



# TRANSPORT CANADA

Departmental Plan

2023–24



Transport  
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Transports  
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Transport Canada

2023–24

**Departmental Plan**

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The Honourable Omar Alghabra, P.C., M.P.  
Minister of Transport

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## From the Minister

In 2022–23, we made great progress in moving Canada beyond the major disruptions of COVID-19 to safely open up our transportation system again and begin revitalizing our vital supply chains. As our domestic and international transportation systems return to normal levels and resume their pre-COVID growth trajectories, we are more determined than ever to ensure that we continue to build a more safe, secure, reliable, green and efficient transportation system that serves the needs of Canadians in all regions.

This includes addressing the frustrating disruptions air travellers have faced as the air sector recovers. Work has been ongoing since before the summer to mitigate these issues, and we will continue this important work to ensure Canadians can travel safely and smoothly.



To promote and support Canada’s prosperity and growth, my Department will continue to improve our marine gateways and trade corridors through programs such as the National Trade Corridors Fund, the Airport Capital Assistance Program, and our ports modernization initiatives. At the same time, we are taking steps to address the 21 recommendations in the National Supply Chain Task Force’s final report as we develop a national supply chain strategy. We will also apply innovative new technologies to better assess the economic and other impacts of regulatory options, to focus on those that maximize efficiency and competitiveness without compromising safety, security and environmental protection. Our goal is to strengthen the resilience of our supply chains through smart investments in transportation improvements and management.

The safety and security of our air, marine, rail and road systems remain a continuing priority. In 2023–24, we will continue implementation of such major initiatives as our Rail Safety Improvement Program, Canada’s Civil Aviation Security Program, our Vehicle Cyber Security Strategy, and our ongoing program of testing and inspection of vehicles, child car seats, and tires. Our priority concerns with railway safety and reliability will turn a spotlight on such factors as freight and passenger train brake systems, operator fatigue, and promotion of a safety culture throughout the entire system, supported by enhanced oversight and regulatory compliance.

Transport Canada is dedicated to protecting the rights and interests of the travelling public and will be advancing several initiatives to enhance passenger experience. This will include continued progress on the development of High Frequency Rail service in Canada’s most densely populated region—the Québec-Montréal-Ottawa-Toronto Corridor. It will also include initiatives to advance air passenger rights, as well as the

implementation of the Right Touch Air system that facilitates the transition from current cumbersome paper-based manual passenger processing to automated ones.

Transport Canada will also work closely with Public Safety Canada to implement the Enhanced Passenger Protect Program to improve the reliability of security measures targeting travellers of concern and avoid mistaken identity.

Given the significant impacts that transportation systems have on the environment, we will be pursuing strong measures to prevent pollution, protect nature and wildlife, and reduce emissions in support of Canada's climate change and sustainable development goals. Our priorities will include the continued implementation of Canada's Oceans Protection Plan, the pursuit of measures to protect endangered whale species in both western and eastern marine shipping lanes, and reduction of emissions in all sectors in support of Canada's net-zero targets nationally. In this regard, and in our efforts to enhance the reliability and resilience of transportation systems in northern regions, we will work closely with Indigenous organizations and communities to engage their leadership and advice on ways to ensure that the continued development of transportation infrastructure and services meets their economic development needs and protects local environments and wildlife.

A major aspect of Transport Canada's mandate is in the research, development and promotion of innovative transportation technologies that meet the rapidly evolving needs of Canadian society and industry. In this regard, we will continue to support the burgeoning demand for new transportation solutions, including hybrid and zero-emission vehicles, drones for a wide range of industrial and social service applications, and connected and automated transportation systems.

Our transportation system is large, complex and rapidly evolving. We will be strengthening our support for the recruitment, training and engagement of a diverse and skilled work force to meet the needs of the future. Particular emphasis will be on enhancing opportunities for women, Indigenous Peoples and other traditionally under-represented sectors of the population in both public and private sector positions in the industry.

I invite you to read this Plan and learn more about Transport Canada's planned activities over the coming year.

The Honourable Omar Alghabra, P.C., M.P.  
Minister of Transport



## **Plans at a glance**

Transport Canada (“TC”; “the Department”) is responsible for transportation policies and programs for the Government of Canada so that Canadians have access to a transportation system that is safe and secure, green and innovative, and efficient. The Department develops and implements legislative and regulatory frameworks and oversees transportation policies and operations in the aviation, rail, marine and road sectors through surveillance, promotion and enforcement activities. While the Department is not directly responsible for all aspects of transportation, TC plays a leadership role in ensuring that all components of Canada’s transportation system work together in efficient manner—including alignment, where appropriate, with transportation standards and best practices in the international domain.

Transportation plays a vital role in the daily lives of Canadians and Canada’s economy. It links people to jobs, delivers products to consumers, connects regions and communities to each other and to international markets, and sustains and attracts global value chains that serve as the backbone of domestic and international trade. In 2023–24, TC will focus on priority initiatives that ensure that Canadians continue to reap the benefits of an efficient, resilient, green and safe transportation system.

### **Strengthening the efficiency and fluidity of Canada’s supply chains**

A well-functioning transportation system is critical to securing supply chains and enabling global trade, and forms the backbone of nearly all sectors of the economy. With congestion pressures continuing to face global supply chains, TC plays a critical role in promoting and supporting overall system performance, resilience and reliability. The constant objective is to help Canadian industry get products to market, keep Canadians safe, and support national and regional prosperity. In 2023–24, the Department will continue to make strategic investments, via the National Trade Corridors Fund (NTCF), and leverage other tools to strengthen Canada’s supply chains, make transportation infrastructure more efficient and reliable, and improve Canada’s economic competitiveness. To achieve this, TC will continue to work in close collaboration with industry and other supply chain partners to better enable digitally-driven solutions, modernize regulatory practices, invest in system improvements and pursue other opportunities to drive sustained growth over the longer term.

### **Improving air services to Canadians while supporting a strong recovery**

In the face of COVID-19, the last two and a half years have proved extremely difficult for the air sector, particularly for its workers and passengers. Canadians experienced delays and service issues across the entire network. With travel volumes now returning, TC will work to ensure that Canada’s aviation industry is well-positioned for the future. The Department will work in collaboration with industry to advance measures to minimize the impacts of any future disruptions and continue to update technologies and service delivery to improve the air travel experience in Canada. Work will also be advanced with partner agencies to support the *Air Passenger Protection Regulations* regime and ensure that travellers are benefitting from clearer and more consistently applied air passenger rights.

## **Improving rail service and enhancing rail safety**

Investing in passenger rail has significant potential for supporting the Government’s economic and environmental objectives. In 2023–24, TC will continue with the advancement of the High Frequency Rail project to efficiently and reliably move millions more Canadians along the Québec City to Toronto corridor—a major initiative to improve passenger rail service in our busiest urban corridor, while reducing Canada’s greenhouse gas (GHG) emissions through greener travel choices. The Department will also enhance its rail safety oversight program, leveraging technology, expanding engagement with local and Indigenous communities, and addressing emerging challenges, such as the increased risks and impacts of our changing climate and severe weather events. TC will build on recent investments to advance safety and security in the rail sector, including through the Rail Safety Improvement Program (RSIP), and will continue to improve the Department’s risk mitigation strategies. TC remains committed to working closely with Indigenous and other northern communities on rail safety and reliability, particularly in light of the significant impacts of any disruptions to service as a result of severe weather events or longer-term climate change.

## **Reinforcing partnerships and advancing reconciliation with Indigenous Peoples**

TC in 2023–24, will continue to work together in meaningful partnerships with Indigenous Peoples. TC will build upon the important work undertaken with Indigenous partners with respect to the protection of oceans and will continue its momentum in engaging communities on rail safety. In addition, TC is committed to the *United Nations Declaration on the Rights of Indigenous Peoples Act* and, in consultation and cooperation with Indigenous Peoples, will take all measures necessary to ensure that all departmental legislative and regulatory initiatives are consistent with the Declaration. TC will continue to engage with Indigenous organizations and communities to identify opportunities for Indigenous perspectives to be considered in the Department’s day-to-day activities, as well as within longer term initiatives and programming.

## **Reducing pollution in the air, rail and marine sectors and protecting the environment**

Since 2015, TC has made significant progress in taking measures to reduce pollution in the on-road sector. The ongoing Incentive for Zero-Emission Vehicles (iZEV) and Incentives for Medium- and Heavy-Duty Zero-Emission Vehicles (iMHZEV) programs—focused on promoting the development, adoption and use of zero-emission technologies—will continue to help Canada meet its 2022 Emissions Reduction Plan targets, while supporting the transition to a greener and more affordable transportation future. The Department will continue to prioritize actions to advance decarbonization in the air, rail and marine sectors through a combination of regulatory measures, financial incentives and support for Canadian research and development (R&D). TC will also continue work in protecting Canada’s oceans and seaways, which support billions of dollars of daily economic activity. A priority will be on protecting sensitive marine ecosystems, including several species of marine mammals—notably the Southern Resident Killer Whales on the west coast and North Atlantic right whales and beluga whales in eastern regions—that are vulnerable to vessel disturbances and ship strikes.

Protective measures will focus on reducing acoustic and physical disturbance from vessels, while also engaging Indigenous groups to co-manage, develop and implement marine initiatives drawing upon Indigenous traditional knowledge and leadership in environmental stewardship.

### **Supporting innovation and modernized regulatory services**

TC remains focused on ensuring an effective, efficient and fair approach to transportation regulation while promoting and supporting technological and operational innovations in all transportation sectors that advance efficiency, competitiveness, environmental sustainability and service reliability. TC will place a priority on unlocking new sources of economic activity and job creation while improving safety and access to Canada's roads and airspace. The Department will continue making oversight of the safety and security of Canada's transportation system more transparent by publicly reporting on compliance and enforcement activities. The Department will also continue to advance the responsible management of Transportation of Dangerous Goods (TDG) through transformational initiatives that apply enhanced digital tools to support risk-based planning and management. TC will also continue to transform the design and delivery of its programs through the continued implementation of a transparent data strategy that will increase openness and accessibility of transportation information for timely, evidence-based decision making. This will include the development and application of modern data-driven and risk-informed digital inspection processes, data and tools.

For more information on Transport Canada's plans, priorities and planned results, see the "Core responsibilities: planned results and resources, and key risks" section of this report.

## **Core responsibilities: Planned results and resources**

This section contains information on the Department’s planned results and resources for each of its core responsibilities.

### **Core Responsibility 1: Safe and secure transportation system**

#### **Description**

Ensures a safe and secure transportation system in Canada through laws, regulations, policies, and oversight activities.

#### **Planning highlights**

##### **Safety**

#### **Modernizing marine regulations to improve public and industry safety**

In 2023–24, TC will continue to modernize marine regulation and oversight to enhance safety. The existing *Safety Management Regulations*<sup>ii</sup> will be replaced with the proposed *Marine Safety Management System Regulations* that will require more companies and vessels to develop and implement safety management systems. The aim is to build a positive safety culture over time by helping employees recognize and prevent unsafe incidents.

The Department will also advance Phase 2 of amendments to the *Fishing Vessel Safety Regulations*<sup>iii</sup> to update construction requirements for small fishing vessels so as to align Canadian requirements with international best practices. In addition, TC will introduce *Vessel Construction and Equipment Regulations*<sup>iv</sup> to update and consolidate requirements for the construction and equipment of new vessels 24 metres or more in length. This will simplify the regulatory framework for constructing large new vessels and improve consistency of Canadian requirements with international requirements and industry best practices. The proposed Regulations will allow most vessels that are constructed before the coming into force date of the new requirements to continue complying with the former requirements.

The Department will continue to promote and enhance safety within the fishing industry by modernizing regulatory requirements and working with other federal partners to address outstanding safety issues and help ensure the safety of fishers. To these ends, the Department will strengthen and modernize *Canada’s Domestic Vessel Oversight Regime*<sup>v</sup> through a nationally consistent approach that aligns safety with risk. The Department will also proceed with stakeholder and public consultations on options to make the wearing of lifejackets and personal flotation devices mandatory on pleasure craft in some circumstances.

### Local Decision Making on Vessel Operations in Lakes and Rivers

TC is continuing to modernize the *Vessel Operation Restriction Regulations (VORR)*<sup>vi</sup> entailing legislative and regulatory amendment to the *Canada Shipping Act, 2001*<sup>vii</sup> that will streamline and expedite implementation the VORR through enhanced decision making by local authorities. The planned new provisions will be more responsive to marine safety and environmental risks on local waterways by conferring upon provincial, territorial and municipal authorities a greater role in regulating vessel operation restrictions in their own local waterways. National consultations with provincial and territorial governments, municipalities, Indigenous groups, and impacted industries (e.g., hydro corporations) will explore potential approaches for implementation of new local decision-making authority on vessel operations. This will be followed by development and implementation of necessary legislative and/or regulatory amendments by 2028. The result will be a fundamental modernization of the management of marine traffic in local waters across Canada that respects and supports local autonomy while adequately safeguarding marine safety and environmental protection.

### Strengthening road transportation safety

In 2023–24, TC will continue to play an active role in promoting and supporting road safety, by:

- continuing inspections of *test vehicles*<sup>viii</sup>, child car seats and tires to verify that products entering the Canadian marketplace meet safety requirements;
- reviewing safety complaints to identify product defects and ensure prompt recalls; and
- undertaking regular audits of manufacturers and importers to verify that safety recalls are carried out in compliance with requirements and that required testing is done.

Vehicle cyber security is a growing challenge, and the Department will develop and promote policies, guidance and tools to facilitate the adoption and use of connected and automated vehicles on public roads in ways that increase mobility while maintaining and enhancing safety, including:

- implementing TC's *Vehicle Cyber Security Strategy*<sup>ix</sup>;
- maintaining Canada's *Vehicle Cyber Security Guidance*<sup>x</sup> (PDF, 43.5 MB);
- promoting Canada's *Vehicle Cyber Security Assessment Tool*<sup>xi</sup>;
- continuing to support industry in improving the cyber resiliency and performance of vehicles and components; and
- supporting provincial and municipal authorities in their efforts to increase the cyber resilience of road infrastructure.

In 2023–24, TC will continue to conduct research on automation and the latest vehicle safety systems, and conduct consumer awareness activities. It will also work closely with other levels of government, standards development organizations, the global community and key bilateral partners—such as the U.S.—to support the alignment and cross-border interoperability of safety regimes for new vehicle technologies.

### **Strengthening safety in the aviation sector**

In 2023–24, TC will continue its focus on the safety of drone activities, including regulations for safe operations, oversight of the industry, pilot projects and guidance to operators for increasingly complex operations. TC will continue to apply safety and risk-based surveillance methods that support balanced resource use through a focus on priority areas of safety concern including:

- [completion and assessment of a targeted inspection of ground icing operations](#)<sup>xii</sup> in response to Transportation Safety Board (TSB) recommendations in 2018; and
- continuation of inspector education and the updating of inspector training.

In addition, the Department will continue efforts to ensure that aviation safety certification can meet industry service demands through an Aircraft Certification Improved Activity initiative that will:

- strengthen TC capacity to accommodate an increase in Aircraft Certification requests;
- introduce new product and services streams within the [National Aircraft Certification Branch](#)<sup>xiii</sup>, including Quality Management Systems, Safety Management Systems and expanded Surveillance and Oversight; and
- modernize service delivery through organizational redesign, upgrading of electronic services, establishment of an updated fee structure, and introduction of an updated workflow model.

### **Promoting a safety culture and strong safety systems throughout the rail sector**

In 2023–24, TC will continue to take action on recommendations stemming from the [2017-18 statutory Review of the Railway Safety Act](#)<sup>xiv</sup> and the Office of the Auditor General (OAG)’s 2021 [Follow-up Audit on Rail Safety—Transport Canada](#)<sup>xv</sup> (PDF, 1 MB), particularly as they relate to strengthening safety culture and safety management systems. For example, in addressing the OAG’s recommendations, the Department will continue its review of the [Railway Safety Management System Regulations, 2015](#)<sup>xvi</sup>, and will consult with industry to continuously improve key performance indicators TC has developed to measure and monitor the effectiveness of railway’s Safety Management System processes. As part of its response to recommendations stemming from the 2018 Railway Safety Act Review, proposed legislative amendments were introduced in the House of Commons in November 2022 as part of [Bill C-33 – Strengthening the Port System and Railway Safety in Canada Act](#)<sup>xvii</sup>. The proposed amendments aim to strengthen rail safety in Canada to: improve transparency and efficiency; address gaps and emerging challenges; and further improve the safety and security of the various modes of movement of dangerous goods throughout

Canada. In 2023–2024, the Department will continue to engage with stakeholders and partners in order to develop the frameworks that will support these changes.

### Addressing priority risks to safety in the rail sector

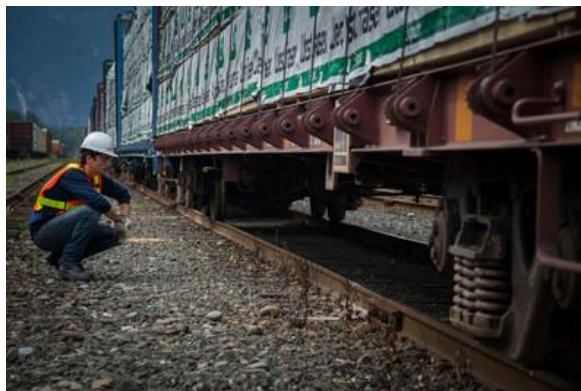
In addition to the above safety initiatives, the Department will advance targeted measures to address priority risks associated with railways brake systems and railway operator fatigue.

- On the risk of brake performance, TC is working with the [Railway Association of Canada](#)<sup>xviii</sup> to revise the [Railway Freight and Passenger Train Brake Inspection and Safety Rules](#)<sup>xix</sup>. The revisions, divided in two phases, will strengthen regular air brake inspection requirements, require a winter operating plan for equipment, and establish test standards and periodic maintenance requirements for air brake cylinders. Phase I was submitted by the Railway Association of Canada on November 30, 2022; the Department is currently reviewing the submission. Phase II must be submitted by May 31, 2023.
- On the risk of operator fatigue, TC has already approved the [Duty and Rest Period Rules for Railway Operating Employees](#)<sup>xx</sup>. In 2023–24, it will continue with phased implementation of the new rules, which will come fully into effect on May 25, 2023, for freight railway companies and on November 25, 2024, for passenger railway companies.

Through the [Rail Safety Improvement Program](#)<sup>xxi</sup> and the [Rail Climate Change Adaptation Program](#)<sup>xxii</sup>, TC will

maximize investments in rail safety infrastructure, grade crossings, education and awareness, and the development and implementation of new technologies and research. The Department will continue to provide contribution funding for initiatives to improve rail safety and address climate change resiliency,

including the rehabilitation, mitigation, and/or prevention of the impacts of climate change/extreme weather along rail lines and rail property.



## Security

### Strengthening and modernizing marine security

In 2023–24, TC will strengthen the effectiveness and efficiency of marine security measures through a range of initiatives, including:

- amendments to the [Marine Transportation Security Act](#)<sup>xxiii</sup> to support findings from the Ports Modernization Review;

- amendments to the *Marine Transportation Security Regulations (MTSR)*<sup>xxiv</sup> to support regulatory modernization and Canada / United States (U.S.) preclearance in the marine mode; and
- continuation of work on amendments to the *Domestic Ferries Security Regulations*<sup>xxv</sup> to include administrative monetary penalties and alignment with the *MTSR*.

Through the Ports Modernization Review, participants had underlined the importance of information sharing, cooperation with partners on shared security goals, and application of modern technologies for security-related operations such as acceptance of emails for transportation security clearance processing. All of these will be addressed in the amendments to the *MTSR*, which will also bring the regulations more in line with international standards. At the same time, the Department will continue to work with domestic and international maritime security partners to better understand and respond to maritime security threats and share best practices.

### **Addressing evolving security threats in the aviation sector**

In 2023–24, TC will continue to transform its aviation regulatory framework to be more agile and aligned with modern approaches to Security Management Systems (SeMS). This will entail a review and modernization of the *Canadian Aviation Security Regulations, 2012 (CASR, 2012)*<sup>xxvi</sup> to ensure they meet evolving industry needs and circumstances. The Department will undertake stakeholder engagement to seek direction on regulatory modernization and to evaluate the development and use of new technologies and innovative practices.

#### **Modernizing Aviation Security with Security Management Systems (SeMS)**

TC will be modernizing its approach to the regulation and oversight of security measures adopted and managed by regulated entities, including airports and air carriers, which are required to establish and maintain their own Security Management Systems (SeMS) to address anticipated security risks to their operations and facilities. The SeMS model constitutes a risk-based approach to the development of plans, measures and strategies by the aviation entities to systematically recognize, prioritize and mitigate risks posed by various threats to air travel and aviation operations. By focusing on security innovation and by proactively considering each security threat and risk context, a SeMS approach allows for the design and implementation of targeted security measures rather than an insistence on overly prescriptive standardized measures throughout the entire air travel sector.

TC will also advance its work to protect the aviation sector from drone security threats. This will entail close collaboration with industry and government partners to increase awareness of risks posed by malicious and unauthorized drones, and work with key



stakeholders on counter-drone technology trials to evaluate their effectiveness in various environments.

More generally, TC will continue with its Oversight Modernization Initiative designed to build a more effective regime that can enjoy strong public trust and confidence. An environmental scan and consultations with stakeholders will serve to identify national and international oversight best practices.

### **Strengthening security in the railway sector**

In 2023–24, TC will continue to strengthen and enhance rail security through information sharing and collaboration with industry and law enforcement partners across Canada. This will focus on different security risks and incidents of concern across the national railway system, including trespassing, tampering and other suspicious events. The Department will also continue to provide national oversight for both the *Transportation of Dangerous Goods by Rail Security Regulations*<sup>xxvii</sup> and the *Passenger Rail Transportation Security Regulations*<sup>xxviii</sup>. To these ends, TC will implement new oversight standard operating procedures and will provide training and information sessions to the regulated entities. The training curriculum for Transportation Security Inspectors (TSI) will reflect a shift from a voluntary framework to a regulatory one.

### **Enhancing multi-modal and system-wide security provisions**

In 2023–24, TC will continue to work with its international bridges and tunnels stakeholders to bolster security standards across crucial infrastructure assets. It will also continue to develop its Regulatory Oversight Management (ROM) system that is expected to replace current systems by 2023–24. The aim is to enhance efficiency in oversight planning and reporting and support efficient electronic communications with stakeholders.

Working in close collaboration with domestic partners, the Department will contribute to national security and intelligence operations and policies that contain a transportation nexus and will work with partners to develop and use credible intelligence products on threats to the Canadian transportation system. TC will contribute to the renewal of upcoming biennial national intelligence priorities. TC will incorporate recommendations from external review agencies such as the *National Security Intelligence Review Agency*<sup>xxix</sup>, *National Security and Intelligence Committee of Parliamentarians*<sup>xxx</sup> and the *Office of the Intelligence Commissioner*<sup>xxxi</sup> to ensure that all national security activities do not infringe on Charter Rights, the *Privacy Act*<sup>xxxii</sup>, and other applicable legislation.

In 2023–24, TC will continue to modernize and enhance the *Transportation Security Clearance (TSC) Program*<sup>xxxiii</sup> and the *Marine Transportation Security Clearance Program*<sup>xxxiv</sup>, to ensure that clearances are assessed in an efficient and effective manner. These Programs conduct checks and verifications, in cooperation with security partners, of persons who are required to obtain a TSC, for the purpose of assessing whether an applicant meets the required standards as well as their suitability to hold a TSC. Under the Emergency Management Program, the Department will also continue to implement an Incident Management System to improve and modernize emergency

management across the Department, ensuring alignment with the whole-of-Government emergency management framework for an effective and coordinated response to all incidents.

The Department will continue to provide emergency management through:

- provision of capacity building training;
- participation in provincial and national priority exercises;
- development of digital tools to support decision making;
- management of emergency surge personnel; and
- promotion of geospatial situational awareness.

In addition, the TC Situation Centre (SitCen)—which serves as the departmental focal point for transportation incidents—will continue to provide an uninterrupted 24/7 response in support of regulatory requirements for transportation safety and security.

#### **TC's Round-the-Clock Incident Monitoring and Response**

As required through the [Federal Emergency Response Plan \(FERP\)](#)<sup>xxxv</sup>, TC's Situation Centre (SitCen) is the coordinating body for the Department's emergency response function, ensuring timely information sharing of transportation incidents to internal and external stakeholders. Furthermore, the Aviation Operations Centre (AvOps)—the Department's centre for civil aviation emergency preparedness activities and incident reporting—will continue to monitor the National Civil Air Transportation System (NCATS) on a 24/7 basis and respond to NCATS emergencies that require the attention or coordination of concerned functional branches, including regional offices and other Government departments or agencies.

### **System Efficiency, Fairness and Service**

#### **Improving fairness and efficiency for air passengers**

In 2023–24, TC will proceed with measures to strengthen and support air passenger rights and service. This includes implementation of the Right Touch Air initiative that facilitates the transition from current paper-based, manual passenger processes to an automated one. The initiative will result in a more integrated and seamless travel experience for air travelers. The Department will also work with the industry to ensure that they are able to adopt and use other emerging technologies that will improve the passenger experience.

In addition, TC will work with Public Safety Canada (PS) and the Canada Border Services Agency to advance towards full implementation of the Enhanced Passenger Protect Program project by March 2023. Full implementation of the program will allow

the Government of Canada to ensure effective, consistent and rigorous screening of the *Secure Air Travel Act*<sup>xxxvi</sup> list while improving privacy and fairness to Canadians.

### **Advancing equity, efficiency and effectiveness in pleasure craft and marine regulation**

In 2023–24, TC will amend the *Small Vessel Regulations*<sup>xxxvii</sup> to improve equity by making those who benefit from services pay for them. It will also enhance the integrity of TC’s Pleasure Craft License and Manufacturer’s Identification Code databases to improve services for Canadians and assist enforcement capabilities. In addition, the Department will amend the *Competency of Operators of Pleasure Craft Regulations*<sup>xxxviii</sup> and the *Marine Personnel Regulations*<sup>xxxix</sup> to better support marine personnel and pleasure craft operator licensing, and address recommendations made by the TSB.

The Department will also modernize Canada’s approach to Vessel Traffic Services. This will take into account international best practices promoted by the *International Maritime Organization (IMO)*<sup>xl</sup> through the creation of a single nation-wide *Vessel Traffic Services Regulations*. TC will also continue with enhancements to Canada’s national pilotage regime, including Phase II of the *Marine Pilotage Regulations*, which will introduce Management Systems and Administrative Monetary Penalties.

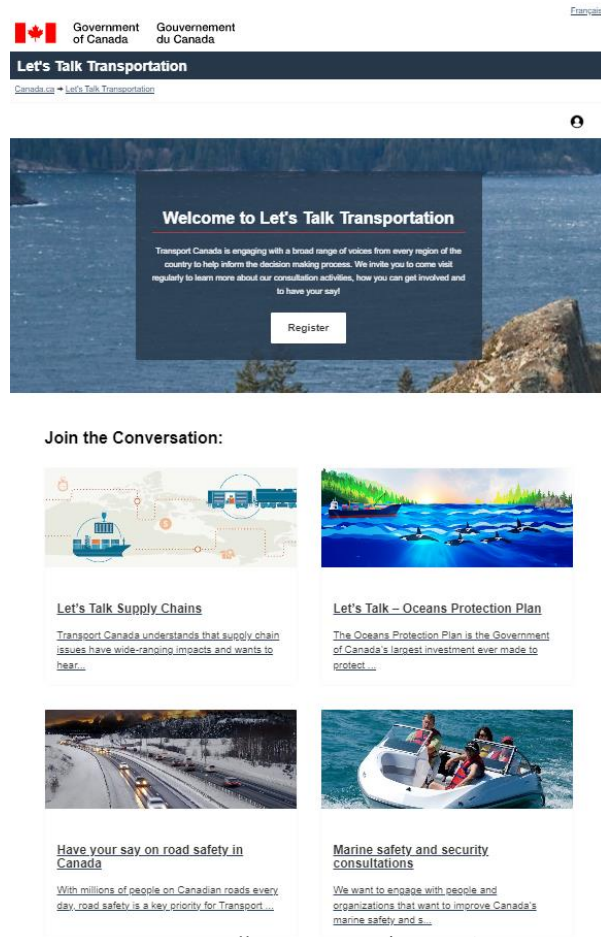
As part of its modernization initiatives, TC’s Vessel Registry will continue developing a new E-Registry system that will help shift from a paper-based system to a faster and more efficient digital platform. The development of digital certificates and the modernization of processes will vastly improve the Department’s capacity to track down the owners of vessels that have been wrecked or abandoned and help first responders in emergencies. The Department will also seek to update the registration fees—which have remained unchanged for 20 years—in line with the user pay principle.

In 2023–24, TC will also continue to modernize the *VORR*<sup>xli</sup> to reduce the length of time required for restriction requests to be incorporated into the Regulations.

## Enhancing efficiency and responsiveness of aviation sector management

In 2023–24, TC will continue reviewing and modernizing the *Canadian Aviation Regulations (CARs)*<sup>xliii</sup> to respond to evolving industry needs and circumstances. Specific updates to the CARs are outlined in the Department’s *Forward Regulatory Plan*<sup>xliii</sup>. The Department will also improve how it engages, consults, and works with Canadian aviation stakeholders by:

- modernizing the *Canadian Aviation Regulation Advisory Council*<sup>xliv</sup>;
- continuing to use the *Let’s Talk Transportation website*<sup>xlv</sup> and other communication tools; and
- improving approaches to engagement and consultation with stakeholders, both online and in person.



TC’s “Let’s Talk Transportation” webpage  
Source: <https://letstalktransportation.ca/>

## Economic Development and Resiliency

### Addressing transportation supply chain impacts from climate change and extreme weather

In 2023–24, TC will collaborate with industry, academia and research organizations on new technologies for the detection, analysis and mitigation of risks to the transportation system and related supply chain reliability and resilience. Specifically, the Department will seek to leverage data to better understand the impacts of climate change on Canadian railway infrastructure.

### Strengthening resiliency of the marine supply chain

The COVID-19 pandemic highlighted the need for TC to mitigate disruptions to the marine sector from non-traditional threats and events that could have devastating ramifications to Canada’s supply chain. The Department will continue to implement resiliency measures in the marine sector to offset the risks of a supply chain disruption and facilitate the rapid restoration of the marine transportation system following any

incident of national significance. This will entail engagement with marine industry stakeholders and PS on a strategic framework that will support the [National Strategy for Critical Infrastructure](#)<sup>xlvi</sup>. The framework will focus on building partnerships, implementing an all-hazards risk management approach, and sharing and protecting information. TC will also continue to provide policy leadership to the [Marine Training Program](#)<sup>xlvi</sup>, which provides training to underrepresented groups seeking jobs in the marine sector.

### **Enhancing efficiency of transportation system regulation and management**

In 2023–24, TC will contribute to the Government’s legislative and regulatory modernization initiatives. This will include continued participation in the [Annual Regulatory Modernization Bills](#)<sup>xlvi</sup> and Regulatory Reviews that provide a regular process to modernize regulatory requirements and practices in support of innovation and competitiveness. TC is supporting the passage and anticipated implementation of a proposed amendment to the [Canada Transportation Act](#)<sup>xlvi</sup> within Bill S-6, an Act respecting regulatory modernization, which was tabled in Parliament in 2022. This proposed amendment aligns to a commitment in the government’s Regulatory Roadmap on International Standards, published in 2021, to allow for more timely adoption of trusted international standards in TC’s regulations.

The Department will also leverage technology and data analytics to modernize and digitize regulatory frameworks, assess regulatory cumulative economic impacts, and promote supply chain safety. This will help streamline regulations, reduce administrative burden, and improve supply chain competitiveness.

The Department’s National Enforcement Program will continue to implement multimodal operational enforcement policies and procedures to achieve greater consistency and effectiveness in national approaches to enforcement across all regions and modes. In addition, the administrative monetary penalty regime under the [Canada Marine Act](#)<sup>1</sup> will be fully implemented.

### **Transportation of Dangerous Goods**

#### **Modernizing regulation of the transportation of dangerous goods**

In 2023–24, the [Transportation of Dangerous Goods \(TDG\) Regulatory Program](#)<sup>li</sup> will continue to advance policy, R&D, legislative and regulatory modernization, stakeholder engagement, and international harmonization. These efforts will help ensure the safe transportation of critical goods and resources crucial to Canada’s economic prosperity.

The Department will continue to anticipate and address evolving issues in the TDG world through approaches focused on:

- allowing for early regulatory consultations and meaningful stakeholder engagement;
- harmonization with international codes; and
- due consideration of evolving industry conditions and capacities.

The Department will seek to keep pace with evolving needs and technologies for the containment of dangerous goods, including tank cars, highway tanks, intermediate bulk containers, and cylinders, which are incorporated by reference in the *Transportation of Dangerous Goods Regulations (TDGR)*<sup>lii</sup>.

The Department will proceed with *amendments to the TDGR*<sup>liii</sup> that have been designed to increase the consistency, quality, efficiency, and effectiveness of the TDG. The amendments will introduce new or enhanced provisions to:

- provide greater clarity and certainty to employers with respect to the level of training required to comply with the Regulations;
- better harmonize Canada’s *TDGR* with the United Nations (UN) recommendations by aligning safety marks, classification information, shipping names and special provisions;
- update and clarify provisions to align with new industry practices;
- create an accurate and reliable inventory of regulated parties and sites where dangerous goods are imported, offered for transport, handled or transported;
- address administrative changes;
- provide specific requirements for the transport of dangerous goods by remotely piloted aircraft; and
- introduce fees of assessing applications and issuing certificates to registrants.

### **Strengthening evidence-based decisions on transportation of dangerous goods**

In 2023–24, TC will proceed with implementation of the *TDG Transformation Roadmap*<sup>liv</sup> focused on modernization and improvement in four Program pillars:

- **Regulation:**
  - Legislative modernization to:
    - address gaps in the current enforcement framework;
    - create new avenues for compliance;
    - provide officials with necessary authorities;
    - ensure relevant stakeholders are included as regulated entities in an evolving operating environment; and
    - more generally address sector innovation and supply chain resiliency.
- **Oversight:**
  - Continued delivery of applications under the “TDG Core” platform, to:
    - ensure higher quality, more complete, and fully linked data for analysis and reporting;
    - support data-driven oversight, including modernized inspection prioritization methods, predictive modelling, and nationwide data collection; and
    - improve efficiency of TDG’s operations and reduce regulatory burden on stakeholders.

- **Engagement:**
  - Initiation of enhanced consultations—including with Indigenous communities—on:
    - development of the Department’s registration database requirement;
    - competency-based training and assessment standards; and
    - ways to keep abreast of issues affecting the supply chain.
- **Collaboration:** Development of a grants and contribution program that will actively engage industry in supporting development of emergency response capabilities, particularly in rural, remote and isolated areas; and enhance awareness, outreach and education. This will be complemented by continued collaboration with the U.S. and with industry on regulatory frameworks for remotely piloted aircraft systems and autonomous vehicles involved in TDG.

### **Strengthening oversight of the Transportation of Dangerous Goods Program**

In 2023–24, TC will continue to enhance the TDG Oversight Program with deployment of its 144 positions (including 112 inspectors) that directly oversee the TDG, including conduct of inspections and employment of risk reduction measures. The Department will also strengthen the TDG Safety Awareness outreach program to better promote available materials for industry, municipalities, first responders, Indigenous and other remote communities, and the general public. In addition, the Department will remain focused on modernizing and improving the monitoring, coordination, and emergency response capacity through emergency management training.

The Department will continue with regulatory amendments for a TDG registration requirement in order to ensure that all persons who import, offer for transport, handle, or transport dangerous goods at a site in Canada are registered with the Department. This will enable the Department to better identify its regulated community and allow for the collection and analysis of pertinent information related to management and oversight of the TDG supply chain. Complementing this, the Department will continue with its collaborative process with the provinces to better identify the level of national compliance of the TDG using provincial and territorial compliance data for road shipments.



### **Drones and the Transportation of Dangerous Goods**

In Canada, the TDG is strictly regulated under the [Transportation of Dangerous Goods Act, 1992<sup>lv</sup>](#). TC has over 100 inspectors (including engineers and remedial measures specialists), who conduct close to 6,000 planned and reactive inspections every year under the government agency's TDG program.

Most dangerous goods continue to be shipped by conventional road, rail, marine and air modes. However, there can be significant advantages for delivery by drone of certain dangerous goods, including medications and lab specimens—notably for speed, efficiency, avoidance of built-up areas and/or access to remote areas such as northern Indigenous communities. Recognizing this need, TC in 2022 issued the first TDG certificate for drone delivery—to the Toronto-based drone logistics firm Drone Delivery Canada, which had already been shipping a variety of cargo for the benefit of the Stellat'en First Nation and the village of Fraser Lake, in central northern British Columbia. This paves the way for continued innovation in the field of TDG.

Of note, drones have for the past several years been used by TC response teams to quickly gain access to and safely assess accident sites, such a train derailment, where transported dangerous goods are at risk of release and may threaten the health and safety of humans and/or the environment.

### **Supporting emergency response to dangerous goods incidents**

The [Canadian Transport Emergency Centre \(CANUTEC\)<sup>lvi</sup>](#) will continue to provide technical advice on emergency response to dangerous goods emergencies and incidents in all modes of transportation on a 24/7 basis. This technical advice allows for the timely communication of safety incident information to key internal and external partners and emergency response personnel in the handling of dangerous goods.

The Department will also continue to assess [Emergency Response Assistance Plans \(ERAPs\)<sup>lvii</sup>](#), to ensure that industry can respond to a release or anticipated release of certain higher-risk dangerous goods while in transport. TC's Remedial Measures Specialists (RMS) will continue to be deployed to the sites of dangerous goods emergencies to promote public safety by assessing and monitoring the corrective actions taken to mitigate the incident. The Department will also continue to improve and maintain Canada's ability to respond to chemical, biological, radiological, nuclear, and explosive ([CBRNE events<sup>lviii</sup>](#)) related to the TDG.

### **International Collaboration and Alignment**

In 2023–24, TC will continue active and strategic engagement in global, multilateral and bilateral fora where Canadian expertise is shared and promoted. As a member of the



[International Civil Aviation Organization \(ICAO\)](#)<sup>lix</sup>, TC will continue active participation in ICAO meetings, panels and working groups, including technical conferences related to civil aviation and emerging technologies. A priority focus will be on maintaining Canada’s international influence and regulatory leadership following the period of COVID-19 related travel restrictions

Following the downing of Ukraine International Airlines flight PS752 on January 8, 2020, TC has played an active role in working with ICAO partners to advance the [Safer Skies Initiative](#)<sup>lx</sup> and pursue reforms to ICAO’s accident investigation regime. TC played a leadership role in the submission of technical analyses for the Accident Investigation Panel’s expert working group. The Department will continue to advocate for ICAO to make amendments to its Annex 13 on [Standards and Recommended Practices \(SARPs\)](#)<sup>lxi</sup> for Aircraft Accident and Investigation, under the [Chicago Convention on International Civil Aviation](#)<sup>lxii</sup>, to which Canada is a Party.

### **Gender-Based Analysis Plus**

TC consistently applies a disciplined [Gender-Based Analysis \(GBA\) Plus framework](#)<sup>lxiii</sup> to review plans and proposals for policies, programs, projects, legislation and regulations, with a view to identifying and advancing ways to overcome systemic barriers and enhance equitable opportunities for diverse population groups based on sex, gender and other intersecting identity factors.

TC will continue to adopt and promote broad use of gender-neutral terms through various domestic and international events and forums. It will also seek opportunities to raise awareness on the importance of inclusive language by including gender neutral language in speaking points, documents, presentations and working papers wherever possible and to align with GBA Plus guidelines. Information materials will be designed with gender, age, and ethnic diversity in mind by using neutral or inclusive imagery, text and visuals. In addition, the Department will continue to assess the social and economic impacts of legislative, regulatory, policy and program plans and developments on diverse groups of Canadians. To these ends, the Department will carry out a GBA Plus and strategic environmental assessment for each proposal being brought forward.

An example of the Department’s proactive approach is in the evolving field of drone regulation and management. TC will continue to use and promote gender-neutral language such as “Remotely Piloted Aircraft Systems” (RPAS) instead of “unmanned aircraft system” (UAS) or “unmanned aerial vehicles” (UAV). The Department will also continue research on potential gender factors related to drones—as it does for other aspects of aviation—which will contribute insights applicable to the targeting of education and safety programs and the framing of other policy measures. This includes continuation of a study, in partnership with Western University, that focuses on evaluating the impact severity of small drone collisions on humans and the impacts on women and at-risk groups such as children, seniors, diverse geographic locations and Indigenous Peoples.

Additionally, the [CARS](#)<sup>lxiv</sup> refer to “NOTAM” as an acronym for “Notice to Airmen”, which goes against gender neutrality. While the Federal Aviation Administration (FAA) has recently renamed it to “[Notice to Air Missions](#)”<sup>lxv</sup> (PDF, 2.2 MB), ICAO does not refer to “NOTAM” as an acronym but rather a universally used term. Canada intends to remove “to airmen” and simply define NOTAM as a term on its own. The FAA amended their regulatory text to replace the term “cockpit” with the term “flight deck”. TC is proposing to align its terminology with that of the U.S. and eliminate the use of a term that can be construed as gendered.

TC has also implemented an Employment Equity, Diversity and Inclusion Committee that provides leadership and advocacy in promoting a diverse and inclusive workplace through engagement, education, information sharing and personal accountability at all levels.

Recognizing that climate change and the resulting disruptions to Canada’s transportation network disproportionately impact Canadians living in remote regions, the Department will ensure that these risks are appropriately targeted with the specific at-risk regions and populations in mind. Similarly, given the increased participation of females in STEM-related fields, TC will work to promote their increased participation in the aviation industry in general and within TC in particular.

### United Nations’ 2030 Agenda for Sustainable Development and the UN Sustainable Development Goals (SDGs)



UN sustainable development goals

TC systematically integrates cost-effective means to support Canada’s commitment to the [UN 2030 Agenda for Sustainable Development](#)<sup>lxvi</sup> and the SDGs and advancement of the [Federal Implementation Plan for the 2030 Agenda](#)<sup>lxvii</sup>.

In 2023–24, TC will continue to emphasize measures to deal with the TDG and the prevention of spills that are harmful to human health and the environment. The Department's actions to prevent and mitigate spills, releases and incidents related to dangerous goods continue to directly support achievement of the [SDG 3](#)<sup>lxviii</sup> – Good health and well-being, target 3.9: “By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination”. The Department's action on the TDG include:

- conducting education, outreach, and awareness activities to ensure that the industry is aware of its legal and regulatory responsibilities;
- amending the *Transportation of Dangerous Goods Act, 1992*<sup>lxix</sup>, to modernize and strengthen its oversight tools to ensure a solid framework exists for the safe and efficient TDG;
- bringing Canada's regulations in line with international codes;
- maintaining an effective oversight regime to ensure regulatory compliance and to carry out enforcement when warranted; and
- maintaining the deployment of RMS to the scene of dangerous goods emergencies to promote public safety by assessing and monitoring the corrective actions taken to mitigate the incident.

In addition, under UN SDG Goal 3 – “Ensure healthy lives and promote well-being for all at all ages”, it is expected that Target 3.6, pertaining to the number of global deaths and injuries from road traffic accidents, will be renewed at the 3rd Global Ministerial Conference on Road Safety. The Department will support the formulation of the new target and develop actions to achieve continuous progress in reducing road traffic death and injuries in Canada.

## **Innovation**

As a regulatory and operational Department focused heavily on evidenced-based decision making in the advancement and continuous improvement of transportation policies, programs, projects and regulations, TC maintains an ongoing commitment to the testing, validation and refinement of innovative new approaches using rigorous evaluation methods.

In 2023–24, TC will continue to undertake new research projects to inform decision making on various TDG policy, regulatory and standards initiatives development and improvement of regulatory requirements, policies, safety standards and oversight activities, including: dangerous goods transported by rail; lithium batteries and energy storage systems; containers for transporting dangerous goods; emergency response; and geographic information system-based supply chain analysis. Collaboration will continue with domestic and international research partners, including other federal departments, provincial/territorial and regional governments and foreign governments including the U.S. and other UN partners.

In the area of civil aviation, the Department will continue with research and refinement of the initial phase of the Right Touch Air initiative, aimed at modernizing the air travel journey through the automatization of the passenger-identity verification and applications

to anticipate and manage passenger flow. This process involves piloting credential verification technologies to establish common standards so that authenticated credentials can then be re-used to access key steps at Canadian airports. The Department will also pursue other novel approaches to test innovative technologies and processes, including: a test pilot for increased delegation of authority to manufacturers for issuing flight permits; a pilot project to assess the suitability of light sport aircraft certified by the [European Union Aviation Safety Agency](#)<sup>lxx</sup> in a flight training environment; and commercial testing of drones beyond the visual line-of-sight through pilot projects as part of the Department's [Transportation Sector Regulatory Review Roadmap](#)<sup>lxxi</sup>.

### Planned results for a safe and secure transportation system

With respect to a safe and secure transportation system, the following table shows the planned results, the result indicators, the targets and the target dates for 2023–24, as well as the actual results for the three most recent fiscal years for which actual results are available.

#### Result 1: A safe transportation system

Departmental results	Performance indicators	Target	Date to achieve target	2019–20 Actual results	2020–2021 Actual results	2021–2022 Actual results
1a) A safe transportation system	Ten-year aircraft accident rate <sup>1</sup> (average per year, per 100,000 aircraft movements)	At most 3.2 per 100,000 movements	2024-03-31	3.2 per 100,000 movements	3.1 per 100,000 movements	3.1 per 100,000 movements
1b) A safe transportation system	Ten-year aircraft fatality rate (average per year, per 100,000 aircraft movements)	At most 0.65 per 100,000 movements	2024-03-31	0.6 per 100,000 movements	0.6 per 100,000 movements	0.5 per 100,000 movements
1c) A safe transportation system	Ten-year marine accident rate (average per year, per 1,000 commercial vessels) <sup>2</sup>	At most 10 per 1,000 commercial vessels	2024-03-31	7.0 per 1,000 commercial vessels	6.8 per 1,000 commercial vessels	6.8 per 1,000 commercial vessels <sup>3</sup>

<sup>1</sup> This includes foreign-registered aircraft operating in Canada for both the accident and fatality rates.

<sup>2</sup> This includes unique foreign vessel arrivals, registered Canadian vessels under 15 gross tonnes (GT) and certificated vessels over 15GT operating in Canadian waters.

<sup>3</sup> Indicator 1c calculated using accidents reported by the Transportation Safety Board, and a count of vessels in Canadian waters in 2021-2022 as calculated by TC. Previously reported numbers have been revised as the number of commercial vessels was overstated, primarily due to the inclusion of registered pleasure craft.

Departmental results	Performance indicators	Target	Date to achieve target	2019–20 Actual results	2020–2021 Actual results	2021–2022 Actual results
1d) A safe transportation system	Ten-year marine fatality rate (average per year, per 1,000 commercial vessels)	At most 0.5 per 1,000 commercial vessels	2024-03-31	0.4 per 1,000 commercial vessels	0.4 per 1,000 commercial vessels <sup>4</sup>	0.4 per 1,000 commercial vessels <sup>5</sup>
1e) A safe transportation system	Five-year rail accident rate (average per year, per million-train miles)	At most 12.48 per annual number of million-train miles <sup>6</sup>	2024-03-31	N/A – New Indicator in 2022-23	N/A – New Indicator in 2022-23	N/A – New Indicator in 2022-23
1f) A safe transportation system	Five-year rail fatality rate (average per year, per million-train miles)	At most 0.74 per annual number of million-train miles <sup>7</sup>	2024-03-31	N/A – New Indicator in 2022-23	N/A – New Indicator in 2022-23	N/A – New Indicator in 2022-23
1g) A safe transportation system	Rate of reportable road traffic collisions in Canada (per billion vehicle kilometres travelled)	At most 1,393	2024-03-31	4.4% reduction in 2018 as compared to the five-year average (2013–17)	5.7% reduction in 2019 as compared to the five-year average (2014–18)	31.7% reduction in 2020 as compared to the five-year average (2015–19)
1h) A safe transportation system	Rate of serious injuries in reportable road traffic collisions in Canada (per billion vehicle kilometres travelled)	At most 23.81	2024-03-31	15.9% reduction in 2018 as compared to the five-year average (2013–17)	18.9% reduction in 2019 as compared to the five-year average (2014–18)	26.4% reduction in 2020 as compared to the five-year average (2015–19)
1i) A safe transportation system	Rate of fatalities in reportable road traffic collisions in Canada (per billion vehicle kilometres travelled)	At most 4.67	2024-03-31	3.9% reduction in 2018 as compared to the five-year average (2013–17)	12.5% reduction in 2019 as compared to the five-year average (2014–18)	12.6% reduction in 2020 as compared to the five-year average (2015–19)

<sup>4</sup> Indicator 1d calculated using 10-year averages of fatalities as reported by TSB and number of registered commercial vessels in June 2021. Previously reported numbers have been revised as the number of commercial vessels was overstated, primarily due to the inclusion of registered pleasure craft.

<sup>5</sup> Indicator 1d calculated using fatalities reported by the TSB, and a count of vessels in Canadian waters in 2021-22 as calculated by TC. Previously reported numbers have been revised as the number of commercial vessels was overstated, primarily due to the inclusion of registered pleasure craft.

<sup>6</sup> For indicator 1e reductions in accident and fatality rates depend on collaboration between railway companies, road authorities and private authorities who share the responsibility for the implementation of measures to reduce these rates. This is the reason why we chose a 5% annual reduction rate.

<sup>7</sup> For indicator 1f reductions in accident and fatality rates depend on collaboration between railway companies, road authorities and private authorities who share the responsibility for the implementation of measures to reduce these rates. This is the reason why we chose a 5% annual reduction rate.

Departmental results	Performance indicators	Target	Date to achieve target	2019–20 Actual results	2020–2021 Actual results	2021–2022 Actual results
	kilometres travelled)			average (2013–17)	average (2014–18)	average (2015–19)

Financial, human resources and performance information for Transport Canada's program inventory is available in the GC [InfoBase](#).<sup>lxxii</sup>

## Result 2: A secure transportation system

Departmental Results	Performance Indicators	Target	Date to Achieve Target	2019-2020 Actual Results	2020-2021 Actual Results	2021-2022 Actual Results
2a) A secure transportation system	Time to Revoke Transportation Security Clearances (TSC)	At most 6 months	2024-03-31	N/A – New indicator	N/A – New indicator	As a full year has not yet lapsed in production, data will be produced next fiscal year.
2b) A secure transportation system	Total number of TSC Applications processed versus TSC Applications received	Between 45,000 and 50,000	2024-03-31	N/A – New indicator	N/A – New indicator	43,637
2c) A secure transportation system	Rate of compliance of Canadian aviation regulated entities with TC's security regulations	At least 90%	2024-03-31	93.03%	90%	77%

Financial, human resources and performance information for Transport Canada's program inventory is available in the GC [InfoBase](#).<sup>lxxiii</sup>

## Result 3: A modern safety and security regime that supports economic growth

Departmental Results	Performance Indicators	Target	Date to Achieve Target	2019-2020 Actual Results	2020-2021 Actual Results	2021-2022 Actual Results
3a) A modern safety and security regime that supports economic growth	Percentage of TC safety regulations aligned with international transportation standards (air)	100%	2024-03-31	95.1%	95.1%	95.1%

Departmental Results	Performance Indicators	Target	Date to Achieve Target	2019-2020 Actual Results	2020-2021 Actual Results	2021-2022 Actual Results
3b) A modern safety and security regime that supports economic growth	Percentage of client requests for safety authorizations that meet TC's service standards (air)	At least 83%	2024-03-31	89%	80.45%	86.8%
3c) A modern safety and security regime that supports economic growth	Percentage of safety regulatory authorizations of certificated entities that were completed in accordance with established service standards (marine)	At least 98%	2024-03-31	99.88%	99.87%	99.51%

Financial, human resources and performance information for Transport Canada 's program inventory is available in the GC [InfoBase](#).<sup>lxxiv</sup>

### Planned budgetary spending for safe and secure transportation system

2023–24 budgetary spending (as indicated in Main Estimates)	2023–24 planned spending	2024–25 planned spending	2025–26 planned spending
397,060,455	397,060,455	379,277,603	354,410,674

Financial, human resources and performance information for Transport Canada 's program inventory is available in the GC [InfoBase](#).<sup>lxxv</sup>

### Planned human resources for safe and secure transportation system

2023–24 planned full-time equivalents	2024–25 planned full-time equivalents	2025–26 planned full-time equivalents
3,342	3,241	3,241

Financial, human resources and performance information for Transport Canada 's program inventory is available in the GC [InfoBase](#).<sup>lxxvi</sup>



## Core Responsibility 2: Green and innovative transportation system

### Description

Advances the Government of Canada's environmental agenda in the transportation sector by reducing harmful air emissions; protects Canada's ocean and marine environments by reducing the impact of marine shipping; and affirms a commitment to innovation in the transportation sector.

### Planning highlights

#### Protection of Marine Environments

##### Preventing pollution and degradation in marine environments

TC is committed to protecting the environment from the risks of marine pollution. Through working with various members of the shipping industry, Canadian ports, and other federal government departments, the Department will continue to monitor and mitigate the impacts of shipping and associated discharges and emissions. This includes:

- introducing new environmental measures for cruise ship discharges and working towards a permanent regime for the 2023 cruise season;
- implementing the ban in the Arctic on heavy fuel oil domestically to align with the 2024 coming into force date for international regulations; and
- exploring options towards the de-carbonization of the marine transportation sector.

To reduce pollution from vessels and oil spills, the Department will continue to monitor compliance of marine transportation with Canadian legislation, such as the [Canada Shipping Act, 2001](#)<sup>lxxvii</sup>, by:

- strengthening the capacity of the [National Aerial Surveillance Program](#)<sup>lxxviii</sup>, and
- undertaking inspections, audits, monitoring and enforcement.

The Department will also strengthen regulatory provisions, including:

- updating the [VORR](#)<sup>lxxix</sup> through the addition of 23 new restrictions to six bodies of water and other measures to modernize the Regulations; and
- amending the [Vessel Pollution and Dangerous Chemicals Regulations](#)<sup>lxxx</sup> to align with the [International Convention for the Prevention of Pollution from Ships](#)<sup>lxxxi</sup> and the [International Convention on the Control of Harmful Anti-fouling Systems in Ships](#)<sup>lxxxii</sup>.

##### Addressing the problem of abandoned, hazardous and wrecked vessels

In 2023–24, TC will continue to preserve and restore marine ecosystems by taking measures to address abandoned, hazardous and wrecked vessels. This involves continued implementation and enforcement of the [Wrecked, Abandoned or Hazardous Vessels](#)



*Act*<sup>lxxxiii</sup>, which aims to strengthen owner responsibility and liability with respect to end-of-vessel management. Implementation of the Act will also advance initiatives promoting the creation of economic opportunities for Indigenous businesses and communities in addressing vessels of concern. Furthermore, it will improve the quality of vessel owner information and facilitate the creation of a vessel-owner financed program to help support the remediation and prevention of priority abandoned, hazardous or wrecked vessels.

### **Protecting whales in Canadian waters**

In 2023–24, TC will continue to refine and put in place measures to protect whales from the negative effects of vessel traffic on Canada’s coasts, including:

- Setting both voluntary and mandatory vessel speed restrictions and exclusion zones;
- Monitoring shipping zones and alerting mariners to the presence of whales;
- Assessing and refining protective measures in consultation with industry, Indigenous groups and other stakeholders;
- Supporting research on underwater vessel noise; and
- Encouraging uptake of new quiet vessel technologies.

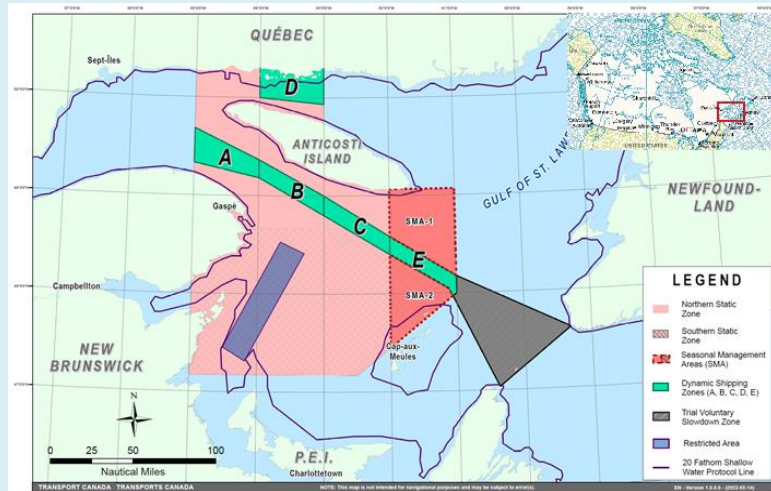
### Protecting Whales in Marine Shipping Lanes

TC, in collaboration with the marine industry, academia, Indigenous groups, environmental organizations, other government departments, the U.S. and the broader international community, is assessing, testing and implementing measures to reduce the impacts of marine traffic on at-risk whale populations, in particular the Southern Resident Killer Whale (SRKW), and the North Atlantic right whale (NARW). Guided by science and supported by vigilant monitoring, these protective measures are updated and made stronger year after year.

For the SRKW on the west coast of Canada, underwater noise and physical disturbance from

vessels are one of the three key threats facing the species. (Lack of prey, and exposure to contaminants, are the other two threats—addressed by Fisheries and Oceans (DFO) and Environment and Climate Change Canada, respectively.) With 73 SRKW remaining as of October 2019, TC implemented a suite of voluntary and mandatory measures to reduce vessel impacts from both large commercial vessels and smaller recreational and whale watching vessels. Following a seasonal voluntary slowdown of large commercial vessels for the 2019 season, [TC issued an Interim Order under the Canada Shipping Act](#)<sup>lxxxiv</sup> to establish mandatory “interim sanctuary zones” to restrict on an interim basis all boats from key foraging areas, and increased the minimum distance (from 200 to 400 metres) that vessels could approach any killer whale.

On the east coast, the NARW—which are present in both Canadian and U.S. waters—face two primary threats: vessel strike and entanglement in fishing gear the latter of which is addressed by DFO. Under TC authorities, mandatory measures to reduce vessel speed were implemented starting in late summer 2017, and these measures are re-instated each spring before the whales’ return. A mandatory slowdown to 10 knots now covers a wide area of the Gulf of St. Lawrence and applies to all marine vessels over 13 metres in length. Designated shipping lanes north and south of Anticosti Island are managed on a dynamic basis, with designated shipping zones exempt from the speed limit only if a recent aerial surveillance patrol confirms no NARW is observed in these zones.



2022 NARW Vessel Traffic Management Measures

Source: [Transport Canada - Ship Safety Bulletin 09/2022](#)

## Transportation Sector Management

### Improving evidence-based decisions and efficiency in transportation system management

In 2023–24, TC will continue to transform the design and delivery of its marine sector management programs by:

- increasing the availability of open and accessible transportation data and information; and
- promoting improved analytics and increased reporting to enhance evidence-based decision making, service delivery and reporting on results.

The Department will also improve client service experience and increase the number of digital and online services, through such measures as improvements to the [Pleasure Craft Operator Competency program](#)<sup>lxxxv</sup> and the continuation of digitized processes for aviation and marine medical certification. In addition, TC will work to develop new administrative monetary penalty regulations to strengthen its ability to improve compliance with the [Canadian Navigable Waters Act](#)<sup>lxxxvi</sup>, and keep Canada’s navigable waters open and safe for transport and travel.

### Promoting sustainable ports infrastructure and operations

TC has completed the [Ports Modernization Review](#)<sup>lxxxvii</sup> and is proceeding with legislation to align ports management with broader Government goals to advance the greening of the marine sector. This will entail promoting environmentally sustainable infrastructure and acting on climate change through better integration of environmental considerations into port development and management.

## Clean Growth and Climate Change

### Achieving low-carbon and zero-emission targets in the transportation sector

In 2023–24, TC will continue to lead and facilitate the transition of Canada’s transportation system to low-carbon and zero-emission technologies, in support of the Government’s net-zero commitment. This will be achieved through support of policies and programs under the:

- [Pan-Canadian Framework on Clean Growth and Climate Change](#)<sup>lxxxviii</sup>,
- [Canada’s Strengthened Climate Plan \(SCP\)](#)<sup>lxxxix</sup>; and
- [Canada’s 2030 Emissions Reduction Plan \(ERP\)](#)<sup>xc</sup>.

TC will work with federal partners to implement measures that make it easier for consumers and businesses to choose ZEVs, including medium-duty and heavy-duty trucks. The Department will also work with industry, provincial regulators and academics to help advance zero-emission “green freight” long-haul trucking solutions. In addition, the Department will fund multi-modal R&D, testing, trials and demonstrations of

effective low-carbon and zero-emission technologies for the aviation, rail, marine and on-road sectors.

### **Canada's Transportation Sector and Climate Change**

TC seeks to promote a safe, secure, efficient and environmentally responsible transportation system in Canada. The Department's vision aligns closely with the social, economic and environmental pillars of sustainable development, which is defined as "our ability to meet the needs of the present without compromising the ability of future generations to meet their own needs."

The national transportation system—by land, water and air—links Canadians to each other and Canada with the world. Transportation moves goods to markets and people to their destinations, provides jobs, and supports economic growth. However, transportation activities can sometimes have negative impacts on the environment—for example, through the release of air pollutants from vehicles which can contribute to poorer air quality or accidental oil spills in the marine environment which can affect water quality and marine species. Of increasing importance, climate change and extreme weather-related events can disrupt the movement of both freight and people, putting the economy and Canadians at risk. Given the complex nature of sustainable transportation issues and its shared jurisdiction, strong and effective partnerships are required with other federal departments, other levels of government, industry, other stakeholders and individual Canadians.

The Department will work with stakeholders, key experts and the public to develop and implement national action plans and voluntary agreements to advance decarbonization efforts for the aviation, marine, and rail sectors. This includes continued collaboration with the Railway Association of Canada—through a [Memorandum of Understanding](#)<sup>xci</sup>—to advance decarbonization efforts for Canada's rail sector. TC will also work with partners through international fora—such as the [IMO](#)<sup>xcii</sup> and [ICAO](#)<sup>xciii</sup>—to reduce environmental impacts from international transportation.

TC will also support evidence-based approaches to design and implementation of emissions-related programs, policies and regulatory approaches, in order to safely integrate new innovations into the Canadian transportation system. Key projects include:

- advancing trials of zero-emission propulsion systems and low-carbon fuels for domestic marine vessels;
- supporting the development of codes, standards and best practices related to hydrogen rail applications in Canada; and
- funding pilots on zero-emission heavy-duty trucking aimed at decarbonizing the on-road freight sector.

## Protection of Oceans and Marine Areas

### Advancing Canada's Oceans Protection Plan

In 2023–24, TC will continue to contribute to implementation of Canada's [Oceans Protection Plan \(OPP\)](#)<sup>xciv</sup>, the latest phase of which was announced on June 19, 2022. With the new investment of \$2 billion over nine years—announced in Budget 2022—Canada will establish new measures to expand ocean protection initiatives to more regions and better proactively tackle emerging risks to marine safety, while continuing or expanding previous initiatives.

The renewed and expanded OPP will help make further progress to: enhance the protection and restoration of vulnerable marine ecosystems and wildlife; improve the efficiency, safety and sustainability of Canada's marine supply chains and mitigate their impacts on the environment; better manage marine traffic navigation off Canada's coasts, and marine incidents of all types; and advance partnerships and training opportunities for Indigenous and coastal communities to incorporate their expertise and experiences in various aspects of marine safety and ecosystem protection.

As a significant contribution to the OPP, the Department will continue to preserve and restore marine ecosystems by assessing cumulative effects of marine shipping in various regions and taking measures to address abandoned, hazardous and wrecked vessels. TC will update the Pilotage Program Regulations in 2023 to find efficiencies in the day-to-day operations of the Issuance, Suspension and Cancellation of certification and licences for the Pilotage authorities that are currently in place.

The Department will also continue to expand on the successful models for enhancing engagement and partnerships with Indigenous Peoples in the protection of Canada's oceans. This will include continued use of regional interdepartmental engagement hubs, as well as national and regionally distinct marine dialogue forums across the country. To support TC's partnerships and the continued involvement of Indigenous groups under the OPP, the Department will invest \$50 million in direct capacity funding for Indigenous communities and organizations.

### Protecting and conserving marine areas, habitats and biodiversity

In 2023–24, TC will continue to work with other federal agencies that are leading the establishment of new marine protected areas. Establishment of these special protected marine areas is a significant element of Canada's [Marine Conservation Targets](#)<sup>xcv</sup> to protect and conserve 25% of Canada's oceans by 2025, and lay a foundation toward 30% by 2030. TC will provide advice and guidance on marine transportation activities to support conservation objectives in these protected areas. It will also promote options to enhance environmental measures related to discharges from normal vessel operations in marine protected areas.

To reduce economic and environmental risks to Canada from aquatic invasive species and help protect global biodiversity, the Department has implemented the 2021 [Ballast Water Regulations](#)<sup>xcvi</sup>. From 2023 to 2027, TC will support industry-led R&D projects

that optimize ballast water management technology for use in Canadian waters, which in turn will increase the effectiveness of the regulations. The Department will also continue to engage with the domestic and international marine community on control and management of ship biofouling.

TC will continue to work to prevent and reduce underwater vessel noise that is harmful to marine life. This will include contribution to the review of the [IMO guidelines](#)<sup>xcvii</sup> (PDF, 171 KB) to reduce underwater noise from shipping. The Department will also continue with domestic and international efforts to prevent release of plastic litter from ship-based activities into marine environments.

## **Indigenous Partnerships and Engagement**

### **Reinforcing partnerships with Indigenous Peoples**

TC's commitment to reconciliation is foundational to its activities in all modes of transportation. In 2023–24, the Department will continue to work in meaningful partnerships with Indigenous Peoples. It will promote Indigenous participation by leveraging available opportunities across the Department, particularly with respect to oceans protection and rail safety.

The Department will continue work to implement the [United Nations Declaration on the Rights of Indigenous Peoples Act \(UNDRIP Act\)](#)<sup>xcviii</sup>. This will include efforts to ensure Indigenous rights are carefully considered in reviewing and updating transportation-related legislative or administrative measures that may affect those rights. Working with the Department of Justice and other federal departments, and in partnership with Indigenous Peoples, TC will also contribute to the co-development of an action plan to achieve the objectives of UNDRIP. In support of these aims, the Department will follow through on [Truth and Reconciliation Commission's Calls to Action](#)<sup>xcix</sup> by continuing the Department's commitment to educating employees on Indigenous history, culture and traditions, and training staff on Indigenous engagement best practices. To this end, the Department will implement the recently established [Indigenous Knowledge Policy Framework](#)<sup>c</sup> to facilitate the consistent implementation of Indigenous Knowledge provisions in support of the [Canadian Navigable Waters Act](#)<sup>ci</sup> and [Wrecked, Abandoned or Hazardous Vessels Act](#)<sup>cii</sup> through the establishment of co-management agreements.

### **Gender-Based Analysis Plus**

TC consistently applies a disciplined [GBA Plus framework](#)<sup>ciii</sup> to review plans and proposals for policies, programs, projects, legislation and regulations, with a view to identifying and advancing ways to overcome systemic barriers and enhance equitable opportunities for diverse population groups based on sex, gender and other intersecting identity factors.

Programs within Core Responsibility 2 have identified a number of GBA Plus initiatives that are either currently underway, have been recently completed, or are planned for action within the coming fiscal year and beyond. This will strengthen the regulatory framework of programs, including, for example, the safe integration of drones into



Canadian airspace, where TC is assessing the impact that proposed regulations could have on Canadians from identifiable groups (e.g., gender, age, geographic location, and Indigenous Peoples and their communities).

### **United Nations' 2030 Agenda for Sustainable Development and the UN Sustainable Development Goals**

TC systematically integrates cost-effective means to support Canada's commitment to the UN 2030 Agenda for Sustainable Development and the SDGs and advancement of the [Federal Implementation Plan for the 2030 Agenda](#)<sup>civ</sup>.

A TC representative participates in the [United Nations Economic Commission for Europe \(UNECE\) Group of Experts on the Assessment of Climate Change Impacts and Adaptation for Inland Transport](#)<sup>cv</sup>. This group of experts advances work to generate and share knowledge and build capacity across the UNECE region. They support several UN SDGs, including:

- [Goal 9](#)<sup>cvi</sup> – Build resilient infrastructure, promote sustainable industrialization and foster innovation;
- [Goal 13](#)<sup>cvi</sup> – Take urgent action to combat climate change and its impacts; and
- [Goal 17](#)<sup>cvi</sup> – Strengthen the means of implementation and revitalize the Global Partnership for Sustainable Development.

In 2023–24, TC will continue to put in place and refine measures to protect Canada's at-risk whale populations from negative impacts of vessel traffic, prevent the introduction of aquatic invasive species via ships, and further its research into understanding the source, scale and options to address ship-sourced marine plastic pollution, all of which contributes to the [Goal 14](#)<sup>cix</sup> – Conserve and sustainably use the oceans, seas and marine resources for sustainable development.

The Department will advance Goal 13, through the implementation, along with its federal partners, of Canada's strengthened climate plan, [A Healthy Environment and a Healthy Economy](#)<sup>cx</sup>, and [Canada's 2030 Emissions Reduction Plan](#)<sup>cx</sup>.

Under [Goal 7](#)<sup>cxii</sup> – Ensure access to affordable, reliable, sustainable and modern energy for all, and [Goal 12](#)<sup>cxiii</sup> – Ensure sustainable consumption and production patterns, the Government of Canada is committed to increasing the number of ZEVs on Canadian roads. This is supported by the commitment made in the 2030 Emissions Reduction Plan to develop a ZEV sales regulation. These sales regulations will set annually increasing requirements towards ZEV sales as follows:

- at least 20% of new light-duty vehicle sales by 2026;
- at least 60% by 2030; and
- 100% by 2035.

**Innovation**

As a regulatory and operational Department focused heavily on evidenced-based decision making in the advancement and continuous improvement of transportation policies, programs, projects and regulations, TC maintains an ongoing commitment to the testing, validation and refinement of innovative new approaches using rigorous evaluation methods.

TC will continue to fund research programs with the [National Research Council to develop test methods to evaluate the safety performance of zero-emission vehicle systems](#)<sup>cxiv</sup> and contribute to the development of *Global Technical Regulations*<sup>cxv</sup> and Canadian regulations. In addition, the Department will continue to leverage experimentation of innovative and emerging technologies with pilot projects and regulatory sandboxes to inform evidence and risk-based standards and regulatory design.

**Zero Emission Vehicles and Climate Change**

Through the [iZEV Program](#)<sup>cxvi</sup>, as of January 31, 2023, the Government of Canada has incentivized the purchase of over 189,000 ZEVs. This translates to over 660,000 tonnes of GHGs reduced annually, and over 7.9 megatonnes (Mt) reduced over the lifetime of these vehicles.

In July 2022, TC launched the [Incentives for Medium- and Heavy-Duty Zero-Emission Vehicles \(iMHZEV\) Program](#)<sup>cxvii</sup>, which is helping to make MHZEVs more affordable for Canadian businesses and other organizations.

**Planned results for green and innovative transportation system**

With respect to the green and innovative transportation system, the following table shows the planned results, the result indicators, the targets and the target dates for 2023–24, as well as the actual results for the three most recent fiscal years for which actual results are available.



**Result 4: Harmful air emissions from transportation in Canada are reduced**

Departmental results	Performance indicators	Target	Date to achieve target	2019–2020 Actual results	2020–2021 Actual results	2021–2022 Actual results
4a) Harmful air emissions from transportation in Canada are reduced	Percentage change in emissions of GHGs from the transportation sector	Emissions from the transportation sector in 2021 are reduced from 2019 levels (186 Mt), helping contribute to the achievement of Canada's national target to reduce emissions by 40-45% by 2030 from 2005 levels	2023-12-31	16% above 2005 levels in 2019	1% below 2005 levels in 2020	2021 emissions will be published in April 2023

Financial, human resources and performance information for Transport Canada's program inventory is available in the GC [InfoBase](#).<sup>cxviii</sup>

**Result 5: Canada's oceans and marine environments are protected from marine shipping impacts**

Departmental results	Performance indicators	Target	Date to achieve target	2019–2020 Actual results	2020–2021 Actual results	2021–2022 Actual results
5a) Canada's oceans and marine environments are protected from marine shipping impacts	Volume of oil spills over 10 litres detected	6,490 litres <sup>8</sup>	2024-03-31	N/A - New indicator in 2023-24	N/A - New indicator in 2023-24	N/A - New indicator in 2023-24
5b) Canada's oceans and marine environments are protected from marine shipping impacts	Percentage of vessels 20 meters and greater that are compliant with slowdown measures that mitigate the impacts of vessel traffic on marine species	At least 85%	2024-03-31	N/A - New Indicator as of April 1, 2021	N/A - New Indicator as of April 1, 2021	99.51%

<sup>8</sup> The target for this indicator is based on previous five years actual results.

Financial, human resources and performance information for Transport Canada 's program inventory is available in the GC [InfoBase](#).<sup>cxi</sup>

### Result 6: A transportation system that supports innovation

Departmental Results	Performance Indicators	Target	Date to Achieve Target	2019-2020 Actual Results	2020-2021 Actual Results	2021-2022 Actual Results
6a) A transportation system that supports innovation	Number of projects, evaluations, studies and analysis of new and emerging transportation technologies which provide evidence to support policy and regulatory decision making	At least 30	2024-03-31	N/A – new indicator in 2023-24	N/A – new indicator in 2023-24	N/A – new indicator in 2023-24

Financial, human resources and performance information for Transport Canada 's program inventory is available in the GC [InfoBase](#).<sup>cxx</sup>

### Planned budgetary spending for Green and innovative transportation system

2023–24 budgetary spending (as indicated in Main Estimates)	2023–24 planned spending	2024–25 planned spending	2025–26 planned spending
960,587,701	960,587,701	1,176,213,924	502,011,209

Financial, human resources and performance information for Transport Canada 's program inventory is available in the GC [InfoBase](#).<sup>[i]</sup>

### Planned human resources for Green and innovative transportation system

2023–24 planned full-time equivalents	2024–25 planned full-time equivalents	2025–26 planned full-time equivalents
946	924	864

Financial, human resources and performance information for TC's program inventory is available on [GC InfoBase](#).<sup>cxxi</sup>.



## Core Responsibility 3: Efficient transportation system

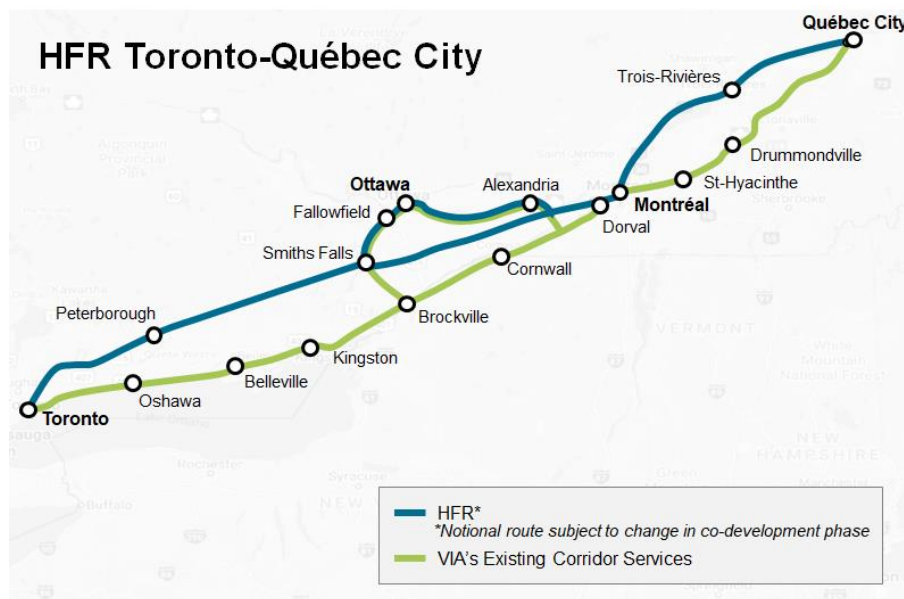
### Description

Supports efficient market access to products through investment in Canada's trade corridors; adopts and implements rules and policies that promote sufficient choice and improved service to Canadian travellers and shippers; and manages transportation assets to ensure value for Canadians.

### Planning highlights

#### Passenger Service Enhancement

#### Establishing High Frequency Rail in the Toronto-Ottawa-Montreal-Québec City corridor



Proposed HFR route between Toronto and Quebec City. While a route and stations have been proposed, work is ongoing, including public consultations, to help guide HFR's exact path and station stops.

Source: Transport Canada

The establishment of High Frequency Rail (HFR) in the most heavily populated corridors in Ontario and Québec remains a high priority for TC. The Department will continue to support the recently incorporated wholly owned subsidiary of the Crown Corporation VIA Rail Inc., VIA HFR – VIA TGF that will share responsibility for advancing the Toronto-Ottawa-Montreal-Québec City HFR project. As the overall governance body for the initiative, TC will oversee work related to:

- advancing the procurement process through the launch of the Request for Qualifications and Request for Proposals; and
- supporting the Minister of Transport in making informed decisions.

As the project plans progress, TC will provide advice and analytical support to facilitate the Government’s decisions, including consideration of such factors as:

- system alignment and route;
- capital and operating costs, revenues and ridership; and
- integration of the route in the Montreal and Toronto areas.

### **Making the operations and use of Canada’s freight rail service more transparent**

TC will also work to implement amendments to the *Transportation Information Regulations (TIRs)*<sup>cxxii</sup>, which comes into effect in April 2023, to collect weekly public freight rail service and performance indicators to improve the transparency of Canada’s freight rail network. Improved access to detailed data will enable conversations between supply chain partners to identify challenges and solutions relating to the operation of rail-based supply chains.

### **Making the transportation system more accessible, inclusive and barrier-free**

In 2023–24, TC will continue to work with partners to make the nationwide transportation system more accessible, inclusive, and barrier-free for persons with disabilities. This will entail:

- working with the Canadian Transportation Agency to make sure that the *Accessible Transportation for Persons with Disabilities Regulations (ATPDR)*<sup>cxxiii</sup> and the *Accessible Transportation Planning and Reporting Regulations*<sup>cxxiv</sup> are enforced;
- collaborating with the Agency to advance Phase II of its *Accessible Transportation for Persons with Disabilities Regulations (Phase II ATPDR)*<sup>cxxv</sup>,
- promoting and advancing the accessible transportation mandate in the *Canada Transportation Act*<sup>cxxvi</sup> and the *Accessible Canada Act*<sup>cxxvii</sup>, to protect the fundamental human right of persons with disabilities to barrier-free travel;
- collaborating with national and international partners to promote accessibility in aviation.

### **Improving air travel services for Canadians**

In 2023–24, TC will undertake several initiatives to improve passenger experience with air travel, including: assessment of options for better service in the delivery of airport security screening services; examination of ways to improve governance frameworks of airports to increase their efficiency and accountability to their users; and assessment and pursuit of the expansion of Canada’s bilateral air transport agreements to provide more choice. The Department will also conduct public interest reviews—on behalf of the Minister—of mergers and acquisitions—including the proposed acquisition of Sunwing Travel Group by WestJet Airlines involving air transportation undertakings where they may raise issues related to the efficiency and competitiveness of the national

transportation system. These reviews will take into consideration the Government's commitment to provide efficient and affordable travel options that connect regions and communities to each other and to international markets.

## **Trade and Economic Development**

### **Strengthening Canada's supply chains through investment in transportation infrastructure**

Canada's economic growth depends on establishing and maintaining strong and fluid supply chains supported by effective and efficient transportation infrastructure and systems. Working through the [NTCF<sup>cxviii</sup>](#), TC will continue to invest in trade-enabling transportation infrastructure to strengthen the efficiency, reliability, and resilience of Canada's supply chains. This will be achieved through investments in strategic projects that:

- support the fluidity of Canadian trade by alleviating capacity constraints and bottlenecks;
- increase the resilience of the Canadian transportation system to a changing climate and its adaptability to new technologies and future innovation;
- leverage investments from multiple partners; and
- address the unique transportation needs in Canada's North while creating socio-economic opportunities for Northerners.

In 2023–24, TC will continue to monitor existing agreements, implement new contribution agreements with the recipients of approved projects, and take measures more broadly to support the Government's commitment to reduce and prevent supply chain bottlenecks in Canada's transportation networks through the NTCF.

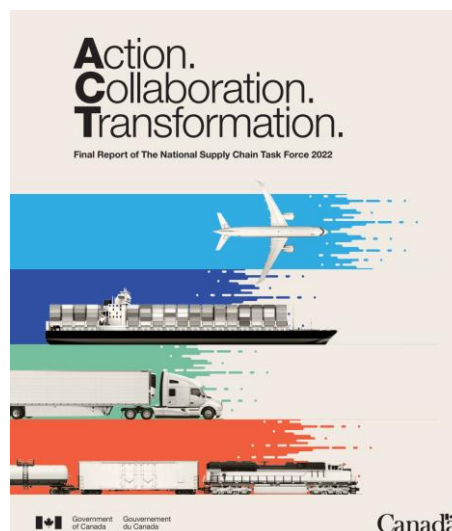
TC will continue to improve the performance and reliability of Canada's transportation system to get products to market and grow our economy by gathering and engaging supply chain partners at the Commodity Supply Chain Table (CSCT). This inclusive discussion forum will continue to focus on the resiliency, efficiency, and effectiveness of Canada's freight rail-based transportation system. TC will collaborate with members of the CSCT to discuss market trends, logistics and capacity issues, domestic and international activities, and supply chain performance metrics. TC will support the forum's efforts to foster ideas and innovative approaches that can be explored with various supply chain and government partners.

The Department's work on strengthening supply chain resilience in the North will be informed through TC's sustained engagement with northern partners, including territorial governments, industry stakeholders, Inuit and Indigenous groups. This will be guided by TC's Arctic Transportation Policy Framework, which helps prioritize the focus of each of the NTCF's Arctic and Northern calls for proposals.

## Applying innovative approaches to transportation digitalization to remove bottlenecks

A key recommendation of the Government's [National Supply Chain Task Force report released in October 2022](#)<sup>cxxix</sup> (PDF, 2.7 MB), is an intense and urgent focus on digitalization of Canada's transportation-dependent supply chain. Improving the digital infrastructure of Canada's supply chain and the sharing of real-time data within strategic trade corridors and gateways will:

- enhance transport stakeholders' visibility into the capacity and fluidity of the network;
- allow for greater optimization and planning of transportation demand;
- help alleviate bottlenecks and congestion in key ports and gateways;
- increase service quality for shippers; and
- strengthen reliability and resiliency of the Canadian supply chain.



To support supply chain digitalization, TC announced on October 14, 2022, the \$136 million [Advancing Industry-Driven Digitalization of Canada's Supply Chain initiative](#)<sup>cxxx</sup>. This five-year initiative will include a call for proposals under the [National Trade Corridors Fund](#)<sup>cxxxi</sup> to support projects that will strengthen Canada's digital infrastructure and help accelerate and expand key existing initiatives such as the West Coast Supply Chain Visibility Program.

In addition, TC will work with industry to optimize strategic trade corridors and gateways across Canada. This will entail continued implementation of the [Trade and Transportation Information System \(TTIS\)](#)<sup>cxxxii</sup>. The TTIS provides data and information to transportation stakeholders and informs decision making through the [Canadian Centre on Transportation Data \(CCTD\)](#)<sup>cxxxiii</sup> and the newly modernized and interactive [Transportation Data and Information Hub \(TDIH\) website](#)<sup>cxxxiv</sup>.

## Promoting employment opportunities in the transportation sector

TC will continue to collaborate with government and industry stakeholders to:

- better understand the changing transportation landscape;
- develop innovative solutions that respect and encourage diversity; and
- promote a robust and future-ready work force that supports supply-chain resiliency.



The Department’s four-pillar strategy to address labour and skills shortages focuses on:

- recruitment and retention of underrepresented groups, such as women and Indigenous Peoples;
- targeted research and data analysis, promotion, awareness and outreach efforts;
- leveraging of programs to support transportation sector interests; and
- modernization of regulations to adapt to the rapidly evolving labour and skills requirements of the transportation sector.

## **Transportation System Efficiencies and Improvements**

### **Increasing efficiencies and transparency in the rail freight sector**

TC will incorporate amendments to the [TIRS](#)<sup>cxxxv</sup> to collect weekly public freight rail service and performance indicators to improve the transparency of Canada’s freight rail network. Improved access to this additional performance information through the [TDIH website](#)<sup>cxxxvi</sup> will enable efficient and effective conversations among supply chain partners to identify challenges and solutions relating to the operation of rail-based supply chains.

### **Ensuring sound management of assets**

TC continues to be responsible for the maintenance of—and capital investments—in a suite of facilities:

- 17 land-based local, regional, and remote airports;
- 33 local port facilities;
- six ferry terminals; and
- four ferry vessels.

The ownership and ongoing maintenance of these assets is a legacy of historical federal investments in Canada’s transportation system. While TC is not seeking to expand its asset base, it will continue to be responsible for ensuring that these assets remain in safe operating condition. The Department will therefore make investment decisions based on the need to ensure a safe, secure and efficient transportation system (e.g., by prioritizing health and safety related projects) and to mitigate climate change risks.

More specifically, to support the safe and reliable operation of the three federally supported Eastern Canada Ferry Services, TC will continue to work with the ferry operators to ensure that the ferry vessels and terminals are properly maintained. TC will also continue to work with Chantier Davie Canada Inc. to advance key design work related to the acquisition of two new ferry vessels, which will support long-term safe and reliable operations while reducing GHG emissions.

### **Gender-Based Analysis Plus**

TC consistently applies a disciplined [GBA Plus framework](#)<sup>cxxxvii</sup> to review plans and proposals for policies, programs, projects, legislation and regulations, with a view to

identifying and advancing ways to overcome systemic barriers and enhance equitable opportunities for diverse population groups based on sex, gender and other intersecting identity factors.

TC will continue to collaborate with other federal departments and agencies (e.g., ESDC, IRCC), provinces and territories, as well as industry stakeholders to better understand the changing transportation landscape and develop innovative solutions that respect and encourage diversity and inclusion, in order to promote a robust and future-ready work force that supports supply-chain resiliency. The Department's four-pillar strategy to address labour and skills shortages focuses on the recruitment and retention of underrepresented groups, such as women and Indigenous Peoples; targeted research and data analysis, promotion, awareness and outreach activities; leveraging programs to support the transportation sector; and the modernization of regulations to adapt to the rapidly evolving labour and skills requirements of the transportation sector.

### **United Nations' 2030 Agenda for Sustainable Development and the UN Sustainable Development Goals**

TC systematically integrates cost-effective means to support Canada's commitment to the UN 2030 Agenda for Sustainable Development and the SDGs, and advancement of the [Federal Implementation Plan for the 2030 Agenda](#)<sup>cxxxviii</sup>.

Under the [UN SDG 5](#)<sup>cxxxix</sup> – Achieve gender equality and empower all women and girls: TC will continue to support international efforts to increase gender diversity in the transportation sector through, for example, the International Transport Forum's Gender in Transport work stream and the Asia Pacific Economic Cooperation's Women in Transportation Initiative, by participating in policy dialogues and discussions, contributing to research and events, and sharing information and best practices.

Under the [UN SDG 10](#)<sup>cxl</sup> – Reduce inequality within and among countries, TC will continue to support the work of the Canadian Transportation Agency in the development and implementation of accessibility standards and regulations that contribute to creating a barrier-free federal transportation system for persons with disabilities.

### **Innovation**

As a regulatory and operational Department focused heavily on evidenced-based decision making in the advancement and continuous improvement of transportation policies, programs, projects and regulations, TC maintains an ongoing commitment to the testing, validation and refinement of innovative new approaches using rigorous evaluation methods.

## Planned results for efficient transportation system

### Result 7: Transportation corridors enables efficient movement of products to market

Departmental results	Performance indicators	Target	Date to achieve target	2019–2020 Actual results	2020–2021 Actual results	2021–2022 Actual results
7a) Transportation corridors enable efficient movement of products to market	End-to-end, rail transit time of containers along the trade corridor from Canadian west coast ports to Chicago, including border crossing time	At most 6.5 days	2024-03-31	6.5 days	6.2 days	6.4 days
7b) Transportation corridors enable efficient movement of products to market	End-to-end, Canada-side, truck transit time of general freight along the Toronto to U.S. trade corridor, including border crossing time	At most 3.5 hours	2024-03-31	3.4 hours	3.4 hours	3.4 hours
7c) Transportation corridors enable efficient movement of products to market	End-to-end transit time of containerized freight arriving from ports in Asia	At most 27.5 days	2024-03-31	25.9 days	29.7 days	34.5 days
7d) Transportation corridors enable efficient movement of products to market	End-to-end transit time of a select grouping of commodities, such as grains, departing from Canada to Asia	At most 39.5 days	2024-03-31	39.5 days	40.5 days	40.0 days

Financial, human resources and performance information for Transport Canada's program inventory is available in the GC [InfoBase](#).<sup>cxli</sup>

## Result 8: Canadian travellers and freight operators benefit from choice and improved service

Departmental results	Performance indicators	Target	Date to achieve target	2019–2020 Actual results	2020–2021 Actual results	2021–2022 Actual results
8a) Canadian travellers and freight operators benefit from choice and improved service	Percentage of international air services requests/issues addressed	Exactly 100%	2024-03-31	N/A New indicator	100% (7 out of 7) <sup>9</sup>	100% (11 out of 11)

Financial, human resources and performance information for Transport Canada's program inventory is available in the GC [InfoBase](#).<sup>cxlii</sup>

## Result 9: Transport Canada manages its assets effectively

Departmental results	Performance indicators	Target	Date to achieve target	2019–2020 Actual results	2020–2021 Actual results	2021–2022 Actual results
9a) TC manages its assets effectively	Availability of TC owned and managed airports	Exactly 100% (*certain types of events are excluded from the calculation)	2024-03-31	100%	100%	100%
9b) TC manages its assets effectively	Availability of TC owned and managed ports	Exactly 100% (*certain types of events are excluded from the calculation)	2024-03-31	100%	100%	100%
9c) TC manages its assets effectively	Availability of TC owned and managed ferries	Exactly 100% (*certain types of events are excluded from the calculation)	2024-03-31	100%	100%	100%

Financial, human resources and performance information for Transport Canada's program inventory is available in the GC [InfoBase](#).<sup>cxliii</sup>

<sup>9</sup> This number represents the actual number of designation requests that were processed during 2020-2021; and, as expected, is quite small due to the pandemic, which negatively impacted all air transport activity.

### Planned budgetary spending for efficient transportation system

2023–24 budgetary spending (as indicated in Main Estimates)	2023–24 planned spending	2024–25 planned spending	2025–26 planned spending
2,031,261,554	2,031,261,554	1,478,420,852	703,770,878

Financial, human resources and performance information for Transport Canada's program inventory is available in the GC [InfoBase](#).<sup>cxliv</sup>

### Planned human resources for efficient transportation system

The following table shows, in full-time equivalents, the human resources the Department will need to fulfill this core responsibility for 2023–24 and for each of the next two fiscal years.

2023–24 planned full-time equivalents	2024–25 planned full-time equivalents	2025–26 planned full-time equivalents
685	616	528

Financial, human resources and performance information for TC's program inventory is available on [GC InfoBase](#).<sup>cxlv</sup>



## **Internal services: Planned results**

### **Description**

Internal services are the services that are provided within a department so that it can meet its corporate obligations and deliver its programs. There are 10 categories of internal services:

- Management and oversight services
- Communications services
- Legal services
- Human resources management services
- Financial management services
- Information management services
- Information technology services
- Real property management services
- Materiel management services
- Acquisition management services

### **Planning highlights**

#### **Making communications and services open and digitally enabled**

In 2023–24, TC will continue to encourage the use of a digital approach to inform and engage with internal stakeholders, other government departments and agencies, media and Canadians, and to do so in an open and transparent manner.

The Department will also continue to modernize its services and ensure that both new and current services provide excellent end-user experiences, while reducing technical debt, in alignment with [Canada's Digital Ambition](#)<sup>cxlvi</sup> and the [Government's Digital Standards](#)<sup>cxlvii</sup>.

In addition, the Department will continue to improve data management and analytics by integrating diverse sources of information, enabling evidence-based decision making, service delivery and reporting on results. In concert with this, TC will continue to collaborate with internal and external partners to combat cyber risks and enhance the security of TC's services.

#### **Modernizing fees for services**

TC will continue to modernize its fees by seeking stakeholders' feedback on proposed fee changes. The Department will undertake consultations before advancing regulatory changes and implementing any new or revised fees. At the same time, the Department will continue to increase the number of services it offers online and will report on its fees and delivery performance in accordance with the [Service Fees Act](#)<sup>cxlviii</sup>.



## Modernizing finance and administration operations

In 2023–24, the Department will continue to increase use of modern technologies, such as robotics process automation (RPA) and data analytics, to improve productivity, strengthen internal controls, improve client service and support effective decision making. It will also promote the rightsizing the Department's vehicle fleet, including continued acquisition of ZEVs and investment in charging stations for departmental use.

## Adapting to evolving work arrangements and support

In 2023–24, TC will continue its efforts to ensure the successful implementation of the OurTC initiative, the Department's flexible work model. The Department will ensure ongoing support and guidance for employees and managers working in their new hybrid model to ensure the Department can continue seamlessly in delivering on its mandate. Enhancements and upgrades to existing tools, support and worksites will be made as needed to ensure that employees can seize the opportunity of on-site work to connect, collaborate and meet with each other, as well as with other teams, clients and stakeholders. The Department will continue adjust this work model and address any emerging issues through ongoing monitoring and assessments.

## Meeting the needs of a modern diverse work force

TC will continue to innovate to meet the needs of a rapidly evolving diverse work force. This will facilitate the attraction and retention of high-quality talent through the modernization of human resources programs and services, such as Occupational Health and Safety, Compensation, Diversity and Learning, while helping to define the skills and workplace needs of the future.

## Planning for contracts awarded to Indigenous Businesses

5% reporting field description	2021-22 actual % achieved	2022-23 forecasted % target	2023-24 planned % target
Total percentage of contracts with Indigenous businesses	N/A	N/A	5%

## Planned budgetary spending for Internal Services

2023–24 budgetary spending (as indicated in Main Estimates)	2023–24 planned spending	2024–25 planned spending	2025–26 planned spending
224,027,300	224,027,300	211,510,241	204,746,512

## Planned human resources for Internal Services

The following table shows, in full time equivalents, the human resources the Department will need to carry out its internal services for 2023–24 and for each of the next two fiscal years.

2023–24 planned full-time equivalents	2024–25 planned full-time equivalents	2025–26 planned full-time equivalents
1,449	1,419	1,386

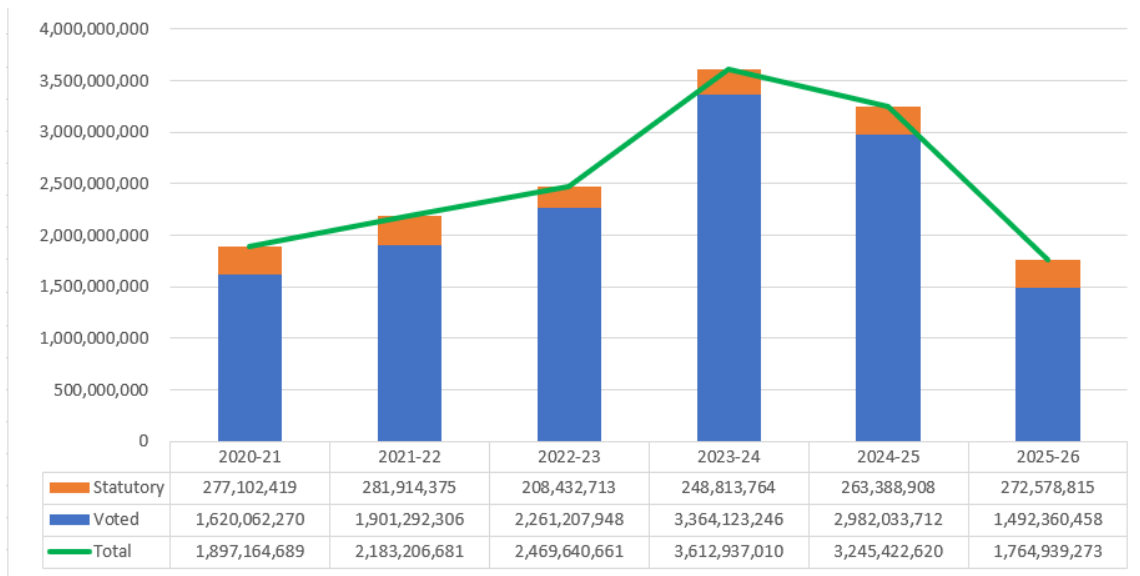
## Planned spending and human resources

This section provides an overview of the Department’s planned spending and human resources for the next three consecutive fiscal years and compares planned spending for 2023–24 with actual spending for the current year and the previous year.

### Planned spending

#### Department spending 2020-21 to 2025-26

The following graph presents planned (voted and statutory) spending (in dollars) over time.



### Budgetary planning summary for core responsibilities and internal services (dollars)

The following table shows information on spending for each of TC's core responsibilities and for its internal services for 2023-24 and other relevant fiscal years.

Core responsibilities and internal services	2020–21 actual expenditures	2021–22 actual expenditures	2022–23 forecast spending	2023–24 budgetary spending (as indicated in Main Estimates)	2023–24 planned spending	2024–25 planned spending	2025–26 planned spending
CR 1: Safe and Secure Transportation System	460,142,800	454,625,657	481,035,022	397,060,455	397,060,455	379,277,603	354,410,674
CR 2: Green and Innovative Transportation System	345,956,926	464,773,611	516,564,520	960,587,701	960,587,701	1,176,213,924	502,011,209
CR 3: Efficient Transportation System	852,124,999	1,013,339,021	1,203,483,673	2,031,261,554	2,031,261,554	1,478,420,852	703,770,878
<b>Subtotal</b>	<b>1,658,224,725</b>	<b>1,932,738,289</b>	<b>2,201,083,215</b>	<b>3,388,909,710</b>	<b>3,388,909,710</b>	<b>3,033,912,379</b>	<b>1,560,192,761</b>
Internal services	238,939,964	250,468,392	268,557,446	224,027,300	224,027,300	211,510,241	204,746,512
<b>Total</b>	<b>1,897,164,689</b>	<b>2,183,206,681</b>	<b>2,469,640,661</b>	<b>3,612,937,010</b>	<b>3,612,937,010</b>	<b>3,245,422,620</b>	<b>1,764,939,273</b>

### Analysis of the variances in actual spending, forecast spending and planned spending

As illustrated in the departmental spending trend graph, TC's expenditures increased from fiscal year 2020-21 to 2022-23. This is mainly due to incremental funding for initiatives such as the NTCF, the iZEV Program, and funding to support the air sector during the COVID-19 pandemic.

Expenditures will continue to increase until 2023-24 mainly related to the HFR between Toronto and Quebec City project, funding to strengthen the resiliency and efficiency of Canada's Supply Chains, NTCF recapitalization, the iZEV and iMHZEV program, as well as the investments in TC's regional and remote airports.

### Spending Plans for 2024-25 and 2025-26

Spending plans slightly decrease in 2024-25 and will further decline in 2025-26 mostly due to decreasing funding profile for the HFR between Toronto and Quebec City project, the iZEV initiative, the NTCF and the Airport Critical Infrastructure Program.

The planned spending does not include expected funding for items included in Budget 2023.

### Planned human resources

The following table shows information on human resources, in full-time equivalents (FTEs), for each of TC's core responsibilities and for its internal services for 2023–24 and the other relevant years.

#### Human resources planning summary for core responsibilities and Internal Services

Core responsibilities and internal services	2020–21 actual full-time equivalents	2021–22 actual full-time equivalents	2022–23 forecast full-time equivalents	2023–24 planned full-time equivalents	2024–25 planned full-time equivalents	2025–26 planned full-time equivalents
CR 1: Safe and Secure Transportation System	3,514	3,392	3,388	3,342	3,241	3,241
CR 2: Green and Innovative Transportation System	678	775	793	946	924	864
CR 3: Efficient Transportation System	490	503	580	685	616	528
<b>Subtotal</b>	<b>4,682</b>	<b>4,670</b>	<b>4,761</b>	<b>4,973</b>	<b>4,781</b>	<b>4,633</b>
Internal services	1,569	1,622	1,627	1,449	1,419	1,386
<b>Total</b>	<b>6,251</b>	<b>6,292</b>	<b>6,388</b>	<b>6,422</b>	<b>6,200</b>	<b>6,019</b>

As illustrated in the above table, FTEs increased from 2020-21 to 2023-24. This increase is mainly due to initiatives such as the Implementation of the Next Phase of OPP and the HFR between Toronto and Quebec City project.

Planned FTEs are expected to decline starting in 2024-25, mainly due to decreasing funding for the HFR between Toronto and Quebec City project and the Program of Safety and Security of Railways and TDG. Should the funding for these initiatives be renewed, plans for future FTEs requirements will be adjusted accordingly.

The planned FTEs do not include expected funding for items included in Budget 2023.

### Estimates by vote

Information on TC's organizational appropriations is available in the [2023-24 Main Estimates](#)<sup>cxlix</sup>.

## Future-oriented condensed statement of operations

The future-oriented condensed statement of operations provides an overview of TC's operations for 2022–23 to 2023–24.

The forecast and planned amounts in this statement of operations were prepared on an accrual basis. The forecast and planned amounts presented in other sections of the Departmental Plan were prepared on an expenditure basis. Amounts may therefore differ.

A more detailed future-oriented statement of operations and associated notes, including a reconciliation of the net cost of operations with the requested authorities, are available on TC's [website](#).<sup>cl</sup>

### Future oriented condensed statement of operations for the year ending March 31, 2024 (in dollars)

Financial information	2022–23 forecast results	2023–24 planned results	Difference (2023–24 planned results minus 2022–23 forecast results)
Total expenses	2,528,843,233	3,748,324,466	1,219,481,233
Total revenues	86,646,797	96,106,131	9,459,334
Net cost of operations before government funding and transfers	2,442,196,436	3,652,218,335	1,210,021,899

**Note:** Due to rounding, the figures may not agree with the totals or details provided elsewhere. These figures are prepared on an accrual basis and therefore differ from the planned spending in other sections of this Departmental Plan.

## Corporate information

### Organizational profile

**Appropriate minister(s):** The Honourable Omar Alghabra, Minister of Transport

**Institutional head:** Mr. Arun Thangaraj, Deputy Minister

**Ministerial portfolio:** Transport Canada

#### The Transport Portfolio includes:

- Transport Canada
- Shared governance organizations (e.g., the St. Lawrence Seaway Management Corporation)
- Crown corporations (e.g., the Great Lakes Pilotage Authority)

Grouping these organizations into one portfolio allows for integrated decision making on transportation issues.

**Enabling instrument(s):** *Department of Transport Act*<sup>cli</sup> (R.S., 1985, c. T-18)

TC administers over 50 [laws related to transportation](#)<sup>clii</sup> and shares the administration of many others. Justice Canada is the federal department responsible for maintaining the [Consolidated Statutes of Canada](#)<sup>cliii</sup> and provides access to the full text of federal acts and regulations.

**Year of incorporation / commencement:** 1936

### Raison d'être, mandate and role: Who we are and what we do

Information on TC's raison d'être, mandate and role is available on TC's [website](#)<sup>cliv</sup>.

Information on TC's mandate letter commitments is available in the [Minister's mandate letter](#)<sup>clv</sup>.

### Operating context

Information on the operating context is available on TC's [website](#)<sup>clvi</sup>.

## Reporting framework

TC's approved departmental results framework and program inventory for 2023–24 are as follows: TC's approved departmental results framework and program inventory for 2023–24 are as follows:

Departmental results framework	Core responsibility 1: Safe and secure transportation system		Core responsibility 2: Green and innovative transportation system		Core responsibility 3: Efficient transportation system	
	Result 1: A safe transportation system	<b>Indicator:</b> Accident rate over a 10-year period, and fatality rate over a 10-year period (air and marine)	Result 4: Harmful air emissions from transportation in Canada are reduced	<b>Indicator:</b> Percentage change in emissions of GHGs from the transportation sector	Result 7: Transportation corridors enable efficient movement of products to market	<b>Indicator:</b> End-to-end, rail transit time of containers along the trade corridor from Canadian west coast ports to Chicago, including border crossing time
		<b>Indicator:</b> Accident rate over a 5-year period, and fatality rate over a 5-year period (rail)				<b>Indicator:</b> End-to-end, Canada-side, truck transit time of general freight along the Toronto to U.S trade corridor, including border crossing time
		<b>Indicator:</b> Rate of reportable road traffic collisions in Canada				<b>Indicator:</b> End-to-end transit time of containerized freight arriving from ports in Asia
		<b>Indicator:</b> Rate of serious injuries in reportable road traffic collisions in Canada				<b>Indicator:</b> End-to-end transit time of a select grouping of commodities, such as grains, departing from Canada to Asia
		<b>Indicator:</b> Rate of fatalities in reportable road traffic collisions in Canada				
Internal services						



Result 2: A secure transportation system	Indicator: Rate of compliance of Canadian aviation regulated entities with TC's security regulations	Result 5: Canada's oceans and marine environments are protected from marine shipping impacts	Indicator: Volume of oil spills over 10 litres detected	Result 8: Canadian travellers and freight operators benefit from choice and improved service	Indicator: Percentage of international air services requests/issues addressed
	Indicator: Total number of Transportation Security Clearance (TSC) applications processed versus TSC applications received		Indicator: Percentage of vessels 20 meters and greater that are compliant with slowdown measures that mitigate the impacts of vessel traffic on marine species		
	Indicator: Time to revoke TSC				
Result 3: A modern safety and security regime that supports economic growth	Indicator: Percentage of TC's safety regulations aligned with international transportation standards (air)	Result 6: A transportation system that supports innovation	Indicator: Number of projects, evaluations, studies and analysis of new and emerging transportation technologies which provide evidence to support policy and regulatory decision making	Result 9: Transport Canada manages its assets effectively	Indicator: Availability of TC owned and managed transportation assets (ports, airports, ferries)
	Indicator: Percentage of client requests for safety authorizations that meet TC's service standards (air)				
	Indicator: Percentage of safety regulatory authorizations of certificated entities that were completed in accordance with established service standards (marine)				

	<b>Core responsibility 1: Safe and secure transportation system</b>	<b>Core responsibility 2: Green and innovative transportation system</b>	<b>Core responsibility 3: Efficient transportation system</b>	
<b>Program Inventory</b>	<b>Programs:</b> Aviation Safety Regulatory Framework, Aviation Safety Oversight, Aircraft Services, Marine Safety Regulatory Framework, Marine Safety Oversight, Rail Safety Regulatory Framework, Rail Safety Oversight, Rail Safety Improvement Program, Multi-Modal and Road Safety Regulatory Framework, Multi-Modal and Road Safety Oversight, TDG Regulatory Framework, TDG Oversight, TDG Technical Support, Aviation Security Regulatory Framework, Aviation Security Oversight, Marine Security Regulatory Framework, Marine Security Oversight, Intermodal Surface Security Regulatory Framework, Intermodal Surface Security Oversight, Security Screening Certification, and Emergency Management.	<b>Programs:</b> Climate Change and Clean Air, Protecting Oceans and Waterways, Navigation Protection Program, Environmental Stewardship of Transportation, Transportation Innovation, and Indigenous Partnerships and Engagement.	<b>Programs:</b> Transportation Marketplace Frameworks, Transportation Analysis, National Trade Corridors, and Transportation Infrastructure.	

## Supporting information on the program inventory

Supporting information on planned expenditures, human resources, and results related to TC's program inventory is available on [GC InfoBase](#)<sup>clvii</sup>.

## Supplementary information tables

The following supplementary information tables are available on TC's [website](#)<sup>clviii</sup>:

- Details on transfer payment programs
- Gender-Based Analysis Plus
- UN 2030 Agenda and the Sustainable Development Goals
- Horizontal initiatives

## **Federal tax expenditures**

TC's Departmental Plan does not include information on tax expenditures.

Tax expenditures are the responsibility of the Minister of Finance. The Department of Finance Canada publishes cost estimates and projections for government-wide tax expenditures each year in the [Report on Federal Tax Expenditures](#)<sup>clx</sup>. This report provides detailed information on tax expenditures, including objectives, historical background and references to related federal spending programs, as well as evaluations, research papers and gender-based analysis plus.

## **Organizational contact information**

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330 Sparks Street

Ottawa, ON

K1A 0N5

**Telephone:** 613-990-2309

**Fax:** 613-954-4731

**Email:** [Questions@tc.gc.ca](mailto:Questions@tc.gc.ca)

**Website(s):** [Transport Canada's website](#)<sup>clx</sup>



## **Appendix: definitions**

### **appropriation (*crédit*)**

Any authority of Parliament to pay money out of the Consolidated Revenue Fund.

### **budgetary expenditures (*dépenses budgétaires*)**

Operating and capital expenditures; transfer payments to other levels of government, organizations or individuals; and payments to Crown corporations.

### **core responsibility (*responsabilité essentielle*)**

An enduring function or role performed by a department. The intentions of the department with respect to a core responsibility are reflected in one or more related departmental results that the department seeks to contribute to or influence.

### **Departmental Plan (*plan ministériel*)**

A document that sets out a department's priorities, programs, expected results and associated resource requirements, covering a three-year period beginning with the year indicated in the title of the report. Departmental Plans are tabled in Parliament each spring.

### **departmental result (*résultat ministériel*)**

A change that a department seeks to influence. A departmental result is often outside departments' immediate control, but it should be influenced by program-level outcomes.

### **departmental result indicator (*indicateur de résultat ministériel*)**

A factor or variable that provides a valid and reliable means to measure or describe progress on a departmental result.

### **departmental results framework (*cadre ministériel des résultats*)**

A framework that consists of the Department's core responsibilities, departmental results and departmental result indicators.

### **Departmental Results Report (*rapport sur les résultats ministériels*)**

A report on a department's actual performance in a fiscal year against its plans, priorities and expected results set out in its Departmental Plan for that year. Departmental Results Reports are usually tabled in Parliament each fall.

### **full-time equivalent (*équivalent temps plein*)**

A measure of the extent to which an employee represents a full person-year charge against a departmental budget. Full-time equivalents are calculated as a ratio of assigned hours of work to scheduled hours of work. Scheduled hours of work are set out in collective agreements.

**gender-based analysis plus (GBA Plus) (*analyse comparative entre les sexes plus [ACS Plus]*)**

An analytical tool used to support the development of responsive and inclusive policies, programs and other initiatives. GBA Plus is a process for understanding who is impacted by the issue or opportunity being addressed by the initiative; identifying how the initiative could be tailored to meet diverse needs of the people most impacted; and anticipating and mitigating any barriers to accessing or benefitting from the initiative. GBA Plus is an intersectional analysis that goes beyond biological (sex) and socio-cultural (gender) differences to consider other factors, such as age, disability, education, ethnicity, economic status, geography, language, race, religion, and sexual orientation.

**government-wide priorities (*priorités pangouvernementales*)**

For the purpose of the 2022–23 Departmental Plan, government-wide priorities are the high-level themes outlining the Government’s agenda in the 2021 Speech from the Throne: protecting Canadians from COVID-19; helping Canadians through the pandemic; building back better—a resiliency agenda for the middle class; the Canada we’re fighting for.

**high impact innovation (*innovation à impact élevé*)**

High impact innovation varies per organizational context. In some cases, it could mean trying something significantly new or different from the status quo. In other cases, it might mean making incremental improvements that relate to a high-spending area or addressing problems faced by a significant number of Canadians or public servants.

**horizontal initiative (*initiative horizontale*)**

An initiative in which two or more federal organizations are given funding to pursue a shared outcome, often linked to a government priority.

**non-budgetary expenditures (*dépenses non budgétaires*)**

Net outlays and receipts related to loans, investments and advances, which change the composition of the financial assets of the Government of Canada.

**performance (*rendement*)**

What an organization did with its resources to achieve its results, how well those results compare to what the organization intended to achieve, and how well lessons learned have been identified.

**plan (*plan*)**

The articulation of strategic choices, which provides information on how an organization intends to achieve its priorities and associated results. Generally, a plan will explain the logic behind the strategies chosen and tend to focus on actions that lead up to the expected result.

**planned spending (*dépenses prévues*)**

For Departmental Plans and Departmental Results Reports, planned spending refers to those amounts presented in the Main Estimates.

A department is expected to be aware of the authorities that it has sought and received. The determination of planned spending is a departmental responsibility, and departments must be able to defend the expenditure and accrual numbers presented in their Departmental Plans and Departmental Results Reports.

**program (*programme*)**

Individual or groups of services, activities or combinations thereof that are managed together within a department and that focus on a specific set of outputs, outcomes or service levels.

**program inventory (*répertoire des programmes*)**

An inventory of a department's programs that describes how resources are organized to carry out the department's core responsibilities and achieve its planned results.

**result (*résultat*)**

An external consequence attributed, in part, to an organization, policy, program or initiative. Results are not within the control of a single organization, policy, program or initiative; instead, they are within the area of the organization's influence.

**statutory expenditures (*dépenses législatives*)**

Expenditures that Parliament has approved through legislation other than appropriation acts. The legislation sets out the purpose of the expenditures and the terms and conditions under which they may be made.

**target (*cible*)**

A measurable performance or success level that an organization, program or initiative plans to achieve within a specified time period. Targets can be either quantitative or qualitative.

**voted expenditures (*dépenses votées*)**

Expenditures that Parliament approves annually through an *Appropriation Act*. The vote wording becomes the governing conditions under which these expenditures may be made.



## Endnotes

- <sup>i</sup> Transport Canada website, <https://tc.canada.ca/en/corporate-services/transparency/corporate-management-reporting/departamental-plans-dp>
- <sup>ii</sup> *Safety Management Regulations*, <https://laws-lois.justice.gc.ca/eng/regulations/SOR-98-348/page-1.html>
- <sup>iii</sup> *Fishing Vessel Safety Regulations*, [https://laws.justice.gc.ca/eng/regulations/C.R.C.,\\_c.\\_1486](https://laws.justice.gc.ca/eng/regulations/C.R.C.,_c._1486)
- <sup>iv</sup> Transport Canada – Marine initiatives planned for April 2022 – April 2024, <https://tc.canada.ca/en/corporate-services/acts-regulations/forward-regulatory-plan/marine-initiatives-planned#vessel-construction-reg>
- <sup>v</sup> Transport Canada - Canada's Domestic Vessel Oversight Regime, <https://tc.canada.ca/en/marine-transportation/marine-safety/domestic-vessel-regulatory-oversight>
- <sup>vi</sup> *Vessel Operation Restriction Regulations (VORR)*, <https://laws-lois.justice.gc.ca/eng/regulations/sor-2008-120/page-1.html>
- <sup>vii</sup> *Canada Shipping Act, 2001*, <https://laws-lois.justice.gc.ca/eng/acts/c-10.15>
- <sup>viii</sup> Transport Canada - Compliance reports: test vehicles, <https://tc.canada.ca/en/road-transportation/research-testing-vehicles-child-car-seats/compliance-reports>
- <sup>ix</sup> Transport Canada, Vehicle Cyber Security Strategy, <https://tc.canada.ca/en/road-transportation/innovative-technologies/connected-automated-vehicles/transport-canada-s-vehicle-cyber-security-strategy>
- <sup>x</sup> Transport Canada - Canada's vehicle cyber security guidance, [https://publications.gc.ca/collections/collection\\_2020/tc/T46-61-2020-eng.pdf](https://publications.gc.ca/collections/collection_2020/tc/T46-61-2020-eng.pdf)
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- <sup>xii</sup> Transport Canada - Aircraft Ground Icing Operations, <https://tc.canada.ca/en/aviation/publications/aviation-safety-letter/issue-4-2021/aircraft-ground-icing-operations>
- <sup>xiii</sup> Transport Canada - Aircraft Certification, <https://tc.canada.ca/en/aviation/aircraft-airworthiness/aircraft-certification>
- <sup>xiv</sup> Transport Canada - The 2018 *Railway Safety Act* Review, <https://tc.canada.ca/en/legislative-reviews/railway-safety-act-review-2017-18/enhancing-rail-safety-canada-working-together-safer-communities>
- <sup>xv</sup> Office of the Auditor General of Canada - Report 5—Follow-up Audit on Rail Safety—Transport Canada, [https://www.oag-bvg.gc.ca/internet/docs/parl\\_oag\\_202102\\_05\\_e.pdf](https://www.oag-bvg.gc.ca/internet/docs/parl_oag_202102_05_e.pdf)
- <sup>xvi</sup> *Railway Safety Management System Regulations, 2015*, <https://laws.justice.gc.ca/eng/regulations/SOR-2015-26/page-1.html>
- <sup>xvii</sup> Parliament of Canada – An Act to amend the *Customs Act*, the *Railway Safety Act*, the *Transportation of Dangerous Goods Act 1991*, the *Marine Transportation Security Act*, the *Canada Transportation Act* and the *Canada Marine Act* and to make a consequential amendment to another Act, <https://www.parl.ca/legisinfo/en/bill/44-1/c-33>
- <sup>xviii</sup> Railway Association of Canada, <https://www.railcan.ca>
- <sup>xix</sup> Transport Canada - Railway Freight and Passenger Train Brake Inspection and Safety Rules, <https://tc.canada.ca/en/rail-transportation/rules/railway-freight-passenger-train-brake-inspection-safety-rules>
- <sup>xx</sup> Transport Canada - Duty and Rest Period Rules for Railway Operating Employees, <https://tc.canada.ca/en/rail-transportation/operating-federal-railway/railway-employee-work-rest-rules-medical-rules/duty-rest-period-rules-railway-operating-employees>
- <sup>xxi</sup> Transport Canada - Rail Safety Improvement Program, <https://tc.canada.ca/en/programs/funding-programs/rail-safety-improvement-program>
- <sup>xxii</sup> Transport Canada - Rail Climate Change Adaptation Program, <https://tc.canada.ca/en/programs/funding-programs/rail-climate-change-adaptation-program>
- <sup>xxiii</sup> *Marine Transportation Security Act*, <https://lois-laws.justice.gc.ca/eng/acts/M-0.8>

- xxiv *Marine Transportation Security Regulations*, <https://laws-lois.justice.gc.ca/eng/regulations/sor-2004-144>
- xxv *Domestic Ferries Security Regulations*, <https://laws-lois.justice.gc.ca/eng/regulations/SOR-2009-321/page-1.html>
- xxvi *Canadian Aviation Security Regulations, 2012*, <https://laws-lois.justice.gc.ca/eng/regulations/SOR-2011-318/page-1.html>
- xxvii *Transportation of Dangerous Goods by Rail Security Regulations*, <https://laws.justice.gc.ca/eng/regulations/SOR-2019-113/page-1.html>
- xxviii *Passenger Rail Transportation Security Regulations*, <https://laws-lois.justice.gc.ca/eng/regulations/SOR-2020-222/index.html>
- xxix National Security and Intelligence Review Agency, <https://nsira-ossnr.gc.ca>
- xxx National Security and Intelligence Committee of Parliamentarians, <https://www.nsicop-cpsnr.ca/index-en.html>
- xxxi Office of the Intelligence Commissioner, <https://www.canada.ca/en/intelligence-commissioner.html>
- xxxii *Privacy Act*, <https://laws-lois.justice.gc.ca/eng/acts/p-21/FullText.html>
- xxxiii Transport Canada - Transportation Security Clearance Program, <https://tc.canada.ca/en/programs/non-funding-programs/transportation-security-clearance-program>
- xxxiv Transport Canada - Marine Transportation Security Clearance Program, <https://tc.canada.ca/en/marine-transportation/marine-security/marine-transportation-security-clearance-program-mtscp-0>
- xxxv Federal Emergency Response Plan (FERP), <https://www.publicsafety.gc.ca/cnt/rsrscs/pblctns/mrgnc-rspns-pln/index-en.aspx>
- xxxvi *Secure Air Travel Act*, <https://laws-lois.justice.gc.ca/eng/acts/S-6.7/page-1.html>
- xxxvii *Small Vessel Regulations*, <https://laws-lois.justice.gc.ca/eng/regulations/sor-2010-91>
- xxxviii *Competency of Operators of Pleasure Craft Regulations*, <https://laws.justice.gc.ca/eng/regulations/SOR-99-53/page-1.html>
- xxxix *Marine Personnel Regulations*, <https://laws-lois.justice.gc.ca/eng/regulations/sor-2007-115>
- xl IMO, <https://www.imo.org/en>
- xli *VORR*, <https://laws-lois.justice.gc.ca/eng/regulations/sor-2008-120>
- xlii *Canadian Aviation Regulations (CARs)*, <https://tc.canada.ca/en/corporate-services/acts-regulations/list-regulations/canadian-aviation-regulations-sor-96-433>
- xliii Transport Canada - Forward Regulatory Plan, <https://tc.canada.ca/en/corporate-services/acts-regulations/forward-regulatory-plan>
- xliv Canadian Aviation Regulation Advisory Council (CARAC), <https://tc.canada.ca/en/corporate-services/acts-regulations/list-regulations/canadian-aviation-regulations-sor-96-433/canadian-aviation-regulation-advisory-council-carac>
- xlv Transport Canada - Let's Talk Transportation website, <https://letstalktransportation.ca>
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- xlvi Government of Canada - Annual Regulator Modernization Bill, <https://www.canada.ca/en/government/system/laws/developing-improving-federal-regulations/modernizing-regulations/annual-regulatory-modernization-bill.html>
- xlvi *Canada Transportation Act*, <https://laws-lois.justice.gc.ca/eng/acts/c-10.4>
- li *Canada Marine Act*, <https://laws-lois.justice.gc.ca/eng/acts/c-6.7>
- li Transport Canada - Transportation of dangerous goods in Canada, <https://tc.canada.ca/en/dangerous-goods/transportation-dangerous-goods-canada>
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- lii Transport Canada - Amendments to the *TDGR*, <https://tc.canada.ca/en/corporate-services/acts-regulations/forward-regulatory-plan/transportation-dangerous-goods-initiatives-planned>

- liv Transport Canada - TDG Transformation Roadmap, [https://tc.canada.ca/en/dangerous-goods/newsletter/spring-summer-2020-transformation#\\_TDG\\_Transformation\\_Roadmap](https://tc.canada.ca/en/dangerous-goods/newsletter/spring-summer-2020-transformation#_TDG_Transformation_Roadmap)
- lv *Transportation of Dangerous Goods Act, 1992*, <https://www.laws-lois.justice.gc.ca/eng/acts/T-19.01>
- lvi Transport Canada - Canadian Transport Emergency Centre, <https://tc.canada.ca/en/dangerous-goods/canutec>
- lvii Transport Canada - Emergency response assistance plans (ERAPs), <https://tc.canada.ca/en/dangerous-goods/emergency-response-assistance-plans-eraps>
- lviii Public Safety Canada - Chemical, Biological, Radiological, Nuclear and Explosives Resilience Strategy for Canada, <https://www.publicsafety.gc.ca/cnt/rsrscs/pblctns/rslns-strtg/index-en.aspx>
- lix International Civil Aviation Organization (ICAO), <https://www.icao.int/pages/default.aspx>
- lx Transport Canada - Safer Skies Initiative, <https://tc.canada.ca/en/initiatives/safer-skies-initiative>
- lxi ICAO - Standards and Recommended Practices, <https://www.icao.int/safety/safetymanagement/pages/sarps.aspx>
- lxii ICAO - Chicago Convention on International Civil Aviation, <https://www.icao.int/publications/Pages/doc7300.aspx>
- lxiii Government of Canada - Gender Based Analysis Plus (GBA Plus), <https://women-gender-equality.canada.ca/en/gender-based-analysis-plus.html>
- lxiv *Canadian Aviation Regulations*, <https://tc.canada.ca/en/corporate-services/acts-regulations/list-regulations/canadian-aviation-regulations-sor-96-433>
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