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# **Transport Canada**

**2016-17**

**Departmental Results Report**

**Supporting Information on Lower-Level  
Programs**

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## Supporting Information on Lower-Level Programs

[Transport Canada](#)<sup>i</sup> has three Strategic Outcomes that reflect long-term and enduring benefits to Canadians that stem from its raison d'être and vision. As we strive towards these outcomes, Transport Canada can report progress in relation to expected results<sup>1</sup>, performance indicators<sup>2</sup> and targets<sup>3</sup> in line with the Program Alignment Architecture (PAA). What distinguishes the different levels of a PAA is the scope and reach of the Programs at those levels. The Program level has a broad scope and area of societal intervention, while the lower-level Sub-Programs (SP) and Sub-Sub-Programs (SSP) have a more limited and specific focus on a smaller target group and area of intervention.

This section presents the financial and non-financial resources dedicated to each Sub-Program and Sub-Sub-Program, as well as their results.

### Strategic Outcome 1: An Efficient Transportation System

An efficient transportation system supports trade, economic prosperity and a better quality of life through low costs, high productivity, the best use of all modes and innovation in transportation. Transport Canada promotes an efficient transportation system in Canada by: modernizing marketplace frameworks so that the transportation sector can adapt, innovate and remain competitive; implementing gateways and corridors initiatives; ensuring the renewal of federal transportation infrastructure; encouraging innovation in the transportation sector; and partnering with provinces, territories, municipal governments, and public and private sector entities in various transportation initiatives.

The following Programs' Sub-Programs and Sub-Sub-Programs support this Strategic Outcome:

#### Program 1.1: Transportation Marketplace Frameworks

##### Sub-Program 1.1.1: Air Marketplace Framework

**Description:** The Air Marketplace Framework Program encourages transportation efficiency by fostering a competitive and viable air industry, including airlines, airports and [NAV CANADA](#)<sup>ii</sup>. It provides opportunities for Canadian airlines to grow and compete successfully in a more liberalized global environment and sets the governance regimes of national air infrastructure providers. Program activities include: establishing laws and regulations (e.g. [Canada Transportation Act](#)<sup>iii</sup>, [Air Canada Public Participation Act](#)<sup>iv</sup>) governing the economic behaviour of air carriers and air infrastructure providers; encouraging competition and the development of new and expanded international air services to benefit travellers, shippers, and the tourism and business sectors by managing bilateral and multilateral air service relations; working collaboratively with other government departments and industry stakeholders to promote air transport facilitation policies and initiatives in support of broader Government of Canada industry, trade, travel and tourism objectives, such as [Gateways and Corridors Initiatives](#)<sup>v</sup> and the Blue Sky International air policy; fostering greater cooperation in the area of civil aviation to

<sup>1</sup> An expected result is an outcome towards which Transport Canada is contributing through various activities in its Program Alignment Architecture.

<sup>2</sup> A performance indicator is a statistic or parameter that, tracked over time, provides information on trends in the status of a program.

<sup>3</sup> A target is a specific performance goal tied to a performance indicator against which to compare actual performance.

support economic activity; and representing the interests of the Canadian aviation sector at the [International Civil Aviation Organization](#)<sup>vi</sup>.

#### **Sub-Program 1.1.2: Marine Marketplace Framework**

**Description:** The Marine Marketplace Framework Program encourages transportation efficiency by ensuring the appropriate economic policy and legislative frameworks in order to foster a competitive and viable Canadian marine industry. The Program is responsible for: developing policies, legislation, and regulations such as the [Canada Marine Act](#)<sup>vii</sup> and its regulations and the [Marine Liability Act](#)<sup>viii</sup>; monitoring the Canadian marine industry and ports system; establishing the rules of governance for Canada port authorities; negotiating/adopting international conventions and agreements; establishing the economic regimes governing market entry to both the Canadian marine marketplace and Canadian international marine trade; representing the interest of Canada's marine sector in international forums such as the [International Maritime Organization](#)<sup>ix</sup>; and setting the marine transportation liability regime.

#### **Sub-Program 1.1.3: Surface Marketplace Framework**

**Description:** The Surface Marketplace Framework Program encourages transportation efficiency by fostering healthy and competitive rail and motor carrier industries in Canada and by fulfilling certain federal responsibilities with regard to the [Canada Transportation Act](#), the [International Bridges and Tunnels Act](#)<sup>x</sup> (IBTA) and other international bridge legislation. The Program: develops, oversees and implements policy frameworks, legislation, regulations and international agreements such as the Canada Transportation Act (Part 3 - Railway Transportation); establishes economic regimes governing access to the rail industry; oversees freight rail services and the relationships between railways and shippers and passenger rail operations; administers the grain hopper car operating agreements with Canadian National (CN) and Canadian Pacific (CP) railways and the Grain Monitoring Program; reviews mergers and acquisitions involving surface modes; reviews conditions of entry into the commercial trucking and bus marketplace; works with provinces, territories and North American partners to harmonize rules affecting surface transportation, such as North American Free Trade Agreement trucking standards; provides analysis and advice regarding the movement of freight in the surface mode, and related issues (e.g.: congestion, road pricing, urban rail, urban encroachment); conducts ongoing national freight transportation system analysis in consultation with key stakeholders; and addresses relevant international bridge and tunnel issues, such as implementing regulations under the IBTA.

#### **Sub-Program 1.1.4: International Frameworks and Trade**

**Description:** The International Frameworks and Trade Program ensures that policy objectives and stakeholder interests regarding transportation system efficiency are advanced at the international level and considered in the formulation of Government of Canada foreign policy and trade negotiation initiatives. It contributes to a coherent, government-wide approach to managing international priorities (such as the [Global Markets Action Plan](#)<sup>xi</sup> and [Canada's Strategy for Engagement in the Americas](#)<sup>xii</sup>), as well as the broader trade, jobs and economic growth agenda, in order to bring maximum benefit to Canadians.

Canada's transportation system is integral to achieving the Government's objectives with respect to international trade. This function is necessary in order to respond to the Government's rapidly expanding trade negotiation agenda, and to seize opportunities for Canadian businesses and transportation stakeholders.

Activities are geared to establishing relationships and partnerships, domestically and internationally, that will benefit Canada's medium- and long-term economic development goals and advance the interests of transportation industry stakeholders. As a result of these activities, transportation stakeholders will be provided with further trade/commercial opportunities. **Note:** Bilateral air agreements and [Canada's Mission to the International Civil Aviation Organization](#)<sup>xiii</sup> are addressed under Air Marketplace Framework.

### Sub-Program 1.1.5: Transportation Analysis and Innovation

**Description:** The Transportation Analysis and Innovation Program conducts research and analysis to advance the understanding of key drivers for change in transportation and inform policy decisions, with a view to increasing efficiency and promoting innovation and technological advances in the transportation sector. To that end, the Program: manages transportation data collection efforts; monitors and reports on performance of the supply chain as well as related trends and outlooks in the transportation system; conducts economic, exploratory and applied research, to identify and foster the adoption of promising technologies; and provides advice regarding that manner.

### 2016-17 Budgetary Financial Resources (in dollars<sup>4</sup>) – For Sub-Programs

Sub-Program Name	Planned Spending	Actual Spending	Difference (planned minus Actual)
1.1.1 Air Marketplace Framework	3,653,642	3,651,785	1,857
1.1.2 Marine Marketplace Framework	2,594,286	3,208,236	(613,950)
1.1.3 Surface Marketplace Framework	1,993,422	3,798,020	(1,804,598)
1.1.4 International Frameworks and Trade	3,317,768	3,347,133	(29,365)
1.1.5 Transportation Analysis and Innovation	10,152,560	8,858,130	1,294,430

### 2016-17 Human Resources (Full-time Equivalents (FTEs)) – For Sub-Programs

Sub-Program Name	Planned	Actual	Difference (planned minus Actual)
1.1.1 Air Marketplace Framework	32	26	6
1.1.2 Marine Marketplace Framework	19	24	(5)
1.1.3 Surface Marketplace Framework	12	27	(15)
1.1.4 International Frameworks and Trade	28	25	3
1.1.5 Transportation Analysis and Innovation	67	56	11

### Results Achieved – For Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>1.1.1 Air Marketplace Framework</b>						
A competitive air transportation sector	Revenue Passenger Kilometres by air	233.9 billion	March 2017	275.9 billion	256.6 billion	243.4 billion

<sup>4</sup> Due to rounding, column totals shown in all tables may not be exact.

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>1.1.2 Marine Marketplace Framework</b>						
a) A competitive marine transportation sector	Tonnage handled by Canadian carriers (domestic)	64.4 million tonnes	March 2017	61.3 million tonnes	61.9 million tonnes	62.3 million tonnes
b) A competitive marine transportation sector	Tonnage handled by Canadian carriers (transborder)	38 million tonnes	March 2017	38.7 million tonnes	39.1 million tonnes	39.3 million tonnes
c) A competitive marine transportation sector	Total international traffic handled by Canadian ports as a percentage of total international traffic handled at North American ports (in metric tonnes)	18%	March 2017	18.2%	18.7%	19.3%
<b>1.1.3 Surface Marketplace Framework</b>						
a) An efficient surface transportation sector	Total Factor Productivity (quantity of outputs divided by a weighted aggregate of all inputs indexed to 1986)	224.8	March 2017	224.7 billion	226.4 billion	N/A <sup>5</sup>
b) An efficient surface transportation sector	Motor carrier traffic volume (in tonnes-km)	Motor carriers: 148 billion	March 2017	168.2 billion	166.6 billion	143.9 billion
<b>1.1.4 International Frameworks and Trade</b>						
International trade agreements create opportunities for the transportation industry	Types of commercial opportunities provided through agreements for Canadian transportation stakeholders	Improved commercial opportunities for transportation stakeholders	March 2017	See below	See below	See below
<b>1.1.5 Transportation Analysis and Innovation</b>						
a) Research and analysis to inform Canadians on the state of transportation in Canada and advance innovation and technological advances in the transportation sector	Industry is compliant to their data reporting obligations in conformity with the <a href="#">Canada Transportation Act</a> (CTA) and its companion data regulations. Degree of compliance of airlines operating in Canada vis-à-vis the CTA data regulations	85%	March 2017	79%	92%	N/A
b) Research and analysis to inform Canadians on the state of transportation in Canada and	Ratio of research, development and technology investment leveraged from external sources	1:1 investment ratio	March 2017	1:1.17	1:1.68	1:1.6

<sup>5</sup> N/A = Not Applicable or Data was not available



Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
advance innovation and technological advances in the transportation sector						
c) Research and analysis to inform Canadians on the state of transportation in Canada and advance innovation and technological advances in the transportation sector	Percentage of Grant / Contribution agreements involving multiple collaborators (aside from Federal government)	100%	March 2017	100%	100%	N/A

#### 1.1.4's Actual Results for:

##### 2014-15:

Participated in nine trade and investment negotiations to advance the interests and priorities of Canadian transportation stakeholders including the [Canada-European Union Comprehensive Economic and Trade Agreement<sup>xiv</sup>](#) (CETA).

Finalized under the CETA:

- A chapter on International Maritime Transport Services, which secures an open international maritime services sector between both Parties; and
- An annex on automotive standards, which increases cooperation on vehicle safety.

##### 2015-16:

We participated in all of the government's priority trade and investment negotiations to advance the interests and priorities of Canadian transportation stakeholders. Participation was recorded in the:

- Negotiation and analysis of positions;
- Legal review of the texts of the agreements;
- Implementation process;
- Drafting of instructions of legislative amendments; and
- Ongoing consultations with stakeholders.
- Negotiations and/or ongoing post-negotiation work of the:
  - [Canada-European Union Comprehensive Economic and Trade Agreement](#);
  - [Trans-Pacific Partnership<sup>xv</sup>](#);
  - [Trade in Services Agreement<sup>xvi</sup>](#); and
  - [Agreement on Internal Trade<sup>xvii</sup>](#).

We also:

- Undertook an extensive outreach program within the department and with key transportation stakeholders to identify and help facilitate resolution of potential trade barriers facing Canadian transportation goods, services and investments; and
- Began developing the next phase of a trade and transportation corridor initiative, given the importance of trade-related transportation infrastructure, to help get Canadian goods to global markets, which was consistent with the Minister's [mandate letter<sup>xviii</sup>](#).

## 2016-17:

We supported all of the government's key trade and investment negotiations to advance the interests and priorities of Canadian transportation stakeholders (e.g., [NAV CANADA](#), the [Shipping Federation of Canada](#)<sup>xix</sup>, the International Ship-Owners Alliance of Canada, the [Canadian Vehicle Manufacturers Association](#)<sup>xx</sup>, etc.). This included:

- Playing a significant role in the negotiations of the:
  - [Canada-European Union Comprehensive Economic and Trade Agreement](#);
  - [Canadian Free Trade Agreement](#)<sup>xxi6</sup>, which removes trade barriers between Canada's provinces and territories; and
  - [Trade in Services Agreement](#); and
- Supporting preliminary work and analysis for:
  - The potential renegotiation of the [North American Free Trade Agreement](#)<sup>xxii</sup>; and
  - Exploratory trade discussions with China.

## Explanation of Variance

**For 1.1.5a):** We did not reach the target due to two factors:

- 1) Two major data providers did not provide data last year. We have since resolved this situation, and will collect missing data in 2017. If we remove this significant one-off impact from our statistics, air carriers are 88% compliant, exceeding the target; and
- 2) Carriers have been transitioning to our new data collection website, which has delayed some data collection. We expect this effect will be temporary and that carriers will submit missing data retroactively.

## Program 1.2: Gateways and Corridors

### Sub-Program 1.2.1: Asia-Pacific Gateway and Corridor Initiative

**Description:** The rapid economic growth of China and other Asia-Pacific countries is reshaping global trade flows. China is now Canada's second largest trading partner and the growth in Canada-Asia trade traffic is expected to continue. The [Asia-Pacific Gateway and Corridor Initiative](#)<sup>xxiii</sup> Program works to make Canada the best trade link between Asia and North America. This Program coordinates and manages an integrated set of investments (through direct delivery and contributions) and policy measures to: boost Canada's commerce with the Asia-Pacific region; increase the share of North America-bound container imports from Asia; and improve the reliability of the Gateway and Corridor.

### Sub-Program 1.2.2: Gateways and Border Crossings Fund

**Description:** The [Gateways and Border Crossings Fund](#)<sup>xxiv</sup> Program works to improve the flow of goods between Canada and the rest of the world by enhancing infrastructure at key locations, such as major border crossings between Canada and the United States.

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<sup>6</sup> The Canadian Free Trade Agreement involves all of the provinces and territories, and replaced the Agreement on Internal Trade.

**2016-17 Budgetary Financial Resources (in dollars) – For Sub-Programs**

Sub-Program Name	Planned Spending	Actual Spending	Difference (planned minus Actual)
<b>1.2.1 Asia-Pacific Gateway and Corridor Initiative</b>	37,166,762	9,941,927	27,224,835
<b>1.2.2 Gateways and Border Crossings Fund</b>	222,436,241	148,694,529	73,741,712

**2016-17 Human Resources (Full –time Equivalents (FTEs)) – For Sub-Programs**

Sub-Program Name	Planned	Actual	Difference (planned minus Actual)
<b>1.2.1 Asia-Pacific Gateway and Corridor Initiative</b>	4	4	0
<b>1.2.2 Gateways and Border Crossings Fund</b>	15	10	5

**Results Achieved – For Sub-Programs**

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>1.2.1 Asia-Pacific Gateway and Corridor Initiative</b>						
a) Canada's Asia-Pacific Gateway and Corridor is efficient and attracts international trade	Landside fluidity for British Columbia ports: Total average transit time (number of days) of international containerized freight using the Asia-Pacific Gateway and Corridor from the BC ports to Toronto	Average of 8.5 days with standard deviation of 0.5 days	March 2017	Average of 9.4 days, standard deviation of 0.8 days	Average of 9.7 days, standard Deviation of 1.3 days	Average of 10.9 days, standard deviation of 1.6 days
b) Canada's Asia-Pacific Gateway and Corridor is efficient and attracts international trade	Canadian share of the North American West Coast trade based on the change in volume of Twenty Foot Equivalent Unit imports and exports. Twenty Foot Equivalent Unit (TEU) <sup>7</sup>	12%	March 2017	14%	14%	12.8%
c) Canada's Asia-Pacific Gateway and Corridor is efficient and attracts international trade	Value of imports using strategic gateways and trade corridors (Millions of CND \$)	Import: \$42,100	March 2017	\$48,780	\$48,817	\$46,682
d) Canada's Asia-Pacific Gateway and Corridor is efficient and attracts international trade	Value of exports using strategic gateways and trade corridors (Millions of CND \$)	Export: \$69,200	March 2017	\$76,333	\$76,420	\$73,865

<sup>7</sup> A TEU is a unit of measurement equal to the space occupied by a standard twenty foot container. Used in stating the capacity of container vessel or storage area. One 40 ft. container is equal to two TEUs. Source: [American Association of Port Authorities](#)

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>1.2.2 Gateways and Border Crossings Fund</b>						
a) Canada's strategic Gateways and Corridors are efficient and are used for international trade	Total average landside transit time (number of days) of international containerized freight using the Continental and Atlantic Gateways and Trade Corridors	Average of 4 days with standard deviation of 0.3 days	March 2017	Average of 4.2 days, standard deviation of 0.4 days	Average of 4.9 days, standard deviation of 0.7 days	Average of 4.5 days, standard deviation of 0.4 days
b) Canada's strategic Gateways and Corridors are efficient and are used for international trade	Value of imports using the Continental Gateway and Trade Corridors in Ontario (Millions of CND \$)	\$265,000	March 2017	\$333,530	\$324,720	\$292,587
c) Canada's strategic Gateways and Corridors are efficient and are used for international trade	Value of exports using the Continental Gateway and Trade Corridor in Ontario (Millions of CND \$)	\$206,200	March 2017	\$266,508	\$256,322	\$235,104
d) Canada's strategic Gateways and Corridors are efficient and are used for international trade	Value of imports using the Continental Gateway and Trade Corridor in Quebec (Millions of CND \$)	\$75,800	March 2017	\$73,658	\$78,409	\$78,968
e) Canada's strategic Gateways and Corridors are efficient and are used for international trade	Value of exports using the Continental Gateway and Trade Corridor in Quebec (Millions of CND \$)	\$65,600	March 2017	\$71,636	\$73,871	\$69,794
f) Canada's strategic Gateways and Corridors are efficient and are used for international trade	Value of imports using the Atlantic Gateway and Trade Corridor (Millions of CND \$)	\$25,700	March 2017	\$23,263	\$22,360	\$25,651
g) Canada's strategic Gateways and Corridors are efficient and are used for international trade	Value of exports using the Atlantic Gateway and Trade Corridor (Millions of CND \$)	\$30,800	March 2017	\$24,968	\$26,943	\$30,550

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
h) Canada's strategic Gateways and Corridors are efficient and are used for international trade	Atlantic Gateway (Halifax) and Continental Gateway (Montreal) market share of North America East Coast traffic in Volume of Twenty Foot Equivalent Unit (TEU) imports and exports.	9.5%	March 2017	9.7%	9.7%	9.7%

### Explanation of Variance

**For all Performance Indicators:** In most cases, we have met or exceeded the targets. When targets were not met, the variance was minimal in many instances. Of note:

- Imports arriving and exports departing via the Asia-Pacific Gateway declined with the U.S., due to moderate US economic growth of 1.6%, the slowest since 2011, **but** increased with the rest of the world, including increased export value to China for commodities such as copper, colza, wood products, iron ore and coal;
- Growth in U.S. imports and exports using various Ontario points of exit/entry is in large part thanks to increased trucking traffic for automotive products, machinery and electrical equipment, other manufactured products and agricultural products; and
- Fewer U.S. imports/exports went via Quebec and the Atlantic Gateway due to shifting trade patterns for bulk commodities.

### Program 1.3: Transportation Infrastructure

#### Sub-Program 1.3.1: Airport Infrastructure

**Description:** In keeping with the [National Airports Policy](#)<sup>xxv</sup>, the Airport Infrastructure Program looks after airport services under federal purview for the benefit of Canadian travellers and businesses. The Program: provides stewardship of airport authorities with the goal of protecting the government's interests as the landlord and ensuring compliance with lease terms; operates federally owned regional/local and remote airports; provides financial support to non-federal eligible airports to maintain the ongoing operation and safety of airside infrastructure; and manages other airports' infrastructure legacy commitments by providing financial support to twelve Labrador communities, through the provincial government, to maintain airstrips built under federal/provincial agreements.

#### Sub-Sub-Program 1.3.1.1: Airport Authority Stewardship

**Description:** The [National Airports System](#)<sup>xxvi</sup> (NAS) is a vital transportation system with significant ties to the Canadian economy. To protect the interests of the federal government as the landlord and to ensure compliance with the terms of their leases, the Airport Authority Stewardship Program provides oversight and real property management services for airports whose operation has been transferred to local airport authorities. It also manages residual responsibilities with respect to the commercialized Air Navigation System (ANS). Program activities include: making sure that airport authorities respect the terms of their leases; addressing lease management issues promptly; completing the environmental remediation of ANS lands; managing ongoing liaison with [NAV CANADA](#) on property matters; and collecting airport rent revenue.

### **Sub-Sub-Program 1.3.1.2: Airport Operations**

**Description:** In keeping with the [National Airports Policy](#) (NAP) and for the benefit of the communities concerned, the Airport Operations Program operates 18 regional, local and remote [Transport Canada-owned airports](#)<sup>xxvii</sup>.

### **Sub-Sub-Program 1.3.1.3: Small Aerodrome Support**

**Description:** The Small Aerodrome Support Program provides support for airside capital projects through the [Airports Capital Assistance Program](#)<sup>xxviii</sup> (ACAP) and also manages legacy commitments that make airport infrastructure and services available to some communities. In keeping with the [National Airports Policy](#), ACAP provides support to eligible non-federally owned airports. Funding is provided for airside safety-related capital projects, which may also extend to non-airside asset protection. It targets airports with a demonstrated financial need to fund the capital expenditures necessary to maintain safety. Legacy commitments are supported by providing financial assistance to: the provincial government through the Labrador Coast Airstrip Restoration Program to maintain airstrips in twelve Labrador communities; and four airports in Québec to cover a portion of operating deficits through the Airports Operations and Maintenance Subsidy Program.

### **Sub-Program 1.3.2: Marine Infrastructure**

**Description:** The Marine Infrastructure Program operates from a commercially-based policy framework, and supports Canadian trade by making marine assets available for commercial use. The Program: oversees the stewardship of assets operated by third parties, by providing direct public sector delivery; manages contribution agreements; acts as steward of Canada Port Authorities and the land they manage; operates and divests Transport Canada's public ports; acts as steward of, and provides support to, remote, regional and constitutionally-mandated ferry services; and acts as steward of, and provides support to, the Canadian portion of the St. Lawrence Seaway.

#### **Sub-Sub-Program 1.3.2.1: Canada Port Authority Stewardship**

**Description:** The Canada Port Authority Stewardship Program oversees the 18 Canada Port Authorities (CPAs) that manage properties that are federally-owned or subject to federal law. Its goal is to foster a commercially based regime that supports Canadian trade within policy and legislative frameworks. The Program: reviews and approves requests for property acquisitions/dispositions to make sure that they comply with relevant acts and policies and address environmental and Aboriginal concerns; oversees the appointment process that must comply with the [Canada Marine Act](#); and reviews and approves requests for amending Canada Port Authority activities, borrowing limits, terms of leases, or for establishing subsidiaries, and compliance with gross revenue charge requirements.

#### **Sub-Sub-Program 1.3.2.2: Seaway Stewardship and Support**

**Description:** Pursuant to the [Canada Marine Act](#), Transport Canada is responsible for protecting the long-term operation and viability of the St. Lawrence Seaway as an integral part of Canada's national transportation infrastructure. The Seaway Stewardship and Support Program oversees the good management, operation and maintenance of the Canadian portion of the St. Lawrence Seaway by the [St. Lawrence Seaway Management Corporation](#)<sup>xxix</sup> (the Seaway Corporation), for the benefit of seaway users and the businesses and communities that depend on it. The Program: administers, negotiates and monitors the federal government's

twenty-year agreement with the Seaway Corporation; provides statutory payments; negotiates and monitors the five-year business plans that sets specific operating and asset renewal cost targets; and oversees the management of non-navigational assets including the transfer of ownership of surplus Seaway properties.

#### **Sub-Sub-Program 1.3.2.3: Ferry Services Stewardship and Support**

**Description:** The Ferry Services Stewardship and Support Program serves Canadians, communities and businesses that depend on ferry services. The Program oversees federal government funding for, and involvement in, ferry services across the country. This includes: Crown Corporation [Marine Atlantic](#)<sup>xxx</sup> service that links Newfoundland to the rest of Canada, as per constitutional mandate; three private sector inter-provincial services in Atlantic Canada and Eastern Quebec – including one to the remote community of Îles-de-la-Madeleine under the [Ferry Services Contribution Program](#)<sup>xxxi</sup>; and an annual grant to support services in British Columbia.

#### **Sub-Sub-Program 1.3.2.4: Port Operations**

**Description:** The Port Operations Program makes marine facilities at Transport Canada-owned ports available to port users and the communities they serve. It manages and maintains Transport Canada-owned ports including setting and collecting national public port fees at those ports.

#### **Sub-Program 1.3.3: Surface and Multimodal Infrastructure**

**Description:** The Surface Infrastructure Program supports Canada's trade and mobility by fostering efficient and economic access to surface transportation networks while furthering transportation safety. The Program: develops, designs, negotiates, and manages federal funding for highways, borders, railways, transit, and bridges under federal authority; works with provinces, territories and other partners on infrastructure programs and policies, with a particular focus on the National Highway System; acts as steward for [VIA Rail Canada](#)<sup>xxxii</sup> and bridges under federal authority; and manages regional rail service legacy commitments.

##### **Sub-Sub-Program 1.3.3.1: Rail Passenger Stewardship and Support**

**Description:** The Rail Passenger Stewardship and Support Program makes national, regional and remote rail passenger services available throughout Canada. The Program also: acts as steward over, and administers the annual subsidy to, [VIA Rail Canada](#); monitors and provides policy advice on passenger railway services; administers contributions to private sector companies or First Nations bands operating remote passenger rail services; and provides funding for capital projects that support rail services.

##### **Sub-Sub-Program 1.3.3.2: Bridge Stewardship**

**Description:** Guided by the [International Bridges and Tunnels Act](#) and other legislation, the Bridge Stewardship Program addresses capacity issues of bridges and tunnels under federal authority to safely meet current and future transportation needs. Specific Program responsibilities include: implementing and managing federal contributions and initiatives that address the needs of bridges under federal authority; overseeing international bridge and tunnel operators' compliance with relevant regulations; establishing and implementing the laws and regulations governing international bridge operators; providing stewardship oversight of the Confederation Bridge as per a constitutional obligation; and making statutory payments to



Canadian National (CN) Railway Company for the roadway portion of the Victoria Bridge in Montreal.

### Sub-Sub-Program 1.3.3.3: Highway and Other Transportation Infrastructure Support

**Description:** The Highway and Other Transportation Infrastructure Support Program benefits road users, stakeholders, and communities through improved highways, bridges, transit systems, and technology systems for transportation and borders, which reduces traffic congestion, accidents and stakeholder/user operating costs. This multimodal Program: provides Program design guidance; manages federal contributions for improvements to the National Highway System (NHS), Canada-United States border infrastructure, transit system initiatives and other transportation infrastructure; develops, oversees and implements federal policy and coordinates infrastructure issues; assesses Building Canada Plan transportation projects; and helps monitor the performance of transportation infrastructure in partnership with stakeholders.

### 2016-17 Budgetary Financial Resources (in dollars) – For Sub-Programs and Sub-Sub-Programs

Sub-Program / Sub-Sub-Program Name	Planned Spending	Actual Spending	Difference (planned minus actual)
<b>1.3.1 Airport Infrastructure</b>	137,446,152	100,492,837	36,953,315
<b>1.3.1.1 Airport Authority Stewardship</b>	1,701,773	1,424,314	277,459
<b>1.3.1.2 Airport Operations</b>	90,869,744	60,038,951	30,830,793
<b>1.3.1.3 Small Aerodrome Support</b>	44,874,635	39,029,572	5,845,063
<b>1.3.2 Marine Infrastructure</b>	188,698,846	224,923,787	(36,224,941)
<b>1.3.2.1 Canada Port Authority Stewardship</b>	1,422,243	1,016,263	405,980
<b>1.3.2.2 Seaway Stewardship and Support</b>	129,504,624	126,407,360	3,097,264
<b>1.3.2.3 Ferry Services Stewardship and Support</b>	49,636,943	83,741,160	(34,104,217)
<b>1.3.2.4 Port Operations</b>	8,135,036	13,759,004	(5,623,968)
<b>1.3.3 Surface and Multimodal Infrastructure</b>	89,292,564	82,058,666	7,233,898
<b>1.3.3.1 Rail Passenger Stewardship and Support</b>	12,210,267	11,614,283	595,984
<b>1.3.3.2 Bridge Stewardship</b>	69,679,636	67,208,224	2,471,412
<b>1.3.3.3 Highway and Other Transportation Infrastructure Support</b>	7,402,661	3,236,159	4,166,502

### 2016-17 Human Resources (Full –time Equivalents (FTEs)) – For Sub-Programs and Sub-Sub-Programs

Sub-Program / Sub-Sub-Program Name	Planned	Actual	Difference (planned minus Actual)
<b>1.3.1 Airport Infrastructure</b>	144	136	8
<b>1.3.1.1 Airport Authority Stewardship</b>	10	9	1
<b>1.3.1.2 Airport Operations</b>	111	110	1
<b>1.3.1.3 Small Aerodrome Support</b>	23	17	6
<b>1.3.2 Marine Infrastructure</b>	46	66	(20)
<b>1.3.2.1 Canada Port Authority Stewardship</b>	7	9	(2)
<b>1.3.2.2 Seaway Stewardship and Support</b>	8	6	2



Sub-Program / Sub-Sub-Program Name	Planned	Actual	Difference (planned minus Actual)
<b>1.3.2.3 Ferry Services Stewardship and Support</b>	1	9	(8)
<b>1.3.2.4 Port Operations</b>	30	42	(12)
<b>1.3.3 Surface and Multimodal Infrastructure</b>	27	20	7
<b>1.3.3.1 Rail Passenger Stewardship and Support</b>	3	1	2
<b>1.3.3.2 Bridge Stewardship</b>	3	2	1
<b>1.3.3.3 Highway and Other Transportation Infrastructure Support</b>	21	17	4

### Results Achieved – For Sub-Programs and Sub-Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>1.3.1 Airport Infrastructure</b>						
Airport infrastructure is available to users	Percentage of federally supported airport infrastructure that is operational	100%	March 2017	100%	100%	100%
<b>1.3.1.1 Airport Authority Stewardship</b>						
<a href="#">National Airports System</a> Airports comply with leases	Percentage of National Airports System airports that are in substantive compliance with their lease terms	100%	March 2017	100%	100%	100%
<b>1.3.1.2 Airport Operations</b>						
Airports are operational and available to users	Percentage of airports that are operational	100%	March 2017	100%	100%	100%
<b>1.3.1.3 Small Aerodrome Support</b>						
Airports are operational and available to users	Percentage of funded airports certified operational	100%	March 2017	100%	100%	100%
<b>1.3.2 Marine Infrastructure</b>						
Marine infrastructure is operational for users	Percentage of marine infrastructure operational	100%	March 2017	100%	100%	100%
<b>1.3.2.1 Canada Port Authority Stewardship</b>						
Compliance with Acts, regulations and letters patent	Percentage of transactions in compliance with federal Acts, regulations and policies	100%	March 2017	100%	100%	100%
<b>1.3.2.2 Seaway Stewardship and Support</b>						
Seaway is open and available to commercial traffic	Percentage of system availability	99%	March 2017	99.6%	99%	99%

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>1.3.2.3 Ferry Services Stewardship and Support</b>						
Constitutional, regional and remote ferry services are available to users	Percentage of scheduled trips completed	100% <sup>8</sup>	March 2017	Saint John/Digby and Cap-aux-Meules/Souris routes: 100%  Wood Islands/Caribou route: 81%	100%	100%
<b>1.3.2.4 Port Operations</b>						
Transport Canada-owned active ports are operational and available to users	Percentage of active ports operational	100%	March 2017	100%	100%	100%
<b>1.3.3 Surface and Multimodal Infrastructure</b>						
Federally funded surface infrastructure projects are completed and available to users as per/consistent with agreement date with recipient	Percentage of federally funded surface infrastructure operational	100%	March 2017	100%	94.5%	94.5%
<b>1.3.3.1 Rail Passenger Stewardship and Support</b>						
Federally funded inter-city and remote passenger rail services have the capacity to meet existing commitments	Percentage of planned passenger rail trips (measured by train-kilometres) delivered by federally-supported inter-city and remote passenger rail carriers	98%	March 2017	102%	99%	95%
<b>1.3.3.2 Bridge Stewardship</b>						
Bridges under federal authority are capable of meeting existing and future demand	Percentage of federal funding obtained and delivered so the project can start within approved timelines	100%	March 2017	100%	N/A	N/A
<b>1.3.3.3 Highway and Other Transportation Infrastructure Support</b>						
Federally funded highway and border surface infrastructure is available to users	Percentage of highway and border projects that meet funding objectives	100%	March 2017	100%	100%	100%

<sup>8</sup> Excludes mechanical- and weather-related issues, which are outside of the operator's control.

## Explanation of Variance

**For 1.3.2.3:** We did not meet the target for the Wood Islands, Prince Edward Island / Caribou, Nova Scotia, service due to unexpected repairs to the ferry MV Holiday Island in summer 2016. The vessel was not available during the peak season, which reduced the total number of daily round trips.

**For 1.3.3.1:** This result was due to new/increased frequencies by [VIA Rail Canada](#).

## Strategic Outcome 2: A Clean Transportation System

Transport Canada promotes a clean transportation system in Canada. This Strategic Outcome: advances the federal government's environmental agenda in the transportation sector and complements other federal programs designed to reduce air emissions to protect the health of Canadians and the environment for generations to come; protects the marine environment by reducing the pollution of water from transportation sources; and fulfills Transport Canada's responsibilities in working towards a cleaner and healthier environment with regard to its own operations.

The following Programs' Sub-Programs support this Strategic Outcome:

### Program 2.1: Clean Air from Transportation

#### Sub-Program 2.1.1: Clean Air Regulatory Framework and Oversight

**Description:** Deriving its authority from the [Railway Safety Act](#)<sup>xxxiii</sup>, the [Canada Shipping Act, 2001](#)<sup>xxxiv</sup>, and the [Aeronautics Act](#)<sup>xxxv</sup>, Transport Canada's Clean Air Regulatory Framework and Oversight Program contributes to reducing the air emissions from transportation by creating and implementing regulatory regimes. The Program: sets the legal and regulatory frameworks that govern air pollutant and greenhouse gas emissions from the air, marine and rail sectors; oversees transportation firms' compliance with their regulatory obligations; represents Canada in discussions to set international standards for air pollutant and greenhouse gas emissions in these sectors; provides support to [Environment and Climate Change Canada](#)<sup>xxxvi</sup> in developing road vehicle greenhouse gas emission regulations; and contributes to developing and implementing instruments to reduce air emissions from Canada's transportation sector.

#### Sub-Program 2.1.2: Clean Air Initiatives

**Description:** The Clean Air Initiatives advance the federal government's environmental agenda in the transportation sector by: promoting and demonstrating ways to reduce transportation greenhouse gas emissions and other air pollutants; promoting, testing and demonstrating advanced vehicle technologies to reduce transportation greenhouse gas emissions and other air pollutants from motor vehicles; creating partnerships; and designing, negotiating and managing initiatives for transportation emissions reductions.

Specific initiatives include: the [ecoTECHNOLOGY for Vehicles II Initiative](#)<sup>xxxvii</sup>, the Gateway Carbon Footprint Initiative, the [Shore Power Technology for Ports Program](#)<sup>xxxviii</sup> and the Truck Reservation System Program.

**2016-17 Budgetary Financial Resources (in dollars) – For Sub-Programs**

Sub-Program Name	Planned Spending	Actual Spending	Difference (planned minus Actual)
<b>2.1.1 Clean Air Regulatory Framework and Oversight</b>	1,555,286	8,405,998	(6,850,712)
<b>2.1.2 Clean Air Initiatives</b>	10,461,759	12,839,677	(2,377,918)

**2016-17 Human Resources (Full –time Equivalents (FTEs)) – For Sub-Programs**

Sub-Program Name	Planned	Actual	Difference (planned minus Actual)
<b>2.1.1 Clean Air Regulatory Framework and Oversight</b>	13	37	(24)
<b>2.1.2 Clean Air Initiatives</b>	2	25	(23)

**Results Achieved – For Sub-Programs**

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>2.1.1 Clean Air Regulatory Framework and Oversight</b>						
Clean air regulatory framework (and policies) that align with international standards	Percentage of instruments that are aligned with domestic legislation or international standards	100%	March 2017	100% for Aviation and Marine sectors Not applicable for Rail sector	100% for Aviation and Marine sectors Not applicable for Rail sector	100% for aviation; 80% for marine
<b>2.1.2 Clean Air Initiatives</b>						
Clean Transportation technologies are available to users	Number of sites using clean transportation technologies <sup>9</sup>	10	March 2017	15	17	8 out of 10

**Explanation of Variance**

**For 2.1.2:** The overall target was exceeded by five. This included:

- Under the [Shore Power Technology for Ports Program](#), four projects were completed and three projects are currently under construction. This Program sunsets on March 31, 2019; and
- Under the Truck Reservation System program, seven projects have been completed. One project at the Port of Vancouver is in progress, and expected to be completed by March 31, 2018.

<sup>9</sup> This performance indicator relates to the Shore Power Technology for Ports Program and the Clean Transportation Initiative on Port-related trucking.

## Program 2.2: Clean Water from Transportation

### Sub-Program 2.2.1: Clean Water Regulatory Framework

**Description:** Guided by the [Canada Shipping Act, 2001](#), the [Arctic Waters Pollution Prevention Act](#)<sup>xxxix</sup>, the [Marine Liability Act](#) and international conventions, the Clean Water Regulatory Framework Program sets the legal and regulatory frameworks that govern the protection of the marine environment from pollution, the introduction of invasive species, and the environmental impact of pollution incidents.

### Sub-Program 2.2.2: Clean Water Regulatory Oversight

**Description:** The Clean Water Regulatory Oversight Program contributes to reducing pollution from vessels by monitoring compliance of marine transportation firms with the Marine Safety regulatory framework through surveillance, inspections, audits, monitoring and enforcement.

### 2016-17 Budgetary Financial Resources (in dollars) – For Sub-Programs

Sub-Program Name	Planned Spending	Actual Spending	Difference (planned minus Actual)
2.2.1 Clean Water Regulatory Framework	16,074,779	14,239,733	1,835,046
2.2.2 Clean Water Regulatory Oversight	13,106,979	10,067,846	3,039,133

### 2016-17 Human Resources (Full –time Equivalents (FTEs)) – For Program and Sub-Programs

Sub-Program Name	Planned	Actual	Difference (planned minus Actual)
2.2.1 Clean Water Regulatory Framework	30	28	2
2.2.2 Clean Water Regulatory Oversight	52	50	2

### Results Achieved – For Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>2.2.1 Clean Water Regulatory Framework</b>						
Legislation, regulations and policies that are harmonized with adopted international standards	Percentage of instruments that are aligned with domestic legislation and/or adopted international standards	95%	March 2017	95%	N/A	99%
<b>2.2.2 Clean Water Regulatory Oversight</b>						
a) Industry is compliant with the regulatory framework	Percentage of vessels in compliance with regulatory framework for environmental response regime	95%	March 2017	98.8%	N/A	98.7%

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
b) Industry is compliant with the regulatory framework for ballast water discharges in waters under Canadian jurisdiction	Percentage of vessels in compliance with <a href="#">Ballast Water Control and Management Regulations</a> <sup>xi</sup> reporting rules	95%	March 2017	99.1%	99%	90%

### Program 2.3: Environmental Stewardship of Transportation

**Description:** The Environmental Stewardship Program does not have any lower-level Sub-Programs.

## Strategic Outcome 3: A Safe and Secure Transportation System

A safe and secure transportation system moves people and goods across Canada, and to international destinations, without loss of life, injury or damage to property. Transport Canada supports a safe and secure transportation system by influencing the behaviour of the public and industry through policies, standards, regulations and laws. Harmonized and streamlined regulatory regimes, informed by the expertise of multiple countries and stakeholders, aid effective, safe and secure transportation practices and a sound safety and security culture. Transport Canada ensures that Canadians and the transportation industry are in compliance with the regulatory framework through its oversight program.

The following Programs' Sub-Programs and Sub-Sub-Programs support this Strategic Outcome:

### Program 3.1: Aviation Safety

#### Sub-Program 3.1.1: Aviation Safety Regulatory Framework

**Description:** The Aviation Safety Regulatory Framework Program provides a balance of tools (policies, guidelines, regulations, standards, and education and awareness activities) based on risk, to promote a harmonized aviation safety regulatory framework for Canadians and Canada's aviation industry.

#### Sub-Program 3.1.2: Aviation Safety Oversight

**Description:** The Aviation Safety Oversight Program is risk-based and supports compliance of the aviation industry with the regulatory framework through services, assessments and validations, inspections, audits and, when necessary, enforcement.

#### Sub-Sub-Program 3.1.2.1: Service to the Aviation Industry

**Description:** Guided by the standards and regulatory requirements in the [Canadian Aviation Regulations](#)<sup>xli</sup>, the Service to the Aviation Industry Program licences personnel, provides operating certificates to organizations and certifies aeronautical products.

**Sub-Sub-Program 3.1.2.2: Surveillance of the Aviation System**

**Description:** The Surveillance of the Aviation System Program, based on risk, monitors aviation industry compliance of the regulatory framework through assessments and validations, inspections, audits and, when necessary, enforcement.

**Sub-Program 3.1.3: Aircraft Services**

**Description:** The Aircraft Services Program provides aircraft, aircraft operations, and aircraft maintenance and engineering, as well as related training services to Transport Canada and other federal government departments and agencies.

**2016-17 Budgetary Financial Resources (in dollars) – For Sub-Programs and Sub-Sub-Programs**

Sub-Program / Sub-Sub-Program Name	Planned Spending	Actual Spending	Difference (planned minus Actual)
<b>3.1.1 Aviation Safety Regulatory Framework</b>	27,726,266	23,502,754	4,223,512
<b>3.1.2 Aviation Safety Oversight</b>	121,638,926	111,160,665	10,478,261
<b>3.1.2.1 Service to the Aviation Industry</b>	33,488,148	34,541,736	(1,053,588)
<b>3.1.2.2 Surveillance of the Aviation System</b>	88,150,778	76,618,929	11,531,849
<b>3.1.3 Aircraft Services</b>	29,725,389	25,512,727	4,212,662

**2016-17 Human Resources (Full –time Equivalents (FTEs)) – Sub-Programs and Sub-Sub-Programs**

Sub-Program / Sub-Sub-Program Name	Planned	Actual	Difference (planned minus Actual)
<b>3.1.1 Aviation Safety Regulatory Framework</b>	253	178	75
<b>3.1.2 Aviation Safety Oversight</b>	1,127	1,009	118
<b>3.1.2.1 Service to the Aviation Industry</b>	348	371	(23)
<b>3.1.2.2 Surveillance of the Aviation System</b>	779	638	141
<b>3.1.3 Aircraft Services</b>	352	283	69

**Results Achieved – For Sub-Programs and Sub-Sub-Programs**

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>3.1.1 Aviation Safety Regulatory Framework</b>						
A timely rulemaking program that supports a risk-based regulatory framework	Average time (years) to develop new or modified regulations governing Aviation Safety (with a goal of measuring a 5-yr rolling average, once sufficient data is available)  (Improvement = decrease)	5.36 (5% decrease from previous year)	December 2016	2.15	2.26	3.56

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>3.1.2 Aviation Safety Oversight</b>						
Compliance of aviation community with regulatory requirements	<p>Number of non-compliance findings in aviation enterprises based on certificates held, comparing year-over-year (Improvement = decrease)</p> <p>*Note: Overall trends cannot be measured fully until fiscal year end 2017-18 as a full surveillance cycle is 5 years. Implementation was in fiscal year 2013-14</p>	1% decrease in number	March 2017	13% = a 4% decrease from the previous year	17%	N/A
<b>3.1.2.1 Service to the Aviation Industry</b>						
Services delivered support the conduct of business activities in the Canadian Aviation Industry	<p>Percentage (%) of services delivered meeting service standards (Improvement = increase)</p> <p>*Note: Not all national activity is represented</p>	69% (5% increase from previous year)	March 2017	79%	89%	88%
<b>3.1.2.2 Surveillance of the Aviation System</b>						
Aviation hazards and risks are being systematically managed by the aviation community	<p>Average severity of non-compliance findings in aviation enterprises based on certificates held on a scale of 1 to 3 (1=minor, 2=moderate, 3=major) (Improvement = decrease in severity)</p>	2	March 2017	2.0	2.0	1.94
<b>3.1.3 Aircraft Services</b>						
a) Safe aviation services resulting in confidence from clients	<p>Percentage of clients satisfied or very satisfied with services (scoring 2 or 3 on a 3-point scale) (Improvement = increase)</p>	80%	March 2017	80%	80%	80%
b) Safe aviation services resulting in confidence from clients	<p>Number of category 3<sup>10</sup> or greater category occurrences (per 1,000 flight hours) (Improvement = decrease)</p>	2.0	March 2017	2.0	1.59	1.10

<sup>10</sup> Category 3 occurrences include those with moderate damage, injury, delay, grounded aircraft and/or costs as per the [Canadian Aviation Regulations](#).



## Explanation of Variance

**For 3.1.1:** It usually takes three to five years to advance a regulatory file to Canada Gazette, Part II. In 2016-17, we focussed our attention on completing one regulatory file, Aerodrome Work Consultations that was finalized in just 18 months.

**For 3.1.3b):** Our Aircraft Services Directorate (ASD) flew 13,851 hours in fiscal 2016-17, and submitted 28 CAT 3 and two CAT 4 reports. This represents a rate increase from 1.59 in 2015-16 to 2.17 occurrences per 1,000 flight hours in 2016-17. However, the five-year moving average has still decreased by 3%. Our ASD team, in conjunction with our other colleagues within Transport Canada, are currently examining possible reasons for the rate increase.

## Program 3.2: Marine Safety

### Sub-Program 3.2.1: Marine Safety Regulatory Framework

**Description:** The Marine Safety Regulatory Framework Program provides a balance of tools (policies, guidelines, regulations and standards) to support a harmonized marine safety regulatory framework for Canada's marine industry (seafarers, commercial vessels [non-pleasure craft] and pleasure crafts). This Program also works to harmonize Canada's marine safety regulatory framework with other jurisdictions.

### Sub-Program 3.2.2: Marine Safety Oversight

**Description:** The Marine Safety Oversight Program is risk-based and supports compliance of the marine industry with the regulatory framework through services, assessments, validations, inspections, audits and, when necessary, enforcement.

### Sub-Program 3.2.3: Navigation Protection Program

**Description:** The [Navigation Protection Program](#)<sup>xlii</sup> is responsible for the administration of the [Navigation Protection Act](#)<sup>xliii</sup>. The main activities are the review and authorization of works in scheduled waters, the management of obstructions in scheduled waters and the enforcement of the prohibitions against depositing or throwing material into navigable waters and dewatering of navigable waters. The Program also has an opt-in provision that allows the owners of works in non-scheduled navigable waters to apply for a review under the Act. The Program also has responsibilities under the [Canada Shipping Act, 2001](#) to conduct reviews and render decisions under navigation-related authorities, including the Receiver of Wreck Program and the [Private Buoy Regulations](#)<sup>xliv</sup>.

## 2016-17 Budgetary Financial Resources (in dollars) – For Sub-Programs

Sub-Program Name	Planned Spending	Actual Spending	Difference (planned minus Actual)
3.2.1 Marine Safety Regulatory Framework	10,212,726	10,435,989	(223,263)
3.2.2 Marine Safety Oversight	41,426,162	42,748,495	(1,322,333)
3.2.3 Navigation Protection Program	5,175,440	6,849,606	(1,674,166)

**2016-17 Human Resources (Full –time Equivalents (FTEs)) – For Sub-Programs**

Sub-Program Name	Planned	Actual	Difference (planned minus Actual)
<b>3.2.1 Marine Safety Regulatory Framework</b>	97	100	(3)
<b>3.2.2 Marine Safety Oversight</b>	406	407	(1)
<b>3.2.3 Navigation Protection Program</b>	50	47	3

**Results Achieved – For Sub-Programs**

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>3.2.1 Marine Safety Regulatory Framework</b>						
A risk-based regulatory framework consistent with international conventions and Cabinet Directive on Streamlining Regulation	Percentage of regulations aligned with domestic legislation and/or adopted international standards  (Improvement = increase)	85%	March 2017	75%	75%	65%
<b>3.2.2 Marine Safety Oversight</b>						
a) Compliance with regulations for inspected domestic vessels (non-pleasure craft)	Percentage of inspected domestic vessels (non-pleasure craft) that are compliant with regulations <sup>11</sup>  (Improvement = increase)	68%	March 2017	47.7%	60%	65%
b) Compliance with regulations for pleasure craft	Percentage of pleasure craft compliant with regulations (includes those that received a courtesy check)  (Improvement = increase)	60%	March 2017	66%	74%	86%
c) The Port State Control regulatory oversight inspects the highest risk foreign vessels	Percentage of high-risk foreign vessels inspected  (Improvement = increase)	95%	March 2017	95%	95%	95%

<sup>11</sup> Inspectors immediately stop non-compliance vessels they deem unsafe. Non-compliance can range from an individual not producing the appropriate document at the Inspector's request, to failure to rectify an identified safety deficiency with the vessel. Vessel owners must address all non-compliance within a prescribed timeframe to continue to ensure marine safety. Given that Transport Canada Marine Safety and Security issues over 20,000 safety deficiency notices each year, the overall target of 68% compliance consists of all vessels with no noted safety deficiencies whatsoever (regardless of how minor). This will continue to improve via inspections and awareness in collaboration with Canadian and international partners.

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>3.2.3 Navigation Protection Program<sup>12</sup></b>						
Safe navigation in Canada's busiest waterways	Number of safely placed works in a year <sup>13</sup>	Baseline to be established in 2017 <sup>14</sup>	March 2018	N/A <sup>15</sup>	N/A	NA

### Explanation of Variance

**For 3.2.1:** While the actual result for 2016-17 is the same as that reported within the [2015-16 Departmental Performance Report](#)<sup>xlv</sup>, we have made significant progress on reaching the target. This year, we completed the alignment to international standards amendments for the:

- [Vessel Operation Restriction Regulations](#)<sup>xlvi</sup>;
- [Vessel Registry Fees Tariff](#)<sup>xlvii</sup>;
- [Vessel Registration and Tonnage Regulations](#)<sup>xlviii</sup>; and
- [Vessel Fire Safety Regulations](#)<sup>xlix</sup>.

Work continues on regulatory amendments to ensure compliance with international obligations resulting from newly introduced codes and conventions.

**For 3.2.2a):** The indicator was lower than the target because we changed the methodology for counting compliance. Previously we had included intermediate inspections in the indicator (and thus, the target), but intermediate inspections do not really measure compliance or search for deficiencies. The revised methodology only uses periodic and monitoring inspections. The revised methodology better reflects the state of compliance.

### Program 3.3: Rail Safety

#### Sub-Program 3.3.1: Rail Safety Regulatory Framework

**Description:** The Rail Safety Regulatory Framework Program provides a balance of tools (policies, guidelines, regulations, rules and engineering standards) to promote a harmonized rail safety regulatory framework for the rail industry and the public at large, while ensuring viability of the rail sector.

<sup>12</sup> For 3.2.3: The Prime Minister has instructed the Minister of Transport to conduct a full review of the [Navigation Protection Act](#), restore protections and incorporate modern safeguards. This will impact Program priorities and will likely result in changes that will require a review of the existing performance indicators.

<sup>13</sup> The [Navigation Protection Act](#) (NPA), which came into force on April 1, 2014, authorizes and regulates safe interferences with the public right of navigation. This includes works constructed in, on, over, under, through or across Canada's busiest waterways.

<sup>14</sup> The Department is developing Navigation Protection Program performance indicators to better capture the intent of the NPA.

<sup>15</sup> The Navigation Protection Program performance indicators relate to the regulatory review and authorization of projects which interfere with navigation in scheduled waters. The Ministers' mandate letter includes a commitment to review the Navigation Protection Act. Work on developing and applying new performance indicators will begin once the Review is complete.

**Sub-Program 3.3.2: Rail Safety Oversight**

**Description:** The Rail Safety Oversight Program is risk-based and promotes compliance of the rail industry with the regulatory framework through inspections, audits and, when necessary, enforcement.

**Sub-Program 3.3.3: Rail Safety Awareness and Grade Crossing Improvement**

**Description:** The Rail Safety Awareness and Grade Crossing Improvement Program provides funding for safety improvements at grade crossings and promotes public and stakeholder awareness and education in order to prevent fatalities and injuries.

**2016-17 Budgetary Financial Resources (in dollars) – For Sub-Programs**

Sub-Program Name	Planned Spending	Actual Spending	Difference (planned minus Actual)
<b>3.3.1 Rail Safety Regulatory Framework</b>	3,271,674	2,095,797	1,175,877
<b>3.3.2 Rail Safety Oversight</b>	16,333,402	18,826,066	(2,492,664)
<b>3.3.3 Rail Safety Awareness and Grade Crossing Improvement</b>	15,519,111	11,957,964	3,561,147

**2016-17 Human Resources (Full –time Equivalents (FTEs)) – For Sub-Programs**

Sub-Program Name	Planned	Actual	Difference (planned minus Actual)
<b>3.3.1 Rail Safety Regulatory Framework</b>	22	18	4
<b>3.3.2 Rail Safety Oversight</b>	149	153	(4)
<b>3.3.3 Rail Safety Awareness and Grade Crossing Improvement</b>	37	19	18

**Results Achieved – For Sub-Programs**

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>3.3.1 Rail Safety Regulatory Framework</b>						
The regulatory framework addresses the highest risks	Percentage of rail risk-mitigation strategies developed per total number of identified risks in rail safety business plan (Improvement = increase)	90%	March 2017	100% All risks identified had at least one mitigation strategy	N/A	100%

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>3.3.2 Rail Safety Oversight</b>						
Rail industry is compliant	Rate of industry non-compliance found in Rail Safety oversight activities (Improvement = decrease)	2% decrease year-over-year	March 2017	8% increase <sup>16</sup> (This is an average of the % change of rates between 2015-16 and 2016-17 across all Rail Safety programs).	N/A	N/A
<b>3.3.3 Rail Safety Awareness and Grade Crossing Improvement</b>						
a) Safe railway grade crossings	Percentage of crossing collisions reduced (Improvement = increase)	5%	December 2016	19% <sup>17</sup> reduction	11.4%	2.3%
b) Trespassing on railways eliminated	Percentage of trespassing accidents reduced (Improvement = increase)	5%	December 2016	38% increase in trespassing accidents <sup>18</sup>	5.2%	5.2%

### Explanation of Variance

**For 3.3.2:** Our inspection program is divided amongst six different functional disciplines that have formal established regulations and/or rules (Equipment, Operations, Occupational Health and Safety (OHS), Crossings, Signals and Track). We regularly monitor non-compliance rates to ensure we apply our resources to the areas of highest risk. In 2016-17, four of six program areas exceeded the target of reducing the non-compliance rate by 2% (Equipment, Operations, OHS and Track).

Signals and Crossings did not meet the target and both saw increases to their non-compliance rates.

Both industry and Transport Canada inspectors are in transition to the oversight of the new e [Grade Crossings Regulations](#)<sup>1</sup> requirements that came into force late in 2014. While the requirements have a seven-year transition phase-in period to 2021, some came into force immediately, which largely accounts for the non-compliance rate. Given this, we expect that the non-compliance rates may be higher for the first few years of transition.

**For 3.3.3 b):** The number of trespasser related accidents has increased from 50 accidents in 2015 to 69 in 2016. Therefore, from 2015 to 2016, we observed an increase of 38% instead of a reduction.

<sup>16</sup> This indicator is currently under review based on the revised [Railway Safety Management Systems Regulations, 2015](#).

<sup>17</sup> These targets and results are based on the calendar year and not the fiscal year (2015 vs. 2016) as this is how the TSB present their data (see: <http://www.tsb.gc.ca/eng/stats/rail/2016/12/r2016-12-t1.asp>). The calculation was made as follows: [(2015 crossing accidents – 2016 crossing accidents) / 2015 crossing accidents].

<sup>18</sup> These targets and results are based on the calendar year and not the fiscal year (2015 vs. 2016) as this is how the TSB present their data (see: <http://www.tsb.gc.ca/eng/stats/rail/2016/12/r2016-12-t1.asp>). The calculation was made as follows: [(2015 trespassing accidents – 2016 trespassing accidents) / 2015 trespassing accidents].

A key component to reducing accidents caused by trespassing is public awareness. This is why we join in efforts with railway companies to support safety outreach and education campaigns through [Operation Lifesaver<sup>li</sup>](#) (OL). OL delivers awareness briefings to schools and communities, videos and event sponsorship to educate the public on railway crossing safety and the dangers of trespassing. The new Rail Safety Improvement Program provides grant and contribution funding to improve rail safety and reduce injuries and deaths related to rail transportation.

We will monitor this indicator closely, and take further action to address this issue, if required.

### **Program 3.4: Motor Vehicle Safety**

#### **Sub-Program 3.4.1: Motor Vehicle Safety Regulatory Framework**

**Description:** The Motor Vehicle Safety Legislative and Regulatory Framework Program provides a balance of tools (policies, guidelines, regulations and standards) to create and maintain a harmonized motor vehicle safety framework for Canadians and Canada's motor vehicle manufacturing industry. The framework is developed using evidence obtained from field investigations, physical testing of vehicles, collision statistics and joint regulatory development with our trading partners.

#### **Sub-Program 3.4.2: Motor Vehicle Safety Oversight**

**Description:** The Motor Vehicle Safety Oversight Program is risk-based and assesses compliance of the motor vehicle manufacturing industry with the regulatory framework through inspections, audits, physical testing and, where necessary, enforcement.

#### **Sub-Program 3.4.3: Motor Carrier Safety**

**Description:** Guided by the [Motor Vehicle Transport Act<sup>lii</sup>](#), the Motor Carrier Safety Program achieves safer motor carrier (trucking and busing) operations by: advancing implementation of the [National Safety Code<sup>liii</sup>](#) (performance standards for commercial vehicle operations); managing a contribution program for provinces and territories towards consistent implementation of the National Safety Code; and by maintaining the [Commercial Vehicle Drivers Hours of Service Regulations<sup>liv</sup>](#) for commercial vehicle drivers.

### **2016-17 Budgetary Financial Resources (in dollars) – For Sub-Programs**

Sub-Program Name	Planned Spending	Actual Spending	Difference (planned minus Actual)
<b>3.4.1 Motor Vehicle Safety Regulatory Framework</b>	7,816,449	9,082,790	(1,266,341)
<b>3.4.2 Motor Vehicle Safety Oversight</b>	9,098,760	11,490,721	(2,391,961)
<b>3.4.3 Motor Carrier Safety</b>	5,162,779	4,165,714	997,065

### **2016-17 Human Resources (Full –time Equivalents (FTEs)) – For Sub-Programs**

Sub-Program Name	Planned	Actual	Difference (planned minus Actual)
<b>3.4.1 Motor Vehicle Safety Regulatory Framework</b>	51	37	14
<b>3.4.2 Motor Vehicle Safety Oversight</b>	51	38	13
<b>3.4.3 Motor Carrier Safety</b>	7	4	3

## Results Achieved – For Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>3.4.1 Motor Vehicle Safety Regulatory Framework</b>						
A performance-based regulatory framework that is harmonized with international vehicle safety regimes where appropriate	Percentage of standards that are harmonized with international motor vehicle safety standards (Improvement = increase)	80%	March 2017	80.4%	88%	81%
<b>3.4.2 Motor Vehicle Safety Oversight</b>						
Motor vehicle industry is compliant with the regulatory framework	Percentage of the motor vehicle industry that is compliant with the regulatory framework (Improvement = increase)	80% <sup>19</sup>	March 2017	93.7%	97%	93%
<b>3.4.3 Motor Carrier Safety</b>						
Harmonized safety regime for motor carriers among provinces and territories	Percentage of jurisdictions that have adopted all of the 16 standards under the <a href="#">National Safety Code</a> (Improvement = increase)	80%	March 2017	88%	80%	80%

## Explanation of Variance

**For 3.4.2:** Industry continues to be approximately 93% compliant with the regulatory framework, exceeding the target set by Transport Canada. We attribute this variance to major automotive manufacturers' self-certification processes, and proactive efforts in investigating and declaring defects and conducting recalls.

**For 3.4.3:** Jurisdictions are continually increasing their implementation of all [National Safety Code](#) (NSC) standards, as:

- Specific NSC standards are periodically updated through the [Canadian Council Of Motor Transportation Administrators](#)<sup>iv</sup>; and/or
- The provinces/territories amend legislation to incorporate standards into their regulatory requirements on motor carriers.

## Program 3.5: Transportation of Dangerous Goods

### Sub-Program 3.5.1: Transportation of Dangerous Goods Regulatory Framework

<sup>19</sup> Transport Canada regulates thousands of vehicle manufacturers, importers and distributors. We set the initial level of compliance at 80% to reflect the challenge of informing such a diverse number of small businesses of their legal obligations. Enforcement activities include obtaining and auditing certification documents from new manufacturers and importers to assess compliance with Canadian safety standards, and working closely with [Canada Border Services Agency](#) to prevent entry of non-compliant vehicle shipments, detect and prevent the entry into commerce of non-compliant vehicles until they meet regulatory requirements.

**Description:** The Transportation of Dangerous Goods Regulatory Framework Program provides a balance of tools (policies, guidelines, regulations and standards) to promote a harmonized regulatory framework for the safe transportation of dangerous goods within Canada and imported to Canada.

### **Sub-Program 3.5.2: Transportation of Dangerous Goods Oversight**

**Description:** The Transportation of Dangerous Goods Oversight Program is risk-based and seeks to support compliance of industry with the regulatory framework through services, assessments and validations, inspections, audits and, when necessary, enforcement.

### **Sub-Program 3.5.3: Emergency Response for Transportation of Dangerous Goods**

**Description:** Required by the [Transportation of Dangerous Goods Act, 1992](#)<sup>lvi</sup>, the Transportation of Dangerous Goods Emergency Response Program protects the safety of human life and health, of property and the environment, by providing immediate 24-hour scientific advice, safety precautions and action measures to first responders through the [Canadian Transport Emergency Centre](#)<sup>lvii</sup> (CANUTEC) following an incident involving dangerous goods. CANUTEC: attends to dangerous goods incidents and provides onsite response direction by the Transportation of Dangerous Goods' Remedial Measure Specialist; produces the [Emergency Response Guidebook](#)<sup>lviii</sup> as a tool for initial response during the first 30 minutes at the scene of an accident involving dangerous goods; responds to safety threats in partnership with industry; and conducts research on emergency response to releases of chemicals.

### **2016-17 Budgetary Financial Resources (in dollars) – For Sub-Programs**

Sub-Program Name	Planned Spending	Actual Spending	Difference (planned minus Actual)
<b>3.5.1 Transportation of Dangerous Goods Regulatory Framework</b>	3,956,179	5,549,794	(1,593,615)
<b>3.5.2 Transportation of Dangerous Goods Oversight</b>	9,237,371	15,242,137	(6,004,766)
<b>3.5.3 Emergency Response for Transportation of Dangerous Goods</b>	2,648,169	7,072,087	(4,423,918)

### **2016-17 Human Resources (Full –time Equivalents (FTEs)) – For Sub-Programs**

Sub-Program Name	Planned	Actual	Difference (planned minus Actual)
<b>3.5.1 Transportation of Dangerous Goods Regulatory Framework</b>	31	51	(20)
<b>3.5.2 Transportation of Dangerous Goods Oversight</b>	90	135	(45)
<b>3.5.3 Emergency Response for Transportation of Dangerous Goods</b>	25	60	(35)



## Results Achieved – For Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>3.5.1 Transportation of Dangerous Goods Regulatory Framework</b>						
The harmonization of the <a href="#">Transportation of Dangerous Goods Regulations</a> <sup>lix</sup> with international regulations and national standards	Percentage of proposed regulatory requirements that harmonize with international standards, codes, practices or requirements (Improvement = increase)	85% <sup>20</sup>	March 2017	75% <sup>21</sup>	90%	75%
<b>3.5.2 Transportation of Dangerous Goods Oversight</b>						
The dangerous goods industry is compliant	Percentage of inspections that do not require a follow-up inspection as per the Compliance Estimation program <sup>22</sup> (Improvement = increase)	90%	March 2017	96.2%	96%	N/A
<b>3.5.3 Emergency Response for Transportation of Dangerous Goods</b>						
Clients are satisfied with the response provided by CANUTEC	Percentage of calls to CANUTEC Emergency Centre that meet service standards <sup>23</sup> (Improvement = increase)	90%	March 2017	N/A <sup>24</sup>	N/A	N/A

### Program 3.6: Aviation Security

#### Sub-Program 3.6.1: Aviation Security Regulatory Framework

**Description:** The Aviation Security Regulatory Framework Program develops and uses a balance of tools (policies, guidelines, regulations and standards) to promote a risk-based aviation security regulatory framework for Canadians and the Canadian aviation industry.

#### Sub-Program 3.6.2: Aviation Security Oversight

**Description:** The Aviation Security Oversight Program supports the aviation industry's compliance with the regulatory framework through services, assessments and validations,

<sup>20</sup> While we expect the target to increase over time, given specific Canadian standards, the target can never be 100%.

<sup>21</sup> A regulatory submission that contained a large number of harmonization measures and that would have allowed us to achieve the identified target, was delayed due to other regulatory priorities.

<sup>22</sup> The Program uses a risk-based approach to target inspections complemented by a random compliance estimation program. While there is significant year-to-year variation in compliance rates, every incident of non-compliance results in a corrective action per the Transportation of Dangerous Goods non-compliance follow-up policy. The level of severity of non-compliance can vary significantly. For example, non-compliance can range from missing a placard on a means of containment to not having an approved Emergency Response Plan where one is required.

<sup>23</sup> This is a new field added during the 2016-17 fiscal year.

<sup>24</sup> CANUTEC handles over 22,000 telephone calls a year. The baseline and methodology for this performance indicator has been established and will be reported on in fiscal year 2017-18.

inspections, audits and enforcement. The Program also contributes to aviation security through incident management procedures, plans and tools.

### Sub-Program 3.6.3: Aviation Security Technological Infrastructure

**Description:** The Aviation Security Technological Infrastructure Program develops, evaluates and provides stakeholders access to standards, research data and best practices for technologies that assist the effective, consistent management of aviation security risks.

### 2016-17 Budgetary Financial Resources (in dollars) – For Sub-Programs

Sub-Program Name	Planned Spending	Actual Spending	Difference (planned minus Actual)
<b>3.6.1 Aviation Security Regulatory Framework</b>	3,820,587	4,875,399	(1,054,812)
<b>3.6.2 Aviation Security Oversight</b>	18,441,126	19,125,658	(684,532)
<b>3.6.3 Aviation Security Technological Infrastructure</b>	7,519,392	1,609,351	5,910,041

### 2016-17 Human Resources (Full –time Equivalents (FTEs)) – For Sub-Programs

Sub-Program Name	Planned	Actual	Difference (planned minus Actual)
<b>3.6.1 Aviation Security Regulatory Framework</b>	39	46	(7)
<b>3.6.2 Aviation Security Oversight</b>	195	194	1
<b>3.6.3 Aviation Security Technological Infrastructure</b>	53	9	44

### Results Achieved – For Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>3.6.1 Aviation Security Regulatory Framework</b>						
Regulatory framework meets international standards	Percentage of the regulatory framework which meets international standards (Improvement = increase)	100%	March 2017	100%	100%	100%
<b>3.6.2 Aviation Security Oversight</b>						
Stakeholders understand the compliance requirements within the security regulatory framework	Percentage of completed inspections that did not result in a deficiency (Improvement = increase)	85%	March 2017	94%	92%	95.2%
<b>3.6.3 Aviation Security Technological Infrastructure</b>						
Stakeholders are compliant with standards	Percentage of completed technology verification reviews that are compliant with standards (Improvement = increase)	90%	March 2017	100%	83%	100%

## Program 3.7: Marine Security

### Sub-Program 3.7.1: Marine Security Regulatory Framework

**Description:** The Marine Security Regulatory Framework Program provides a balance of tools (policies, guidelines, regulations and standards) to promote a harmonized maritime security regulatory framework for Canadians and the marine industry.

### Sub-Program 3.7.2: Marine Security Oversight

**Description:** The Marine Security Oversight Program is risk-based and supports the marine security industry's compliance with the regulatory framework through services, assessments and validations, inspections, audits and, when necessary, enforcement.

### Sub-Program 3.7.3: Marine Security Operations Centres

**Description:** The [Marine Security Operations Centres](#)<sup>lx</sup> Program works to detect, assess, and support a response to threats in Canada's maritime domain and approaches as a key partner in the Marine Security Operations Centres, by conducting threat and risk assessments of vessels entering Canadian waters, and threat assessments of facilities within Canada. The Centres also serve as a maritime-centric interface between national and international partners and stakeholders, and support the Marine Security Oversight Program. Transport Canada is a partner in the Marine Security Operations Centres along with [Canada Border Services Agency](#)<sup>lxi</sup>, the [Canadian Coast Guard](#)<sup>lxii</sup>, the [Department of National Defence](#)<sup>lxiii</sup> and the [Royal Canadian Mounted Police](#)<sup>lxiv</sup>. The threat assessment and the risk assessment performed by inspectors, provides the basis for the establishment of restricted areas within marine facilities and the subsequent access control. Only those who have acquired a marine transportation security clearance would have access to restricted areas. The access control systems would be audited and tested by inspectors in the regions. Failure to control access could lead to enforcement.

### 2016-17 Budgetary Financial Resources (in dollars) – For Sub-Programs

Sub-Program Name	Planned Spending	Actual Spending	Difference (planned minus Actual)
3.7.1 Marine Security Regulatory Framework	1,066,837	2,304,712	(1,237,875)
3.7.2 Marine Security Oversight	7,003,846	6,133,835	870,011
3.7.3 Marine Security Operations Centres	4,879,982	3,052,281	1,827,701

### 2016-17 Human Resources (Full –time Equivalents (FTEs)) – For Sub-Programs

Sub-Program Name	Planned	Actual	Difference (planned minus Actual)
3.7.1 Marine Security Regulatory Framework	7	23	(16)
3.7.2 Marine Security Oversight	65	50	15
3.7.3 Marine Security Operations Centres	44	27	17

## Results Achieved – For Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>3.7.1 Marine Security Regulatory Framework</b>						
A risk-based regulatory framework consistent with international conventions	Percentage of the regulatory framework aligned with domestic legislation and/or adopted international conventions (Improvement = increase)	85%	March 2017	90%	85%	65%
<b>3.7.2 Marine Security Oversight</b>						
Stakeholders are compliant with the requirements within the Marine Security regulatory framework	Percentage of inspections completed that do not result in an administrative monetary penalty <sup>25</sup> (Improvement = increase)	90%	March 2017	100%	100%	100%
<b>3.7.3 Marine Security Operations Centres</b>						
The Government of Canada has the necessary information to address marine security threats and/or incidents	Percentage of vessels entering Canadian waters for which a regulatory compliance matrix is completed <sup>26</sup> (Improvement = increase)	100%	March 2017	100%	100%	100%

### Program 3.8: Surface and Intermodal Security

**Description:** The Surface and Intermodal Security Program does not have any lower-level Sub-Programs.

### Program 3.9: Multimodal Safety and Security

#### Sub-Program 3.9.1: Multimodal Strategies and Integrated Services

**Description:** The Multimodal Strategies and Integrated Services Program provides strategic direction and advice on, and leads the coordination of, cross-cutting issues, the delivery of departmental enforcement services and regulatory and policy initiatives affecting transportation in safety and security. This Program also directs integrated planning and reporting initiatives for safety and security. It serves as the main departmental point of contact for security and intelligence matters through its liaison with the Canadian intelligence community and its central role in the sharing and analysis of intelligence information. In addition, this Program is

<sup>25</sup> Administrative monetary penalties are typically used for medium or high gravity violations or in cases where the person refuses to accept responsibility for the violation.

<sup>26</sup> The Regulatory Compliance Matrix (RCM) is used to assign a risk score to all vessels that have identified their intent to enter Canadian waters. The RCM assesses the vessel's Pre-Arrival Information Report (PAIR) submission against risk indicators for the purpose of determining compliance with [Marine Transportation Security Regulations](#). The RCM is completed on all regulated vessels before they enter Canadian waters. The resulting risk score informs recommendations for vessel inspections, based on the risk of regulatory non-compliance.

responsible for processing requisite transportation security clearances for workers within the national transportation infrastructure.

### **Sub-Program 3.9.2: Emergency Preparedness and Situation Centres**

**Description:** The Emergency Preparedness and Situation Centres Program works to ensure that Transport Canada is prepared for and able to respond to emerging threats and situations that may impact the national transportation system by collaborating closely with partners throughout the Department, industry, stakeholders and other government departments and/or agencies. The Program seeks to ensure that the Department continues to successfully meet its responsibilities under the [Emergency Management Act](#)<sup>lxv</sup>, including the Government of Canada's emergency management agenda, focusing primarily on preparedness and response activities.

### **Sub-Program 3.9.3: Integrated Technical Training**

**Description:** The Multimodal Integrated Technical Training Program is responsible for maintaining an integrated technical training branch that is accountable for assessing training needs and designing, developing, delivering and evaluating technical training products and services. The Program is also responsible for the management of an integrated Learning Management System to manage, track and report technical learning, including the hosting of e-learning courses.

### **2016-17 Budgetary Financial Resources (in dollars) – For Sub-Programs**

Sub-Program Name	Planned Spending	Actual Spending	Difference (planned minus Actual)
<b>3.9.1 Multimodal Strategies and Integrated Services</b>	8,613,793	9,850,567	(1,236,774)
<b>3.9.2 Emergency Preparedness and Situation Centres</b>	1,905,872	3,647,775	(1,741,903)
<b>3.9.3 Integrated Technical Training</b>	843,974	4,244,380	(3,400,406)

### **2016-17 Human Resources (Full –time Equivalents (FTEs)) – For Sub-Programs**

Sub-Program Name	Planned	Actual	Difference (planned minus Actual)
<b>3.9.1 Multimodal Strategies and Integrated Services</b>	91	86	5
<b>3.9.2 Emergency Preparedness and Situation Centres</b>	18	33	(15)
<b>3.9.3 Integrated Technical Training</b>	9	40	(31)

## Results Achieved – For Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2016-17 Actual Results	2015-16 Actual Results	2014-15 Actual Results
<b>3.9.1 Multimodal Strategies and Integrated Services</b>						
Internal stakeholders have the information and tools they need to manage safety and security transportation issues in an integrated and consistent manner across modes	Percentage of Transport Canada safety and security programs' National Oversight Plans approved by the Strategic Outcome 3 Management Board before the beginning of the fiscal year (Improvement = increase)	85%	March 2017	100%	N/A	N/A
<b>3.9.2 Emergency Preparedness and Situation Centres</b>						
a) Transport Canada meets its preparedness responsibilities under the <a href="#">Emergency Management Act</a>	Level of activity related to emergency management plans, exercises and readiness. (Improvement = increase)	80%	March 2017	81.25%	81.25%	81.25%
b) Transport Canada is able to respond to emergency situations	Rating on Transport Canada Situation Centres readiness status (Improvement = increase)	80%	March 2017	82%	82%	83%
<b>3.9.3 Integrated Technical Training</b>						
Inspectors, technical experts, and regulators have the core, multimodal-specialized and modal specific technical training they need to carry out their duties competently	Percentage of overall curriculum in active development or available for delivery	80%	March 2017	90%	N/A	N/A

## Program 4: Internal Services<sup>27</sup>

**Description:** Internal Services are groups of related activities and resources that are administered to support the needs of programs and other corporate obligations of an organization. These groups are reported on at the Program level and can be found within the 2016-17 Departmental Results Report.

<sup>27</sup> We have not provided performance measurement information, as the Treasury Board Secretariat is currently developing government-wide standardized Internal Services Performance Measurement Framework.

## Endnotes

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- <sup>i</sup> Transport Canada website: <http://www.tc.gc.ca/>
  - <sup>ii</sup> NAV CANADA website: <http://www.navcanada.ca/>
  - <sup>iii</sup> Canada Transportation Act: <http://laws-lois.justice.gc.ca/eng/acts/C-10.4/>
  - <sup>iv</sup> Air Canada Public Participation Act: <http://laws-lois.justice.gc.ca/eng/acts/a-10.1/index.html>
  - <sup>v</sup> Gateways and Corridors Initiatives: <http://www.tc.gc.ca/eng/policy/anre-menu-3023.htm>
  - <sup>vi</sup> International Civil Aviation Organization: <http://www.icao.int/Pages/default.aspx>
  - <sup>vii</sup> Canada Marine Act: <http://laws-lois.justice.gc.ca/eng/acts/c-6.7/>
  - <sup>viii</sup> Marine Liability Act: <http://laws-lois.justice.gc.ca/eng/acts/M-0.7/>
  - <sup>ix</sup> The International Maritime Organization website: <http://www.imo.org/en/Pages/Default.aspx>
  - <sup>x</sup> International Bridges and Tunnels Act: <http://laws-lois.justice.gc.ca/eng/acts/I-17.05/>
  - <sup>xi</sup> Global Markets Action Plan: <http://www.international.gc.ca/global-markets-marches-mondiaux/index.aspx?lang=eng>
  - <sup>xii</sup> Canada's Strategy for Engagement in the Americas: <http://www.international.gc.ca/americas-ameriques/strategy-strategie.aspx?lang=eng>
  - <sup>xiii</sup> Canada's Mission to the International Civil Aviation Organization: <http://www.tc.gc.ca/eng/policy/ap-pmc-3144.html>
  - <sup>xiv</sup> Canada-European Union Comprehensive Economic and Trade Agreement: <http://www.international.gc.ca/gac-amc/campaign-campagne/ceta-aecg/index.aspx?lang=eng>
  - <sup>xv</sup> Trans-Pacific Partnership: [http://www.international.gc.ca/trade-commerce/trade-agreements-accords-commerciaux/agr-acc/tpp-ptp/index.aspx?lang=eng&menu\\_id=95](http://www.international.gc.ca/trade-commerce/trade-agreements-accords-commerciaux/agr-acc/tpp-ptp/index.aspx?lang=eng&menu_id=95)
  - <sup>xvi</sup> Trade in Services Agreement: <http://www.international.gc.ca/trade-agreements-accords-commerciaux/topics-domaines/services/tisa-acs.aspx?lang=eng>
  - <sup>xvii</sup> The Agreement on Internal Trade: <http://buyandsell.gc.ca/policy-and-guidelines/supply-manual/section/1/25/15>
  - <sup>xviii</sup> Minister of Transport Mandate Letter: <http://pm.gc.ca/eng/minister-transport-mandate-letter>
  - <sup>xix</sup> Shipping Federation of Canada: <http://www.shipfed.ca/home>
  - <sup>xx</sup> Canadian Vehicle Manufacturers Association: <http://www.cvma.ca/>
  - <sup>xxi</sup> Canadian Free Trade Agreement: [http://www.canada.ca/en/innovation-science-economic-development/news/2017/04/historic\\_trade\\_accordstrengthenscanadaseconomicunion.html](http://www.canada.ca/en/innovation-science-economic-development/news/2017/04/historic_trade_accordstrengthenscanadaseconomicunion.html)
  - <sup>xxii</sup> The North American Free Trade Agreement: <http://www.international.gc.ca/trade-commerce/trade-agreements-accords-commerciaux/agr-acc/nafta-alena/fta-ale/background-contexte.aspx?lang=eng>
  - <sup>xxiii</sup> Asia-Pacific Gateway and Corridor Initiative: <http://www.asiapacificgateway.gc.ca/>
  - <sup>xxiv</sup> Gateways and Border Crossings Fund: <http://www.tc.gc.ca/eng/policy/acg-acgd-menu-infrastructure-2170.htm>
  - <sup>xxv</sup> National Airports Policy: <http://www.tc.gc.ca/eng/programs/airports-policy-menu-71.htm>
  - <sup>xxvi</sup> National Airports System: <http://www.tc.gc.ca/eng/programs/airports-policy-nas-1129.htm>
  - <sup>xxvii</sup> Transport Canada-owned airports: [http://www.tc.gc.ca/eng/programs/airports-map\\_tc\\_airports-65.htm](http://www.tc.gc.ca/eng/programs/airports-map_tc_airports-65.htm)
  - <sup>xxviii</sup> Airports Capital Assistance Program: <http://www.tc.gc.ca/eng/programs/airports-acap-menu-327.htm>
  - <sup>xxix</sup> St. Lawrence Seaway Management Corporation website: <http://www.greatlakes-seaway.com/>
  - <sup>xxx</sup> Marine Atlantic website: <http://www.marineatlantic.ca/en/>
  - <sup>xxxi</sup> Ferry Services Contribution Program: <http://www.tc.gc.ca/eng/programs/ferry-services-contribution-program-menu2362.htm>
  - <sup>xxxii</sup> VIA Rail Canada website: <http://www.viarail.ca/>
  - <sup>xxxiii</sup> Railway Safety Act: <http://laws-lois.justice.gc.ca/eng/acts/r-4.2/>
  - <sup>xxxiv</sup> Canada Shipping Act, 2001: <http://laws-lois.justice.gc.ca/eng/acts/c-10.15/>
  - <sup>xxxv</sup> Aeronautics Act: <http://www.tc.gc.ca/eng/acts-regulations/acts-1985ca-2.htm>
  - <sup>xxxvi</sup> Environment and Climate Change Canada's website: <http://ec.gc.ca/>
  - <sup>xxxvii</sup> The ecoTECHNOLOGY for Vehicles II Initiative: <http://www.tc.gc.ca/eng/programs/ecotechnology-vehicles-program.html>



- xxxviii Shore Power Technology for Ports Program: <http://www.tc.gc.ca/eng/programs/environment-sptp-2681.htm>
- xxxix Arctic Waters Pollution Prevention Act: <http://laws-lois.justice.gc.ca/eng/acts/A-12/>
- xl Ballast Water Control and Management Regulations: <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2011-237/>
- xli Canadian Aviation Regulations: <http://www.tc.gc.ca/eng/acts-regulations/regulations-sor96-433.htm>
- xlii Navigation Protection Program: <http://www.tc.gc.ca/eng/programs-621.html>
- xliii Navigation Protection Act: <http://laws-lois.justice.gc.ca/eng/acts/N-22/>
- xliv Private Buoy Regulations: <http://laws-lois.justice.gc.ca/eng/regulations/sor-99-335/>
- xlv Transport Canada's 2015-16 Departmental Performance Report: <http://www.tc.gc.ca/eng/corporate-services/planning-1375.html - toc4-32>
- xlvi Vessel Operation Restriction Regulations: <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2008-120/>
- xlvii Vessel Registry Fees Tariff: <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2002-172/page-1.html>
- xlviii Vessel Registration and Tonnage Regulations: <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2007-126/>
- xliv Vessel Fire Safety Regulations: <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2017-14/>
- i Grade Crossings Regulations: <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2014-275/>
- ii Operation Lifesaver: <http://operationlifesaver.ca/>
- iii Motor Vehicle Transport Act: <http://laws-lois.justice.gc.ca/eng/acts/m-12.01/>
- liii National Safety Code: <http://www.tc.gc.ca/eng/motorvehiclesafety/safevehicles-motorcarriers-safetycode-index-290.htm>
- liv Commercial Vehicle Drivers Hours of Service Regulations: <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2005-313/>
- lv Canadian Council Of Motor Transportation Administrators: <http://www.ccmta.ca/en/>
- lvi Transportation of Dangerous Goods Act, 1992: <http://www.tc.gc.ca/eng/acts-regulations/acts-1992c34.htm>
- lvii Canadian Transport Emergency Centre (CANUTEC): <http://www.tc.gc.ca/eng/canutec/menu.htm>
- lviii Emergency Response Guidebook: <http://www.tc.gc.ca/eng/canutec/guide-menu-227.htm>
- lix Transportation of Dangerous Goods Regulations: <http://laws-lois.justice.gc.ca/eng/regulations/sor-2001-286/>
- lx Marine Security Operations Centres: <http://www.msoc-cosm.gc.ca/>
- lxi Canada Border Services Agency website: <http://www.cbsa-asfc.gc.ca/>
- lxii Canadian Coast Guard website: <http://www.ccg-gcc.gc.ca/>
- lxiii Department of National Defence website: <http://www.forces.gc.ca/>
- lxiv Royal Canadian Mounted Police website: <http://www.rcmp-grc.gc.ca/>
- lxv Emergency Management Act: <http://laws-lois.justice.gc.ca/eng/acts/E-4.56/>