrease in revenues is attributable to reduced traffic levels starting in 1990-91 and the transfer of airports to Local Airport Authorities in 1992-93. The transfer of the airports resulted in the loss of direct operational revenues to the airports activity, and lease payments in the early years which were reduced in accordance with provisions permitting rent deferral. In 1995-96 revenues increased as a result of traffic growth and the payment by Local Airport Authorities of some deferred rent. The transfer of airports in the upcoming years to Canadian Airport Authorities and local entities will result in a continued reduction of the overall requirements for the airports activity.

1995-96 financial performance - comparison of Main Estimates to actuals						
(Shaded line shows actuals)	Operating	Capital	Grants and	Gross	Less: revenue	Total
(thousands of dollars)	(1)		contributions	total	credited to the vote	
Total - Estimates	246,614	131,618	48,653	426,885	(311,252)	115,633
Total - actuals	255,300	135,702	35,153	426,155	(367,930)	58,225

(1) Includes contributions to employee benefit plans.

Net 1995-96 Expenditures were \$57.4 million less than projected in the Estimates.

- Revenue increased as a result of a growth in traffic increasing commercial revenues and national fees, as well as higher than expected Local Airport Authorities rent payments resulting from traffic increases and payment of deferred rent.
- Grants and contributions decreased primarily because fewer projects were funded than forecast in the Airports Capital Assistance Program.



6.5 Surface

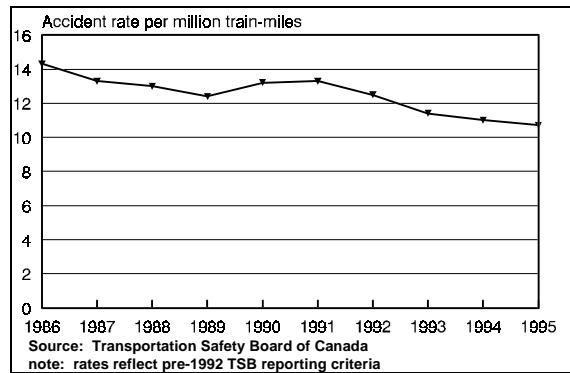
OBJECTIVE

To contribute to the enhancement of the safety of the Canadian public who use or are exposed to the surface transportation infrastructure.

RAILWAY SAFETY

Expected outcomes: *increase railway safety by lowering the number of safety-related deficiencies of railway equipment and infrastructure and improving the safe operation of the system; and, reduce risk of accidents and deaths related to rail transportation particularly at rail level crossings.*

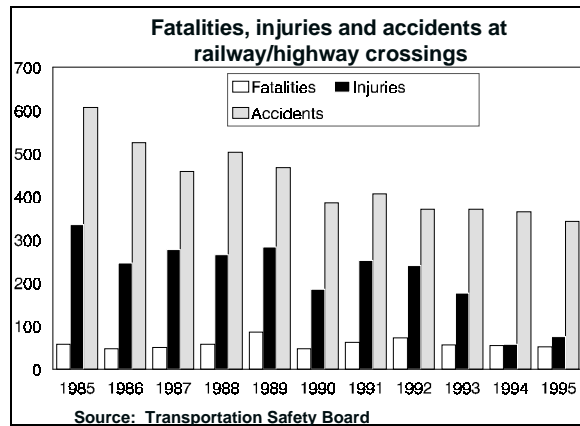
Safety: Safety is Transport Canada's first priority. Transport Canada activities have contributed to a declining trend in the rate of accidents on Canadian railways over the past 10 years. In recent years, Canada has enjoyed a consistently better overall accident record than the United States: 20 percent lower than the U.S. for main track collisions and 28 percent lower for main track derailments, according to a comparative study completed by the Transportation Safety Board for the period 1984 to 1992.



Regulatory program: Issues arising in 1995-96 were:

- A study of the effects of eliminating train whistling at crossings concluded that, when Transport Canada guidelines are followed, there is no increased risk of accidents.
- As part of the Department's move from inspection to monitoring programs, in 1995-96 the track inspection program was modified to place a greater emphasis on reviewing the railways' internal records and then examining the end results (site inspections) to help determine the overall company state of compliance.

Railway/highway grade crossings: The department continued its program to decrease fatalities, injuries and accidents at railway/highway crossings. In 1995-96, the Grade Crossing Improvement Contribution Program funded the installation of \$8.2 million in safety measures, such as automatic warning devices, at rail/road intersections. Risk is also reduced by the ongoing regulatory effort carried out through the department's monitoring programs and by increased education and awareness. For 1994, the definition of injuries for classification purposes changed to increase the severity. This accounts for some of the decrease in injuries for 1994 and 1995.



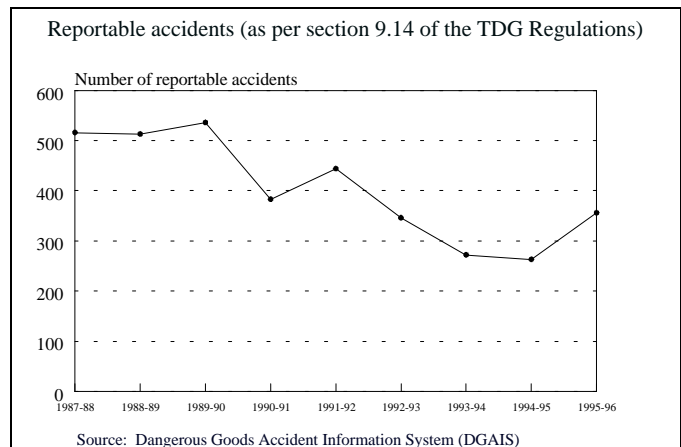
Canada and U.S. co-operating in railway safety

With the ever increasing north-south orientation of North American rail traffic, railway safety officers from Transport Canada and their U.S. counterparts are co-operating in railway safety. In June 1995, a joint Canada-U.S. inspection exercise was organized in response to allegations that freight car equipment travelling to the U.S. from Canada was in worse mechanical state following implementation of the new Freight Car Safety Rules and Train Brake Rules. In fact, the observed mechanical condition of rail equipment was slightly superior on the Canada to U.S. traffic than it was on the reverse. Participants from the U.S. and Canada agreed that the exercise was productive, informative and provided a solid base for future joint action.

TRANSPORT DANGEROUS GOODS (TDG)

Expected outcome: *To prevent the accidental release during transport of dangerous goods due to the action of the dangerous goods themselves or the failure of their means of containment under normal conditions of service, and to ensure adequate response to all accidental releases during transport.*

Safety: Generally, the number of reportable accidents is decreasing, partly as a result of transport dangerous goods regulations, inspections and information services. Reportable accidents are those for which there has been an accidental release of dangerous goods which exceeds a regulated limit; or a death or injury has occurred; or there has been significant damage sustained by the means of containment. In 1995-96, there were approximately 27 million shipments of dangerous goods. Of these, only 356 resulted in reportable accidents (300 of which resulted in a release of dangerous goods and involved CANUTEC).



CANUTEC: CANUTEC (the Canadian Transport Emergency Centre) provides a bilingual 24 hour-a-day chemical and regulatory information and communications service. The advisors are professional chemists experienced in interpreting scientific and technical information and providing advice in emergency situations involving dangerous goods during transportation. The number of calls in 1995-96 totalled 29,264 and included:

- Approximately 1,000 emergencies involving dangerous goods.
- 13,000 calls for information.
- 12,500 calls for technical expertise.

The North American Emergency Response Guide was developed in conjunction with the U.S. and Mexico to provide assistance in responding to accidents involving dangerous goods during transportation. This guide was published in 1995 by the centre as a NAFTA initiative.



Regulations and permits: TDG issued 363 Equivalent Level of Safety permits. These permits are statutory instruments that allow a permit holder to handle, offer for transport or transport dangerous goods in a manner that does not comply with the transport dangerous goods regulations but provides a level of safety that is equivalent to the regulations. TDG conducted approximately 250 certifications, audits and inspections of cylinder manufacturers, rail tank cars, highway and portable tank facilities.

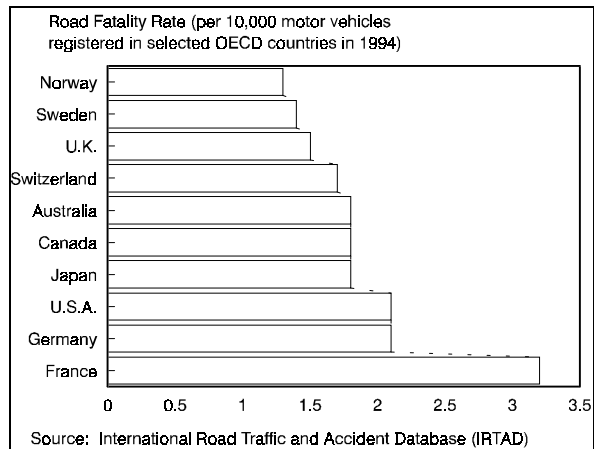
Emergency response assistance plans: TDG reviewed 75 emergency response assistance plans (ERAP) affecting 325 companies. An ERAP outlines what is to be done if there is an accident involving dangerous goods during transportation. These plans deal with response actions needed to prevent an imminent release, stop an actual release, or mitigate the impact of a release of dangerous goods.

Inspections: Federal TDG inspectors conducted approximately 4,700 inspections. Included in this number are 3,800 facility compliance inspections and 700 rail inspections. The remainder include consignment inspections, explosive vehicle inspections, hydrostatic test facility inspections and special permit site inspections.

ROAD SAFETY AND MOTOR VEHICLE REGULATION

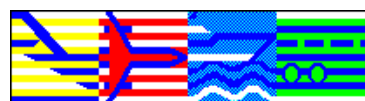
Expected outcomes: *reduced motor vehicle deaths, injuries and property damage resulting from the use of motor vehicles; reduced fuel consumption and exhaust/evaporative emissions from new motor vehicles.*

Safety: The road system accounts for approximately 95 percent of all transportation fatalities. Federal programs (regulation, research, compliance and accident investigation) have contributed to a 40 percent decrease in traffic fatalities per 100,000 licensed drivers in the decade ending in 1994. In addition, in 1994, Canada tied for the fifth lowest worldwide in road users killed on a per-registered vehicle basis.



Transport Canada inspections are directed at areas of greater risk. In this regard, the department enforcement group has focused increased inspection activities on the second stage industry (companies that buy a basic chassis from a manufacturer and then finish the vehicle) where its limited engineering capabilities has demonstrated an increased risk due to an abnormally high level of test failures. The industry has been encouraged to form industry associations that will be able to provide engineering assistance needed to raise the industry's level of compliance.

This past year, Transport Canada's four years of investigation into fires that were common to certain models and years of Ford vehicles, culminated with a finding that resulted in the single largest recall by one manufacturer in automotive history. Transport Canada's findings directly influenced the recall of 8.7 million North American vehicles to replace faulty ignition switches. In Canada, 859,000 vehicles are affected by this recall.



How an accident report can provide the impetus for a new safety standard

In a real-world collision, a tractor semi-trailer unit - loaded with heavy coils of aluminum - was rounding a curve in the road when the load shifted. A number of chains and anchors securing the coils failed and detached from the trailer. One coil hit an oncoming car - killing four passengers and seriously injuring another. Transport Canada proposed a new Canadian Motor Vehicle Safety Standard that will regulate the number and strength of tie-down points on heavy trucks.

Information Centre: The Road Safety and Motor Vehicle Regulation sub-activity operates a toll-free information service to assist in efforts to improve road safety. General information on vehicle safety standards, child restraint systems, vehicle importations, seat belts, air bags, road safety publications, national collision statistics, technical reports and related issues is provided at: 1-800-333-0371. A sharp increase in calls occurred, starting in December 1995, because the information centre assumed responsibility for taking calls relating to the importation of used vehicles into Canada.

Emissions: Emissions from new road motor vehicles were reduced by up to 98 percent since standards were adopted in the early 1970s. Transport Canada established increasingly stringent standards for exhaust/evaporative emissions from new motor vehicles. New vehicles marketed and sold in Canada today emit approximately 97 percent less hydrocarbons (HC), 96 percent less carbon monoxide (CO), and 89 percent less nitrogen oxides (NOx) than vehicles sold prior to 1971, when emission controls were implemented.

Fuel consumption: The fuel consumption targets applied under the Government-Industry Voluntary Fuel Consumption Program reduced average fuel consumption of new vehicles by 50 percent since 1973. Beginning in 1980, goals for new car fuel consumption levels were established. Fleet fuel consumption has been better than the goals in all years since their establishment.

1995-96 financial performance comparison of Main Estimates to actuals by sub-activity						
(shaded line shows actuals) (thousands of dollars)	Operating (1)	Capital	Grants and contributions	Gross total	Less: revenue credited to the vote	Total
Surface emergency planning	364	27	-	391	-	391
and operations	376	-	-	376	-	376
Railway safety	10,028	63	8,200	18,291	-	18,291
	10,123	36	8,417	18,576	-	18,576
Transport dangerous goods	9,248	109	-	9,357	-	9,357
	9,654	75	-	9,729	-	9,729
Road safety and motor	14,473	3,532	46	18,051	(310)	17,741
vehicle regulation	15,056	3,252	46	18,354	(599)	17,755
Direction and administration	1,337	163	-	1,500	-	1,500
	1,592	110	-	1,702	-	1,702
Total - Estimates	35,450	3,894	8,246	47,590	(310)	47,280
Total - actuals	36,801	3,473	8,463	48,737	(599)	48,138

(1) Includes contributions to employee benefit plans.

Net expenditures in 1995-96 were not significantly different than projected in Main Estimates.



6.6 Departmental Administration

OBJECTIVE

To provide overall direction, management and services in support of modal components and Crown corporations of Transport Canada in order to contribute to the development and delivery of a safe and efficient national transportation system.

1995-96 financial performance - comparison of Main Estimates to actuals by sub-activity						
(shaded line shows actuals)	Operating	Capital	Grants and	Gross	Less: revenues	Total
(thousands of dollars)	(1)		contributions	total	credited to the vote	
Corporate management	26,742	492	24	27,258	-	27,258
	28,098	467	24	28,589	-	28,589
Finance and administration	73,109	21,041	-	94,150	(8,250)	85,900
	82,730	16,868	-	99,598	(8,582)	91,016
Personnel	63,004	3,447	-	66,451	(20,907)	45,544
	64,178	4,042	-	68,220	(21,417)	46,803
Grain Transportation Agency	2,748	2,041	3,143	7,932	-	7,932
	1,888	2,402	1,870	6,160	-	6,160
Total - Estimates	165,603	27,021	3,167	195,791	(29,157)	166,634
Total - actuals	176,894	23,779	1,894	202,567	(29,999)	172,568

(1) Includes contributions to employee benefit plans and Minister's salary and motor car allowance.

Actual requirements for 1995-96 were \$5.9 million greater than projected in Main Estimates.

- Requirements increased due to extraordinary salaries and wages, internet applications, the Integrated Departmental Financial and Materiel Management System (IDFS), training relating to transition, and costs associated with the commercialization of the air navigation system.
- These increases were partially offset by a reduction for the transfer of the Canadian Coast Guard College to the Department of Fisheries and Oceans on January 1, 1996, and reduced payments under the System Improvement Reserve Fund due to lower grain deliveries.

Actual expenditures have decreased over the past several years due to efficiencies obtained through the administrative and functional review (See p. 15) and the implementation the IDFS and the Transport Integrated Personnel System (TIPS). The transfer of the Canadian Coast Guard College and employees providing services to the Canadian Coast Guard to the Department of Fisheries and Oceans during 1995-96 further decreases expenditures.

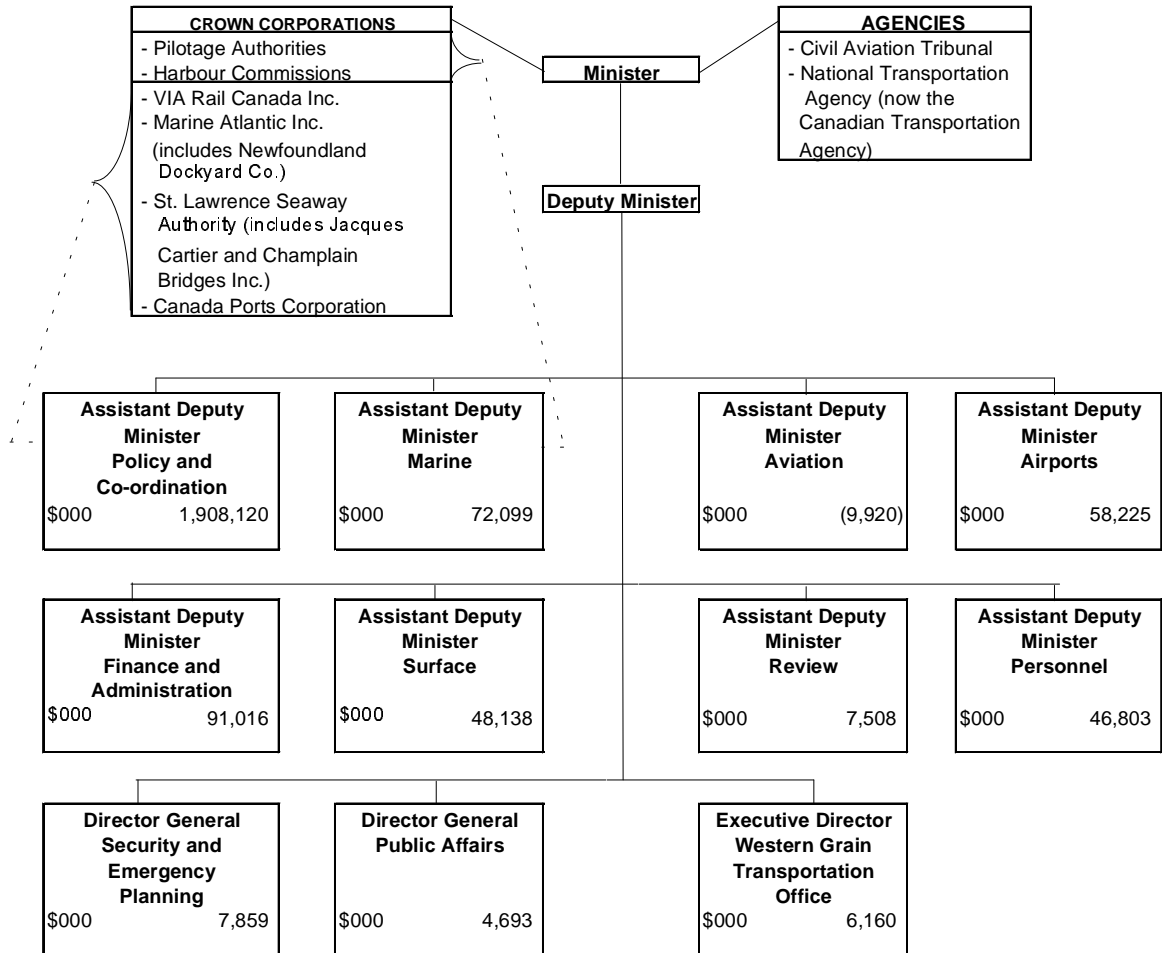
Grain car allocation: The Western Grain Transportation Office (WGTO) administered a sales-based car allocation system, at the request of the senior executive officers of the grain industry, for the 1995-96 crop year. In the March 1996 budget, the government announced its intention to turn over responsibility for allocation to the Car Allocation Policy Group (CAPG), which had been proposed by the senior executive officers. CAPG was established with a four-person executive committee consisting of one representative from each of the Canadian Wheat Board, the Western Grain Elevator Association, the major rail companies (CN and CP), and producers. CAPG established policies and procedures for allocation for the 1996-97 crop year which are similar to the procedures used previously by the WGTO, but now will be administered completely by industry.



7.0 Supplementary information

Appendix 1 - Organization

1.1 Organization chart



Notes:

- The 1995-96 actual budgetary expenditures for each organization are shown.
- Crown corporations report to Parliament through the Minister; however, for budgetary funding purposes, they report through the Assistant Deputy Minister, Policy and Co-ordination, and the Assistant Deputy Minister, Marine.



Appendix 2 - Further financial information

2.1 Revenues to the Consolidated Revenue Fund (CRF)

<i>(in thousands of dollars)</i>	Actuals 1993-94	Actuals 1994-95	Estimates 1995-96	Actual 1995-96
Business lines/activities				
<i>Policy and Co-ordination</i>				
Return on investments	27,147	24,312	25,000	23,072
Adjustments	1,367	2,148	-	2,109
Sales	-	-	-	10
	<u>28,514</u>	<u>26,460</u>	<u>25,000</u>	<u>25,191</u>
<i>Marine</i>				
Return on investments	15	13	679	11
Proceeds from sales	4,285	4	-	6,882
Adjustments	<u>6,825</u>	<u>11,438</u>	-	<u>-</u>
	<u>11,125</u>	<u>11,455</u>	<u>679</u>	<u>6,893</u>
<i>Aviation</i>				
Adjustments	2,079	1,423	-	2,156
<i>Airports</i>				
Adjustments	1,047	1,937	-	905
<i>Surface</i>				
Adjustments	270	105	-	70
<i>Departmental Administration</i>				
Privileges, licenses and hopper car leases (1)	4,904	7,024	3,200	8,867
Adjustments	7,437	14,500	-	4,985
Sales	-	-	-	2,616
	<u>12,341</u>	<u>21,524</u>	<u>3,200</u>	<u>16,468</u>
Total credited to the CRF	<u>55,376</u>	<u>62,904</u>	<u>28,879</u>	<u>51,683</u>

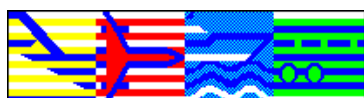
(1) For comparison purposes, revenues for 1993-94 and 1994-95 Actuals and 1995-96 Estimates include amounts relating to the Grain Transportation Agency which became part of Transport Canada in 1995-96 and was renamed the Western Grain Transportation Office.



2.2 Revenues to the vote

(in thousands of dollars)	Actuals 1993-94	Actuals 1994-95	Estimates 1995-96	Actual 1995-96
Business lines/activities				
<i>Policy and Co-ordination</i>				
Miscellaneous	65	33	-	35
<i>Marine</i>				
Arctic resupply (1)	9,589	6,575	9,000	-
Wharfage and harbour dues and other fees relating to harbours and ports	7,650	8,977	14,203	15,501
Ship safety and registration tariffs	2,891	3,709	4,901	5,480
Marine radio traffic revenue (1)	2,778	809	1,277	-
Employee deductions for housing rentals (1)	443	423	470	-
Prescott shops operations (1)	72	75	90	-
Recovery from Department of Environment (1)	50	65	26	-
Recovery from Department of Fisheries and Oceans (1)	557	96	-	-
Harbour commission payments	-	-	-	-
Miscellaneous	5,724	3,191	402	-
	<u>29,754</u>	<u>23,920</u>	<u>30,369</u>	<u>20,981</u>
<i>Aviation</i>				
Sales, rentals and licences	2,170	2,853	9,846	5,448
Other service fees	4,469	956	1,199	1,683
Services outside Canada (regulatory approvals)	331	445	549	645
Recoveries from the Canadian Coast Guard - helicopters and telecommunication	13,901	14,145	14,634	13,063
Recoveries from Department of National Defence - Maintenance of executive fleet	-	2,508	7,365	6,070
Other recoveries	-	1,174	1,144	1,315
Air Transportation Tax	530,023	588,807	620,400	682,723
International en route fees	39,481	36,242	52,558	67,936
Recoveries from Atmospheric Environment Service - Electronics maintenance/weather observation	212	145	28	61
Miscellaneous	-	386	-	-
	<u>590,587</u>	<u>647,661</u>	<u>707,723</u>	<u>778,944</u>

(1) 1993-94 and 1994-95 Actuals and 1995-96 Estimates include revenues and recoveries relating to the Canadian Coast Guard which was transferred to the Department of Fisheries and Oceans effective April 1, 1995.



2.2 Revenues to the vote (continued)

<i>(in thousands of dollars)</i>	Actuals 1993-94	Actuals 1994-95	Estimates 1995-96	Actual 1995-96
Airports				
Rentals	58,717	52,949	46,439	44,658
Concessions	76,308	90,018	88,239	98,679
Landing fees	76,365	85,092	88,408	91,901
General terminal fees	40,362	44,777	49,672	54,833
Miscellaneous	10,288	10,894	9,550	11,491
Lease payments	19,622	17,100	28,099	65,634
Local Airport Authority chattel receipts	8,508	1,708	-	-
Recoveries for air navigation system accommodation and maintenance services	46	44	-	122
Recoveries for the Environmental Services Program - weather services	179	231	300	108
Recoveries from the RCMP	676	464	-	504
Miscellaneous recoveries from other government departments	209	-	545	-
	291,280	303,277	311,252	367,930
Surface				
Motor Vehicle Test Centre	280	878	310	599
Departmental Administration				
Training and computer services	17,114	26,516	29,157	29,999
Total credited to the vote	929,080	1,002,285	1,078,811	1,198,488



2.2a Revenues to the vote - details by source

(in thousands of dollars)	Actual 1993-94	Actual 1994-95	Estimates 1995-96	Actual 1995-96
Revenues: sources external to federal government				
Policy and Co-ordination	65	33	-	35
Marine (1)	27,426	23,261	28,981	20,981
Aviation	46,451	40,496	64,152	75,648
Airports	290,170	302,538	310,407	367,196
Surface	280	878	310	599
Departmental Administration	453	3,583	1,108	1,901
	<u>364,845</u>	<u>370,789</u>	<u>404,958</u>	<u>466,360</u>
Air Transportation Tax				
Aviation	530,023	588,807	620,400	682,723
Recoveries: sources within federal government external to Transport Canada				
Marine (1)	2,328	659	1,388	-
Aviation	212	4,214	8,537	6,253
Airports	676	695	845	612
Departmental administration	2,815	3,872	1,880	28,098
	<u>6,031</u>	<u>9,440</u>	<u>12,650</u>	<u>34,963</u>
Recoveries: intra-departmental				
Aviation	13,901	14,145	14,634	14,320
Airports	434	44	-	122
Departmental Administration	13,846	19,061	26,169	-
	<u>28,181</u>	<u>33,250</u>	<u>40,803</u>	<u>14,442</u>
Total Vote-netted revenues and recoveries	929,080	1,002,286	1,078,811	1,198,488

(1) 1993-94 and 1994-95 Actuals and 1995-96 Estimates include revenues and recoveries relating to the Canadian Coast Guard which was transferred to the Department of Fisheries and Oceans effective April 1, 1995.



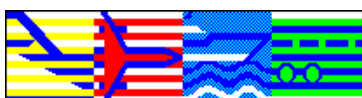
2.3 Transfer payments

(in dollars)	Actual 1993-94	Actual 1994-95	Estimates 1995-96	Actual 1995-96
Grants - business lines/activities				
<i>Policy and Co-ordination</i>				
Province of British Columbia in respect of the provision of ferry and coastal freight and passenger services	18,401,000	22,750,792	21,363,800	21,322,197
Federal grant to the Province of Newfoundland and Labrador for the operation of the south coast of Newfoundland and the Great Northern Peninsula ferry services	-	31,000,000	-	19,000,000
	<u>18,401,000</u>	<u>53,750,792</u>	<u>21,363,800</u>	<u>40,322,197</u>
<i>Marine</i>				
Grant to the Writers' Federation of Nova Scotia for the Evelyn Richardson Memorial Literary Award	150	-	-	-
Grants to institutions assisting sailors:		-		
Welland Canal Mission for Sailors	300	-	-	-
Missions to Seamen, Toronto, Ont.	300	-	-	-
Seamen's Mission Society, Saint John, N.B.	200	-	-	-
British Sailor's Society (Canada)	10,000	-	-	-
Mariners' House of Montréal, Montréal, Qué.	600	-	-	-
Missions to Seamen, Lakehead Branch	300	-	-	-
Grant to the Canada Safety Council for the Promotion of Boating Safety	1,500	-	-	-
Grant to the Canadian Port and Harbour Association	3,500	1,400	-	-
Grant to International Maritime Organization	-	-	-	67,493
Grant to Province of Newfoundland for the operation of ports	-	-	-	10,000,000
	<u>16,850</u>	<u>1,400</u>	<u>-</u>	<u>10,067,493</u>
<i>Aviation</i>				
Aero Club of Canada (formerly Royal Canadian Flying Clubs Association)	22,500	13,047	13,050	13,050
<i>Airports</i>				
Grant to the Town of Markham in support of the Buttonville Airport	1,000,000	-	-	-
<i>Departmental Administration</i>				
National Transportation Week Committee	27,000	16,500	15,700	15,700
Total grants	<u>19,467,350</u>	<u>53,781,739</u>	<u>21,392,550</u>	<u>50,418,440</u>



2.3 Transfer payments (continued)

(in dollars)	Actual 1993-94	Actual 1994-95	Estimates 1995-96	Actual 1995-96
Contributions - business lines/activities				
<i>Policy and Co-ordination</i>				
Transportation research and demonstrations under				
the Québec Economic and Regional Development Agreement (ERDA)	192,500	114,935	-	-
Transportation Association of Canada	399,396	460,013	415,000	441,013
National Strategy for the Integration of Persons with Disabilities	4,180,113	3,264,879	5,772,000	3,960,967
Highway Improvements under General Development Agreements/ Economic and Regional Development Agreements (ERDA) - Québec	3,417,177	5,746,541	2,610,000	-
Fixed Link Highway Improvement Agreement - New Brunswick	-	-	14,050,000	2,000,000
Fixed Link Highway Improvement Agreement - Prince Edward Island	-	6,500,000	7,340,000	6,494,011
Prince Edward Island Co-operative Transportation Development Agreement	3,067,566	856,123	-	-
Newfoundland Regional Trunk Roads	22,580,859	25,126,816	21,000,000	20,999,999
Highway Improvement Programs - Nova Scotia	7,702,153	581,809	3,520,000	15,000
Highway Improvement Programs - New Brunswick	7,474,210	10,900,000	14,250,000	32,700,000
Strategic Capital Investment Initiatives - Highways	115,746,873	126,964,511	110,715,000	115,466,217
Strategic Capital Investment Initiatives - Rail	-	1,389,844	10,000,000	-
Strategic Capital Investment Initiatives - Harbours and wharves	731,676	356,000	800,000	645,660
Trans-Canada Highway Agreement - Newfoundland	36,578,724	33,932,416	30,000,000	29,999,999
Ferry and coastal passenger and freight services	11,038,780	10,324,189	11,822,000	9,547,820
Payment to the Canadian Wheat Board for the acquisition and leasing of hopper cars for the transportation of grain in Western Canada	17,759,300	19,114,699	14,725,200	18,207,173
Allowances to former employees of Newfoundland Railways, Steamships Telecommunications Services transferred to Canadian National Railways	1,467,067	-	1,500,400	1,333,266
Intercolonial and Prince Edward Island Railway Employees' Provident Fund	279,887	-	-	-
National Coalition of Owner/Operator Associations	300,000	-	-	-
International Civil Aviation Organization 50th Anniversary	700,000	300,000	-	-
Canadian Trucking Research Institute	850,000	650,000	400,000	400,000
Canadian Cooperative of Independant Truck Owner/Operators	420,000	-	-	-
Contribution to the Canadian Council of Motor Transport Administrators to maintain, upgrade and enhance the Interprovincial Record Exchange System	125,000	22,331	18,000	17,777
Transition assistance program regarding the elimination of the Atlantic Region freight subsidies	-	-	-	48,691,200
National Safety Code	-	-	-	3,716,480
Contribution to La Fondation Paul Gérin-Lajoie in support of a transportation education project in French Immersion and French Language primary schools	-	-	-	20,000
Payments to the Canadian National Railway Company in respect of termination of the collection of tolls on the Victoria Jubilee Bridge (Statutory)	4,315,649	2,652,792	6,664,000	5,044,228
	<u>239,326,930</u>	<u>249,257,898</u>	<u>255,601,600</u>	<u>299,700,810</u>
<i>Marine</i>				
Contribution to the Canadian Red Cross Society in respect of its Boating Safety Program (1)	215,000	213,700	203,050	-
Payment to the Regional Canadian Marine Rescue Auxiliary Associations for the provision of voluntary search and rescue services and the promotion of boating safety through accident prevention and education (1)	1,286,254	1,319,073	1,500,000	-
Canadian Centre for Global Security	20,000	-	-	-
New Brunswick Department of Fisheries and Aquaculture	-	246,635	-	-
L'Institut Maritime Québec	-	9,000	-	-
International Maritime Organization - Atlantic Ocean Regional Conference	-	27,400	-	-
	<u>1,521,254</u>	<u>1,815,808</u>	<u>1,703,050</u>	<u>-</u>



2.3 Transfer payments (continued)

(in dollars)	Actual 1993-94	Actual 1994-95	Estimates 1995-96	Actual 1995-96
Aviation				
Air Cadet League of Canada for cadet training scholarships	22,500	13,062	13,050	13,062
Contributions to the Air Transportation Association of Canada (formerly contributions to flying clubs, schools and instructors)	102,894	-	64,800	-
Contribution to the International Civil Aviation Organization (ICAO) in support of their Air Navigation Bureau Safety Oversight Assessment Program	-	-	-	230,000
Payments to other governments or international agencies for the operation and maintenance of airports, air navigation and airways facilities	143,045	161,932	121,100	74,132
	<u>268,439</u>	<u>174,994</u>	<u>198,950</u>	<u>317,194</u>
Airports				
Contributions for the operation of municipal or other airports				
- Original program	14,151,615	12,024,612	12,176,800	7,496,600
- Non National Airport System Airports under the National Airports Policy	-	-	-	11,535,966
Contributions to assist in the establishment of, or improvements to, municipal, local, local/commercial, or other airports and related facilities				
Québec - Nouveau Québec Inuit Airports	13,276,932	-	-	-
Newfoundland - Contributions to construct runways and related facilities in Labrador	-	474,300	450,100	430,851
Other contributions to assist in the establishment of, or improvements to, municipal, local, local/commercial, or other airports and related facilities	14,638,277	8,016,900	11,000,000	9,564,535
Contribution for the Airport Transfer Feasibility Studies	47,350	-	-	-
Strategic Capital Investment Initiatives - Airports	-	4,453,612	6,026,000	4,431,879
Airports Capital Assistance Program	-	-	19,000,000	1,692,748
	<u>42,114,174</u>	<u>24,969,424</u>	<u>48,652,900</u>	<u>35,152,579</u>
Surface				
Payments in support of crossing improvements approved under the <i>Railway Safety Act</i>	9,599,992	8,048,167	8,050,500	8,216,835
Contributions to selected research agencies to assist them in undertaking research projects and studies which contribute to the Traffic Accident Countermeasure Development Program	42,327	43,913	45,850	46,462
Contributions to the Railway Association of Canada for Operation Lifesaver	150,000	150,000	150,000	200,000
	<u>9,792,319</u>	<u>8,242,080</u>	<u>8,246,350</u>	<u>8,463,297</u>
Departmental Administration				
Contribution to the International Aviation Management Training Institute (IAMTI)	281,445	-	-	-
Contribution to the International Civil Aviation Organization (ICAO)	63,000	-	-	-
Contribution to the International Decade for Natural Disaster Reduction	13,500	7,850	7,850	7,850
Contributions under the System Improvement Reserve Fund (2)	2,010,363	2,251,042	3,143,000	1,869,861
	<u>2,368,308</u>	<u>2,258,892</u>	<u>3,150,850</u>	<u>1,877,711</u>
Total contributions	<u>295,391,424</u>	<u>286,719,096</u>	<u>317,553,700</u>	<u>345,511,591</u>
Total grants and contributions	<u>314,858,774</u>	<u>340,500,835</u>	<u>338,946,250</u>	<u>395,930,031</u>

(1) 1993-94 and 1994-95 Actuals and 1995-96 Estimates include amounts for the Canadian Coast Guard which was transferred to the Department of Fisheries and Oceans effective April 1, 1995.

(2) For comparison purposes, 1993-94 and 1994-95 Actuals and 1995-96 Estimates include amounts for the Grain Transportation Agency which was transferred to Transport Canada in 1995-96 and renamed the Western Grain Transportation Office.



2.4 Statutory payments

(thousands of dollars)	1993-94	1994-95	1995-96	1995-96
	Actual	Actual	Estimates	Actuals
<i>Policy and Co-ordination</i>				
Employee benefit plans	2,422	2,546	1,932	2,001
Victoria Bridge	4,316	2,653	6,664	5,044
CN commercialization	-	-	-	1,101,017
	6,738	5,199	8,596	1,108,062
<i>Marine</i>				
Employee benefit plans	35,979	37,035	33,269	5,386
<i>Aviation</i>				
Employee benefit plans	58,485	58,830	57,759	60,207
<i>Airports</i>				
Employee benefit plans	16,157	16,083	15,771	16,771
<i>Surface</i>				
Employee benefit plans	2,789	2,846	2,794	2,954
<i>Departmental Administration</i>				
Employee benefit plans	14,359	14,210	13,433	13,231
Collection agency fees	11	10	-	17
Refund of amounts credited to revenues in previous years	156	230	-	352
Spending of proceeds from the disposal of surplus Crown assets	5,096	8,150	-	2,600
Court awards	413	-	-	-
Minister's salary and car allowance	51	51	49	49
	20,086	22,651	13,482	16,249
Total statutory	140,234	142,644	131,671	1,209,629



2.5 Capital by business line

(in thousands of dollars)	Actual 1993-94	Actual 1994-95	Estimates 1995-96	Actuals 1995-96
Policy and Co-ordination	12,504	1,013	626	607
Marine	167,831	108,096	108,574	13
Aviation	235,022	217,464	237,093	120,768
Airports	135,814	146,029	131,618	135,702
Surface	2,450	3,059	3,894	3,473
Departmental Administration	38,783	37,916	27,021	23,779
Total	592,404	513,577	508,826	284,342

(1) 1993-94 and 1994-95 Actuals and 1995-96 Estimates include amounts for the Canadian Coast Guard which was transferred to the Department of Fisheries and Oceans effective April 1, 1995.

(2) For comparison purposes, 1993-94 and 1994-95 Actuals and 1995-96 Estimates include amounts for the Grain Transportation Agency which was transferred to Transport Canada in 1995-96 and renamed the Western Grain Transportation Office.

2.6 Loans and investments by business lines

(thousands of dollars)	1993-94 Actual	1994-95 Actual	1995-96 Estimates	1995-96 Actuals
<i>Policy and Co-ordination</i>				
Loans to Canada Ports Corporation				
Saint John	18,052	18,052	18,052	18,052
Prince Rupert	16,182	15,779	15,335	15,335
Belledune	581	513	440	440
Montreal	4,662	4,111	3,525	3,525
Vancouver	2,704	2,396	2,065	2,065
	42,181	40,851	39,417	39,417
Interport Loan Fund	50,000	50,000	50,000	50,000
Loan to Saint John Harbour Bridge Authority	29,431	29,038	28,861	28,633
Loan to Canadian National Railway Company	99,626	80,680	60,040	-
	221,238	200,569	178,318	118,050
<i>Marine</i>				
Loan to Hamilton Harbour Commission	325	275	225	225
Total department	221,563	200,844	178,543	118,275

The above figure shows outstanding balances as at March 31, 1996, on loans owed to Transport Canada. In the context of CN privatization, the company completely repaid its loan to Transport Canada on December 31, 1995.



Appendix 3 - Statutes administered by Transport Canada

- *Aeronautics Act* (RSC 1985 c. A-2) as amended
- *Airport Transfer (Miscellaneous Matters) Act* (1992, c.5)
- *Arctic Waters Pollution Prevention Act* (RSC 1985 c. A-12) as amended
- *Canada Shipping Act* (RSC 1985 c. S-9) as amended
- *Canadian Aviation Safety Board Act* (RSC 1985 c. C-12) as amended
- *Carriage by Air Act* (1985, c. C-26)
- *Carriage of Goods by Water Act* (RSC 1985, c. C-27)
- *Department of Transport Act* (RSC 1985 c. T-18) as amended
- *Government Railways Act* (RSC 1985 c. G-7) as amended
- *Hamilton Harbour Commissioners Act* (SC 1912 c. 98) as amended
- *Harbour Commissions Act* (RSC 1985 c. H-1) as amended
- *Intercolonial and P.E.I. Railways Employees' Provident Fund Act* (SC 1907 c. 22) as amended
- *Marine and Aviation War Risks Act* (RSC 1970 c. W-3) as amended
- *Maritime Code Act* (SC 1977-78 c. 41)
- *Meaford Harbour Act* (1866 c. 78, SC 1907-08 c. 46)
- *Motor Vehicle Fuel Consumption Standards Act* (RSC 1985 c. M-9) as amended (not in force)
- *Motor Vehicle Safety Act* (RSC 1985 c. M-10)
- *Motor Vehicle Tire Safety Act* (RSC 1985 c. M-11)
- *Motor Vehicle Transport Act, 1987* (RS, c.29)
- *National Transportation Act, 1987* (SC 1987 c. 34) as amended
- *Ontario Harbours Agreement Act* (SC 1963 c. 39)
- *Passenger Tickets Act* (RSC 1985 c. P-3)
- *Pilotage Act* (RSC 1985 c. P-14) as amended
- *Public Harbours and Port Facilities Act* (RSC 1985 c. P-29) as amended
- *Railway Act* (RSC 1985 c. R-3) as amended
- *Railway Safety Act* (1985, C.32 (4th Supp.))
- *Safe Containers Convention Act* (RSC 1985 c. S-1)
- *Shipping Conferences Exemption Act, 1987* (RS, c.17)
- *Teleferry Act* (RSC 1970 c. T-2) as amended (not in force)
- *Toronto Harbour Commissioners Act, 1911* (SC 1911 c. 26) as amended
- *Toronto Harbour Commissioners' Act, 1985* (SC 1986 c. 10)
- *Transport Act* (RSC 1985 c. T-17) as amended
- *Transportation of Dangerous Goods Act, 1992* (RSC 1992 c. 34)
- *United States Wreckers Act* (RSC 1985 c. U-3)



Appendix 4 - References

Further information on some subjects discussed in this report are available in separate reports. The following is a list of these reports and the addresses at which they are available. A cost may be involved.

CROWN CORPORATIONS

VIA Rail Canada Incorporated
2, Place Ville Marie
Montréal, Québec
H3B 2G6

Great Lakes Pilotage Authority Ltd.
P.O. Box 95
Cornwall, Ontario
K6H 5R9

St. Lawrence Seaway Authority
14th Floor, Room 1400
360 Albert Street
Ottawa, Ontario
K1R 7X7

Pacific Pilotage Authority
1199 West Hastings Street
Suite 300
Vancouver, B.C.
V6E 4G9

Canada Ports Corporation
99 Metcalfe Street
Ottawa, Ontario
K1A 0N6

Canarctic Shipping Company Limited
150 Metcalfe Street
19th Floor, P.O. Box 39
Ottawa, Ontario
K2P 1P1

Marine Atlantic Incorporated
100 Cameron Street
Moncton, New Brunswick
E1C 5Y6

LOCAL AIRPORT AUTHORITIES

Aéroports de Montreal
1100 René-Lévesque Blvd. West, Suite 2100
Montréal, Québec
H3B 4X8
Telephone: (514) 394-7213
Fax: (514) 394-7356

Atlantic Pilotage Authority
Purdy's Wharf, Tower 1
Suite 1402, 1959 Upper Water Street
Halifax, N.S.
B3J 3N2

Vancouver International Airport Authority
P.O. Box 23750, Airport Postal Outlet
Richmond, B.C.
V7B 1Y7
Telephone: (604) 276-6500
Fax: (604) 276-7755

Laurentian Pilotage Authority
715 Victoria Place
6th Floor
Montréal, Québec
H2Y 2H7



The Calgary Airport Authority
Calgary International Airport
2000 Airport Road N.E.
Calgary, Alberta
T2E 6W5
Telephone: (403) 735-1200
Fax: (403) 735-1281

Harbours and Ports - Annual Report on Financial
Operations
344 Slater Street
5th Floor (AMF)
Ottawa, Ontario
K1A 0N7

Edmonton Regional Airport Authority
P.O. Box 9860
Edmonton, Alberta
T5J 2T2
Telephone: (403)890-8900
Fax: (403)890-8446

Road Safety and Motor Vehicle Regulation
Directorate Annual Report
Information Telephone Line: 1-800-333-0371
Road Safety and Motor Vehicle Regulation
Directorate
AFFCG, 13th floor, Canada Building
344 Slater Street
Ottawa, Ontario
K1A 0N7

OTHER DEPARTMENTS' PUBLICATIONS

The following publications are available from:
Canada Communications Group Publishing Centre,
Ottawa, Ontario

K1A 0S9

- Canadian Transportation Agency (formerly the
National Transportation Agency) Part III
- Civil Aviation Tribunal Part III
- Department of Fisheries and Oceans Part III and
Performance report
- Transport Canada National Airports Policy
(TP 12163 E)

A number of ship safety publications relating to
marine products, practices and standards are also
available at the following address:

344 Slater Street
11th Floor (AMSB)
Ottawa, Ontario
K1A 0N7

TRANSPORT CANADA REPORTS

Monthly Report of Airports Transferred
National Airports Policy Implementation Team
Transport Canada
Place de Ville, Tower "C"
330 Sparks Street
Ottawa, Ontario
K1A 0N8

Canadian Motor Vehicle Traffic Collision Statistics
TP3322

(Collected in co-operation with the CCMTA)
Road Safety and Motor Vehicle Regulation
Directorate
AFFCG, 13th Floor, Canada Building
344 Slater Street
Ottawa, Ontario
K1A 0N7



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