



Transport Canada

Performance Report

For the period ending
March 31, 1998

Canada

Improved Reporting to Parliament Pilot Document

The Estimates of the Government of Canada are structured in several parts. Beginning with an overview of total government spending in Part I, the documents become increasingly more specific. Part II outlines spending according to departments, agencies and programs and contains the proposed wording of the conditions governing spending which Parliament will be asked to approve.

The *Report on Plans and Priorities* provides additional detail on each department and its programs primarily in terms of more strategically oriented planning and results information with a focus on outcomes.

The *Departmental Performance Report* provides a focus on results-based accountability by reporting on accomplishments achieved against the performance expectations and results commitments as set out in the spring *Report on Plans and Priorities*.

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Foreword

On April 24, 1997, the House of Commons passed a motion dividing on a pilot basis what was known as the annual *Part III of the Estimates* document for each department or agency into two documents, a *Report on Plans and Priorities* and a *Departmental Performance Report*.

This initiative is intended to fulfil the government's commitments to improve the expenditure management information provided to Parliament. This involves sharpening the focus on results, increasing the transparency of information and modernizing its preparation.

This year, the Fall Performance Package is comprised of 80 Departmental Performance Reports and the government's "*Managing For Results*" report.

This ***Departmental Performance Report***, covering the period ending March 31, 1998, provides a focus on results-based accountability by reporting on accomplishments achieved against the performance expectations and results commitments as set out in the department's *Part III of the Main Estimates* or pilot *Report on Plans and Priorities* for 1997-98. The key result commitments for all departments and agencies are also included in *Managing for Results*.

Results-based management emphasizes specifying expected program results, developing meaningful indicators to demonstrate performance, perfecting the capacity to generate information and reporting on achievements in a balanced manner. Accounting and managing for results involve sustained work across government

The government continues to refine and develop both managing for and reporting of results. The refinement comes from acquired experience as users make their information needs more precisely known. The performance reports and their use will continue to be monitored to make sure that they respond to Parliament's ongoing and evolving needs.

This report is accessible electronically from the Treasury Board Secretariat Internet site:
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Planning, Performance and Reporting Sector
Treasury Board Secretariat
L'Esplanade Laurier
Ottawa, Ontario, Canada
K1A 0R5
Tel: (613) 957-7042
Fax (613) 957-7044

Transport Canada

Departmental Performance Report

**For the period ending
March 31, 1998**

Approved

Minister of Transport



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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 Section 6.3.



Executive Summary

During 1997-98, Transport Canada continued its progress toward a more modern and efficient transportation system. Among the significant accomplishments:

- ☐ the passage in June of the new *Canada Marine Act* to overhaul marine policy and put into place a single, comprehensive piece of legislation to govern marine transportation (see p. 17 and Section 5.2, which starts on p. 48);
- ☐ the passage in June of the first track of amendments to the *Canada Shipping Act* to modernize the Act, which has not been overhauled since its promulgation in 1936 (see Section 5.2, which starts on p. 48);
- ☐ the development of a strategic safety plan (see p. 24);
- ☐ the transfer, throughout the year, of an additional 22 airports to local control, in accordance with the National Airports Policy (see p. 20);
- ☐ the transfer, throughout the year, of an additional 14 regional/local ports to local control, in accordance with the National Marine Policy (see p. 21);
- ☐ the tabling in December 1997 of Transport Canada's Sustainable Development Strategy (see p. 23 and Section 5.1, which starts on p. 46);
- ☐ the commencement of two reviews, one to look at the future of rail passenger services in Canada, the other our grain handling and transportation system (see p. 18);
- ☐ the implementation in May of an air bag deactivation program (see p. 27);
- ☐ the passage in June 1997 of new Marine Security Regulations to regulate the Canadian cruise ship industry and ensure the safety and security of passengers and crew (see Section 5.2, which starts on p. 48);
- ☐ the complete rewrite of the Transportation of Dangerous Goods Regulations, to be published in the *Canada Gazette*, Part I, in the fall of 1998, putting the regulations into clear language (see Section 5.2, which starts on p. 48);
- ☐ the introduction of guidelines for the Minister of Transport to designate Canadian air carriers for scheduled international all-cargo air services, consistent with Canada's international trade and business objectives (see p. 19); and
- ☐ the designation of Canadian air carriers to operate scheduled international air services in new markets (see p. 19).

Chart of Key Results Commitments

Transport Canada		
<i>to provide Canadians with:</i>	<i>to be demonstrated by:</i>	<i>achievement reported in:</i>
A safe and secure national transportation system.	<ul style="list-style-type: none"> • accident and fatality statistics and trends, and accident rate comparisons in the aviation, marine, rail and road modes, including the transportation of dangerous goods • a simplified, modern and effective regulatory regime • effective and harmonized legislation, regulations and standards in all transportation modes • public awareness about safety • transportation industry awareness of, and compliance with, regulations and standards 	<ul style="list-style-type: none"> • DPR pp. 24, 26, 27, 28 • AR Ch. 6 • DPR p. 32, Section 5.2 • DPR p. 32, Section 5.2 • DPR p. 26, 27 • DPR pp. 25, 26 Section 5.2
A competitive, efficient and effective transportation system.	<ul style="list-style-type: none"> • commercial/financial viability and levels of competition in transportation services • devolution and commercialization of most remaining operations • effective operation of remote airports, harbours and ports • removing institutional and legislative barriers to transportation operations • shifting costs from taxpayers to users • service-oriented fee structure • client satisfaction survey results 	<ul style="list-style-type: none"> • DPR pp. 17, 18, 19, Section 5.2 • AR Ch. 5 • DPR pp. 17, 20, 21 • DPR pp. 17, 18, 19, Section 5.2 • DPR pp. 17, 18, 20, 21, 28
Stewardship and environmental awareness.	<ul style="list-style-type: none"> • an effective sustainable transportation strategy • an environmental management system for Transport Canada operations • effective administration of leases for airports and navigation sites 	<ul style="list-style-type: none"> • DPR p. 23, Section 5.1 • AR Ch. 7 • DPR Section 5.1
DPR – Transport Canada’s 1997-98 Departmental Performance Report AR – Transportation in Canada 1997 Annual Report		

( If you'd like a copy of the *Transportation in Canada 1997 – Annual Report*,  p. 56).

1.0 Message from the Minister of Transport

I am pleased to submit Transport Canada's 1997-98 Departmental Performance Report.

In keeping with the strategies presented in the department's 1997-98 Report on Plans and Priorities, we made clear progress during the year in our efforts to modernize the transportation system and build a "new" Transport Canada. We are proud of the work we've done over the past few years – work that has laid a solid foundation for the future of Canadian transportation.

On the legislative front, our focus this last year was on the marine sector. After a great deal of hard work, the department saw the June passage of the new *Canada Marine Act* – an important factor toward implementing the National Marine Policy – and amendments to the *Canada Shipping Act*. In addition to these two accomplishments, we have highlighted many others in the Executive Summary on page 4 and provided additional details later in the report.

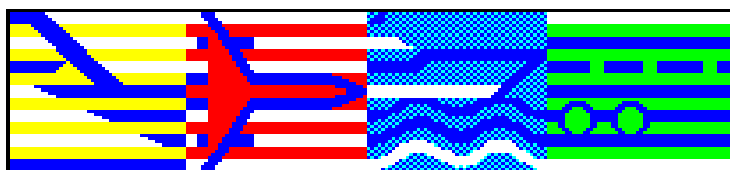
I cannot overstate the importance of transportation on Canada's economic well-being. We are very dependent on transportation because it is key to doing

business – moving people and goods from place to place – and, for many, it means employment. We are moving increasingly large numbers of people and meeting their expectations in terms of safety, comfort, convenience and reliability. We are providing all Canadians with high-quality transportation no matter where they live.

Despite the realization of so many of our initiatives, there are still major challenges facing the transportation system: the future of passenger rail services in Canada, the movement of grain in western Canada, developing a strategy for our national highway infrastructure, and supporting the evolution of sustainable development. And, of course, safety in all transportation modes will always be our top priority.

In summary, we remain committed to our vision and mission. We will continue to devote significant time and energy to the safety of the country's travelling public, client service and stakeholder relations, and to ensuring that our policies and legislation keep pace with the changing realities facing Canada today – Canadians demand nothing less.

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



2.0 Departmental Overview

2.1 Vision, Mission and Mandate

Our Vision

THE BEST POSSIBLE TRANSPORTATION FOR CANADA AND CANADIANS

Our Mission

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

Our Mandate

Transport Canada delivers its programs and services under numerous legislative and constitutional authorities. The department's mandate, however, is accurately reflected in its mission statement, as noted above.

The jurisdictional framework in Canada is such that all levels of government have some responsibility in the country's transportation system. Provincial governments contribute significantly to transportation issues. The objectives, strategic priorities and challenges presented in this report refer to those responsibilities that fall under federal jurisdiction.

Historically, Transport Canada has played a key role in delivering the transportation system, not only through its policies and programs but also by operating, financing and regulating major elements of Canada's infrastructure.

That direct involvement, however, has changed.

The department's new role is to develop up-to-date, relevant transportation policies and legislation and to maintain a high level of safety and security.

Over the past few years, we have worked hard – in partnership with our clients and stakeholders – to modernize Canada's transportation system. And our work continues.

Across all modes, the department is striving to reduce subsidies, achieve greater efficiency, establish more say for users and more business discipline. And we are striving for these improvements while maintaining the emphasis on our top priority – safety.

We have made great strides in this direction and we will continue to position ourselves to better respond to the needs of Canadian society.

2.2 Operating Environment

2.2.1 Position within the Government

Within the federal transportation portfolio, primary responsibility for the transportation system rests with Transport Canada. There are, however, other federal agencies and Crown

corporations that play key roles in transportation issues. These entities, except where noted, carry out these roles under the direction of the Minister of Transport.

TRANSPORT CANADA

ROLES	THE DEPARTMENT WILL:
Policy	◇ <i>focus on safety, security, efficiency, competitiveness, environment, and inter-modal integration</i>
Regulatory	◇ <i>develop legislation, regulations and guidelines – including alternatives to regulations</i> ◇ <i>perform inspections and testing to ensure industry compliance</i> ◇ <i>license the industry</i> ◇ <i>oversee the commercialized air navigation system, airports, ports, and St. Lawrence Seaway</i>
Operations	◇ <i>divest most operations, excluding some for remote areas where required</i> ◇ <i>honour constitutional obligations</i>
Landlord	◇ <i>lease the management of Crown-owned airports to community-based operators, who will be responsible for their financial and operational management</i>
Financial support	◇ <i>provide financial support – in limited instances – to Crown corporations, other levels of government and private organizations to further their goals of providing transportation services</i>

TRANSPORTATION AGENCIES

CANADIAN TRANSPORTATION AGENCY – responsible for the economic regulation of transportation. The agency reports to Parliament through the Minister of Transport and produces its own Estimates documents.

CIVIL AVIATION TRIBUNAL – an independent body that responds to requests from the aviation community to review enforcement and licensing decisions made by the Minister of Transport under the *Aeronautics Act*. As well, under the *Canada Transportation Act*, the tribunal is designated to review, on request, any administrative monetary penalties assessed by the Canadian Transportation Agency. The tribunal reports to Parliament through the

Minister of Transport and produces its own Estimates documents.

TRANSPORTATION SAFETY BOARD OF CANADA – 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 safety issues based on transportation occurrences in areas regulated by Transport Canada.

CROWN CORPORATIONS

JACQUES CARTIER AND CHAMPLAIN BRIDGES INC. – provides safe and efficient transit over the Jacques Cartier Bridge and the

Champlain Bridge. The bridges have been toll-free since 1962 and 1990, respectively.

MARINE ATLANTIC INC. – operates safe, reliable and efficient marine transportation and related services in Atlantic Canada, to meet constitutional obligations (North Sydney—Port aux Basques) and provide an alternative to the constitutional services (North Sydney—Argentina).

VIA RAIL CANADA INC. – manages most of the rail passenger services in Canada.

ST. LAWRENCE SEAWAY AUTHORITY.

CANADA PORTS CORPORATION.

2.2.2 Co-delivery Partners

The department works in cooperation with hundreds of other organizations and governments having an interest in transportation issues. Some of these are mentioned below:

OTHER FEDERAL DEPARTMENTS – *Environment Canada, National Defence, Fisheries and Oceans, Public Works and Government Services Canada, Canadian Security Intelligence Service, Justice, Royal Canadian Mounted Police, Industry Canada, Health Canada, and Solicitor General.*

PROVINCIAL, TERRITORIAL AND MUNICIPAL GOVERNMENTS – particularly concerning the maintenance of the highway system.

TRANSPORTATION SECTOR INDUSTRIES – all of which count on the fair application of regulations and the development of policies to enhance their viability – *Canadian National Railway, Canadian Pacific Railway, VIA Rail, Canadian Marine Advisory Council, Canadian Manufacturers of Aviation Equipment, Canadian Steamship Lines, Algoma Central Marine, Air Canada, and NAV CANADA.*

AGENCIES AND ASSOCIATIONS – with vested interests in the transportation infrastructure, regulatory regime and safety – *Transportation Safety Board, Canadian Airports Council, Canada Safety Council, Pilotage Authorities, Railway Association of Canada, Transportation Association of Canada, Canadian Energy Pipeline Association, Canadian Association of Petroleum Products, Shipping Federation of Canada, Canadian Ship Owners Association, Operation Lifesaver, Association Québécoise de transport et des routes, United Transportation Union, Canadian Ferry Operators Association, Canadian Urban Transit Association, Canadian Council of Motor Transport Administrators, Air Transport Association of Canada, and Council of Marine Carriers.*

INTERNATIONAL – to share information and harmonize transportation regulations – *U.S. Federal Aviation Administration, European Joint Airworthiness Authorities, International Civil Aviation Organization, Asia-Pacific Economic Cooperation, U.S. Federal Emergency Management Agency, NATO, U.S. Federal Highway Association, International Labour Organization, and International Maritime Organization.*

2.2.3 Objectives

As set out in the 1998-99 Estimates, Parts I and II, Transport Canada's objectives are to:

ENSURE HIGH STANDARDS FOR A SAFE TRANSPORTATION SYSTEM

THROUGH:

- ◇ a comprehensive and progressive regulatory framework and standards; and
- ◇ effective certification, monitoring, inspection and compliance programs.

CONTRIBUTE TO CANADA'S PROSPERITY THROUGH:

- ◇ up-to-date policies;
- ◇ the removal of institutional and legislative barriers; and
- ◇ selective funding of key elements of the system.

PROTECT THE PHYSICAL ENVIRONMENT BY:

- ◇ evaluating the impacts of policy and regulatory decisions on the environment; and
- ◇ promoting and meeting environmental standards.

WORK WITH PARTNERS AND CLIENTS THROUGH:

- ◇ effective consultation on transportation initiatives; and
- ◇ the implementation and management of joint undertakings.

STRENGTHEN OUR SERVICES BY:

- ◇ understanding our clients' needs; and
- ◇ providing decision making as close as possible to the clients.

PROVIDE A CHALLENGING AND SUPPORTIVE WORK ENVIRONMENT BY:

- ◇ treating people with trust and respect;
- ◇ developing and implementing effective human resource strategies; and
- ◇ providing a reward and recognition system consistent with our values.

Working together for transportation

2.2.4 Strategic Plans and Priorities

A transportation strategy has to address the “big picture” – how transportation, as a whole, functions as an integrated, seamless, multimodal system. To provide a national transportation system that responds to today’s social, economic and environmental needs, we need a strategy that covers four main elements:

1. Promote transportation safety.

Transport Canada’s commitment to safety continues to be its first priority, with an emphasis on practical and effective regulations. The department will work closely with industry to find and implement solutions, one of which may include making industry responsible for meeting performance standards.

2. Sustain strategic investment in transportation.

While Canada’s transportation system is one of the best in the world, it needs to be maintained and modernized to support Canada’s continued competitiveness. As part of the national strategy, transportation policies relating to commercialization, privatization, user-pay and deregulation have focused on creating the right framework and environment to support viable capital expansions. In light of the many demands for transportation improvements, and the limited availability of resources, there is a need to set priorities for infrastructure improvements and to find creative solutions for financing them – in a way that is financially, socially and environmentally sustainable.

3. Support trade and tourism through more productive and “smarter” transportation systems.

Trade is vital to Canada’s well-being. The transportation system must support Canadian trade and tourism in an efficient and affordable manner. Improvements can be achieved through the use of “smart” technology to help smooth the flow of traffic on congested highways and make them safer, improve the movement of grain from elevators to ports, and speed people and goods across the border.

4. Improve our quality of life by promoting more sustainable transportation systems.

The transportation sector is currently responsible for some 27 per cent of greenhouse gas emissions in Canada. This is but one of the many threats to sustainable growth, one of the world’s most crucial issues. This will be a huge challenge for the sector and there will be a need for policies and programs to help minimize the environmental impacts of transportation. Transport Canada will work with Environment Canada, Natural Resources Canada, and the transportation industry and its customers to identify a pragmatic, collaborative, cost-effective approach to this challenge.

In short, the national transportation policy framework should make Canada’s transportation **SAFE, SMART, STRATEGIC AND SUSTAINABLE.**

2.2.5 Challenges

POLICY

Transportation will become even more important as the global economy extends its influence in the years to come. One of the longer-term challenges concerns *trade*, since transportation is crucial to the competitiveness of our goods and services in terms of cost, timeliness and reliability of delivery. A second factor relates to *urbanization* and the congestion that hinders access to airports and ports and slows the connections between transportation modes and systems. Yet another factor, one linked to both congestion and pollution, is a *growth in highway traffic*, where trends suggest that private vehicle traffic will increase between 50 and 100 per cent over the next 25 years. These issues demand that we work in partnership with all players in the transportation sector.

DIVESTITURE

A number of external factors could slow or alter the realization of the anticipated benefits of divestiture. Conveying federal property to local operators could take longer and cost more than anticipated due to third-party interests, provincial issues and unforeseen costs, such as environmental work. Some of these factors may restrict the economic viability of the facilities to be transferred.

STEWARDSHIP

There is an increased emphasis on monitoring and managing the transferred airports' leases, as well as challenges concerning the governance structure for Canada's largest airports. There is also pressure to replace existing highway funding programs with a national highway program, coupled with the question of federal highway

facilities and non-navigational Seaway assets.

SUSTAINABLE TRANSPORTATION

A significant challenge concerns the department's strategy to promote sustainable transportation. The strategy is based heavily on partnering with others, and the degree to which the initiatives can be addressed will depend on the willingness of others to participate in studies, assessments and action toward resolution. In addition, many aspects of the strategy deal with issues that are global in scope, and the response will have to take into account international agreements and realities.

SAFETY AND SECURITY

There is a continuing demand to reduce the regulatory burden and introduce other compliance measures to promote domestic and international competitiveness. Fiscal restraint is placing a greater need on Transport Canada to examine alternative measures of delivering safety and security services. To meet these challenges, we need to focus regulatory attention on those areas of greatest safety risk. We also need to improve communication and consultation with stakeholders, clients and the Canadian public. Before we reach the new millennium, it is essential to gain a thorough understanding of the possible impacts of Year 2000 computer problems on the safety and security of the transportation system, as well as the adequacy of the remedial action to be taken by industry. The department must also continue to provide leadership on the safety and security front to ensure that Canada is recognized in both the national and international forum.

2.3 Departmental Organization

2.3.1 Business Line Descriptions

Transport Canada comprises four business lines, as described below. More detailed information on each business line is included in Section 3.2.

POLICY (p. 17)

This business line establishes the policy and legislative framework for all federally regulated modes of transportation, ultimately contributing to a competitive, efficient and effective Canadian transportation system. In support of this important role, Policy's business activities also include monitoring and analyzing the transportation system, producing the annual transportation report as required under the *Canada Transportation Act*, undertaking economic studies and program evaluations, and funding and analysing certain Crown corporations.

SERVICE LINE BREAKDOWN: Transportation Policy; and System Monitoring and Analysis.

PROGRAMS AND DIVESTITURE

(p. 20)

The Programs and Divestiture business line negotiates the divestiture of airports and ports, operating them until they are transferred. It plays an important stewardship role – operating federally owned remote facilities, administering highway and bridge programs, carrying out landlord functions for airports, ports, bridges and air navigation system sites, and managing the department's real property portfolio. On the environmental front, the business line provides leadership within Transport Canada, the federal government and the transportation sector on sustainable transportation, and administers an environmental stewardship program in respect of federal transportation assets.

SERVICE LINE BREAKDOWN: Airports; Ports; Highways and Bridges; and Environment.

SAFETY AND SECURITY (p. 23)

Having primary responsibility for the safety and security of the transportation system, this business line develops national legislation, regulations and standards, carries out monitoring, testing, inspection, approval, enforcement, education, research and development activities, and implements subsidy programs to promote safety and security in all modes of transportation – aviation, marine, rail, and road, including the transportation of dangerous goods. As well, the business line delivers aircraft services to government and other transportation bodies, and develops emergency preparedness plans and ensures security of persons working in restricted areas of airports.

SERVICE LINE BREAKDOWN: Multimodal Safety; Aviation Safety; Marine Safety; Rail Safety; Transport Dangerous Goods; Road Safety; Research and Development; Security and Emergency Planning; and Aircraft Services.

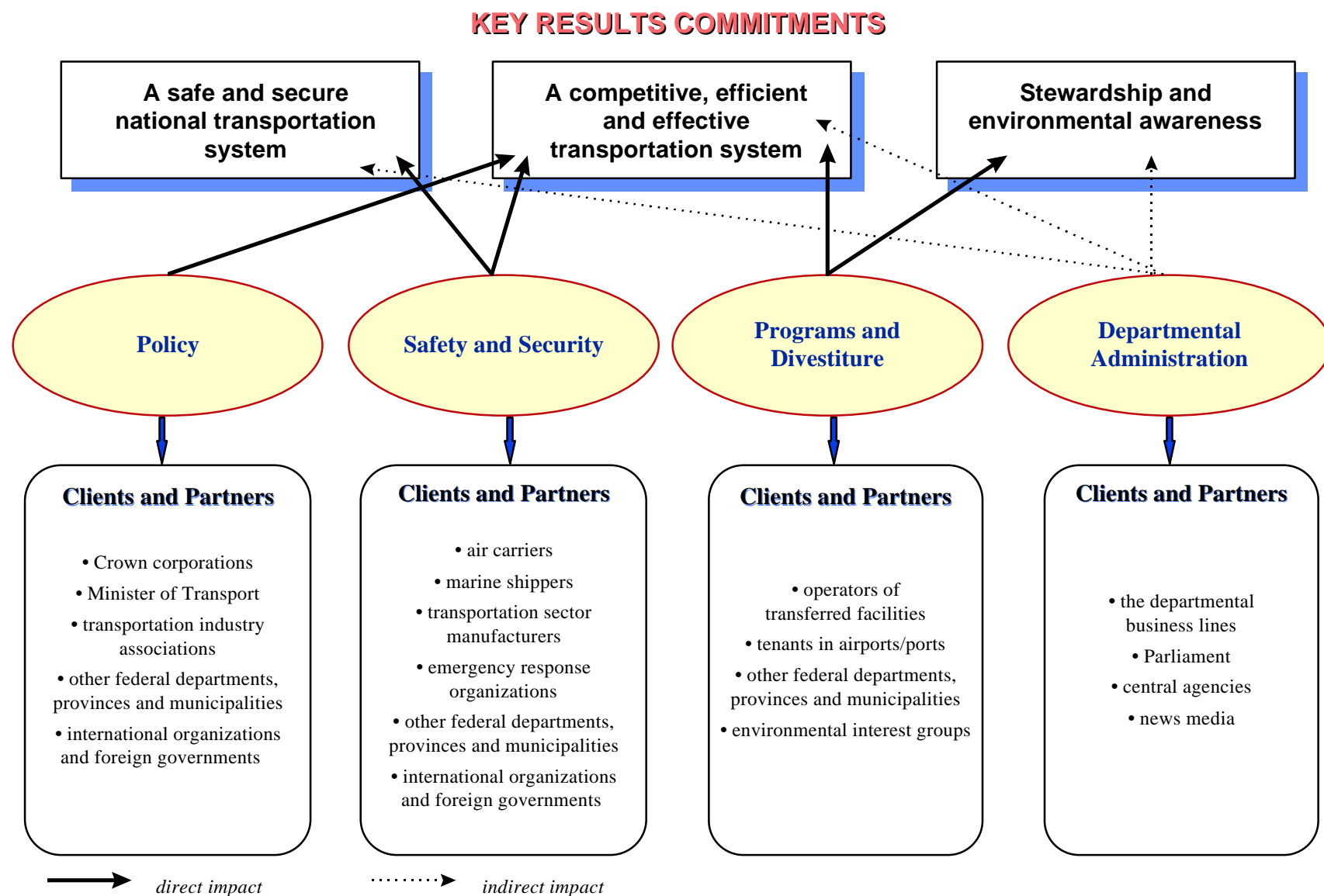
DEPARTMENTAL ADMINISTRATION

(p. 30)

The work undertaken within the Departmental Administration business line directly supports the department's other business lines, providing essential services that include financial, informatics, administrative, human resources, executive, legal, audit and review, and internal and external communications.

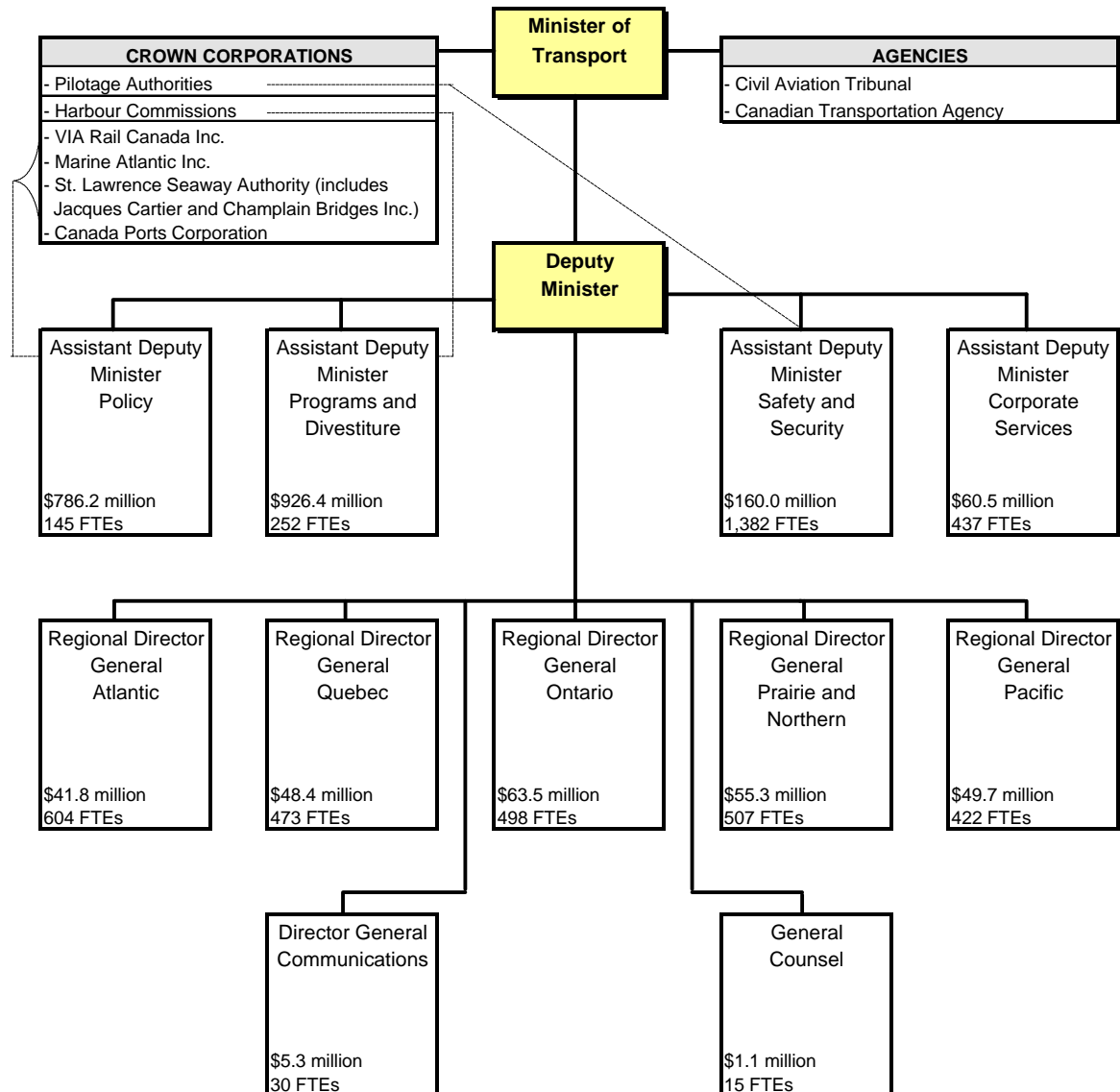
SERVICE LINE BREAKDOWN: Corporate Services; and Corporate Management.

Business Line Clients and Contributions to Key Results. All four business lines contribute to the department's key results commitments – commitments to our most important client group, the Canadian public, which expects the transportation system to be safe, accessible and affordable. The table below serves to illustrate the *primary* contribution of each business line to the results commitments and a sampling of the *main* clients served.



2.3.2 Organization Chart

The department operates under a decentralized organization structure. At Headquarters, four Assistant Deputy Ministers (ADMs) – Policy, Programs and Divestiture, Safety and Security, and Corporate Services – report directly to the Deputy Minister and are responsible for setting national programs, policies and standards. Five Regional Directors General – Atlantic, Quebec, Ontario, Prairie and Northern, and Pacific – also report to the Deputy Minister and are responsible for program delivery and applying policies and standards within their geographical areas of responsibility. This structure provides a central point of contact in each region for the department's clients and stakeholders.



◇ 1997-98 actual net expenditures are shown for each organization below the Deputy Minister.

à For budgetary purposes, Crown corporations fall under one of three ADMs, as illustrated.

3.0 Departmental Performance

3.1 Performance Expectations

Transport Canada's overall direction last year was – *and continues to be* – the safety and modernization of Canada's transportation system. The following extracts, from the department's 1997-98 *Report on Plans and Priorities*, serve to highlight the key outcomes on which the department intended to focus during the fiscal year:

SAFETY

- ☐ continue to modernize legislation, such as the *Canada Shipping Act* and the Transport of Dangerous Goods Regulations;
- ☐ put in place a strategic safety plan with a framework for accountability and performance;
- ☐ work with aerodrome operators and police forces to ensure a smooth transition to alternative security arrangements at international airports after withdrawal of the Royal Canadian Mounted Police; and
- ☐ work on a comprehensive initiative to make Canada's roads the safest in the world by the year 2001.

COMMERCIALIZATION AND SUBSIDY REDUCTION

National Airports Policy

- ☐ continue the transfer of federally owned airports to Canada Airport Authorities and local interest groups.

National Marine Policy

- ☐ enact the new *Canada Marine Act*;
- ☐ incorporate Canada's major ports as Canada Port Authorities, eliminating the Canada Ports Corporation;
- ☐ continue the transfer of regional/local ports to local interest groups;
- ☐ establish a not-for-profit corporation that will be responsible for the management and operation of the St. Lawrence Seaway, and dissolve the St. Lawrence Seaway Authority; and
- ☐ eliminate the subsidized ferry service between Cape Tormentine, New Brunswick and Borden, Prince Edward Island as a result of the opening of the Confederation Bridge.

Other

- ☐ ensure the financial self-sufficiency of all pilotage authorities by 1998;
- ☐ delegate ship inspection responsibilities to classification societies; and
- ☐ develop an appropriate commercialization approach to the sale of the government's fleet of grain hopper cars.

TRANSPORTATION POLICY FRAMEWORK

- ☐ with many of Transport's policy initiatives already well in hand at the end of 1996-97, follow-through work would continue – implement the remaining commercialization and subsidy reduction initiatives, and prepare for the future evaluation of the devolved entities to ensure the continued safety and security of Canada's transportation system.

3.2 Performance Accomplishments by Business Line

3.2.1 Policy Business Line

1997-98 Financial Summary	(\$000s)
Planned Spending (Main Estimates)	425,022
<i>Total Year-end Authorities</i>	<i>794,867</i>
1997-98 Actual Spending	792,024
Change in authorities. Planned spending increased by \$370 million, primarily due to: + \$348 million for payment of the Labrador ferry services grant (see p. 33); and + \$30 million to purchase the <i>M.V. Isle of Inishturk</i> (see p. 33).	
Year-end situation. A \$2.8 million surplus – less than one per cent of available authorities – was the result of various miscellaneous items.	

Our commitment to Canadians

To develop a policy framework that supports an efficient, effective and competitive Canadian transportation system.

What are we doing to achieve results?

The policy initiatives undertaken within this business line are diverse, and impact on a significant portion of the department's programs. There is considerable work to be done to implement the recently passed *Canada Marine Act*, including developing letters patent for the new Canada Port Authorities (CPAs), establishing Port Advisory Committees and Boards of Directors for CPAs, dissolving the Canada Ports Corporation, and commercializing the St. Lawrence Seaway operations. Policy reviews will be conducted in respect of rail passenger services and grain transportation. Work will also be undertaken in conjunction with the provinces and territories on public—private partnerships on transportation issues, such as a National Highway Strategy. We are nearing the completion of most of our commercialization initiatives. But our evolution continues as we move toward the development of a national transportation strategy framework that will make Canada's transportation system SAFE, SMART, STRATEGIC AND SUSTAINABLE.

1997-98 Key Performance Accomplishments

1. National Marine Policy: New *Canada Marine Act*


Transport Canada's new *Canada Marine Act* (Bill C-9) – which received Royal Assent on June 11, 1998 and is scheduled to come into force on January 1, 1999 – enables the department to implement the National Marine Policy. The policy was unveiled in December 1995 and is the key to ensuring that the marine sector continues to contribute to Canada's prosperity by making it easier for ports and other marine facilities and services to operate according to business principles. The Act will lead to the dissolution of the Canada Ports Corporation, the creation of not-for-profit, user-oriented Canada Port Authorities, divestiture of regional and local ports, management of the St. Lawrence by user interests, and the modernization of marine pilotage. Specific details concerning the Act are included in Section 3.2.2 (see p. 21) and Section 5.2 (see p. 48).

St. Lawrence Seaway System – Tolls. Seaway tolls have been frozen since 1993, diminishing the financial viability of the Seaway operation and increasing potential dependence on government financial support. To this end – with the full support of the Seaway users – tolls will be increased by two per cent per year, beginning June 1, 1998, for the next five years. There is also a provision for toll rate adjustments to reflect the performance of the new management corporation and provide incentives for greater efficiency. This initiative to increase revenue from Seaway users will reduce the need for future government funding.

Ferry Services. The June 1997 opening of the Confederation Bridge, linking Prince Edward Island (PEI) with mainland Canada, resulted in the termination of Marine Atlantic's ferry service between Borden, PEI and Cape Tormentine, New Brunswick. Marine Atlantic, formerly a multi-service route operator, now only operates the constitutionally guaranteed ferry link between Nova Scotia and Newfoundland. Despite the corporation's downsizing and reorganization, it continues to improve its financial situation through improved management practices and service level improvements. The 1997-98 federal subsidy payment to Marine Atlantic amounted to \$91 million and will be further reduced in future years: 2000-01 planned spending is forecast at \$36 million.

2. Grain Review

In December 1997, in response to grain industry stakeholders, the Transport Minister appointed Justice Willard Estey to conduct a comprehensive and thorough review of Canada's grain handling and transportation system, including institutional, legislative, physical, and operational issues. After extensive consultations with stakeholders, Justice Estey's Phase I report was submitted to the Minister in June 1998. The report identified 15 issues, including producer benefits from efficiency gains, competitive access to rail lines, branch line discontinuance, and system management. During the second phase, which is to be completed by December 31, 1998, Justice Estey will work with system participants to develop recommendations and implementation plans to reform the system and to establish clear roles, responsibilities and accountabilities for all participants.

 A copy of the Phase I report is available on the web at: <http://www.grain.gc.ca>

Grain Hopper Cars. The disposal of 13,000 government-owned hopper cars has been deferred pending the completion of Justice Estey's grain review since any resulting decisions could impact on the terms and conditions of sale.

3. Passenger Rail Review

In February 1997, the Minister of Transport requested the Standing Committee on Transport (SCOT) to undertake a review of the future of passenger rail services in Canada. One of the major reasons for the review concerns the future of VIA Rail. VIA has done an admirable job in recent years of reducing its reliance on government subsidies, without reducing the level of service it offers the public. In fact, VIA's 1997-98 subsidy of \$216 million reflects a 50 per cent reduction since 1992. But it cannot continue along this path indefinitely – capital will be required at some point to refurbish and replace the fleet. The intention is to explore creative ways to ensure that passenger rail service is provided to Canadians without placing fiscal burden on the taxpayer. The SCOT report was tabled in the House of Commons in June 1998 and the government's response must be tabled by November 9, 1998.

4. Air Policy

International Air Cargo Services. In January 1998, the federal government introduced guidelines for the Minister of Transport to designate Canadian air carriers for scheduled international all-cargo air services. Recognizing the importance of air cargo transportation services, the guidelines are intended to foster the growth of Canadian all-cargo carriers and maximize the opportunities for carriers to develop scheduled services that will benefit Canadian shippers and airports. This initiative is consistent with Canada's international trade and business objectives.

International Bilateral Agreements. During 1997-98, Canada continued to expand its international bilateral air agreements, putting in place increased possibilities for scheduled international services. A first-time agreement was concluded with Ukraine, new rights were added to Canada's agreements with China, Belgium and the United States, and modifications were made to our arrangements with Iceland.

To ensure that Canada's existing bilateral air rights are utilized, and to address the aspirations of Canada's airline industry in operating scheduled international air services, the Minister of Transport designated Canadian air carriers to operate in international air markets as follows:

- ◇ Canadian Airlines International – Bolivia, Colombia, Ecuador, Morocco, Portugal, the Turks and Caicos Islands, Aruba, and the Netherlands Antilles;
- ◇ Air Canada – Tunisia, Austria, the Cayman Islands, Egypt, Finland, Saudi Arabia, Turkey, and Venezuela; and
- ◇ Kelowna Flightcraft International – China.

5. International Cooperation

In 1997-98, the department continued to support its international technical cooperation commitments, serve as a focal point for government-to-government requests for technical expertise, and support the Canadian transportation sector in its international sales efforts. As a result, Transport Canada has provided its expertise – to Guyana, Bahamas, Jamaica, Chile, Vietnam, Indonesia, Poland, and Turkey – in areas as diverse as transportation economics, policy development, Port State Control, airport privatization, institutional development of maritime authorities, regulatory costing, and railway safety.

In June 1997, the department hosted an Asia-Pacific Economic Cooperation (APEC) Transportation Ministers conference in Victoria, British Columbia – providing a forum for international coordination of transportation issues. Over 500 delegates from around the world attended the conference to discuss ways to improve the capacity and efficiency of transportation systems.

3.2.2 Programs and Divestiture Business Line

1997-98 Financial Summary	(\$000s)
Planned Spending (Main Estimates)	1,020,076
<i>Total Year-end Authorities</i>	<i>1,066,509</i>
1997-98 Actual Spending	1,055,471
Change in authorities. Planned spending increased by \$46 million, primarily due to: + \$98 million for Greater Toronto Airport Authority lease adjustments (see p. 33); – \$30 million against the statutory transition period payment to NAV CANADA; – \$3 million against the statutory payment to Canadian National for the Victoria Bridge; and – \$20 million for reallocations to other business lines.	
Year-end situation. A surplus of \$11 million – 1 per cent of available authorities – resulted primarily from delays in divestiture initiatives.	

Our commitment to Canadians

To reduce the burden on the federal taxpayer from the operation of Canadian ports and airports systems by transferring ownership or operations, or both, to local organizations, while ensuring the continued existence of adequate, safe, efficient and environmentally responsible systems.

What are we doing to achieve results?

The divestiture of airports and ports – which will contribute to more efficient and effective levels of service – continues to be a prime focus of this business line. Another considerable portion of the business line's efforts are concentrated on environmental issues, which includes jointly developing the transportation sector component of Canada's National Climate Change Strategy, developing an implementation plan for Transport Canada's Sustainable Development Strategy, as well as implementing an environmental management system in respect of departmental operations. Program management (stewardship) issues include the operation of those entities that have either not yet been transferred or have been designated as remote, administering airport leases, completing the undertakings and commitments remaining from the transfer of the Air Navigation System to NAV CANADA, delivering an Airport Capital Assistance Program, and negotiating and implementing contribution agreements in respect of highways and bridges.

1997-98 Key Performance Accomplishments

1. National Airports Policy

Under the National Airports Policy (NAP), announced in July 1994, the federal government is commercializing its airports. The largest and busiest airports, those under the National Airports System (NAS), are being transferred to Canadian Airport Authorities, while the smaller airports are being offered for sale to local community interests. Remote airports that provide the only reliable year-round mode of transportation to isolated communities will be considered for transfer if local interest is expressed, however, they will continue to receive federal assistance pending a review of the government's long-term role in these airports.

This divestiture initiative will shift the burden of operating Canada's airports from the taxpayer to the users of the facilities and permit a more responsive matching of supply and demand, ultimately contributing to more efficient and effective levels of service. By the end of 1997-98, over 90 per cent of all air passenger traffic in the country was passing through airports operated by independent airport authorities or operators.

Airports Divestiture Profile - As at March 31, 1998

Airports Divestiture Profile - As at March 31, 1998					
	Prior Years	1997-98	1998-99	1999-2000	Total
NAS ¹	8	3	7	6	24
Regional/Local ²	33	14	15	8	70
Small	17	5	9	--	31
Arctic ³	11	--	--	--	11
Remote ⁴	--	--	1	12	13
Total	69	22	32	26	149

1. Includes five transfers to LAAs prior to the National Airports Policy.
 2. Increased by one due to reclassifying the Natashquan Airport from "remote" status.
 3. Arctic airports include two NAS airports: Yellowknife and Whitehorse.
 4. These may be retained by Transport Canada.

How are we doing with our airport transfer plan? In the 1997-98 *Report on Plans and Priorities*, Transport Canada was expecting to:

- transfer all NAS airports by the end of 1998-99 and all others, except those designated as remote, by the end of 1999-00;
- generate savings in excess of \$100 million by the end of 1999-00, representing a 73 per cent decrease from 1994-95 resource levels;
- reduce 2,500 full-time equivalents (FTEs) by 1999-00; and
- undertake an evaluation during 1998-99 to determine whether the transfers have led to greater user satisfaction and community say.

The department now expects that all airport transfers will be completed by the end of 1999-00, the NAS transfer schedule having slipped one year due to a number of factors. Some of these airports have not yet achieved a level of financial self-sufficiency that makes them attractive to potential airport authorities. To facilitate their transfer, Transport is pursuing various means of increasing revenues and reducing operating costs. There have also been unexpected delays in resolving third-party interests. We are, however, still on track to achieve the targeted financial and FTE resource savings by the end of 1999-00. A major evaluation of the first four Local Airport Authority (LAA) leases – Vancouver, Calgary, Edmonton and Montreal – was commenced in 1997-98, to examine the performance of both the LAAs and the federal government after five years of operation. The evaluation is expected to be completed during 1998-99.

Airports Capital Assistance Program. An integral part of NAP, the Airports Capital Assistance Program assists eligible airports in the financing of capital projects related to safety, asset protection and cost reduction. To be eligible, an airport must receive regularly scheduled passenger service, meet airport certification requirements, and not be owned by the federal government. In 1997-98, almost \$22 million was provided to 38 airports to fund various projects, ranging from rehabilitating runways, taxiways and aprons to purchasing mobile equipment and installing visual aids.

2. National Marine Policy: Ports Divestiture

One of the areas covered by the National Marine Policy is the strategy for managing Canada's ports, including the identification of three categories of ports, as described below.

There are 18 **major ports** that are essential to domestic and international trade; these will become Canada Port Authorities (CPAs), forming a National Ports System. As a consequence, the Canada Ports Corporation and the Harbour Commissions that currently oversee some of these ports will be eliminated by January 1999. The new CPAs will be financially self-sufficient, commercially driven, more competitive and more responsive to users.

Regional/local ports are being offered to community organizations, provincial governments, municipal authorities and private interest groups, who can operate in a manner that is more responsive to local needs. **Remote ports** have been designated on the basis of a community's isolation and its reliance on the existing wharf as its sole means of supply. Although 26 of these remote sites have been transferred, the government will continue to maintain the remaining 34 remotes unless a strong desire is expressed by outside interests to acquire them. Transport Canada will continue to pursue operating efficiencies at these ports in consultation with the communities concerned.

Regional/Local Ports Divestiture Profile - As at March 31, 1998						
	Prior Years	Actual 1997-98	Forecast 1998-99	Remaining	Total	Letters of Intent²
Transferred or deproclaimed	301	14	71	163 ¹	549	109
¹ . Includes 34 remote port sites that may be retained by Transport Canada. ² . Letters of Intent are written statements of the intention to enter into a formal agreement and do not legally commit either party to a particular course of action.						

How are we doing with our ports divestiture plan? In the 1997-98 *Report on Plans and Priorities*, the department was expecting to:

- transfer all regional/local ports, except those designated as remote, by the end of 2001-02; and
- generate annual savings of \$40 million, over 1994-95 resource levels, by 2001-02.

Although some divestitures are taking longer than originally anticipated, Transport Canada still expects to complete the transfer of regional/local ports by the end of 2001-02 and to achieve the targeted resource savings.

Port Divestiture Fund. A \$125 million Port Divestiture Fund is available to assist interested parties in assuming the operation of regional and local ports, including pre-transfer feasibility studies, environmental clean-ups, capital improvements to bring facilities up to safety standards, and short-term assistance to allow certain deficient ports to reach financial self-sufficiency. By the end of 1997-98, disbursements from the fund amounted to almost \$15 million.

3. Surface Transportation: Highways and Bridges

In support of an efficient, effective and safe national highway system, Transport Canada spent a total of \$273 million administering eight highway contribution programs through 22 agreements with eight provinces, two territories and one municipality. In addition to the highway programs, the department also administered agreements involving payments of \$4 million to Canadian National (CN) for the operation and maintenance of the Victoria Jubilee Bridge in Montreal. The department also negotiated a cost-sharing arrangement with CN for the rehabilitation of the roadway portion of the Victoria Bridge, which is expected to cost \$19 million and be completed in the fall of 2000.

4. Environment

Sustainable Development Strategy. In December 1997, the department tabled its strategy for sustainable development. The strategy is to integrate environmental, social and economic aspects into the departmental decision-making process. Transport's Sustainable Development Strategy (SDS) has two components:

- ◇ an Environmental Management System that concentrates on managing the department's own operations in an environmentally sound manner; and
- ◇ a Sustainable Transportation Strategy that focuses on the department establishing a leadership role in the transportation sector toward more sustainable transportation in Canada.

The strategy was developed through extensive consultations with representatives from the transportation sector, provinces, municipalities, academia, and environmental interest groups. It includes an action plan that concentrates on eight strategic challenges, or long-term goals, that Transport plans to address both within its own mandate and in partnership with others. The eight challenge areas and a summary of accomplishments are discussed in Section 5.1 (p. 48). In addition to developing the SDS, the department also addressed the following environmental issues:

Land remediation. As part of the divestiture process, all airports and ports in the process of being transferred, as well as the properties transferred to NAV CANADA, undergo environmental baseline studies or investigations. With respect to the NAV CANADA properties, the department reviewed and approved 500 Phase 1 assessments (initial investigations). As a result, 280 more detailed Phase 2 assessments will now be undertaken. Once all the investigations are completed later this year, we will be able to provide an estimate of the level of remediation effort required and the overall cost.

Environmental assessments. The department conducted and approved 268 environmental assessments in accordance with the *Canadian Environmental Assessment Act* (CEAA). Examples of projects assessed include those funded by Transport Canada as part of the National Highway Program, remediation and transfer projects associated with airport and port divestiture, and projects funded under ACAP, marine and rail programs.

3.2.3 Safety and Security Business Line

1997-98 Financial Summary	(\$000s)
Planned Spending (Main Estimates)	221,294
<i>Total Year-end Authorities</i>	250,714
1997-98 Actual Spending	247,564
Change in authorities. Planned spending increased by \$29 million, primarily due to: + \$16 million related to the RCMP's withdrawal from international airports (see p. 33); and + \$15 million reallocated from other business lines for operational requirements.	
Year-end situation. A \$3.2 million surplus – less than 2 per cent of available authorities – was the result of various miscellaneous items.	

Our commitment to Canadians

To promote the safety and security of the national transportation system.

What are we doing to achieve results?

The business line is nearing the completion of a Safety and Security Strategic Plan (SSSP) in support of the department's SAFE, SMART, STRATEGIC AND SUSTAINABLE strategy. The SSSP establishes a long-term vision, objectives, priorities, strategies, and performance framework to help further advance the safety and security of Canada's transportation system. We are responding to the Canadian public, industry and stakeholders by reducing and simplifying our regulatory activities, and completing research and development work that will contribute to improved standards and regulations in all transportation modes. We are increasing industry's role in promoting safety and security standards and working with them to identify and resolve potential safety issues. In addition, a data exchange initiative is being jointly carried out with the United States and Mexico to evaluate transportation in Canada on an international level and allow the department to set goals based on an international standing.

For information on regulatory initiatives, see p. 51.

1997 Safety Statistics:

- Marine – lowest number of shipping accidents in 19 years, with an average decline of 9.5 per cent since 1990.
- Aviation – despite a 3 per cent increase in aircraft accidents, an overall decrease of 11 per cent (based on annual average) from 1992 to 1996.
- Rail – 14 per cent decrease in all types of rail accidents from 1996.
- Road – fatality rate down from .042 per cent in 1977 to .0176 per cent in 1996.

1997-98 Key Performance Accomplishments

1. Multimodal Safety

A Safety and Security Strategic Plan (SSSP) has been developed to provide a long-term vision for the business line, with less emphasis on prescriptive regulations and more on expected results. The SSSP sets out key objectives, results and strategies and provides a framework that will enhance the effectiveness, efficiency and accountability of the business

activities. Industry and other members of the transportation community are currently being consulted and the plan is expected to be finalized by late fall 1998.

As part of the strategic planning initiative, a framework for the development of a performance measurement and reporting system was defined. Preliminary efforts have already been made to identify meaningful and consistent performance indicators and further progress should be made over the next year.

2. Aviation Safety

Although NAV CANADA now operates the air navigation system, Transport Canada is still responsible for setting – and monitoring compliance with – the safety regulations and standards that govern the system. To this end, a representative sampling of 35 per cent of the NAV CANADA air traffic service (ATS) facilities were audited during 1997-98 to verify compliance with the regulations and standards, and to identify and correct any inaccuracies in ATS site manuals. Minor deviations from the Air Traffic Controller Licensing Regulations were discovered and subsequently corrected.

Transport Canada also initiated a system-wide audit of Instrument Landing Systems and facility power systems at NAV CANADA sites. Some deviations from technical standards were noted – frequency of equipment outages and reduced service availability – and were immediately addressed by the corporation.

3. Marine Safety

This service line's responsibilities relate to ship safety, protection of the environment, and marine pilotage. Several regulatory initiatives undertaken during the year – including recent amendments to the *Canada Shipping Act* and passage of the new *Canada Marine Act* – will play a key role in ensuring safe and efficient marine transportation. These initiatives are discussed in Section 5.2 (see p. 51).

Port State Control. Port State Control is an effective mechanism to ensure safety of life at sea and subsequent protection of the Canadian environment by reducing the number of sub-standard ships arriving in Canadian ports. In March 1998, based on Canada's initiative, Ministers responsible for maritime safety in Europe, North Atlantic and Asia-Pacific states signed the Port State Control-Joint Ministerial Declaration, "Tightening the Net" – Inter-regional Action to Eliminate Sub-standard Shipping". This international collaboration demonstrates a shared commitment to safer ships and cleaner seas, as well as acceptable working and living conditions on board ships.

Foreign flag vessels entering Canadian waters are inspected by Transport's marine safety surveyors. Inspections are carried out on vessels that are most likely to be sub-standard, based on targeting procedures that are constantly being refined to allow more accurate identification of problem vessels. Of the 1,011 vessels inspected last year, 470 were found to have defects and 118 had deficiencies serious enough to warrant detainment. Those detained are required to correct their deficiencies and must be re-inspected to ensure seaworthiness before being allowed to leave Canada. Most of the detained vessels were bulk carriers, whose inspection continues to be a priority.

As demonstrated in *Figure 1*, the number of vessels inspected continues to decline as a result of the department's targeting procedures. The effectiveness of the targeting criteria is evidenced by the steady trend in detention statistics.

	1993-94	1994-95	1995-96	1996-97	1997-98
Number of vessels inspected	1,783	1,563	1,348	1,184	1,011
Number of vessels detained	172	184	149	118	118
Percentage detained	9.6%	11.8%	11.1%	10.0%	11.7%

Figure 1 - Vessels Inspected and Detained

4. Railway Safety

Direction 2006. One of Transport's goals is to achieve a 50 per cent reduction in highway/railway grade crossing collisions and trespassing incidents by the year 2006 (using October 1995 as the base year). The department plans to achieve this goal by implementing safety awareness and security initiatives that were identified through consultations with provincial and municipal governments, railway companies, unions, law enforcement agencies, and other safety organizations. Seven key initiatives were identified: education, enforcement, engineering, research, management and legislative framework, resources and communication. In addition, a draft *Trespassing Prevention Guide* was developed in cooperation with the United States, involving municipalities, police, community groups, schools and railways. The guide, which should be published later in 1998, will provide the working tools to encourage and assist community involvement in reducing trespassing incidents.

The 1997-98 Grade Crossing Improvement Contribution Program funded the installation of \$7.5 million of safety measures, including automatic warning devices at rail/road intersections. Figure 2 illustrates the ten-year trend in fatalities, injuries and accidents resulting from highway/railway grade crossing accidents. At this time, we have not yet determined performance indicators to correlate the accident rate to the department's safety programs.

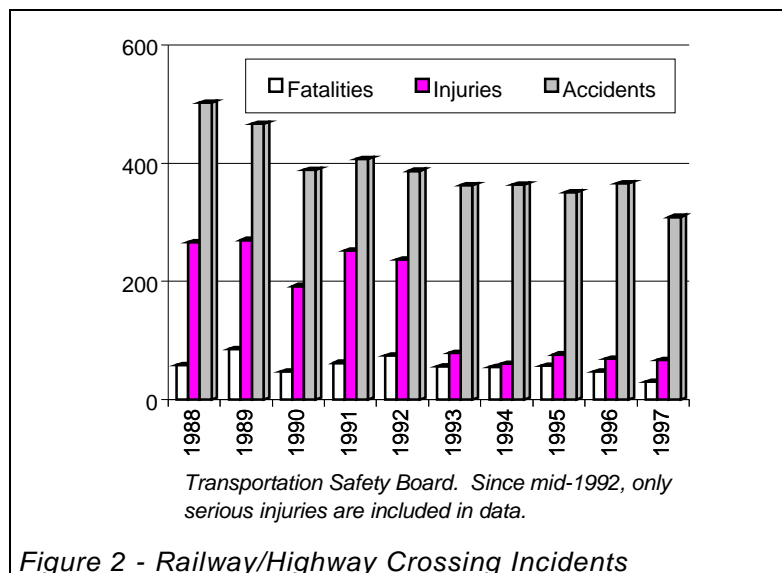


Figure 2 - Railway/Highway Crossing Incidents

Transport also continued its support of Operation Lifesaver, a joint education program with the Railway Association of Canada, to increase public awareness of safety, and the dangers of railway/highway crossings and trespassing. The department contributes \$200,000 annually to this program.

5. Transportation of Dangerous Goods

Through many activities – regulatory, inspection and enforcement, and information services – Transport Canada plays an important role in ensuring public safety pertaining to the transport of dangerous goods. Recent work on the Transportation of Dangerous Goods Regulations is discussed in Section 5.2 (p. 48).

Canadian Transport Emergency Centre (CANUTEC). CANUTEC 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 centre receives approximately 30,000 calls per year, most for regulatory information but many from people facing a threat to public safety, such as police and fire-fighters at the scene of transportation accidents, concerned parents whose children have ingested cleaning compounds, and employers whose staff have been accidentally exposed to chemicals.

A North American Emergency Response Guide Book – developed by Canada, the U.S. and Mexico in cooperation with CANUTEC – was published in 1996 and is now available in three languages on the Transport Canada web site in both an interactive and down-loadable version.

For more information on CANUTEC's services, visit our web site at: www.tc.gc.ca/canutec

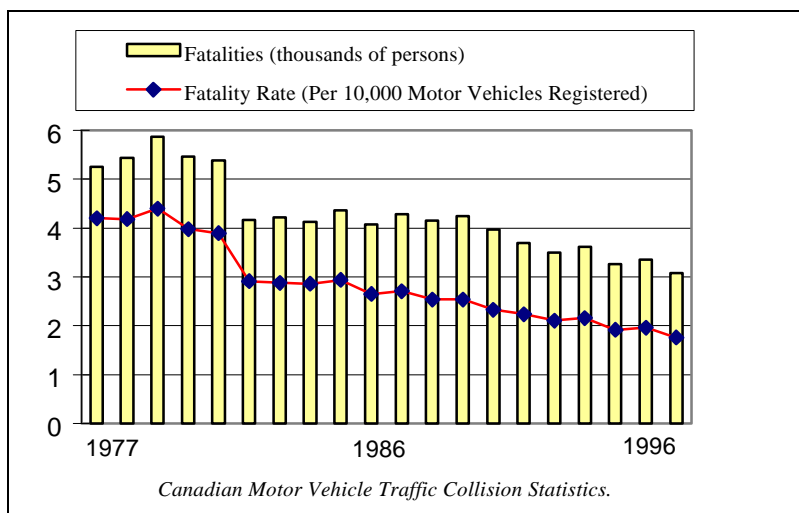
6. Road Safety

Vision 2001. The Vision 2001 initiative involves partnerships with all levels of government and transportation-related private industry. The goal is to make Canada's roads the safest in the world by the year 2001, as determined based on an international ranking of the number of fatalities among registered vehicles. Canada currently ranks seventh overall among developed countries (1996 statistics). To meet the challenge, we focused last year on public education and awareness activities to increase public knowledge of vehicle safety, particularly concerning seat-belt use and air bag performance. As an example, a "Car Time" video was produced to provide instructions on the necessity for proper seating arrangements for children. The video was widely distributed to national Canadian Automobile Association offices, television stations, education institutions, driving schools and hospitals.

You can obtain a copy of the "Car Time" video by calling the road safety toll-free number: 1-800-333-0371

Air Bags. As a result of consultations with provinces, the U.S. government, vehicle manufacturers and dealers over the concern about injuries caused by air bags, Transport Canada has developed an air bag deactivation program for cases where deactivation is warranted. The program was implemented in May 1998 and explanatory brochures and application forms are available for anyone considering such action. Since the program is in its early stage, performance measures have yet to be determined.

Safety Statistics. The road system accounts for 95 per cent of all transportation-related fatalities. Transport Canada's regulation, research, compliance, education, and accident investigation programs have collectively contributed to a significant reduction in the fatality rate over the past twenty years. As depicted in *Figure 3*, the fatality rate is down from a 1977 rate of 4.2 per 10,000 registered motor vehicles to 1.76 in 1996.



7. Research and Development

The department's research and development activities focus on its safety, regulatory and policy roles. Projects are undertaken with government and industry partners to respond to broad national priorities such as safety, security, energy efficiency, environmental protection, accessibility and competitiveness. The performance accomplishments related to these activities help support the government-wide priority of "Investing in Knowledge and Creativity", as announced in the 1997 Speech from the Throne.

Aircraft Operations in Winter. In 1997-98, as part of an ongoing research program aimed at improving the safety of aircraft operations during severe winter weather, eight different de-icing fluids were tested to establish tables for use the following winter. A new method of establishing snow precipitation rates was developed, and ground-breaking research explored the degree of adhesion of contaminated anti-icing fluid on aircraft wings. A risk analysis shows that, during the period from 1993 to 1996, the probability of a commercial jet aircraft accident at take-off due to ground icing had been reduced, as compared with the period from 1985 to 1992.

Preclearance of commercial vehicles at border crossings. Transport Canada, in cooperation with federal and provincial partners, developed new technology to facilitate the preclearance of commercial vehicles at congested border crossings. Testing of a prototype automated control system began in May 1997 at the Fort Erie/Buffalo (Peace Bridge) and Windsor/Detroit (Ambassador Bridge) crossings. Using a small sample fleet of trucks, testing is intended to verify the system's performance, while operating in parallel with existing paper-based processes. The ultimate outcome is to allow fully compliant pre-cleared vehicles to cross the border without stopping, which will increase the overall effectiveness of enforcing customs, immigration, and commercial vehicle regulations.

8. Security and Emergency Preparedness

Aviation security. In 1997-98, Transport Canada continued its phased withdrawal of the Royal Canadian Mounted Police (RCMP) from international airports – to shift the cost of policing and security services from the taxpayer to the aerodrome operators. RCMP services are no longer provided at public expense at Vancouver, Calgary, Edmonton, Winnipeg, Toronto, and Ottawa airports. Withdrawal from Mirabel and Dorval Airports (Les Aéroports de Montréal) is scheduled for October 1998, after which time the authority will contract and pay for the RCMP to provide police response. The RCMP will remain at the Halifax airport until the government transfers its operations. As a result of this initiative, legislative standards were established requiring operators to make alternative arrangements that would ensure the continued high level of aviation security at airports. In support of this initiative, Transport Canada provided training assistance to help familiarize police and security agencies with airport operations. There has been no adverse affect on security at airports as a result of this change. Transport Canada will continue to set the regulatory requirements for policing and security services, and monitor aerodrome operators to ensure compliance.

The ownership and responsibility for acquisition and maintenance of security screening equipment at Canadian airports was transferred to the Air Transport Security Corporation, a not-for-profit company acting on behalf of the air carriers. This initiative is consistent with Transport Canada's move to remove itself from the role of operator and redirect costs to the users. Mandatory equipment performance standards, to ensure detection of threatening objects, were introduced at the time of transfer to ensure the continuity of effective screening. The department also continues to participate in explosives detection technology research and development with a view to requiring the use of more advanced security screening equipment at airports.

Operation Ice Storm. During the ice storm that hit large parts of Ontario and Quebec in January 1998, Transport Canada's Emergency Preparedness Branch helped to coordinate the transportation of essential equipment and supplies to provincial government emergency measures organizations, utility operators, and municipal authorities in affected areas.

9. Aircraft Services

In November 1997, the department completed a study that evaluated alternative ways of providing aircraft services, given its current and future clients and potential markets. The study found that there were not enough benefits to warrant a change in the current mode of operation, particularly in view of the impact on employees and the significant disruption to clients. It was therefore decided that Transport Canada would not initiate the pursuit of an alternate service delivery model for aircraft services.

During 1997-98, the department maintained 83 aircraft, trained 419 pilots and provided 32,600 flying hours to clients.

3.2.4 Departmental Administration Business Line

1997-98 Financial Summary	(\$000s)
Planned Spending (Main Estimates)	64,691
<i>Total Year-end Authorities</i>	<i>107,703</i>
1997-98 Actual Spending	103,705
Change in authorities. Planned spending increased by \$43 million, primarily due to: + \$10 million owing to the 1996-97 operating budget carry-forward; + \$9 million to offset recoveries that were overstated in Main Estimates; + \$2 million from the disposal of crown assets; and + \$26 million reallocated from other business lines for operational requirements.	
Year-end situation. A \$4 million surplus – less than 4 per cent of available authorities – resulted from various miscellaneous items.	

Our commitment to Canadians

To provide financial, informatics, administrative, human resources, executive, legal and internal and external communications services to, and on behalf of, the department.

What are we doing to achieve results?

There are several major initiatives being managed within this business line. Many of these initiatives, such as the Financial Information Strategy (FIS), Modernization of Comptrollership, Universal Classification System (UCS) and La Relève, will ensure that the department is positioned to meet government-wide changes in the areas of financial and human resource management. Other initiatives will concentrate on the continued integration and harmonization of technology and information systems to provide employees and clients with ready access to required departmental information. Part of this will include the implementation of an Information Management/Information Technology (IM/IT) Investment Strategy, to bring a corporate approach to IM/IT planning and result in better management of resources.

1997-98 Key Performance Accomplishments

1. Overhead Study

In 1993, the department conducted an internal review of its administrative and functional (overhead) activities. The review concluded that, by the end of 1997-98, spending in administrative areas could be reduced by approximately \$50 million and 1,000 full-time equivalents. Despite the fact that, midway through the five-year period, the review was largely overtaken by Program Review initiatives and a subsequent restructuring of the remaining organization, it is estimated that Transport's overhead reductions have generated total savings of \$54 million and 1,031 full-time equivalents.

2. Year 2000 Date Change

Early in 1997, Transport Canada established a Year 2000 project office to ensure that its information systems and technology will be Year 2000 compliant. The department has assessed the scope of the problems by establishing inventories of all the elements affected by the date change, determining compliance status, establishing a testing centre, developing strategies and estimating the costs of upgrades or replacements.

- System application conversion activities are underway, some of which are complete. Of the 221 internal computer applications inventoried, 164 are scheduled for testing and certification by December 31, 1998, and 57 will be decommissioned prior to Year 2000. Sixteen of these applications are currently considered government-wide mission critical and will be given certification priority.
- Testing of most mainframe applications will take place before the end of December 1998.
- Of approximately 4,800 servers and personal computers, 33% are already compliant and the remaining are either planned for upgrade, replacement or decommissioning.
- A telecommunications work plan was prepared to address the readiness of the telecommunications equipment and services.
- A detailed Year 2000 contingency plan will be prepared by December 1998.
- The department is also pursuing the issue of oversight responsibilities and will address potential departmental liabilities in this regard.
- From a regulatory perspective, the department has been proactive in writing to its industry associations to ensure they are addressing Year 2000 issues. The department will continue to assess the readiness of the transportation sector and is prepared to intervene in an appropriate fashion if necessary.

The department feels that satisfactory progress is being made in identifying potential problem areas and in devising solutions to deal with them.


3. Technology

The department moved to an upgraded version of its Integrated Departmental Financial and Materiel Management System (IDFS). The upgrade is Year 2000 compliant and will minimize both current and future maintenance, support and development costs. It will also improve reporting capability and meets the objectives of the government's Financial Information Strategy (FIS), since the system produces information on a full accrual accounting basis.

4. La Relève

A departmental action plan has been prepared to ensure a properly skilled workforce and a work environment that is conducive to meeting the challenges of fulfilling Transport's mission. Over the past year, work on 23 separate projects resulted in recommendations to revitalize the organization, including establishing core competencies, a Rewards and Recognition Program, peer and upward feedback, middle management courses, and orientation programs.

3.3 Reviews, Audits and Evaluations

Review	Findings	Expected Results	Impact on Performance
A review of the <i>Railway Safety Act</i> amendments and the Safety Oversight and Regulatory Compliance Mechanisms	Clarified the responsibilities of Transport Canada stakeholders (provincial and municipal governments, railway companies), determining the need to develop new rules, regulations, policies and strategies.	Policy and regulatory changes.	Not yet known.
	Determined the need to develop new tools, (e.g. performance tracking, compliance, enforcement) that would complement existing mechanisms for overseeing rail safety and ensuring compliance.	A modernized regulatory regime.	Not yet known.
	Determined the need to equip Transport Canada's railway safety personnel with the necessary authorities, powers, guidance, skills and resources to monitor safety.	Increased capabilities of departmental personnel.	Not yet known.
 This report was published in January 1998 – see p. 56 if you'd like a copy.			

4.0 Financial Performance

4.1 Financial Performance Overview

Change in authorities. Transport Canada's 1997-98 total net authorities at year-end were \$488.7 million higher than the Main Estimates planned spending authorities, due to subsequent approval of the following major items:

Increases:

- \$348 million for payment of a one-time grant to the Province of Newfoundland in exchange for the province assuming total responsibility for the operation of marine freight and ferry passenger services to ports on the Labrador coast and for the operation of the ferry service between St-Barbe, Newfoundland and Blanc Sablon, Quebec;
- \$98 million for lease adjustments in respect of the Greater Toronto Airport Authority (GTAA), to assist the GTAA with partial funding of specific capital projects that were already underway, or scheduled to start, prior to the airport's transfer;
- \$30 million to purchase the *M.V. Isle of Inishturk*, which entered into service in July 1997 as a replacement for the *M.V. Lucy Maud Montgomery* ferry, which was past its useful life, and had a limited vehicle capacity that could not handle traffic volumes during the peak summer months;
- \$16 million for contribution payments to various airport authorities in respect of the RCMP's withdrawal from international airports, to provide the airports with one-time transition funding to cover initial start-up costs and security improvements;
- \$16 million for extraordinary salaries and wages
- \$10 million carried forward from 1996-97 operating budget surplus
- \$5 million for ferry services in the Bay of Fundy
- \$3 million from the disposal of surplus Crown assets

Decreases:

- \$30 million due to lower transition period payments to NAV CANADA
- \$3 million due to lower payments to Canadian National for the Victoria Bridge

Year-end situation. Transport's actual net spending totalled \$2,199 million, which resulted in a surplus of \$21 million – less than 1 per cent of total year-end authorities. Most of the surplus, which resulted in part due to delays in divestiture initiatives and other various miscellaneous items, will be carried forward for use in 1998-99.

4.2 Financial Summary Tables

Table 1 – Summary of Voted Appropriations

Vote (\$000s)	1997-98 Planned Spending	1997-98 Total Authorities	1997-98 Actual Spending
1 Operating expenditures ¹	111,342	271,838	269,997
5 Capital expenditures	106,193	115,761	104,418
10 Grants and Contributions	410,047	762,761	757,564
15 Payments to the Jacques Cartier and Champlain Bridges Inc.	29,887	25,687	25,566
20 Payments to Marine Atlantic Inc.	91,290	91,290	91,290
25 Payments to VIA Rail Canada Inc.	216,204	216,204	216,204
30 Payments to the St. Lawrence Seaway Authority for the Valleyfield Bridge	2,000	--	--
31 Payments to the Canada Ports Corporation	--	1,500	715
(S) Minister of Transport - Salary and motor car allowance	49	49	49
(S) Payments to Canadian National for the Victoria Bridge	6,664	3,977	3,977
(S) Contributions to employee benefit plans	41,407	41,407	41,407
(S) Transition Period Payments to NAV CANADA	716,000	685,833	685,833
(S) Collection agency fees	--	4	4
(S) Refunds of amounts credited to revenues in previous years	--	594	594
(S) Court-awarded settlements	--	24	24
(S) Spending of proceeds from the disposal of surplus Crown assets	--	2,864	1,120
Total Transport Canada	1,731,083	2,219,793	2,198,764

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

1. Vote 1 actual spending is net of \$229,660,620 in vote-netted revenues.

Table 2 – Comparison of Total Planned to Actual Spending

1997-98							<i>Less:</i>	
Business Line (\$000s)	FTEs	Gross Operating ¹	Capital ²	Grants and Contributions ³	Crown Corporations	Total Gross Spending	Revenue credited to the Vote	Total Net Spending
Policy	210	23,117	2,626	59,898	339,381	425,022	--	425,022
	<i>195</i>	<i>23,179</i>	<i>26,626</i>	<i>410,382</i>	<i>334,681</i>	<i>794,867</i>	--	<i>794,867</i>
	170	23,157	25,547	409,688	333,776	792,168	144	792,024
Programs and Divestiture	1,325	180,748	80,859	1,058,254	--	1,319,861	299,785	1,020,076
	<i>1,209</i>	<i>290,780</i>	<i>61,857</i>	<i>1,013,657</i>	--	<i>1,366,294</i>	<i>299,785</i>	<i>1,066,509</i>
	1,166	168,463	56,428	1,010,080	--	1,234,971	179,500	1,055,471
Safety and Security	2,598	251,842	16,094	12,059	--	279,995	58,701	221,294
	<i>2,706</i>	<i>274,400</i>	<i>8,983</i>	<i>26,033</i>	--	<i>309,415</i>	<i>58,701</i>	<i>250,714</i>
	2,593	263,045	8,277	25,838	--	297,160	49,596	247,564
Departmental Administration	763	64,887	6,614	2,500	--	74,001	9,310	64,691
	<i>813</i>	<i>96,218</i>	<i>18,295</i>	<i>2,500</i>	--	<i>117,013</i>	<i>9,310</i>	<i>107,703</i>
	858	87,071	15,286	1,769	--	104,126	421	103,705
Total	4,896	520,594	106,193	1,132,711	339,381	2,098,879	367,796	1,731,083
	<i>4,923</i>	<i>684,576</i>	<i>115,761</i>	<i>1,452,572</i>	<i>334,681</i>	<i>2,587,589</i>	<i>367,796</i>	<i>2,219,793</i>
	4,787	541,736	105,538	1,447,375	333,776	2,428,425	229,661	2,198,764
Other Revenues and Expenditures:								
- Revenues credited to the Consolidated Revenue Fund (see Table 7)								(796,893)
								(796,893)
								(784,126)
- Cost of services provided by other departments (planned = actuals)								46,900
Net Cost of the Program								981,090
								<i>1,469,800</i>
								1,461,538

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

1. Includes statutory contributions to employee benefit plans and Minister's allowances.

2. Includes actual spending of proceeds from the disposal of surplus Crown assets.

3. Includes statutory payments to Canadian National and NAV CANADA.

Normal font denotes planned spending (Main Estimates).

Italicized font denotes total authorities.

Bold numbers denote actual expenditures/revenues.

Table 3 – Historical Comparison of Total Planned to Actual Spending

Business Line (\$000s)	Actual 1995-96 ¹	Actual 1996-97	Planned Spending 1997-98	Total Authorities 1997-98	Actual 1997-98
Policy	1,634,228	600,081	425,022	794,867	792,024
Programs and Divestiture	357,998	609,184	1,020,076	1,066,509	1,055,471
Safety and Security	253,406	231,107	221,294	250,714	247,564
Departmental Administration	172,568	109,739	64,691	107,703	103,705
Air Navigation System ²	(168,970)	363,784	--	--	--
Total Transport Canada	2,249,230	1,913,895	1,731,083	2,219,793	2,198,764

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

1. In 1995-96, the department also incurred non-budgetary expenditures of \$999.8 million in respect of the commercialization of Canadian National.
2. The Air Navigation System was transferred to NAV CANADA on November 1, 1996.

Table 4 – Crosswalk between Old and New Resource Allocation

Table 4 is not applicable to Transport Canada since this Performance Report is based on the same organizational structure presented in the department's 1997-98 Main Estimates.

Table 5 – Resource Requirements by Organization and Business Line

1997-98					
Business Lines					
Organization	Business Lines			Departmental	
((\$000s))	Policy	Programs and Divestiture	Safety and Security	Adminis- tration	Total
Headquarters:					
ADM Policy	82,440				82,440
	453,912				453,912
	452,451				452,451
<i>Crown corporations:</i>					
• Marine Atlantic	91,290				91,290
	91,290				91,290
	91,290				91,290
• VIA Rail	216,204				216,204
	216,204				216,204
	216,204				216,204
• Jacques Cartier and Champlain Bridges Inc.	29,887				29,887
	25,687				25,687
	25,566				25,566
• Canada Ports Corporation	--				--
	1,500				1,500
	715				715
• St. Lawrence Seaway Authority	2,000				2,000
	--				--
	--				--
ADM Programs and Divestiture		973,303			973,303
		918,689			918,689
		926,429			926,429
ADM Safety and Security			133,355		133,355
			162,348		162,348
			159,973		159,973
ADM Corporate Services				35,220	35,220
				64,966	64,966
				60,522	60,522
Corporate Management ¹				5,817	5,817
				7,980	7,980
				6,942	6,942

(continued on next page)

Resource Requirements by Organization and Business Line *(continued)*

1997-98					
Business Lines					
Organization	Business Lines			Departmental Administration	Total
(\$000s)	Policy	Programs and Divestiture	Safety and Security		
Regions:					
Regional Director General, Atlantic	596	8,562	14,300	3,767	27,225
	<i>724</i>	<i>26,658</i>	<i>14,525</i>	<i>5,642</i>	<i>47,548</i>
	579	21,530	13,872	5,806	41,788
Regional Director General, Quebec	309	8,004	17,373	4,518	30,204
	<i>275</i>	<i>28,124</i>	<i>17,952</i>	<i>5,960</i>	<i>52,311</i>
	270	24,605	17,446	6,048	48,369
Regional Director General, Ontario	260	11,111	19,375	4,169	34,915
	<i>282</i>	<i>42,408</i>	<i>18,842</i>	<i>6,232</i>	<i>67,763</i>
	253	38,483	18,753	5,980	63,468
Regional Director General, Prairie and Northern	1,167	12,981	21,101	6,803	42,052
	<i>3,374</i>	<i>20,979</i>	<i>21,702</i>	<i>10,408</i>	<i>56,463</i>
	2,548	20,392	22,192	10,201	55,333
Regional Director General, Pacific	869	6,115	15,790	4,397	27,171
	<i>1,619</i>	<i>29,651</i>	<i>15,346</i>	<i>6,515</i>	<i>53,131</i>
	2,149	24,032	15,328	8,206	49,715
Total Planned Spending	425,022	1,020,076	221,294	64,691	1,731,083
Total Authorities	<i>794,867</i>	<i>1,066,509</i>	<i>250,714</i>	<i>107,703</i>	<i>2,219,793</i>
Total Actuals	792,024	1,055,471	247,564	103,705	2,198,764

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

1. Includes Offices of the Minister and Deputy Minister, Communications, and General Counsel.

Normal font denotes net planned spending (Main Estimates).

Italicized font denotes total net authorities.

Bold numbers denote actual net expenditures.

Table 6 – Revenues to the Vote

Business Line (\$000s)	Actual 1995-96	Actual 1996-97	Planned Revenues 1997-98	Total Authorities 1997-98	Actual 1997-98
Policy					
• Miscellaneous	36	--	--	--	144
Programs and Divestiture					
• Harbours and ports revenues (net of commissions)	15,517	18,653	8,816	8,785	19,068
• Airports – Rentals	44,658	41,204	12,467	12,500	17,706
• Airports – Concessions	98,679	81,456	24,157	24,200	23,646
• Airports – Landing fees	91,901	84,783	26,666	26,700	32,629
• Airports – General terminal fees	54,834	45,068	20,220	20,200	18,538
• Airports – Lease payments	65,634	64,556	199,358	199,300	64,688
• Miscellaneous	8,033	7,559	8,103	8,100	3,225
	379,255	343,278	299,787	299,785	179,500
Safety and Security					
• Aviation – Rentals, licences and services	5,400	6,518	15,385	15,401	8,614
• Aircraft maintenance and flying services – NAV CANADA	--	7,051	8,736	8,700	5,426
• Motor Vehicle Test Centre	599	254	300	300	347
• Ship safety and registration tariffs	5,480	7,070	8,831	8,800	7,488
• Helicopter services – Recoveries from DFO	13,063	14,410	14,393	14,400	14,425
• Maintenance of executive fleet – Recoveries from DND	6,070	8,239	7,365	7,400	8,146
• Other service fees	4,176	207	--	--	417
• Miscellaneous	3,691	2,057	3,691	3,700	4,733
	38,479	45,806	58,701	58,701	49,596
Departmental Administration					
• Training and computer services	29,999	8,151	9,310	9,310	236
• Miscellaneous	--	166	--	--	186
	29,999	8,317	9,310	9,310	421
Air Navigation System¹	750,720	189,990	--	--	--
Total Revenues to the Vote	1,198,488	587,391	367,798	367,796	229,661

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

1. The Air Navigation System was transferred to NAV CANADA on November 1, 1996. The 1995-96 actuals include Air Transportation Tax, which was vote-netted at the time.

Table 7 – Revenues to the Consolidated Revenue Fund (CRF)

Business Line (\$000s)	Actual 1995-96	Actual 1996-97	Planned Revenues 1997-98	Total Authorities 1997-98	Actual 1997-98
Tax revenues:					
• Goods and Services Tax	--	31,219	--	--	16,131
• Air Transportation Tax ¹	--	737,241	781,898	781,898	741,834
Non-tax revenues:					
• Return on investments	23,083	8,225	10,995	10,995	6,801
• Refunds of previous years' expenditures	--	7,039	--	--	(457)
• Adjustments to previous years' payables	10,225	11,530	--	--	4,920
• Privileges, licences, permits and fines	8,867	11,373	4,000	4,000	11,888
• Service fees	--	2	--	--	--
• Proceeds from sales	6,892	16,074	--	--	1,264
• Proceeds from sale of the Air Navigation System	--	1,500,000	--	--	--
• Proceeds from the disposal of surplus Crown assets	2,616	1,120	--	--	1,744
Total Revenues to the CRF	51,683	2,323,822	796,893	796,893	784,126

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

1. Starting in 1996-97, the Air Transportation Tax is being credited to the CRF as part of the transition of the Air Navigation System to NAV CANADA.

Table 8 – Statutory Payments

Business Line (\$000s)	Actual 1995-96	Actual 1996-97	Planned Spending 1997-98	Total Authoritie s 1997-98	Actual 1997-98
Policy					
• Employee benefit plans	2,001	2,207	1,994	1,994	1,994
• CN commercialization	1,101,017	--	--	--	--
	1,103,018	2,207	1,994	1,994	1,994
Programs and Divestiture					
• Employee benefit plans	19,588	19,241	10,149	10,149	10,149
• Victoria Bridge – termination of tolls	5,044	4,155	6,664	3,977	3,977
• Transition period payments to NAV CANADA	--	291,667	716,000	685,833	685,833
• Collection agency fees	--	--	--	2	2
• Court-awarded settlements	--	--	--	24	24
• Refunds of amounts credited in previous years	--	--	--	24	24
• Proceeds from the sale of surplus Crown assets	--	--	--	1,120	1,120
	24,632	315,063	732,813	701,129	701,129
Safety and Security					
• Employee benefit plans	65,730	19,824	23,103	23,103	23,103
• Refunds of amounts credited in previous years	--	--	--	2	2
	65,730	19,824	23,103	23,105	23,105
Departmental Administration					
• Employee benefit plans	13,231	8,435	6,161	6,161	6,161
• Minister's allowances	49	49	49	49	49
• Collection agency fees	17	50	--	1	1
• Refunds of amounts credited in previous years	352	1,183	--	569	569
• Proceeds from the sale of surplus Crown assets	2,600	2,108	--	1,744	--
	16,249	11,824	6,210	8,524	6,780
Air Navigation System¹					
• Employee benefit plans	--	50,589	--	--	--
Total Statutory Payments	1,209,629	399,506	764,120	734,752	733,008

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

1. The Air Navigation System was transferred to NAV CANADA on November 1, 1996. The 1995-96 payments are included in Safety and Security.

Table 9 – Transfer Payments

Business Line (\$000s)	Actual 1995-96	Actual 1996-97	Planned Spending 1997-98	Total Authorities 1997-98	Actual 1997-98
Grants					
Policy	40,322	26,800	22,621	369,825	369,532
Programs and Divestiture	10,000	13,000	--	--	--
Safety and Security	81	--	--	100	100
Departmental Administration	16	--	--	--	--
Total Grants	50,418	39,800	22,621	369,925	369,632
Contributions					
Policy	35,380	32,540	37,278	40,557	40,157
Programs and Divestiture ¹	297,209	621,111	1,058,253	1,013,657	1,010,080
Safety and Security	12,915	14,728	12,059	25,933	25,738
Departmental Administration	8	2,066	2,500	2,500	1,769
Total Contributions	345,512	670,445	1,110,090	1,082,647	1,077,743
Total Transfer Payments	395,930	710,245	1,132,711	1,452,572	1,447,375

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

1. Includes statutory payments to Canadian National and NAV CANADA.

Table 10 – Capital Spending by Business Line

Business Line (\$000s)	Actual 1995-96¹	Actual 1996-97	Planned Spending 1997-98	Total Authorities 1997-98	Actual 1997-98²
Policy	607	312	2,626	26,626	25,547
Programs and Divestiture	147,004	135,386	80,859	61,857	56,428
Safety and Security	39,671	16,195	16,094	8,983	8,277
Departmental Administration	23,779	7,057	6,614	18,295	15,286
Air Navigation System ³	85,883	114,141	--	--	--
Total Capital Spending	296,944	273,091	106,193	115,761	105,538

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

1. Total 1995-96 actuals were incorrectly stated at \$284.3 million in previous reports.

2. Includes spending of proceeds from the disposal of surplus Crown assets.

3. The Air Navigation System was transferred to NAV CANADA on November 1, 1996.

Table 11 – Capital Projects by Business Line

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

Business Line (\$000s)	Current Estimate Total Cost	Actual 1995-96	Actual 1996-97	Planned Spending 1997-98	Total Authoritie s 1997-98	Actual 1997-98
Policy						
• Purchase and refit of <i>M.V. Isle of Inishturk</i>	36,000	--	--	--	26,000	25,110
All other projects		607	312	2,626	626	437
		607	312	2,626	26,626	25,547
Programs and Divestiture						
<i>Headquarters</i>						
• Purchase/relife emergency response vehicles	6,870	29	3,361	3,100	3,480	3,480
<i>Lester B. Pearson International Airport, Toronto, Ontario</i>						
• Terminal 2 flooring and satellite de-icing facility	7,252	--	2,973	--	4,279	4,279
<i>Sydney, Nova Scotia</i>						
• Replace and extend west berth	11,414	1,369	8,980	300	249	249
<i>Halifax Airport, Nova Scotia</i>						
• Upgrade climate control	16,008	3,177	3,422	2,300	2,307	2,128
• Air terminal building Redevelopment	7,900	--	--	--	4,155	1,309
<i>Moncton Airport, New Brunswick</i>						
• Replace reservoir and upgrade water distribution system	2,379	384	1,737	200	181	171
<i>Quebec, Quebec</i>						
• Repave Runway 06-24	2,920	--	77	--	2,012	1,343
<i>Kuujuaq, Quebec</i>						
• Rehabilitate Runway 07-25	9,586	--	--	--	402	402
<i>Lac Eon, Quebec</i>						
• Airport decontamination project	2,269	921	--	1,200	70	41
<i>Schefferville, Quebec</i>						
• Rehabilitate runway and apron	5,298	--	--	--	286	20
<i>London, Ontario</i>						
• Restore Runway 15-33	2,546	81	11	3,300	2,454	2,432
<i>Pelee Island, Ontario</i>						
• Mainland ferry facility	11,225	94	128	--	40	4
<i>Churchill, Manitoba</i>						
• New air terminal building	2,043	54	15	--	398	153
<i>Saskatoon, Saskatchewan</i>						
• Repair Runway 09-27	2,116	--	65	1,900	2,051	2,051
All other projects		140,895	114,617	68,559	39,493	38,366
		147,004	135,386	80,859	61,857	56,428

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Capital Projects by Business Line *(continued)*

Business Line (\$000s)	Current Estimate Total Cost	Actual 1995-96	Actual 1996-97	Planned Spending 1997-98	Total Authorities 1997-98	Actual 1997-98
Safety and Security						
<i>Headquarters</i>						
• PT-6 engine overhauls	2,907	431	365	900	181	181
• JF-04 turbojets and simulator	52,537	2	143	-	85	77
• Aircraft Maintenance and Dispatch System (AMDS)	2,735	--	--	--	44	44
• NACIS "B"	2,771	173	--	--	289	74
• Automated Weather Observing System (AWOS) Action Plan	2,368	1,474	53	400	150	150
• NAPA Enhancement "A"	2,998	420	--	--	269	269
• Security Screening Equipment	5,361	--	5,162	--	325	199
All other projects		37,171	10,472	14,794	7,640	7,283
		39,671	16,195	16,094	8,983	8,277
Departmental Administration						
<i>Headquarters</i>						
• Office relocation	3,771	--	1,585	--	2,165	2,165
• Transport Canada Internet	5,875	1,641	566	1,200	1,042	751
• Oracle Financials migration	3,598	--	629	1,800	2,848	2,570
<i>Vancouver, British Columbia</i>						
• Regional office refit	2,179	--	--	--	2,179	2,179
All other projects		22,138	4,277	3,614	10,061	7,621
		23,779	7,057	6,614	18,295	15,286
Air Navigation System ¹		85,883	114,141	--	--	--
Total Capital projects		296,944	273,091	106,193	115,761	105,538

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

1. The Air Navigation System was transferred to NAV CANADA on November 1, 1996.

Table 12 – Status of Major Crown Projects

Table 12 is not applicable to Transport Canada.

Table 13 – Loans, Investments and Advances

This table reflects the outstanding loan balances owed to Transport Canada at the end of each of the fiscal years.

Business Line (\$000s)	Actual 1995-96	Actual 1996-97	Planned Spending 1997-98	Total Authorities 1997-98	Actual 1997-98
Policy					
• Canada Ports Corporation:					
- Saint John	18,052	--	--	--	--
- Prince Rupert	15,335	9,997	--	--	--
- Belledune	440	363	281	281	280
- Montreal	3,525	2,903	2,242	2,242	2,242
- Vancouver	2,065	1,710	1,427	1,427	--
• Interport Loan Fund	50,000	43,682	43,682	43,682	43,682
	89,417	58,655	47,632	47,632	46,205
Programs and Divestiture					
• Hamilton Harbour Commission	225	175	200	200	125
• Saint John Harbour Bridge Authority	28,633	28,633	28,233	28,233	28,633
	28,858	28,808	28,433	28,433	28,758
Total Outstanding Loan Balances	118,275	87,463	76,065	76,065	74,963

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

Table 14 – Revolving Fund Financial Statements

Table 14 is not applicable to Transport Canada.

Table 15 – Contingent Liabilities

Type of Contingent Liability - as at March 31, 1998	(\$000s)
Bond and loan guarantees	165,000
Breach of contract	29,321
Injury or loss of life	72,599
Loss of income	20,230
Property damage	38,076
Total Contingent Liabilities	325,225

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

5.0 Consolidated Reporting

5.1 Sustainable Development Strategy

Transport Canada's Sustainable Development Action Plan addresses eight strategic challenges:

1. Minimize the risk of environmental damage from transportation accidents.
2. Promote greening of operations in the transportation sector.
3. Reduce air emissions from transportation sources.
4. Promote education and awareness on sustainable transportation.
5. Assess the department's direct budgetary transfers for their environmental impact.
6. Refine sustainable transportation performance indicators.
7. Understand the environmental costs of transportation.
8. Develop and promote the application of cleaner transportation systems and technologies.

There are 47 initiatives outlined in the plan; these are expected to be completed over the next three years. Since tabling its Sustainable Development Strategy, the department's focus has moved from strategy to implementation. We are now identifying responsibilities, deliverables, and timelines for each initiative.

Environment on the Web

Looking for a copy of Transport's Sustainable Development Strategy? Check our web site at:
<http://www.tc.gc.ca>

It should be noted that, in April 1998, the department received a report from the Commissioner of the Environment and Sustainable Development pertaining to a review of all department's sustainable development strategies. The report identified a number of weaknesses, two of them fundamental – failure to establish clear and measurable targets, and failure to represent commitment to change. Transport Canada is taking corrective action to address these concerns.

Several early actions were undertaken during this first reporting period, in support of some of our strategic challenges, notably:

Minimize the risk of environmental damage from transportation accidents

- ◇ continued to operate CANUTEC, the 24-hour Canadian transportation emergency centre that responds to potentially dangerous occurrences and emergencies. A full description of the centre is provided in Section 3.2.3 (see p. 26).

Promote greening of operations in the transportation sector

- ◇ developing and implementing an Environmental Management System (EMS) based on ISO 14000 principles to manage the department's internal operations at headquarters and in the regions – the EMS is currently being implemented. Objectives include resource use, land management, waste management, hazardous materials/dangerous goods, water and emergency response. (see Part 5 of Transport's Sustainable Development Strategy provides a detailed examination of the EMS objectives and associated targets); and
- ◇ introduced a 'No Waste' program at Transport's Ottawa headquarters, which will serve as a model for the regional facilities. In the first eight months of operation, 83 per cent of all solid waste was recycled, a significant increase over the original 75 per cent target.

Reduce air emissions from transportation sources

- ◇ as a follow-up to the Kyoto protocol, Transport Canada and the Province of Ontario developed a proposal entitled “Transportation Sector: National Process for Climate Change Mitigation.” It sets the stage for a high level and influential group – to be referred to as the Transportation Table – to develop options and measures to mitigate greenhouse gas emissions in all aspects of the Canadian transportation sector. The Table would operate as part of the National Climate Change process being put in place by federal and provincial energy ministers; and
- ◇ worked with Environment Canada and Natural Resources Canada to produce the second phase of the government’s smog management plan. Building on Phase 1 management plans for stricter vehicle emission standards for 1995 and 1998 model years and stricter standards for diesel and gasoline fuels, Phase 2 also includes new initiatives: to reduce emissions from aircraft and marine vessels in line with standards established within the International Civil Aviation Organization and International Maritime Organization; and other initiatives related to energy efficiency, renewable and alternative energy, new technologies, and voluntary actions.

Assess the department’s direct budgetary transfers for their environmental impact

- ◇ worked with the Canadian Environmental Assessment Agency and other federal departments to develop an action plan and implementation strategy entitled, “Integrating Policy Environmental Assessment into the Federal Decision-making Process”.

5.2 Regulatory Initiatives

Purpose of Initiative	Expected Results	Performance Measurement Criteria	Results Achieved
<p>Amendment of the <i>Canada Shipping Act</i> – to modernize the Act, which has not been overhauled since its promulgation in 1936. Using a two-track approach, the Track 1 amendments include:</p> <p>◊ Ship Registry – to establish a modern system for the ownership and registration of ships.</p> <p>◊ Ship Inspection Delegation – to allow for delegation of certain inspection functions to classification societies.</p> <p>◊ International Safety Management (ISM) Code – to allow the possibility of applying the code to domestic ships.</p> <p>◊ Miscellaneous amendments – to provide for the regulation of small vessels and special purpose ships, and modernize the pension plan administered by the Corporation of Pilots for Quebec pilots.</p>	<ul style="list-style-type: none"> • more efficient administration of registry • reduced cost to government through the use of technology • more ship owners will choose Canadian registry • enhanced Port State Control activities • Transport investigators can devote more time on problem areas and less time on routine inspections • prevention of human injury and loss of life • avoidance of damage to the environment • improved safety of small vessels and special purpose ships • modernized pension plan for Quebec pilots 	<ul style="list-style-type: none"> • client satisfaction • level of expenditures • number of new registrants • cost per registrant • number of deficient foreign vessels entering Canadian waters • complaint response time • client satisfaction • number of accidents and fatalities aboard vessels • number of pollution incidents • number of incidents involving small vessels and special purpose ships 	<p>Bill C-15 received Royal Assent on June 11, 1998.</p> <p>It is too early to determine results.</p> <p>It is too early to determine results.</p> <p>It is too early to determine results.</p> <p>It is too early to determine results.</p>

(continued on next page)

Purpose of Initiative	Expected Results	Performance Measurement Criteria	Results Achieved
<p>Passage of the new <i>Canada Marine Act</i> – to implement the National Marine Policy, providing opportunities for user involvement in the management of marine facilities and services, and introduce increased commercial discipline to their operation.</p> <p>◊ Pilotage Authorities – to improve the efficiency and financial stability of pilotage authorities.</p> <p>◊ Canada Port Authorities (CPAs) – to enable the national ports system to be competitive, efficient, commercially oriented and locally responsive.</p> <p>◊ Great Lakes-St. Lawrence Seaway System – to allow for the commercialization of Seaway operations.</p>	<ul style="list-style-type: none"> • full financial self-sufficiency by all four pilotage authorities by 1998-99 • enhanced efficiency as a result of clearer, more precise regulations • dissolution of the Canada Ports Corp. • incorporation of CPAs with Letters Patent and business regulations that ensure their commercial orientation • establishment of Advisory Committees and Boards of Directors, with significant user and local government representation • increased potential for financial viability of the St. Lawrence Seaway • a not-for-profit user group to assume responsibility for the operation of the Seaway • long-term safety and physical integrity of the system 	<ul style="list-style-type: none"> • market determination of tariffs • level of federal subsidy payments • appointment of user and local government representatives to CPA Boards of Directors • level of user input to port operations • other measurement criteria not yet developed • signing of Management Agreement with not-for-profit group • level of tolls/deficits for Seaway operations • other measurement criteria not yet developed 	<p>Bill C-9 received Royal Assent on June 11, 1998.</p> <p>Financial self-sufficiency already reached by three of four authorities.</p> <p>Planned for completion by January 1, 1999, after which results can be assessed.</p> <p>Agreement signed August 1998 with new management corporation. Other actions planned for completion by September 30, 1998, after which results can be assessed.</p>

(continued on next page)

		Performance Measurement	
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6.0 Supplementary Information

6.1 Who to Contact for More Information

TRANSPORT CANADA HEADQUARTERS

Mailing Address:

Transport Canada
Place de Ville, Tower C
330 Sparks Street
Ottawa, Ontario
K1A 0N8

Programs and Divestiture Group:

Airport Programs and Divestiture

NAME: David Bell
TITLE: Director General
TELEPHONE: (613) 993-4465
E-MAIL: belld@tc.gc.ca

Port Programs and Divestiture

NAME: Randy Morriss
TITLE: Director General
TELEPHONE: (613) 990-3014
E-MAIL: morrisk@tc.gc.ca

Surface Programs and Divestiture

NAME: Brenda Baird
TITLE: Director General
TELEPHONE: (613) 990-3811
E-MAIL: baridb@tc.gc.ca

Environmental Affairs

NAME: John Forster
TITLE: Director General
TELEPHONE: (613) 991-5995
E-MAIL: forstej@tc.gc.ca

Safety and Security Group:

Aviation Safety

NAME: Art LaFlamme
TITLE: Director General
TELEPHONE: (613) 990-1322
E-MAIL: laflama@tc.gc.ca

Marine Safety

NAME: Bud Streeter
TITLE: Director General
TELEPHONE: (613) 998-0610
E-MAIL: streetb@tc.gc.ca

Transportation of Dangerous Goods

NAME: Dr. John Read
TITLE: Director General
TELEPHONE: (613) 990-1147
E-MAIL: readj@tc.gc.ca

Rail Safety

NAME: Terry Burtch
TITLE: Director General
TELEPHONE: (613) 998-2984
E-MAIL: burtcht@tc.gc.ca

Road Safety

E-MAIL: RoadSafetyWebMail@tc.gc.ca
WEB SITE:
www.info.tc.gc.ca/roadsafety/Stats/statsi_e.htm

General road safety information:
1-800-333-0371

Vehicle importation:
1-800-511-7755 (English)
1-800-311-8855 (French)

Vehicle defects telephone line:
1-800-333-0510

Security and Emergency Planning

NAME: Hal Whiteman
TITLE: Director General
TELEPHONE: (613) 990-3651
E-MAIL: whitemh@tc.gc.ca

Aircraft Services

NAME: Ron Armstrong
TITLE: Director General
TELEPHONE: (613) 998-3316
E-MAIL: armstrd@tc.gc.ca

Multi-modal Safety and Research and Development

NAME: Gaetan Boucher
TITLE: Director General
TELEPHONE: (613) 990-3797
E-MAIL: boucheg@tc.gc.ca

Communications Group:

General Enquiries

TELEPHONE: (613) 990-2366

TRANSPORT CANADA REGIONAL OFFICES

Atlantic Region

95 Foundry Street
P.O. Box 42
Moncton, New Brunswick
E1C 8K6

Quebec Region

700 Leigh Capreol
Dorval, Quebec
H4Y 1G7

Ontario Region

4900 Yonge Street
Toronto, Ontario
M2N 6A5

Prairie and Northern Region

344 Edmonton Street
P.O. Box 8550
Winnipeg, Manitoba
R3C 0P6

Pacific Region

800 Burrard Street
Vancouver, British Columbia
V6Z 2J8

CROWN CORPORATIONS

VIA Rail Canada Incorporated
2, Place Ville Marie
Montréal, Québec
H3B 2C9

St. Lawrence Seaway Authority
Place de Ville, Tower B
112 Kent Street, Suite 500
Ottawa, Ontario
K1P 5P2

Canada Ports Corporation
Place de Ville, Tower C
330 Sparks Street
Ottawa, Ontario
K1A 0N6

Marine Atlantic Incorporated
100 New Gower Street, Suite 790
St. John's, Newfoundland
A1C 6K3

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

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

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

Pacific Pilotage Authority
300-1199 West Hastings Street
Vancouver, British Columbia
V6E 4G9

AIRPORT AUTHORITIES

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

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

Winnipeg Airports Authority
249-2000 Wellington Avenue
Winnipeg, Manitoba
R3H 1C2

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

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

MacDonald-Cartier Airport Authority
50 Airport Road
Gloucester, Ontario
K1B 9B4
Telephone: (613) 248-2020

Greater Toronto Airport Authority
Lester B. Pearson International Airport
P.O. Box 6031 - Toronto AMF
Mississauga, Ontario
L5P 1B2
Telephone: (905) 676-3344
Fax: (905) 676-3339

6.2 Statutes Administered by the Minister of Transport

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

<i>Aeronautics, An Act respecting Regulations made pursuant to s. 5</i>	1969-70, c. 45
<i>Airport Transfer (Miscellaneous Matters) Act</i>	1992, c. 5
<i>Blue Water Bridge Authority Act</i>	1964-65, c. 6
<i>Buffalo and Fort Erie Public Bridge Company Act</i>	1934, c. 63
<i>Canada Marine Act</i>	1998, c. 10
<i>Canada Ports Corporation Act</i>	R.S. 1985, c. C-9
<i>Canada Transportation Act</i>	1996, c. 10
<i>CN Commercialization Act</i>	1995, c. 24
<i>Canadian National Montreal Terminals Act, 1929</i>	1929, c. 12
<i>Canadian National Toronto Terminals Act</i>	1960, c. 26
<i>Carriage by Air Act</i>	R.S. 1985, c. C-26
<i>Carriage of Goods by Water Act</i>	1993, c. 21
<i>Civil Air Navigation Services Commercialization Act</i>	1996, c. 20
<i>Coasting Trade Act</i>	1992, c. 31
<i>Department of Transport Act</i>	R.S. 1985, c. T-18
<i>(The) Hamilton Harbour Commissioners' Act</i>	1912, c. 98
<i>Harbour Commissions Act</i>	R.S. 1985, c. H-1
<i>Intercolonial and Prince Edward Island Railways Employees' Provident Fund Act</i>	1906-07, c. 22
<i>International Rapids Power Development</i>	1952, c. 157
<i>Marine and Aviation War Risks Act</i>	R.S.C. 1970, c. W-3
<i>Marine Atlantic Inc. Acquisition Authorization Act</i>	1986, c. 36
<i>Marine Insurance Act</i>	1993, c. 22
<i>Marine Transportation Security Act</i>	1994, c. 40
<i>Maritime Code Act</i>	1977-78, c. 41
<i>Meaford Harbour, An Act respecting</i>	1866, c. 78; 1907-08, c. 46
<i>Motor Vehicle Fuel Consumption Standards Act</i>	R.S. 1985, c. M-9
<i>Motor Vehicle Safety Act</i>	1993, c. 16
<i>Motor Vehicle Transport Act, 1987</i>	R.S. 1985, c. 29 (3 rd Supp.)
<i>National Transcontinental Railway Act</i>	1903, c. 71
<i>Northern Transportation Company Limited Disposal Authorization Act</i>	1985, c. 35
<i>Ontario Harbours Agreement Act</i>	1963, c. 39
<i>Pilotage Act</i>	R.S. 1985, c. P-14
<i>Port Warden for the Harbour of Montreal, An Act to amend and consolidate the Acts relating to the office of</i>	1882, c. 45
<i>Port Warden in the Harbour of Quebec, An Act to provide for the appointment of a</i>	1871, c. 33
<i>Public Harbours and Port Facilities Act</i>	R.S. 1985, c. P-29
<i>Railway Relocation and Crossing Act</i>	R.S. 1985, c. R-4
<i>Railway Safety Act</i>	R.S. 1985, c. 32 (4 th Supp.)
<i>Safe Containers Convention Act</i>	R.S. 1985, c. S-1
<i>St. Lawrence Seaway Authority Act</i>	R.S. 1985, c. S-2
<i>Shipping Conferences Exemption Act, 1987</i>	R.S. 1985, c. 17 (3 rd Supp.)
<i>Toronto Harbour Commissioners' Act, 1911</i>	1911, c. 26
<i>Toronto Harbour Commissioners' Act, 1985</i>	1986, c. 10
<i>Transportation of Dangerous Goods Act, 1992</i>	1992, c. 34
<i>United States Wreckers Act</i>	R.S. 1985, c. U-3
<i>Winnipeg Terminals</i>	1907, c. 52; 1914, c. 57

The Minister shares responsibility to Parliament for the following Acts:

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

Disclaimer:

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

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

6.3 Other Departmental Reports

Additional information on some of the subjects discussed in this document is available in separate reports. The following is a list of these reports and the addresses at which they can be obtained. A small charge may be involved.

TRANSPORT CANADA REPORTS

The following departmental reports are available from:

Transport Canada
Place de Ville, Tower C
330 Sparks Street
Ottawa, Ontario
K1A 0N8

Policy Group:

- ◆ National Marine Policy
- ◆ Transportation in Canada – 1997 Annual Report

Programs and Divestiture Group:

- ◆ Monthly Report of Airports Transferred
- ◆ Port Programs and Divestiture – Annual Report on Financial Operations
- ◆ National Airports Policy (TP 12163)

Safety and Security Group:

- ◆ Road Safety and Motor Vehicle Regulation Directorate – Annual Report
- ◆ Canadian Motor Vehicle Traffic Collision Statistics (TP 3322)
- ◆ Road Safety Forum 1996 (TP 12951)
- ◆ Review of the *Railway Safety Act* amendments and *Safety Oversight and Regulatory Compliance Mechanisms*
- ◆ Transportation Development Centre – Annual Review (TP 3230)

A number of marine safety publications relating to marine products, practices and standards, and a CD-ROM containing a consolidation of Transport Canada's Acts and Regulations and list of marine safety publications, are available from:

Safety and Security Group

Marine Safety Directorate

AVAILABLE ON THE INTERNET

<http://www.tc.gc.ca>

Transportation in Canada – 1997 Annual Report

Transport Canada's Sustainable Development Strategy

Aircraft Services – list of Transport Canada aircraft and their prime use

Civil Aviation – publications and regulations

CANUTEC – North American emergency guidebook and statistics

Transport of Dangerous Goods – regulations and how to comment on the update of regulations currently under revision

Marine Safety – short publications list

Research and Development – science and technology plan, and publications

Road Safety – how to obtain information on vehicle standards, importation, defects, recalls, fuel consumption guide, and Acts

Rail Safety publications

TRANSPORTATION AGENCIES

The Estimates documents for the Canadian Transportation Agency and the Civil Aviation Tribunal are available from:

Canada Communications Group
Publishing Centre
Ottawa, Ontario
K1A 0S9

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