TRANSPORT CANADA

Departmental Results Report
2022–2023

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The Honourable Pablo Rodriguez, P.C., M.P.
Minister of Transport

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From the Minister

I am pleased to present Transport Canada's Departmental Results Report for 2022-23. It was a year of achievements and challenges, and a year of recovery.

Public health and safety measures to protect Canadians and travellers from COVID-19 were gradually lifted, and some sectors struggled with increased volume as demand and travel activity returned to levels not seen since before the global pandemic began. Restoring public confidence in the safety and reliability of our transportation systems was an important priority. Transport Canada worked with partners across the transportation sector and public sector to find ways to improve wait times and find efficiencies, while remaining vigilant.

Investments in infrastructure were an important part of the recovery process. It was a busy year for projects to improve airports, freight transport, dry docks, and rail safety equipment, along with other essential aspects of Canada's transportation system.

In October, the National Supply Chain Task Force delivered its final report. This Task Force, which had been announced in March 2022, was established to examine the key pressures affecting Canada's supply chain operations. Supply chains are vital for our economy, and for Canadians and Canadian business to receive the goods they need in a timely manner. They are also vital for businesses to expand into global markets. The Task Force's report will inform the Government of Canada's National Supply Chain Strategy, and guide us as we continue to take targeted actions to strengthen Canada's transportation supply chains and help bolster our economic capacity and opportunities for our businesses to expand into global markets.

Indigenous Reconciliation is a government-wide priority, and Transport Canada has been actively taking steps to strengthen relationships and develop new partnerships with Indigenous Peoples. A significant example of this dedication is Canada's Oceans Protection Plan, which was renewed in 2022-23 for nine additional years. As the federal whole-of-government lead for the Oceans Protection Plan, Transport Canada continues to advance measures that are improving marine safety, increasing protections for our marine ecosystems and species, and strengthening how we prevent and respond to marine incidents. This work, and more, is done in close partnership with Indigenous and coastal communities, industry, and academia.

It was also a significant year for the High Frequency Rail project, with a new, wholly-owned subsidiary of VIA Rail established to serve as a new dedicated project office, working alongside Transport Canada. The procurement phase of the project began in February, starting with a

Request for Qualifications. This is the largest transportation infrastructure project that Canada has seen in decades, and would be the biggest investment in Canadian passenger rail in generations.

It was also an important year for the Lac-Mégantic rail bypass project. Expert surveying work and consultations with local communities helped to inform next steps on land acquisition, mitigation measures on hydrology, and other aspects as the project moved forward.

Transport Canada continues to collaborate with partners at all levels to promote and advance its departmental mandate—a green, reliable, and efficient transportation sector. Transportation accounts for almost a quarter of Canada's greenhouse gas emissions, so there is a focus on decarbonizing emissions from vehicles, including in transportation hubs such as marine ports, airports, rail yards, and truck depots.

Wildfires, floods, and extreme weather events are increasingly affecting our transportation system. Work continues to ensure system resiliency in the face of climate change, with a priority focus on Indigenous and other Northern and remote communities that are particularly dependent on limited transportation links.

Since 1936, Transport Canada has been helping people and goods get safely and efficiently where they need to go. I am very proud of the ongoing work of Transport Canada and the many people working across the department to ensure a safe, secure, efficient, and sustainable transportation system that meets the evolving needs of Canadians.

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Results at a glance

In 2022-23, Transport Canada (TC) continued to deliver on its mandate to advance policies, programs and regulations that contribute to the development of a transportation system that is safe, secure, green, innovative and efficient for all Canadians.

While 2022-23 saw most of the COVID-19 shutdowns and disruptions abate, new pressures and ongoing challenges in the transportation system, such as the impacts of climate change, the evolving nature of security threats to our system, and the rising cost of goods, remain issues for the Department to contend with. The evolving operational context for Canada's transportation system means that the Department had to deliver on dealing with immediate disruptions, while developing plans to address longstanding issues that have brought us to this new reality.

Over the last year, lingering stress on Canada's supply chains has exacerbated inflation and affordability concerns. This is leading to higher costs for Canadians. With congestion pressures continuing to face global supply chains, Transport Canada plays a critical role when it comes to overall system performance and reliability to get products to market, keep Canadians safe, and support our economic prosperity.

Transport Canada made key advances to support the post-pandemic recovery of our transportation and logistics sector. Budget 2022 announced a commitment of $603.2 million over five years, starting in 2022-23, to help build more resilient and efficient supply chains through investments in our flagship transportation infrastructure program, the National Trade Corridors Fund (NTCF), and the Minister of Transport created an arms-length National Supply Chain Task Force (Task Force) to consult broadly with industry, associations and experts to examine the key pressures and make recommendations regarding short and long-term actions to strengthen the efficiency, fluidity and resiliency of transportation infrastructure and reliability of Canada's supply chain. The Task Force's Report was released in October 2022 and provides advice for how all levels of government and industry can increase competition, access, reliability, resiliency, redundancy, efficiency, and investment in the national transportation system and supply chain.

On November 17, 2022, the Minister of Transport introduced Bill C-33, the *Strengthening the Port System and Railway Safety in Canada Act*, which includes proposed measures to: amend current legislation and modernize the way Canada's marine and railway transportation systems operate; remove systemic barriers to create a more fluid, secure, and resilient supply chain; expand Canada Port Authorities' mandate over traffic management; position Canada's ports as strategic hubs that support national supply chain performance and effectively manage investment decisions for sustainable growth; improve the government's insight into ports and their operations; and modernize provisions on rail safety, security, and transportation of dangerous goods.

TC's work to deliver against our core responsibility to maintain a safe and secure transportation system further supports the long-term viability and success of Canada's transportation system overall. In 2022–23, TC continued to strengthen and enhance rail security through information sharing and collaboration with industry and law enforcement to address unlawful activities, such as trespassing and tampering, and other acts of interference with the national rail system. Internationally, TC became the chair of a Five Eyes maritime domain awareness collaborative

partnership, including the United States, the United Kingdom, Australia, and New Zealand. Canada shares information on threats and risks, and coordinates security-related activities with partner working groups and communities of interest. TC also continued to lead a Canada–US recurring exercise to promote common awareness of threats and to coordinate risk mitigation actions in an evolving maritime security world.

The Department's efforts over 2022-23 also demonstrate how improved security and improved service delivery are often intertwined, and nowhere is this more evident than in TC's work to support the restart of Canada's air sector. While work is ongoing in this area, and the recovery is still far from complete, some key actions undertaken in 2022-23 can provide a foundation upon which to build future service and efficiency gains.

The last two and a half years have proved extremely difficult for the air sector, especially for its workers and passengers. Canadians experienced delays and service issues across the entire network. Traffic volumes were 90% below pre-pandemic levels for upwards of two years, much longer than most other countries. Two years with little traffic followed by a rapid passenger growth have exposed issues to address.

To improve the passenger experience and streamline processes while maintaining the safety and security of the system, TC remains committed to the updating or replacement of outdated technologies and modernization of service delivery. The Department continued to implement an Air Right Touch Travel (ART) vision designed facilitate the shift from current paper-based travel processes to automated digital processes that enable faster and better airport journey and overall travel experience. In 2022–23, the Department also enhanced the operational efficiency of its Transportation Security Clearance (TSC) program for individuals who require access to restricted areas of air & marine ports.

The long-term viability of Canada's transportation industries will be determined by our ability to not only manage environmental impacts, but also relies on how the sector can embrace a net-zero future and advance strategies for decarbonization.

Transportation is the second largest source of Canada's greenhouse gas (GHG) emissions, accounting for 22% of the total; much of our daily economic activity is supported by marine traffic, meaning TC has an important role to play in protecting our oceans and waterways while supporting a fluid and efficient system.

TC's work over 2022-23 recognized the importance of building resiliency and redundancy into Canada's transportation system across regions, including adapting operations, practices and infrastructure to withstand the effects of climate change and mitigate impacts on our natural environment.

Since 2016, the Oceans Protection Plan (OPP) has enhanced Canada's marine safety and environmental protection system and enabled more proactive approaches to ocean stewardship in partnership with marine stakeholders and Indigenous Peoples. Budget 2022 provided an additional $2 billion, bringing total investments to $3.5 billion. TC's work coming out of this renewed investment is focused on strengthening marine incident prevention, emergency preparedness and response improving the efficiency, safety and sustainability of Canada's marine supply chains and mitigating the impact of vessel traffic on the environment, through direct measures and by advancing research on marine pollution, ecosystems and wildlife.

Environmental protection must be coupled with measurable activities to decarbonize the transportation sector to support the long-term viability of Canada's multi-modal transportation system. In December 2022, TC published Canada's Action Plan for Clean On-Road Transportation, reflecting the Government of Canada's initiatives announced and implemented since 2016 to reduce emissions from road vehicles and enable the transition to zero-emission vehicles. As committed to in the Action Plan, TC launched a new Zero-Emission Vehicle Council aimed at bringing together parties to identify, discuss, and work on solutions to further speed up the transition.

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 international markets, and sustains and attracts global value chains that serve as the backbone of domestic and international trade. TC's actions in 2023 served to maintain this essential system so that Canadians continue to reap the benefits of an efficient, green and safe transportation system.

For more information on TC's plans, priorities and results achieved, see the "Results: What we achieved" section of this report.

Results: What we achieved

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.

Results

Security

Adjusting to a post-pandemic travel world

The COVID-19 pandemic had major impacts on the travel sector in Canada and around the world. The travel restrictions and public health protocols meant that some projects to improve the efficiency and convenience of travel security had to be put on hold or cancelled. One example was the Known Traveller Digital Identity (KTDI) pilot project. Other innovations impacted included updating of the *Canadian Aviation Security Regulations, 2012 (CASR, 2012)[ii]* and Security Management Systems (SeMS).

Fortunately, with the declared end of the pandemic, stakeholder consultations and work on travel security improvements were revived. This includes renewed engagement with travel industry stakeholders by TC's Advisory Group on Aviation Security. For example, we were able to build on findings from the completed initial phases of the KTDI pilot to accelerate adoption of convenient and secure technologies for passenger travel transactions. This included continuing our shift from paper-based travel processes to automated digital processes under the Air Right Touch Travel (ART) initiative. ART has already begun work with Canadian airports and air carriers, trialing biometric and digital identity solutions in the airport environment to inform the long-term approach and transition to digital processes. The aim is to improve the traveler experience, increase security and restore public confidence in air travel.

Enhancing global air travel security

When the international Safer Skies Initiative was launched in February 2020, TC established the Conflict Zone Information Office. It continues to provide around-the-clock monitoring of global conflict zones and issues guidance to Canadian air carriers, where appropriate.

In 2022-23, the department was elected for a second term as co-chair of the Safer Skies Consultative Committee (SSCC). This committee of experts from states, industry and international organizations discusses conflict zones in relation to civil aviation and authors guidance materials for the safety of the civil aviation community and air passengers, when planes fly in proximity of conflict zones. One example is the committee's proposal to review and update

the International Civil Aviation Organization's (ICAO) Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones.

Addressing drone security issues

Throughout 2022–23, TC worked with RCMP, other federal departments, and industry stakeholders to address threats posed by malicious drone use. We developed a national drone security strategy and regulatory framework and implemented protocols to deal with drone incursions. We also partnered with Nav Canada, Ottawa International Airport, Canadian Armed Forces, Defence Research and Development Canada, the Canadian Safety and Security Program, and other stakeholders to refine drone detection and mitigation capabilities and update threat assessment processes and responses. The department continued to share insights on drone incursion challenges and best practices with the international community.

TC works closely with partners to protect flight operations from both malicious and accidental or unintended drone incursions into air space.

Strengthening air cargo security

In 2022–23, TC continued implementation of the Pre-load Air Cargo Targeting (PACT) system supported by artificial intelligence that enables rapid and reliable assessment and response to security threats from air cargo shipments. The department launched an upgraded portal that receives data on air cargo shipments submitted voluntarily from air carriers and displays the result in a dashboard. We began testing two-way messaging to allow faster assessment and sharing of information on cargo risks and mitigation measures. The PACT system is on track for full implementation in fall 2024, in line with the coming into force of amendments to the CASR, 2012.
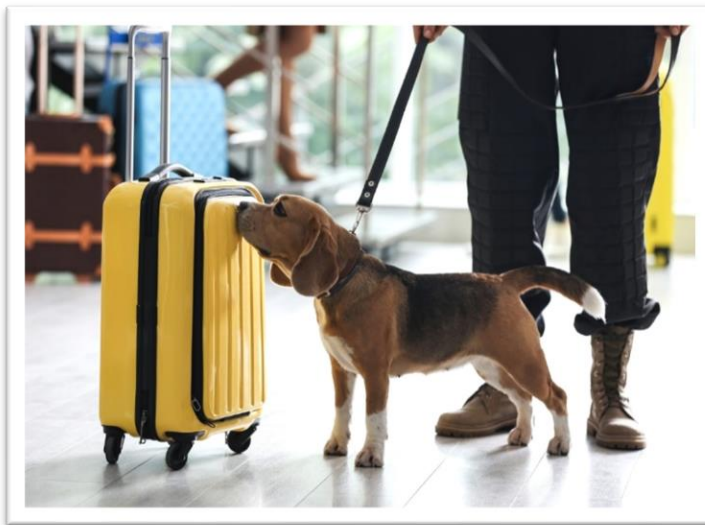
Modernizing and strengthening marine security

In November 2022, Bill C-33[iii] was introduced to the House of Commons. The amendments will significantly strengthen and modernize security provisions in the *Marine Transportation Security Act[iv],* including:

- expanding the Minister's ability to delegate administration and enforcement to third parties;
- enhancing ministerial powers to make interim orders and give emergency directions
- authorizing the government to make new regulations concerning fees, the health of persons involved in the marine transportation system, and vessel exclusion zones
- modernizing Canada's marine security enforcement framework

In collaboration with its security partners, TC in 2022–23 developed and implemented a Marine Enforcement Plan for the *Special Economic Measures (Russia) Regulations[v].* In response to Russia's invasion of Ukraine, these measures are designed to ensure that no Russian vessels and only limited Russian cargo can be accepted into Canada.

In 2022–23, in collaboration with Public Safety Canada, the department established the first marine preclearance location in Canada, at the Alaska Marine Highway System Ferry Terminal, in Prince Rupert, British Columbia. This facility is helping travellers and trade move more efficiently across the Canada–US border.

TC continued to chair the federal Interdepartmental Marine Security Working Group and worked with its partners to update Canada's Maritime Security Strategic Framework. This framework

guides a whole-of-government approach to Canada's maritime security. The department also led 3 other working groups that continue to support and strengthen Canada's maritime event response protocol. In addition, we supported the Auditor General's Arctic Waters Surveillance[vi] performance audit.

In 2022–23 TC became the chair of a Five Eyes maritime domain awareness partnership with Australia, New Zealand, the United Kingdom and the United States. The partners share information and collaborate on security threats and risks.TC also continued to lead a Canada–US exercise to promote awareness of maritime security threats and coordinate risk mitigation. In addition, TC worked with the Organization of American States to assist the National Port Commission of Guatemala with its national strategy for maritime security.

Enhancing rail and intermodal security

In 2022–23, TC continued to strengthen rail security through information sharing and collaboration with industry and law enforcement agencies. The work focuses on unlawful activities, such as trespassing and tampering, and other acts of interference with the national rail system.

A rail security social media campaign to dissuade Canadians from trespassing on railway properties and tracks has now been viewed over seven million times.

TC implemented a national oversight program for both the *Transportation of Dangerous Goods by Rail Security Regulations[vii]* and the *Passenger Rail Transportation Security Regulations[viii]*. This includes the publication of standard operating procedures for compliance and enforcement activities, and guidelines for industry compliance.

Ensuring well-coordinated transportation security and intelligence operations

The department continued to enhance security training in the transportation and travel domains. This included participation in a national session on oversight and enforcement activities. TC successfully completed implementation of a Regulatory Oversight Management (ROM) system for release in 2023. ROM is an automated system that supports better management of data on transportation security factors and incidents. This will streamline and centralize TC's security oversight activities. Innovations to TC's Transportation Security Information System enables the secure sending and receiving of electronic documents and continuous onboarding of regulated entities to the department's Secure Regulatory Advisory System.

In 2022–23, TC continued to work with other federal security and intelligence partners to enhance transportation security. Our work with intelligence experts in conducting threat assessments focused on identifying transportation security intelligence gaps in the aviation, rail and marine sectors. In support of government-wide efforts to manage security intelligence, we continued to reinforce accreditation requirements for intelligence use, including proper handling, recording and cataloguing of security products. We also participated in reviewing and advising on economic security matters relating to foreign investments in Canada's transportation infrastructure, as required under the *Investment Canada Act[ix]*.

The department supported the government's cyber security initiatives. This included input to Bill C-26, *An Act Respecting Cyber Security*[x], and interdepartmental collaboration on cyber security awareness and readiness.

In 2022–23, the department enhanced the efficiency of its TSC program. This included improvements to service standards and the management of application processes for the verification of individuals requiring access to restricted areas of airports and marine ports. Working with industry partners, a modernized service project, Transportation Security Services, was put in place to reduce administrative burden and streamline operations.

More than 64,000 applications for Transportation Security Clearances (TSC) for workers in the transportation sector were processed by TC in 2022–23. This was up 74% over the previous year and fully 25% greater than pre-pandemic levels.

To enhance rail security and ensure consistent interpretation and application of regulations, our inspectors undertook training on oversight and enforcement activities. This training covered our latest rail security programs dealing with Transportation of Dangerous Goods (TDG) security and passenger rail security, as well as our new ROM digital system in advance of its 2023 release.

Emergency response to transportation system incidents

As the lead agency for emergency response to transportation incidents, TC continued to maintain its 24/7 Situation Centre (SITCEN). The SITCEN provides timely information sharing with key partners on emerging safety and security issues. The department coordinated efforts with other emergency operating groups and stakeholders to manage major incidents such as Hurricane Fiona, the Freedom Convoy 2.0, the Marine Vessel Holiday Island fire, as well as other significant rail, marine and aviation safety and security incidents that required careful monitoring and oversight.

TC assisted in the planning and preparation of a variety of significant events in 2022-23, including:
- the 2022 Papal visit;
- the Men's FIFA World Cup 2026; and
- the Commonwealth Games 2030.

The department also led and/or participated in important security preparation exercises, such as:
- National Priority Exercise Coastal Response;
- Health Canada's national cross-border nuclear exercise Cobalt 25;
- Exercise Panorama dealing with transportation of dangerous goods; and
- The NATO Resilience Committee.

To support an effective whole-of-government response to emergencies, TC contributed to improvements in the Federal Emergency Response Plan. It also supported the Government Operations Centre in developing the Federal Emergency Logistics Plan. TC also continued to develop its digital incident management tools, such as the Wildfire-Rail Proximity mapping tool. In addition, it continued to run national orientation sessions to onboard employees for surge capacity during events such as wildfires, floods and supply chain disruptions.

Safety

Protecting public health and safety in the aviation sector

TC has an ongoing commitment to safeguard the safety and health of the travelling public as well as all workers in the aviation and other transportation sectors.

As the aviation sector began returning to normal following the COVID-19 pandemic, TC worked with public health authorities in supporting the safe reopening and restart of the aviation sector. This included updating and refining travel conditions and exemptions in response to the easing of public health measures. The aim was to enhance travel flexibility and remove unnecessary administrative burdens without compromising public health. TC also advanced aircraft wastewater testing to assist in epidemiological monitoring of the virus. In addition, the department responded to changes in risks associated with various pandemic scenarios through the updating, modification and simplification of guidance documentation on surveillance.

In 2022–23, TC's National Aircraft Certification (NAC) branch continued to strengthen the robustness of its high-quality aircraft certification and approval system.

With respect to drone safety, TC continued to move forward with the visual-line-of-sight safety and security frameworks for drone operations with nearly 93,000 drones registered in Canada. It also completed the first term of the Canadian Drone Advisory Committee.

TC's Medicine group developed a Quality Assurance and Quality Control framework to improve oversight on medical certificates renewed by Civil Aviation Medical Examiners (CAMEs). It also made progress on a portal to improve the ability of applicants to view the status of their medical certificates. This is expected to be completed in 2023–24.

In 2022–23, the department continued its collaboration with the international aviation community through its participation with ICAO. Departmental officials serve as panel and working group members for ICAOs' Safety Management initiatives. International collaboration was also fostered through TC's participation in the Safety Management International Collaboration Group, of which Canada was a founding member.

TC continues to refine and promote the principles and requirements of Safety Management Systems (SMS) and State Safety Programs (SSP). It also collaborated with international partners to share aviation safety lessons learned and to assist other countries with their adoption and use of SMS and SSP. TC has continued to advance its civil aviation surveillance program. Improvements include:

- updating and development of guidance materials;
- enhancement of quality control related to surveillance findings and observations;
- development and use of training material and instruction;
- refinement of surveillance planning methodology;
- updates to staff instruction on addressing deficiencies identified through surveillance;
- completion of two virtual surveillance training sessions as part of Delegated Officer Initial Training (DOIT); and
- Improvement of the process for annual development of the National Oversight Plan (NOP), through use of automation to assess the impacts of various risk factors and prioritize enterprises for surveillance.

In 2022–23, TC completed Phase II of its Ground Icing Operations TI campaign. This responded to the findings of a Transportation Safety Board (TSB) investigation of an aircraft icing incident in 2017 that resulted in a crash with injuries and a fatality. The TSB recommendation focused on ensuring increased compliance with Canadian Aviation Regulation 602.11(2), which required inspectors to assess relevant documentation and records and to

> Ground deicing and anti-icing of aircraft are practices employed by the aviation industry to ensure that aircraft can safely take-off in conditions where there could be adhering freezing or frozen precipitation. An aircraft that would otherwise take off without adequate treatment could be at a serious risk of performance degradation and/or controllability issues. For most air operations, this vital safety procedure involves the use of de/anti-icing fluids, which are propylene or ethylene glycol-based, that remove snow and ice and also prevent further adherence for a period of time, to allow safe take-off and flight.

ensure their staff were aware of ground icing operations, regulatory requirements and recommended practices.

In 2022–23, TC expanded the National Oversight Plan governing safety of Canada's transportation system to include Remotely Piloted Aircraft Systems (RPAS). The major focus was to deal with threats to safety from RPAS incursions in Canadian airspace. In support, the department performed oversight activities in Ottawa and Montréal. In addition, the department created an Air Taxi Safety Campaign[xi] website. The website provides access to free safety materials and tools to help Air Taxi operators and their clients reduce safety risks and promote a positive safety culture.

Marine

Enhancing vessel safety and updating licensing and registration services for vessel operators in Canada

In 2022–23, TC advanced work on the *Regulations Amending the Small Vessel Regulations[xii]* for pleasure craft licensing and amendments to the *Competency of Operators of Pleasure Craft Regulations[xiii]*. The department continued to implement enhancements to the Pleasure Craft Electronic Licensing Database System and the Pleasure Craft Operator Competency Database. These updated regulations and databases will improve user experience and data integrity.

In January 2022, TC launched a new component of the Small Vessel Compliance Program[xiv] that applies specifically to tugs. This component provides tug owners and operators with an easy-to-use tool to better understand and meet the requirements for small vessels. To date, applications to enroll 94 vessels in the program have been submitted. In 2022–23, TC advanced a number of regulatory provisions designed to enhance safety of small vessels and their operation:

- The department proposed a new regulatory project, the *Small Vessel Construction and Equipment Regulations,* aimed at modernizing construction and equipment requirements for vessels above 15 gross tonnage and below 24 metres to align with international standards and industry best practices for safe vessel operations.
- Amendments to *Vessel Fire Safety Regulations[xv]* came into effect in November 2022, incorporating key international standards for fire safety and breathing apparatuses
- Amendments to the *Life Saving Equipment Regulations[xvi]* came into effect in December 2022, addressing servicing allowances for inflatable survival equipment
- The department continued work on proposed changes to the *Fishing Vessel Safety Regulations[xvii]*, which will update design and construction requirements for small fishing vessels

The *Vessel Construction and Equipment Regulations[xviii]* were pre-published in Part I of the *Canada Gazette* in October 2022. These regulations will update and consolidate requirements for the construction and equipment of new vessels 24 metres or more in length and would simplify the regulatory framework. They will also help ensure that Canadian requirements for these vessels are clear, consistent, and aligned with international requirements, modern standards, and

industry best practices regarding essential safety equipment to be carried on board and key construction provisions to enhance safety across vessel operations.

TC also continued to use the Joint National Safety at Sea Committee as a forum to collaborate with the department of Fisheries and Oceans Canada (DFO) and the Canadian Coast Guard (CCG) on shared initiatives to enhance fishing vessel safety and promote a culture of safety.

The department migrated its Vessel Registry to a new platform that supports enhanced service oversight and program delivery improvement. In addition, TC introduced digital certificates for small vessels for convenience of users and efficiency of operations.

Enhancing safety culture and safety performance

In 2022–23, TC moved forward with the *Marine Safety Management System Regulations[xix]*. These measures, which were pre-published in the *Canada Gazette* Part 1 in June 2022, will require more companies and vessels to develop and implement a safety management system. The aim is to enhance safety and prevent accidents, incidents, and injuries by implementing formal requirements to the majority of vessels operating in Canadian waters.
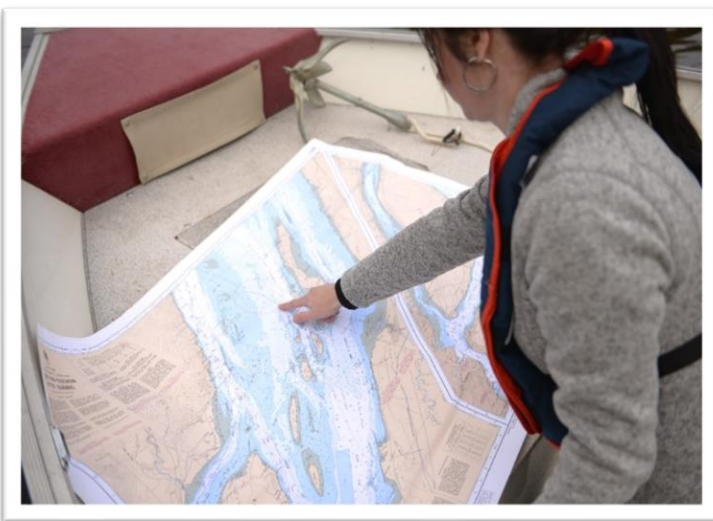
TC also made progress in preparing for publication in 2024 of *Marine Personnel Regulations[xx]*. The department paid special attention to options for plans to address employees. The regulations will guide the modernization of training, certification and labour standards for seafarers, in alignment with recommendations from the Transportation Safety Board of Canada and standard practices in the marine industry.

Improving marine pilotage regulations

In 2022–23 TC continued to work with stakeholders to better integrate marine pilotage into the navigation system through the implementation of amendments to the *General Pilotage Regulations[xxi]*. The regulations cover marine pilot operations and establish four compulsory pilotage authorities (Atlantic, Great Lakes, Laurentian, and Pacific) covering 37 areas where certified pilots must be used.

In Canadian waters designated as "compulsory pilotage areas", certain vessels must have a designated marine pilot on board to guide the vessel safely and ensure safe transit.

Rail

Engaging local and Indigenous communities in rail safety

In 2022–23, TC continued to support the engagement of local and Indigenous communities in developing and improving rail safety in Canada. This was supported by two complementary programs: the Community Participation Funding Program—Rail Safety Component and the Program to Enhance Rail Safety Engagement to fund outreach, research and community consultations on safety issues of local concern.

Addressing risks and challenges from climate change

TC maintains a strong interest in addressing the impacts of climate change on the safety and reliability of Canada's transportation system. In 2022–23 the department approved the Railway Extreme Heat and Fire Risk Mitigation Rules[xxii] which came into force on June 15, 2022. The rules include measures to better prevent, detect and suppress fires during periods of extreme heat and fire risk. Under the rules, railway companies are required to:

- establish temperature thresholds at which train speeds are reduced
- conduct additional track inspections during high temperature periods to reduce the risk of derailment caused by track conditions
- inspect locomotive exhaust more frequently to ensure they're free of any deposits that could pose a fire risk
- implement a Fire Risk Mitigation Plan, setting out measures to manage vegetation, mitigate fire hazards during maintenance activities, and detect and report fires

During fire season, TC maintains enhanced oversight to prevent and respond to wildfire risks, focusing on:

- confirming that railways are taking all required preventative measures
- monitoring adherence to the railway company Fire Risk Mitigation Plans

Strengthening rail system and operations safety

On November 28, 2021, the department amended the *Grade Crossings Regulations[xxiii]*. High priority grade crossings were required to follow new safety standards by November 28, 2022. All other grade crossings must comply by November 28, 2024.

On May 31, 2022, changes to the Rules Respecting Track Safety[xxiv] were approved, to come into force on May 31, 2023. These changes establish requirements governing:

- concrete ties
- inspection of yard tracks over which passenger equipment operates
- development and reporting of key track performance indicators

On September 2, 2022, the *Locomotive Voice and Video Recorder Regulations[xxv]* came into effect. The regulations enable the collection and use of certain data to learn more about the causes and contributing factors of accidents or incidents. The aim is to support more comprehensive investigations by the TSB, TC, and rail companies to improve rail safety. TC continued to assist companies with implementation of the regulations and began monitoring for compliance.

The new *Duty and Rest Period Rules for Railway Operating Employees[xxvi]* were approved on November 25, 2020. Requirements for development of Fatigue Management Plans by operators came into force on November 25, 2021, while Key Principles came into force on November 25, 2022. These describe shared duties including the requirement for employees to report if they are not fit for duty due to fatigue. The department also developed an interpretation guide to help railway companies develop fatigue management strategies.

In 2022–23, TC continued work on several other rail safety initiatives, including the evaluation of automatic parking brakes on trains and the application of enhanced train control technologies.

Investing in rail system safety improvements

In 2022–23, TC invited proposals for its Rail Safety Improvement Program (RSIP), a Grant and Contribution initiative that funds a range of rail safety improvement projects:

- **Infrastructure, Technology and Research:** Projects that focus on safety improvements along rail lines and on rail property; and research and development of new technologies.
- **Rail Climate Change Adaptation Program:** Projects that identify climate change risks and develop effective solutions.
- **Climate Change and Adaptation to Extreme Weather Infrastructure:** Projects that repair vulnerable rail infrastructure already impacted by extreme weather events (such as flooding and wildfires), as well as prevention and mitigation projects that prepare for the future impacts of climate change.

In 2022–23, TC invested close to $19 million in RSIP projects, including:

- new flashing lights, warning systems, pedestrian sidewalks, and gates at grade crossings
- community outreach campaigns and school programs
- testing of new technologies such as the remote monitoring of flood risks along rail lines.

As of May 2023, there are over 250 active RSIP projects scheduled to be completed by 2025–2026.

Multimodal and Road Safety

Helping Canadians to improve safety on the roads

In 2022–2023, TC marked the end of the first Decade of Action for Road Safety and helped kick-start the second Decade of Road Safety. Working with provincial and territorial data and

expertise the department produced Road Safety in Canada 2020[xxvii], which was released in December 2022, and a brochure on how Canadians can improve safety on the roads.

Improving school bus safety

On July 2, 2022, TC published in *Canada Gazette* Part I proposed safety regulations for newly manufactured and imported buses. The department took into account findings from the Task Force on School Bus Safety[xxviii] to set out requirements for:

- mandatory installation of extended stop arms and exterior perimeter visibility systems;
- minimum requirements for the voluntary installation of infraction/stop arm cameras;
- mandatory labelling to indicate that a school bus may be equipped with infraction/stop arm cameras.

> The Task Force, comprised of federal, provincial, and territorial government officials and a diverse stakeholder community (e.g., fleet operators, manufacturers, school boards, safety groups, and driver unions), was established in January 2019 by the Council of Ministers Responsible for Transportation and Highway Safety to examine school bus standards and operations both inside and outside the bus. In February 2020, Ministers approved the release of the Strengthening School Bus Safety in Canada report, prepared by the Task Force. In addition, Ministers agreed to launch pilot projects to assess the viability of seatbelts on school buses in Canada.

The consultation period providing all jurisdictions and the public with the opportunity to submit feedback on the proposed amendments closed on September 15, 2022. Technical experts are carefully examining these comments.

TC also initiated assessment of a potential fourth safety feature that was recommended by the Task Force with respect to automatic emergency braking. This will be addressed in a separate regulatory proposal once the required data has been gathered.

The department also continued work on school bus seatbelt pilot projects, which were extended through the 2022–2023 school year following the disruptions of COVID-19.

Working with international partners on vehicle safety

In 2022–23, TC contributed to the development of international guidelines on Functional Safety[xxix], Validation Methods[xxx], and Safety Considerations for Human Drivers[xxxi] using automation technologies. The guidelines were published by the World Forum for the Harmonization of Vehicle Regulations and the Global Forum for Road Traffic Safety. We also continued to work closely with the United States to share regulatory research and promote a more consistent and coordinated North American approach to vehicle safety.

To strengthen safety of commercial vehicle operations, TC enforced regulations on electronic logging devices (ELDs). These devices, which record operator driving time to prevent driver

fatigue, must be tested and certified by an accredited third-party. We also worked closely with Justice Canada and provinces/territories on proposed changes to the *Contraventions Regulations[xxxii]*, as set out in the public consultation document Let's talk: Improving how we enforce commercial vehicle safety[xxxiii] (November–December 2022). These changes will allow enforcement officers to issue fines to violators of certain provisions of the *Commercial Vehicle Drivers Hours of Service Regulations[xxxiv]*.

Ensuring the safety of advanced technology driving systems

The department continued to conduct research on safe testing and deployment of Connected and Automated Vehicles Safety (CAVs), including advancing research on Canadian specific driving scenarios to validate automated vehicle safety. We worked with the University of Warwick (England) on virtual testing tools for the assessment of automated driving systems. We also started research on safety-critical driving scenarios that can be used to validate Automated Driving Systems (ADS). This research will be used to guide development of consistent global regulations for validating ADS safety in partnership with the World Forum for Harmonization of Vehicle Regulations.

In 2022-23, TC undertook research with the University of Waterloo to identify effective explanation techniques that can enhance the transparency of artificial intelligence use in CAVs and explore the potential biases and ethical considerations inherent in CAV technologies. The research also examines the policies and regulations needed to promote public trust and confidence in CAVs.

The processes and criteria for testing and determining the safety of connected and automated vehicles (CAVs) and inspiring public confidence in that safety are rigorous. There are several key considerations, including:

Trustworthiness – the degree to which CAVs can be trusted to perform their intended function in a safe, secure, ethical, and reliable manner. It encompasses a range of factors, including reliability, safety, explainability, fairness, privacy, and security.

Explainability – the ability to understand and explain the decision-making process of the vehicle, including how it perceives its environment, makes decisions, and executes actions.

Transparency – is the transfer of information from an autonomous system or its designers to a stakeholder, which is truthful, contains information relevant to the cause of some action, decision, or behaviour, and is presented in a way that is readily understood by and meaningful to the relevant stakeholders.

Advancing vehicle cyber security

In 2022-23, TC continued to implement its Vehicle Cyber Security Strategy[xxxv]. This included research on emerging issues such as supply chain cyber security and automotive cyber talent and skills development. In addition, we continued to update Canada's Vehicle Cyber Security Guidance[xxxvi] and convened the fourth annual Vehicle Cyber Security Conference focused on vehicle cyber talent and skills development.

Strengthening child protection

In summer 2022, TC launched an awareness campaign to address the dangers of children left in hot vehicles. The campaign informed Canadians about the risks of pediatric vehicular heatstroke, and suggested ways to reduce these risks.

In the winter, we launched a child car seat safety campaign. This focused on ensuring the proper selection, installation and use of child car seats, considering the age and size of the child.

Strengthening the transportation of dangerous goods standards and regulations

The safe transportation of dangerous goods (TDG) is an ongoing priority for TC. In 2022-23 the department continued to improve and maintain Canada's ability to prevent and respond to events involving the transportation of dangerous goods by persons who are not required to have an Emergency Response Assistance Plan (ERAP) but are able to take measures to respond to a release or anticipated release of dangerous goods. The department's TDG Response Operations Group continued to review and approve ERAPs. It also conducted assessments of industry response and their capacity to assist first responders, and are in the process of developing national guidance and criteria for responding to chemical, biological, radiological, and nuclear (CBRNE) events with other government partners.

In 2022–23, TC continued to strengthen safety standards for the containment of dangerous goods in the event of an accident or spill. We also proposed amendments to the TDG Regulations to:

- provide greater clarity to employers on the level of training required to comply with the regulations;
- increase harmonization with the United Nations recommendations on TDG, focused on more consistent safety marks, classification information, shipping names and special provisions for TDG; and

- recover fees for assessing applications and issuing certificates to registrants.

Providing effective monitoring, oversight and enforcement of TDG safety

Ensuring the safety of sites where TDG materials are present and being able to respond quickly and effectively to incidents is a TC priority concern. In 2022–23 we continued with our development of site registration requirements that provide us with reliable information on the location and contents of dangerous goods being transported. We tested a Client Identification Database (CID) that enhances our ability to collect TDG site information, assess safety compliance of regulated companies, and plan inspection strategies.

The different sources of TDG threats are identified by the CBRNE acronym: Chemical, Biological, Radiological, Nuclear and Explosive.

We also continued with TDG safety enforcement. Throughout the course of the year, our team of 144 personnel (including 90 inspectors) conducted 4,019 inspections and completed 5,268 enforcement actions and risk reduction measures. This was guided by an improved risk-based approach to focus our efforts on sites of priority concern. In addition, we maintained and strengthened our TDG safety awareness program. This included the sharing of information on regulatory amendments regarding TDG. Our outreach included industry, municipalities, first responders, Indigenous and remote communities, and the general public.

In 2022-23, we improved our monitoring, coordination and emergency response capacity through emergency management training. We also enhanced the use of digital tools, such as our TDG Regulatory Oversight Management (ROM) inspection application, to:

- automate and streamline decision making;
- manage deployment of emergency surge personnel when needed; and
- provide better geospatial information on site location and hazard conditions in response to dangerous goods incidents.

TC approved a Final National Oversight Plan 2023–24 which identifies sites and facilities that are due or overdue for inspection, taking into account their risk-determined inspection cycle. We continuously updated TDG site and facility information during inspections to ensure that we can accurately assess the risk level of known sites and facilities. The process also allows us to remove sites and facilities from the inspection list because they no longer handle dangerous goods.

Supporting timely and effective response to TDG emergencies and incidents

In 2022–23, our Canadian Transport Emergency Centre (CANUTEC) continued to operate its national advisory service. This 24/7 service provides technical advice on emergency response to dangerous goods emergencies and incidents in all modes of transportation. CANUTEC's technical advice allows for the timely communication of vital safety incident information to partners and emergency response personnel. During the year, CANUTEC initiated action on over 2,000 dangerous goods incidents and over 25,000 communications. In addition, it continued to

distribute the *2020 Emergency Response Guidebook*[xxxvii] to Canadian first responders dealing with TDG incidents on highways and rail lines. The Guidebook helps first responders identify hazards based on the material involved and take appropriate measures to protect themselves and the public during the initial response.

Ensuring effective security and safety compliance enforcement

In 2022–23, TC's National Enforcement Program (NEP) continued to strengthen its enforcement investigations across Canada. Our Regional Enforcement Units conducted 302 investigations into alleged violations of regulations governing aviation and marine safety and security, rail and motor vehicle safety, and the transportation of dangerous goods. We issued 279 Administrative Monetary Penalties (AMPs), six punitive suspensions and completed seven successful prosecutions. Penalties reflected the relative seriousness of the contraventions. We also completed an update of our Departmental Enforcement Standards and provided training on multimodal oversight and enforcement in all regions.

Administrative Monetary Penalties (AMPs) offer a flexible option in dealing with more minor violators of safety or security regulations. By imposing financial sanctions as opposed to taking more serious legal enforcement actions, TC can take a measured approach to compliance promotion and enforcement. AMPs are designed to bring regulated entities into compliance without the legal consequences of a criminal record. Considering the relative significance of non-compliance and the compliance history of the regulated entity, AMPs allow for a middle option between verbal and written warnings and more severe enforcement responses such as the suspension, cancellation or revocation of permissions to operate, or prosecution.

Gender-based analysis plus

In 2022-23, TC used the GBA Plus framework to develop and update its multimodal inspector training modules to ensure they're inclusive and apply gender-neutral language and examples.

In the process of reviewing and approving applications for Transportation Security Clearances (TSC), TC worked closely with other federal departments in ensuring consistent inclusive approaches. TC has issued an updated TSC online application form that includes the option of "another gender", which is interoperable with other federal systems. The new form will continue to undergo improvements (such as digital signatures and a data minimization review) based on industry and client feedback and available new technologies.

United Nations 2030 Agenda for Sustainable Development and the Sustainable Development Goals

On May 18, 2022, TC joined people around the world in celebrating the International Maritime Organization's inaugural International Day for Women in Maritime[xxxviii]. The day's theme was

"Training-Visibility-Recognition: Supporting a barrier-free working environment." The creation of this day was co-sponsored by Canada in fall 2021. These efforts are part of the department's ongoing work to advance the UN 2030 Agenda for Sustainable Development Goal 5: Achieve gender equality and empower all women and girls[xxxix].

Innovation

In 2022–23 TC continued to promote the safe testing and deployment of connected and automated vehicles (CAVs). This included work with international partners through the United Nations Economic Commission for Europe's (UNECE) World Forum for Harmonization of Vehicle Regulations (WP.29) and the Global Forum for Road Traffic Safety (WP.1). The department was actively involved in the development of a resolution dealing with activities a human driver can undertake while in an ADS-enabled vehicle. The department also:

- worked with experts on drafting a new legal instrument governing the use of automated vehicles in traffic;
- undertook research on the importance of human factors in automation; and
- supported the development of an international resolution to prioritize human-centred design.

In addition, TC worked with international partners and industry to ensure that unique safety considerations presented by ZEV technology are appropriately addressed. This is largely being undertaken with the United Nations' World Forum for the Harmonization of Vehicle Regulations. The aim is to establish a Global Technical Regulation on Electric Vehicle Safety (GTR 20).

In 2022–23 the department continued to provide financial support to provinces, territories and the Canadian Council of Motor Transportation Administrators to create National Safety Code standards and provide nationally consistent training to truck drivers and inspectors.

The department's Enhanced Road Safety Transfer Payment Program[xl] continued to support innovation by public and private sector organizations. This included $15.57 million toward 50 projects in 2022–23 focused on such issues as:

- technological innovation;
- impaired driving;
- distracted driving; and
- commercial drivers.

Results achieved

The following table shows, for **Result 1: A safe transportation system**, the results achieved, the performance indicators, the targets and the target dates for 2022–23, and the actual results for the three most recent fiscal years for which actual results are available.

Departmental results	Performance indicators	Target	Date to achieve target	2019-20 actual results	2020-21 actual results	2021-22 actual results	2022-23 actual results
1a) A safe transportation system	Ten-year aircraft accident rate[1] (average per year, per 100,000 aircraft movements)	No more than 3.2 per 100,000 movements	2023-03-31	3.2 per 100,000 movements	3.1 per 100,000 movements	3.1 per 100,000 movements	3.0 per 100,000 movements
1b) A safe transportation system	Ten-year aircraft fatality rate (average per year, per 100,000 aircraft movements)	No more than 0.65 per 100,000 movements	2023-03-31	0.6 per 100,000 movements	0.6 per 100,000 movements	0.5 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)[2]	At most 10 per 1,000 commercial vessels	2023-03-31	7.0 per 1,000 commercial vessels	6.8 per 1,000 commercial vessels	6.8 per 1,000 commercial vessels	6.0 per 1,000 commercial vessels[3]
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	2023-03-31	0.4 per 1,000 commercial vessels	0.4 per 1,000 commercial vessels	0.4 per 1,000 commercial vessels	0.3 per 1,000 commercial vessels[4]

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[1] This includes foreign-registered aircraft operating in Canada for both the accident and fatality rates.

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

[3] Indicator 1c is calculated using accidents reported by the Transportation Safety Board, and a count of vessels in Canadian waters in 2022-23 as calculated by TC.

[4] Indicator 1d is calculated using fatalities reported by the Transportation Safety Board, and a count of vessels in Canadian waters in 2022-23 as calculated by TC.

1e) A safe transportation system	Five-year rail accident rate (average per year, per million-train miles)	At most 12.48 (which is an estimated 5% reduction in the rate in the current year as compared to the average of previous five years[5])	2023-03-31	N/A - New Indicator	N/A - New Indicator	N/A - New Indicator	7.57% reduction
1f) A safe transportation system	Five-year rail fatality rate (average per year, per million-train miles)	At most 0.74 (which is an estimated 5% reduction in the rate for the current year as compared to the average of previous five years)	2023-03-31	N/A - New Indicator	N/A - New Indicator	N/A - New Indicator	13.77% increase[6]
1g) A safe transportation system	Rate of reportable road traffic collisions in Canada (rate per billion vehicle kilometres travelled)	At most 1,614.47 (which is an estimated 1% reduction in the rate for the current year as compared to the average of the previous five years)	2023-03-31	4.4% reduction in 2018 as compared to the five-year average (2013–17)	8.8% reduction in 2019 as compared to the five-year average (2014–18)[7]	23.8% reduction in 2020 as compared to the five-year average (2015–19)	26.7% reduction in 2021 as compared to the five-year average (2016–20)

[5] For indicators 1e)-f), 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.

[6] The incremental increase in fatalities is associated with trespassing. Transport Canada continues to work with industry, other federal Departments and jurisdictions on trespassing prevention, including suicide research and prevention.

[7] Indicators 1g)-i) 2020-21 results were based on estimates, which have now been updated to reflect the most recent data in the *Transport Canada's (TC) National Collision Database*.

| 1h) A safe transportation system | Rate of serious injuries in reportable road traffic collisions in Canada (rate per billion vehicle kilometres travelled) | At most 28.47 (which is an estimated 1% reduction in the rate for the current year as compared to the average of the previous five years) | 2023-03-31 | 15.9% reduction in 2018 as compared to the five-year average (2013–17) | 20.2% reduction in 2019 as compared to the five-year average (2014–18) | 17.9% reduction in 2020 as compared to the five-year average (2015–19) | 17.0% reduction in 2021 as compared to the five-year average (2016–20) |
| 1i) A safe transportation system | Rate of fatalities in reportable road traffic collisions in Canada (rate per billion vehicle kilometres travelled) | At most 5.21 (which is an estimated 1% reduction in the rate for the current year as compared to the average of the previous five years) | 2023-03-31 | 3.9% reduction in 2018 as compared to the five-year average (2013–17) | 14.1% reduction in 2019 as compared to the five-year average (2014–18) | 2.5% reduction in 2020 as compared to the five-year average (2015–19) | 8.6% reduction in 2021 as compared to the five-year average (2016–20) |

Financial, human resources and performance information for TC's program inventory is available in GC InfoBase[xli].

The following table shows, for **Result 2: A secure transportation system**, the results achieved, the performance indicators, the targets and the target dates for 2022–23, and the actual results for the three most recent fiscal years for which actual results are available.

Departmental results	Performance indicators	Target	Date to achieve target	2019-20 actual results	2020-21 actual results	2021-22 actual results	2022-23 actual results
2a) A secure transportation system	Time to Revoke Transportation Security Clearances	At least six months	2023-03-31	N/A – New indicator	N/A – New indicator	As a full year has not yet lapsed in production, data will be produced this fiscal year.	Data is incomplete[8]

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[8] Due to delays in the data migration to our new modernized system, the data is incomplete for this reporting year.

2b) A secure transportation system	Total number of Transportation Security Clearances (TSC) Applications processed versus TSC applications received	Between 40,000 and 50,000	2023-03-31	N/A –New indicator	N/A – New indicator	43,637	64,318
2c) A secure transportation system	Rate of compliance of Canadian aviation regulated entities with TC's security regulations	At least 90%	2023-03-31	93.03%	90%	77%	81%

Financial, human resources and performance information for TC's program inventory is available in GC InfoBase[xlii].

The following table shows, for **Result 3: A modern safety and security regime that supports economic growth**, the results achieved, the performance indicators, the targets and the target dates for 2022–23, and the actual results for the three most recent fiscal years for which actual results are available.

Departmental results	Performance indicators	Target	Date to achieve target	2019-20 actual results	2020-21 actual results	2021-22 actual results	2022-23 actual results
3a) A modern safety and security regime that supports economic growth	Percentage of TC safety regulations aligned with international transportation standards (air)	At least 100%	2023-03-31	95.1%	95.1%	95.1%	95.1%[9]
3b) A modern safety and security regime that supports economic growth	Percentage of Transport Canada security regulations aligned with international transportation standards (air)	At least 90%	2023-03-31	100%	100%	100%	100%

[9] Unchanged from previous years as International Civil Aviation Organization (ICAO) Universal Safety Oversight Audit Program (USOAP) score won't be available until Fall 2023

3c) A modern safety and security regime that supports economic growth	Percentage of client requests for safety or security authorizations that meet Transport Canada's service standards (air)	At least 83%	2023-03-31	89.00%	80.45%	86.80%	89%
3d) A modern safety and security regime that supports economic growth	Percentage of safety regulatory authorizations of certified entities that were completed in accordance with established service standards (marine)	At least 95%	2023-03-31	99.88%	99.87%	99.51%	99.99%[10]

Financial, human resources and performance information for TC's program inventory is available in GC InfoBase^{xliii}.

Budgetary financial resources (dollars)

The following table shows, for core responsibility 1, budgetary spending for 2022–23, as well as actual spending for that year.

2022–23 Main Estimates	2022–23 planned spending	2022–23 total authorities available for use	2022–23 actual spending (authorities used)	2022–23 difference (actual spending minus planned spending)
418,683,617	418,683,617	539,569,871	471,516,596	52,832,979

Financial, human resources and performance information for Transport Canada's program inventory is available in GC InfoBase^{xliv}.

Human resources (full-time equivalents)

The following table shows, in full-time equivalents, the human resources the department needed to fulfill this core responsibility for 2022–23.

2022–23 planned full-time equivalents	2022–23 actual full-time equivalents	2022–23 difference (actual full-time equivalents minus planned full-time equivalents)
3,482	3,385	(97)

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[10] Indicator 3d is a count of domestic vessel service requests that meet TC's service standards

Financial, human resources and performance information for Transport Canada's program inventory is available in GC InfoBase[xlv].

Core Responsibility 2: Green and Innovative Transportation System

Description

Advances the Government of Canada's environmental agenda in the transportation sector by reducing harmful 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.

Results

Reducing greenhouse gas emissions from the transportation sector

Transportation accounts for 22% of Canada's greenhouse gas emissions (GHG). This fact underscores the importance of TC's leadership in promoting and supporting the decarbonization of the transportation sector to address the threats of climate change. Our approach is comprehensive. This includes attention to not only the direct emissions from vehicles, trains, aircraft and marine vessels, but also emissions from the broader transportation system, including hubs such as marine ports, airports, rail yards and truck depots.

In 2022–23, TC continued to support efforts to reduce GHG emissions from the transportation sector through policies and programs under Canada's 2030 Emissions Reduction Plan[xlvi] and the Strengthened Climate Plan – A Healthy Environment and Healthy Economy[xlvii]. In 2022–23 we published Canada's Action Plan for Clean On-Road Transportation, focused on progress in transitioning to zero-emission vehicles (ZEVs). To support this, we established a new Zero-Emission Vehicle Council with the mandate to bring together parties to identify, discuss, and work on solutions to further speed up the transition to ZEVs. We delivered programs to make it easier for consumers and businesses to choose light-duty and medium- and heavy-duty zero-emission vehicles. We also worked with industry, provinces and territories, and academics to promote and accelerate the readiness of zero-emission trucking.

In 2022–23, we continued to develop and implement decarbonization action plans and voluntary agreements with industry to decarbonize the air, marine and rail sectors. We released the Aviation Climate Action Plan, which includes the ambitious goal of 10% sustainable aviation fuel use by 2030. Working through the Council of Ministers of Transportation and Highway Safety, we explored ways to collaborate on the building of a green and innovative transportation system and infrastructure.

We also worked with international partners such as the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO), to reduce environmental

impacts from international transportation. This included efforts to ensure the IMO Strategy for Reduction of GHG Emissions from Ships sets a clear goal of zero life cycle emissions by 2050. This would include ambitious interim targets for 2030 and 2040.

Supporting implementation of the Oceans Protection Plan

Since 2016, the Oceans Protection Plan (OPP) has enhanced Canada's marine safety and environmental protection and supported ocean stewardship in partnership with marine stakeholders and Indigenous Peoples. Budget 2022 provided an additional $2 billion, bringing total investments to $3.5 billion. This extended the program for an additional 9 years, and supported new initiatives, including:

- strengthening preparedness for all types of marine incidents, not just oil spills;
- improving the efficiency, safety and sustainability of Canada's marine supply chains;
- mitigating the impact of vessel traffic on the environment; and
- advancing research on marine pollution, ecosystems and wildlife.

In 2022, the Minister of Transport announced $50 million to directly support Indigenous partnerships in action on the OPP. This included funding for partnerships such as the Reconciliation Framework Agreement to help the government and Indigenous Peoples collaborate on ocean management and protection priorities. The government also announced the Indigenous Marine Coordinator (IMC) program in March 2023. The first call for proposals invited First Nations, Inuit and Métis communities and organizations to apply for funding to establish OPP-focused IMC positions in their local communities for up to 4 years.

In July 2022, Canada announced the intent to create a seamless, integrated system for marine pollution incidents. This will build on years of work with Indigenous communities, coastal communities, the marine industry and other response partners, to make sure we're prepared for all marine pollution incidents, regardless of source.

Over 2022–23, the department also held five regional and two national engagement sessions to discuss proposed amendments to the *Canada Shipping Act, 2001* [xlviii], to address critical gaps in the marine safety system. The amendments, which were introduced in spring 2023, aim to strengthen requirements for oil spill response, environmental protection, enforcement and compliance. They also seek to align Canada's legal framework with new international standards and modern regulatory practices.

Mitigating the impacts of vessel traffic on whales

As our economy grows, increased shipping on Canada's coasts can have unintended consequences for whales: boats can strike whales, causing injury or death, and the underwater noise and disturbance vessels create can affect the ability of whales to feed, rest and communicate.

In 2022, for the first time, the department implemented a Seasonal Slowdown Area in Swiftsure Bank off the coast of British Columbia, which meant that boats had to slow down in a key foraging area for Southern Resident Killer Whales. This measure was co-developed with the Pacheedaht First Nation and is in addition to Interim Sanctuary Zones the department had already created in the Gulf Islands where whales can forage without being disturbed, and as in previous years, an increase to the approach distance for Southern Resident Killer Whales to 400 metres rather than 200 metres. We also worked with regional stakeholders in 2022, including work with the Vancouver Fraser Port Authority on measures for large commercial vessels, such as slowdowns through Haro Strait and Boundary Pass, and moving tug vessel traffic away from foraging locations along the coast of the Strait of Juan de Fuca. These measures saw an 80% to 90% participation rate through 2022 and worked to measurably reduce underwater noise along shipping lanes.

On the East Coast, the department re-implemented vessel management measures over much of the Gulf of St. Lawrence to reduce the risk of vessel collisions with endangered North Atlantic right whales, including mandatory and voluntary speed limits. Given early whale detections in the Gulf, measures for the 2022 season started a week earlier (on April 20) than in past years. Whale monitoring activities included over 350 hours of aircraft surveillance (drone and airplane) and almost 250 hours of monitoring from underwater gliders, helping the department maintain awareness of whale locations. In 2022, there were no known North Atlantic right whale deaths reported in Canadian waters.

Finally, the department also continued to support efforts to decrease underwater noise from shipping. At the international level, this included leading the finalization of the review of the 2014 International Maritime Organization *Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life[xlix]*. Domestic efforts involved leading a national working group on Underwater Vessel Noise Reduction Targets for use in underwater noise vessel management plans. Transport Canada established an Advisory Committee in summer 2022 to advise on how such targets could be implemented.

Addressing abandoned and wrecked vessels

In 2022–23, TC continued to support the Government's environmental agenda by implementing the National Strategy on Abandoned and Wrecked Vessels. The Strategy protects marine ecosystems by addressing hazards caused by abandoned and wrecked vessels. A major focus is implementation and enforcement of the *Wrecked, Abandoned or Hazardous Vessels Act (WAHVA)[l]*, which came into force in 2019. In particular the legislation:

- increases owner responsibility and liability with respect to end-of-life vessel management, including prohibiting the act of vessel abandonment.
- enables the Government of Canada to take proactive actions in cases where hazardous abandoned or wrecked vessels have been identified.

The National Strategy also focuses on improving the quality of vessel owner identification to better assign accountability, and funding the removal of smaller priority abandoned or wrecked vessels via the Abandoned Boats Program. This Program is also opening up local economic opportunities for Indigenous businesses and communities in dealing with these types of vessels.

On March 28, 2023, in Budget 2023, the Government proposed to introduce amendments to the *Wrecked, Abandoned or Hazardous Vessels Act* to create a Vessel Remediation Fund. This fund would be financed by vessel owners and be used to support:

- measures to deal with abandoned and wrecked vessels over the long-term
- public awareness of vessel ownership responsibilities
- research and development on improved methods for recycling of vessels
- local capacity development, including in Indigenous groups and coastal communities, to perform vessel risk assessments and to recycle, dismantle or otherwise dispose of vessels.

Protecting marine environments from pollution, invasive species and plastic litter

TC continued to implement the *2021 Ballast Water Regulations[li]* to reduce economic and environmental risks to Canada from the introduction and spread of aquatic invasive species. This entailed work with the United States to promote regulatory compatibility, and with the IMO on improving the *International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004[lii]*.

The department also launched the Ballast Water Innovation Program (BWIP) in 2022 to support industry with the installation, operation and maintenance of ballast water management systems

(BWMS) in the Great Lakes and
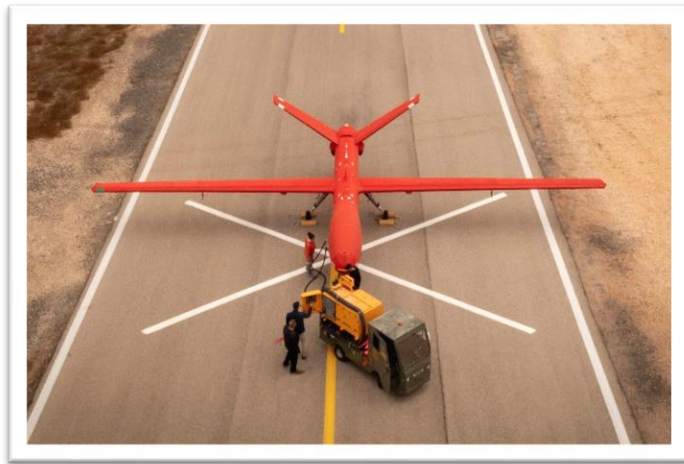St. Lawrence River (GLSLR) region. The BWIP was funded though the renewed OPP.

TC also continues to work with the domestic and international marine community on the control and management of ship hull biofouling, which is another key vector for the introduction and spread of aquatic invasive species. In fall of 2022, a new web page was launched on preventing aquatic invasive species from marine transportation[liii], which covers biofouling[liv] management and a new *voluntary guidance for relevant authorities on in-water cleaning of vessels[lv]*.

In 2022–23 TC supported domestic and international efforts to prevent and reduce underwater vessel noise as well as marine plastic litter from ship-based activities. This included participation with the International Maritime Organization (IMO) in addressing plastic pollution from marine-based activities. We also continued to work with the domestic and international marine community on reducing pollution from vessels and oil spills, this entails:

- monitoring of compliance with Canadian legislation, such as the *Canada Shipping Act, 2001[lvi]*;
- strengthening the capacity of the National Aerial Surveillance Program (NASP); and
- completing inspections, audits, monitoring and enforcement.

Undertaking monitoring and surveillance of marine spills and other forms of pollution remained a priority for TC. Over the year, the department's NASP flew 3,802 hours monitoring waters under Canadian jurisdiction for marine mammals and potential polluters. We also strengthened our maritime surveillance capacity through modernization of a fourth NASP aircraft and delivery of Canada's first large-scale drone, which will support surveillance initiatives in the Arctic.

The Elbit Starliner Remotely Piloted Aircraft System (RPAS) will be the first full-scale civilian drone to operate for the Government of Canada. With the pilots located in the Mission Control Station at TC's Aircraft Services Directorate facility in Ottawa, the aircraft will be remotely launched from Greenwood, Nova Scotia during the training phase. Later, the aircraft will be deployed to Iqaluit in the Eastern Arctic to support the National Aerial Surveillance Program for pollution and fisheries patrols, ice reconnaissance, safety and security as well as emergency response. Several federal departments, including the CCG, DFO and the Department of National Defence (DND), have shown interest in accessing the tremendous data gathering potential of this new aerial platform.

And finally, In 2022–23 the department worked on amendments to the *Vessel Pollution and Dangerous Chemicals Regulations[lvii],* to align them with current international requirements and

incorporate domestic provisions. These amendments will include making permanent enhancements to discharge requirements for cruise ships with 100 passengers or more operating in waters under Canadian jurisdiction.

Advancing partnerships and engagement with Indigenous Peoples

Indigenous Reconciliation is a government-wide priority. In 2022–23 TC continued to strengthen relationships and develop new partnerships with Indigenous Peoples. We undertook an assessment of all new proposed or amended legislation and regulations for alignment with the *United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP)[lviii]* and Canada's *UNDRIP Act* Action Plan[lix].

We also continued to create spaces for Indigenous voices and other learning initiatives that promote cultural awareness and safety in support of reconciliation. For example, the Department held several virtual sessions open to all TC employees and took measures to increase awareness on key reconciliation events, including:

- Red Dress Day
- Moose Hide Campaign Day
- Indigenous History Month
- National Day for Truth and Reconciliation
- Indigenous Veterans Day

In addition, the department undertook other key initiatives in support of reconciliation, including:

- piloting of an Indigenous Career Navigators Program[lx] in partnership with the Knowledge Circle for Indigenous Inclusion;
- providing grant funding to support the Métis National Council's Transport Canada Policy event in February 2023;
- contribution agreements with the Assembly of First Nations and Inuit Tapiriit Kanatami;
- new partnerships under the Inuit-Crown Partnership Committee[lxi] ; and
- in cooperation with the Inuit Circumpolar Council[lxii], the creation of a working group focused on advancing international Inuit priorities related to marine shipping and the International Maritime Organization.

In fall 2022, TC served as one of four leading federal departments finalizing an Indigenous Knowledge Policy Framework, This is designed to guide the consistent application of the Indigenous Knowledge provisions in four key pieces of legislation, including the *Canadian Navigable Waters Act[lxiii]*, and to promote best practices when working with Indigenous knowledge.

"Indigenous Knowledge" refers to a set of complex knowledge systems based on the worldviews, lived experiences and body of knowledge accumulated over generations by Indigenous Peoples. It reflects the unique cultures, languages, values, histories, governance and legal systems of Indigenous Peoples. Indigenous Knowledge systems involve living well with, and being in relationship with and part of, the natural world which build upon the experiences of earlier generations, inform the practice of current generations, and evolve in the context of contemporary society.

The government's Indigenous Knowledge Policy Framework was published in fall 2022. It provides overall guiding principles for departments and agencies to work with Indigenous Peoples in embracing Indigenous Knowledge alongside western science. TC is now drafting general internal guidance for the department as a whole and specific processes for inclusion of Indigenous Knowledge in decision-making under the *Canadian Navigable Waters Act.*

Gender-based analysis plus

In 2022–23, TC continued to place special emphasis on the engagement of under-represented groups in marine training. This is part of broader departmental efforts to strengthen the diversity of the marine sector and support the long-term achievement of Canada's OPP. Under renewal of the OPP, the Marine Training Program (MTP) was extended for four additional years, with $29.8 million in funding. Work is focusing on:

- continuing to support partner institutions in delivering marine training courses;
- creating a safe learning environment and equitable work culture for MTP students;
- increasing diversity and recruitment in Canada's marine sector.

In 2021, TC launched the Canadian Drone Advisory Committee (CanaDAC) a group of key thought leaders and subject matter experts to offer advice on policies and strategies to guide innovation and growth in the RPAS industry. From the start TC ensured membership diversity by taking into consideration gender, regional and geographical location, linguistic diversity, and participation from traditionally underrepresented communities such as Indigenous communities. For example, 30% of the committee are women, well above their 5% representation in the industry. The department also continued to work with the National Research Council on RPAS-related research and development projects that address human impact severity testing across different body sizes and sexes to develop inclusive, data driven, risk assessment tools.

United Nations 2030 Agenda for Sustainable Development and the Sustainable Development Goals

In 2022–23, TC representatives participated in meetings and seminars of the United Nations Economic Commission for Europe Group of Experts on the Assessment of Climate Change Impacts and Adaptation for Inland Transport. This group of experts advanced work to generate

and share knowledge and to build capacity across the UNECE region. They supported several UN sustainable development goals[lxiv], including:

- Goal 9 – Build resilient infrastructure, promote sustainable industrialization, and foster innovation;
- Goal 13 – Take urgent action to combat climate change and its impacts; and
- Goal 17 – Strengthen the means of implementation and revitalize the Global Partnership for Sustainable Development.

The department continued to support Goal 13 (climate change) through development of comprehensive climate action plans for the marine, rail and aviation sectors.

We also continued to support Goal 7 (access to affordable, reliable, sustainable and modern energy) and Goal 22 (sustainable consumption and production patterns) through a number of initiatives, including:

- delivering the Incentives for Zero-Emission Vehicles (iZEV) Program and the Incentives for Medium and Heavy-Duty Zero-Emission Vehicles (iMHZEV) Program

As of March 31, 2023, these programs have provided over 200,000 incentives to Canadians and Canadian businesses for the purchase/lease of greener vehicles, which will reduce greenhouse gas emissions and promote cleaner air.

In addition, we continued to support Goal 14[lxv] to conserve and sustainably use the oceans, seas and marine resources for sustainable development. We achieved this by developing, improving and implementing an entire suite of vessel management measures to protect Canada's at-risk whale populations from negative impacts of vessel traffic and by preventing the introduction of aquatic invasive species via ships. These efforts also support the Kunming- Montreal UN Global Biodiversity Framework (GBF) established in December of 2022 through GBF Target #4 – Ensuring management measures are taken to halt human induced extinction.

TC also worked in partnership with other federal departments to develop the Protection Standard for Marine Protected Areas[lxvi], announced in February 2023. This Standard will help safeguard areas of our oceans that need protection from the potentially harmful effects of industrial activities and includes an intent to enhance restrictions on certain vessel discharges in marine protected areas up to 12 nautical miles from shore, addressing such sources as:

- greywater;
- sewage (blackwater);
- oily engine bilge;
- food waste; and
- exhaust gas cleaning scrubber washwater.

Innovation

In 2022–23, TC continued to conduct research, development and deployments (RD&D) to support the safe and timely introduction of emerging innovative transportation technologies in Canada. Initiatives through the Innovation Solutions Canada program included the development of next generation transportation technologies by small to medium-sized enterprises. A total of 21 RD&D projects were funded through the Quiet Vessel Initiative[lxvii] to advance technologies, designs and operational practices that reduce the impacts of vessel noise on the marine environment. This included design of Canada's first electric tug.

The department also continued to fund research programs with the National Research Council (NRC). This included the development of test methods to evaluate the safety performance of zero-emission vehicle systems and contribute to the development of Global Technical Regulations and Canadian Regulations. Joint TC/NRC research on methodologies to test fire risks of single cell failures in ZEVs have already been adopted in the International Standards Association standard for Electric Vehicles (ISO 6469[lxviii]). They are also planned to be included in Canadian Motor Vehicle Safety Standard 305 (CMVSS 305).

We also conducted experimentation of innovative and emerging technologies with pilot projects and regulatory sandboxes to inform evidence-based decision making. This included the ongoing support of commercial testing of drone technology through pilot projects and the issuance of special flight permits.

Results achieved

The following table shows, for **Result 4: Harmful air emissions from transportation in Canada are reduced**, the results achieved, the performance indicators, the targets and the target dates for 2022–23, and the actual results for the three most recent fiscal years for which actual results are available.

Departmental results	Performance indicators	Target	Date to achieve target	2019–20 actual results	2020–21 actual results	2021–22 actual results	2022-23 actual results
4a) Harmful air emissions from transportation in Canada are reduced	Percentage change in emissions of greenhouse gases 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	2022-12-31	16% above 2005 levels in 2019	1% below 2005 levels in 2020	4.3% below 2005 levels in 2021	2022 results will be available in April 2024

Financial, human resources and performance information for Transport Canada's program inventory is available in GC InfoBase[lxix].

The following table shows, for **Result 5: Canada's oceans and marine environments are protected from marine shipping impacts**, the results achieved, the performance indicators, the targets and the target dates for 2022–23, and the actual results for the three most recent fiscal years for which actual results are available.

Departmental results	Performance indicators	Target	Date to achieve target	2019–20 actual results	2020–21 actual results	2021–22 actual results	2022-23 actual results
5a) Canada's oceans and marine environments are protected from marine shipping impacts	Reduction in the rate of spills into Canada's oceans and marine environments	5% reduction in spills from one year to the next	2023-03-31	0.15/hour per active 1,000 active commercial vessels	0.114/hour per 1,000 active commercial vessels	0.106/hour per 1,000 active commercial vessels	0.122/hour 1,000 active commercial vessels[11]

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[11] Indicator 5a is calculated hours flown by the National Aerial Surveillance Program (NASP), oil spills over 10 litres reported by NASP, and a count of vessels in Canadian waters in 2022-23 as calculated by TC.

5b) Canada's oceans and marine environments are protected from marine shipping impacts	Percentage of vessels 20 metres and greater that are compliant with slowdown measures that mitigate the impacts of vessel traffic on marine species	At least 85%	2023-03-31	N/A - New Indicator as of April 1, 2021	N/A - New Indicator as of April 1, 2021	99.51%	99.94%[12]

Financial, human resources and performance information for TC's program inventory is available in GC InfoBase[lxx].

The following table shows, for **Result 6: A transportation system that supports innovation**, the results achieved, the performance indicators, the targets and the target dates for 2022–23, and the actual results for the three most recent fiscal years for which actual results are available

Departmental results	Performance indicators	Target	Date to achieve target	2019-20 actual results	2020-21 actual results	2021-22 actual results	2022-23 actual results
6a) A transportation system that supports innovation	Number of new aeronautical products certified	At least 738 (Variance remains +/- 10% year-over-year)	2023-03-31	N/A: The indicator is in the process of being revised, to better capture and report on the department's innovation agenda.	N/A: The indicator is in the process of being revised, to better capture and report on the department's innovation agenda.	669	1006

Financial, human resources and performance information for TC's program inventory is available in GC InfoBase[lxxi].

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[12] This is a count of notices of violation issued regarding the mandatory slowdown for the protection of North Atlantic Right Whales in the Gulf of St. Lawrence. In calendar year 2022.

Budgetary financial resources (dollars)

The following table shows, for **Core Responsibility 2**: **A Green and Innovative Transportation System**, budgetary spending for 2022–23, as well as actual spending for that year.

2022–23 Main Estimates	2022–23 planned spending	2022–23 total authorities available for use	2022–23 actual spending (authorities used)	2022–23 difference (actual spending minus planned spending)
357,670,417	357,670,417	733,604,052	489,895,498	132,225,081

Financial, human resources and performance information for Transport Canada's program inventory is available in GC InfoBase[lxxii].

Human resources (full-time equivalents)

The following table shows, in full-time equivalents, the human resources the department needed to fulfill this core responsibility for 2022–23.

2022–23 planned full-time equivalents	2022–23 actual full-time equivalents	2022–23 difference (actual full-time equivalents minus planned full-time equivalents)
664	803	139

Financial, human resources and performance information for Transport Canada's program inventory is available in GC InfoBase[lxxiii].

Core Responsibility 3: Efficient Transportation System

Description

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

Results

Promoting an effective and reliable work force in the transportation sector

In 2022–23, TC continued to work with other government departments as well as industry stakeholders to promote a future-ready work force in transportation. This work included considering recommendations from the Supply Chain Task Force regarding labour and skills shortages. In addition, Budget 2022 announced the extension of the Marine Training Program ($30 million over four years) through the OPP. This initiative supports opportunities for Indigenous Peoples, Northerners and women to participate in the marine sector.

The department also worked to modernize and harmonize international standards for professionals in air and marine sectors. Notably, TC established Reciprocal Agreements within the marine sector that allow for the mutual recognition of specific Standards for Training, Certification, and Watchkeeping for foreign-issued certificates for transportation workers. These agreements included:
- Australia;
- France;
- Georgia;
- Norway;
- Republic of the Philippines;
- United Kingdom; and
- Ukraine.

Negotiations are ongoing with additional countries.

The department also continued work on the pilot testing of digital methods to speed up the processing of worker certification and licensing in the aviation sector. We also revised regulations to encourage the broader use of simulators in training, as a way of improving efficiency.

Improving air travel services to Canadians

Throughout the year, TC proceeded with a number of measures to improve air services for Canadians, including:

- increased funding for the Canadian Air Transport Security Authority (CATSA) to improve service levels;

- revision of passenger rights regulations;
- negotiation of air transport agreements with other countries to better reflect the needs of Canadians; and
- collaboration with industry to identify changes to improve the passenger experience.

Developing a national supply chain strategy to address bottlenecks

A well-functioning global transportation system is critical to securing supply chains and enabling global trade. It forms the backbone of nearly all sectors of the economy. TC recognizes that improving supply chain performance and developing solutions to enhance efficiency, sustainability and resilience is a multi-party endeavour. We therefore engaged in a robust consultation process over the course of 2022 to seek valuable input from stakeholders across all points in the supply chain.

After convening a National Supply Chain Summit in January 2022 and subsequent regional roundtables, the Minister of Transport announced the creation of the National Supply Chain Task Force. The Task Force provided independent advice on potential actions address both chronic and acute supply chain congestion and inefficiency issues. On October 6, 2022, the Task Force released its final report, containing 21 immediate and long-term recommendations that are now informing the development of a National Supply Chain Strategy.

In 2022–23, TC continued to improve the performance and reliability of Canada's transportation system to get products to market and grow the economy. We worked with the Commodity Supply Chain Table (CSCT). This is an inclusive discussion forum focused on improving the resiliency, efficiency and effectiveness of Canada's freight transportation system. CSCT discussions continued to address critical supply chain issues, including:

- improving capacity and throughput through key trade corridors;
- raising awareness of domestic and international market trends; and
- providing insight into system performance.

Supporting informed decisions on supply chain management

On January 4, 2023, TC published amendments to the Transportation Information Regulations that require Class 1 rail carriers operating in Canada to provide weekly information on-service and performance, which is published on the TC website. Rail carriers are also required to submit monthly waybill or traffic information under these amended regulations. These requirements are designed to enhance the transparency and competitiveness of the Canadian freight rail system. Improved access to such detailed service and performance info will enable supply chain partners to identify challenges and solutions relating to rail-based supply chains.

We also continued implementation of the Trade and Transportation Information System (TTIS). This system supports informed decision making by providing data and information to transportation stakeholders. It works through the Canadian Centre on Transportation Data (CCTD) and the Transportation Data and Information Hub (TDIH).

Our development of the Supply Chain Visibility Projects aims to:

- improve coordination and planning across supply chains;
- increase efficiencies in operations; and
- support strategic decision making regarding public and private digital and physical infrastructure asset investments for transportation system improvements.

Modernizing operation of Canada's marine and railway systems

On November 17, 2022, the Minister of Transport introduced Bill C-33, *Strengthening the Port System and Railway Safety in Canada Act.*[lxxiv]

The Bill proposed measures to:
- amend current legislation and modernize the way Canada's marine and railway transportation systems operate;
- remove systemic barriers to create a more fluid, secure, and resilient supply chain;
- expand Canada Port Authorities' mandate over traffic management;
- position Canada's ports as strategic hubs that support national supply chain performance;
- effectively manage port investment decisions for sustainable growth;
- improve the Government's insight into ports and their operations; and
- modernize provisions on rail safety, security, and transportation of dangerous goods.

The bill was in second reading when Parliamentary session ended. Its consideration will need to restart in the fall 2023.

Investing in modern and efficient transportation infrastructure

In 2022–23, TC continued to invest in transportation infrastructure through the National Trade Corridors Fund (NTCF). This is a competitive, merit-based program established in 2017. Through the NTCF, the Government has invested in domestic transportation projects such as major upgrades to Canada's marine, port, airport, road, and rail infrastructure. These strategic investments are increasing the fluidity and efficiency of the transportation system. They also support government priorities such as Canada's Indo-Pacific Strategy. Since 2017, the Minister of Transport has committed $3.7 billion in federal funding for 183 projects across the country, leveraging over $8.4 billion in total investments.

Budget 2022 announced $603.2 million for new initiatives to ensure that Canada's supply chains meet the needs of the economy and withstand disruptions caused by climate change and global events. This included $450 million in additional funding for the NTCF to support supply chain projects that will help ease the movement of goods across Canada's transportation networks. Also included was $136.3 million to support industry adoption of digital supply chain solutions, supply chain data collection, and related industry-driven research on trade corridors. The aims are to:

- increase the efficiency and reliability of transportation-dependent supply chains;
- relieve bottlenecks; and
- ensure Canadians have access to affordable products and goods they need.

Proceeding with the Lac-Mégantic Rail Bypass project

In 2022–23, TC and Canadian Pacific Kansas City Railway (CPKC) made progress on their application to the Canadian Transportation Agency (CTA) to commence construction of the Lac-Mégantic Rail Bypass project[lxxv]. At the request of the CTA, TC organized and conducted a public consultation on hydrogeology from October 24 to November 25, 2022. Following community input, TC and CPKC developed new measures to mitigate potential environmental impacts of the project. TC also made progress in acquiring lands for the project. On February 13, 2023, the Minister of Public Services and Procurement Canada launched the 120-day expropriation process, which is a key step in taking possession of the required lands for transfer to CPKC.

Advancing the High Frequency Rail project

The High Frequency Rail (HFR) project[lxxvi] for faster, more frequent, accessible and sustainable rail service in Ontario and Québec remains a high priority for TC. The department issued a Request for Qualifications on February 17, 2023, for which results were announced on July 20th, 2023. The procurement phase will continue in 2023 and 2024 with a Request for Proposals. This will lead to the selection of a Private Developer Partner to co-develop the project with the recently established Crown corporation VIA HFR. The HFR project continued dialogue with Indigenous Peoples to ensure the Crown's obligations with respect to the duty to consult is met and that opportunities for Indigenous participation and the sharing of socio-economic benefits are included in the project. This engagement has entailed over 75 meetings with Indigenous communities up to July 2023.

Ensuring the effective and responsible management of transportation assets

Ensuring the sound protection, management, operation, and upkeep of transportation system assets remained a priority for TC.

The Ferry Services Contribution Program[lxxvii] was extended for five additional years in summer 2021 through to March 31, 2027. The program helps ensure continued access to safe and reliable ferry services for communities in Eastern Canada. We also made progress on ferry terminal infrastructure and vessel fit-up for the newly acquired MV Madeleine II and the procurement of two new ferry vessels. These initiatives will continue into 2023–24. We also made progress on the Souris Wharf Reinforcement and Extension and Cap-aux-Meules Fixed Transfer Ram. Both projects are expected to be completed in 2023–24.

TC-owned airports, ports, and ferry terminals and vessels remained available for use, thanks to continuing investments to enhance health and safety at the facilities. Work continued on three projects from Budget 2018, namely:

- Wabush Airport Combined Services Building Rehabilitation;
- Sept-Îles Airport Rehabilitation of Runway 09-27; and
- Penticton Airport Maintenance Garage Replacement.

In addition, TC secured funding through the Fall Economic Statement 2022 to complete 10 other urgent, large-scale health and safety projects:

- Blanc Sablon Airport Runway Resurfacing;
- Kuujjuaq Airport Replacement of Visual Aids;
- Sept-Îles Airport Reconstruction of Air Terminal Building (ATB);
- Natashquan Airport Runway Resurfacing;
- Îles-de-la Madeleine Airport Replacement of Visual Aids;
- Îles-de-la Madeleine Airport Resurfacing of Secondary Runway and Parking Lot;
- Port of Cap-aux-Meules Reconstruction of the Fisherman's Wharf;
- Penticton Airport Runway Apron Expansion;
- Penticton Airport Replacement of the ATB Roof and Rooftop HVAC Components; and
- Sandspit Airport Runway Resurfacing.

Gender-based analysis plus

In 2023–23, TC implemented several initiatives to advance consideration of GBA Plus factors in transportation policy and program development and implementation, including:

- using a Diversity and Inclusion Committee and a Surface Indigenous Community Engagement initiative to improve consultations on TDG measures;
- strengthening of opportunities for workplace participation of under-represented groups, such as women and Indigenous Peoples, including those in management positions;
- raising awareness in international events and fora of the importance of inclusive language and broad use of gender-neutral terms;
- designing transportation safety campaigns with gender, age and ethnic diversity in mind, including use of neutral or inclusive imagery, text and visuals; and
- contributing to the development and launch of the International Transport Forum's Gender Analysis Toolkit for Transport Policies.

United Nations 2030 Agenda for Sustainable Development and the Sustainable Development Goals

In 2022–23, TC continued to support UNSDGs through measures focused on developing a modern and efficient transportation system.

We supported Goal 5 (Achieve gender equality and empower all women and girls) by contributing to efforts to increase gender diversity in the transportation sector through such initiatives as:

- International Transport Forum's Gender in Transport work stream; and
- Asia Pacific Economic Cooperation's Women in Transportation Initiative.

We continued to directly contribute to progress on SDG target 3.9 (by 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination) through our active work on TDG issues.

Innovation

In 2022–23, TC continued work across various modes of transportation on innovative approaches to improving the efficiency of risk-based oversight planning. Our work addressed gaps in departmental data on inspections, with the aim of supporting targeted inspections that focus on key issues of concern. This will reduce time and travel costs for the department's inspectorate. Our progress to date has laid a foundation for improving the quantitative data and establishing a data collection process. In 2022–23, we also started exploring how time-tracked oversight data could be incorporated into planning processes to increase efficiency and improve the allocation of inspection resources.

Results achieved

The following table shows, for **Result 7: Transportation corridors enable efficient movement of products to market,** the results achieved, the performance indicators, the targets and the target dates for 2022–23, and the actual results for the three most recent fiscal years for which actual results are available.

Departmental results	Performance indicators	Target	Date to achieve target	2019–20 actual results	2020–21 actual results	2021–22 actual results	2022-23 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	Less than or equal to 6.5 days	2023-03-31	6.5 days	6.2 days	6.4 days	6.6 days
7b) Transportation corridors enable efficient movement of	End-to-end, Canada-side, truck transit time of general freight along the Toronto to	Less than or equal to 3.5 hours	2023-03-31	3.4 hours	3.4 hours	3.4 hours	3.4 hours

Departmental results	Performance indicators	Target	Date to achieve target	2019–20 actual results	2020–21 actual results	2021–22 actual results	2022-23 actual results
products to market	United States trade corridor, including border crossing time						
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	2023-03-31	25.9 days	29.7 days	34.5 days	39.9 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	2023-03-31	39.5 days	40.5 days	40.0 days	37.9 days

Financial, human resources and performance information for TC's program inventory is available in GC InfoBase^{lxxviii}.

The following table shows, for **Result 8: Canadian travellers and freight operators benefit from choice and improved service**, the results achieved, the performance indicators, the targets and the target dates for 2022–23, and the actual results for the three most recent fiscal years for which actual results are available.

Departmental results	Performance indicators	Target	Date to achieve target	2019–20 actual results	2020–21 actual results	2021–22 actual results	2022-23 actual results
8a) Canadian travellers and freight operators benefit from choice and improved service	Percentage of international air services requests/issues addressed	Exactly 100%	2023-03-31	NA New indicator	100% (7 out of 7)	100% (11 out of 11)	100% (6 out of 6)[13]
8b) Canadian travellers and freight operators	Percentage of exemption requests from foreign carriers	Exactly 100%	2023-03-31	100% (2 of 2)	100% (3 of 3)	100% (11 out of 11)	100% (3 out of 3)[14]

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[13] This number represents the actual number of designation requests that were processed during 2022-2023; and, as expected, is quite small due to the pandemic, which negatively impacted all air transport activity.

[14] This number represents the actual number of exemption requests that were processed during 2022-2023; and, as expected, is quite small due to the pandemic, which negatively impacted all air transport activity.

benefit from choice and improved service	for domestic services processed						

Financial, human resources and performance information for TC's program inventory is available in GC InfoBase[lxxix].

The following table shows, for **Result 9: Transport Canada manages its assets effectively**, the results achieved, the performance indicators, the targets and the target dates for 2022–23, and the actual results for the three most recent fiscal years for which actual results are available.

Departmental results	Performance indicators	Target	Date to achieve target	2019-20 actual results	2020-21 actual results	2021-22 actual results	2022-23 actual results
9a) Transport Canada manages its assets effectively	Availability of Transport Canada owned and managed airports[15]	Exactly 100% (*certain types of events are excluded from the calculation)	2023-03-31	100%	100%	100%	100%
9b) Transport Canada manages its assets effectively	Availability of Transport Canada owned and managed ports	Exactly 100% (*certain types of events are excluded from the calculation)	2023-03-31	100%	100%	100%	100%
9c) Transport Canada manages its assets effectively	Availability of Transport Canada owned and managed ferries	Exactly 100% (*certain types of events are excluded from the calculation)	2023-03-31	100%	100%	100%	100%

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[15] 9a)-c) – Any planned closure/cancellation required for maintenance reasons to ensure safe operations is excluded from the calculation. In addition, any closure/cancellation due to causes that cannot be anticipated and/or are beyond the control of the department, such as weather-related issues, natural disasters, or employee strikes is excluded.

Budgetary financial resources (dollars)

The following table shows, for Core Responsibility 3: Efficient Transportation System, budgetary spending for 2022–23, as well as actual spending for that year.

2022–23 Main Estimates	2022–23 planned spending	2022–23 total authorities available for use	2022–23 actual spending (authorities used)	2022–23 difference (actual spending minus planned spending)
1,879,138,960	1,879,138,960	1,983,300,378	1,049,389,594	(829,749,366)

Financial, human resources and performance information for TC's program inventory is available in GC InfoBase[lxxx].

Human resources (full-time equivalents)

The following table shows, in full-time equivalents, the human resources the department needed to fulfill this core responsibility for 2022–23.

2022–23 planned full-time equivalents	2022–23 actual full-time equivalents	2022–23 difference (actual full-time equivalents minus planned full-time equivalents)
566	580	14

Financial, human resources and performance information for TC's program inventory is available in GC InfoBase[lxxxi].

Internal services

Description

Internal services are those groups of related activities and resources that the federal government considers to be services in support of programs and/or required to meet corporate obligations of an organization. Internal services refer to the activities and resources of the 10 distinct service categories that support program delivery in the organization, regardless of the internal services delivery model in a department. The ten service categories are:

- acquisition management services;
- communication services;
- financial management services;
- human resources management services;
- information management services;
- information technology services;
- legal services;
- material management services;
- management and oversight services; and
- real property management services.

Contracts awarded to Indigenous businesses

TC is a Phase 2 organization and is aiming to achieve the minimum 5% target by the end of fiscal year 2023-2024.

Key Measures Taken to increase Indigenous Procurement:

- Raised awareness through briefings to senior leadership, communiqués to functional specialists, and information sessions targeting internal communities, such as procurement functional specialists, and all personnel.
- Promoted set-asides and developed new pre-facilitated procurement vehicles for Indigenous suppliers.

Internal Evaluations: All Contracting Functional Specialists are required to perform a peer review for their procurements. This includes Indigenous considerations. Compliance is assessed quarterly through TC's Procurement Policy, Governance, and Reporting unit as part of the Procurement Compliance Review process.

Internal Governance Activities: TC developed and implemented a strategy to increase contracts awarded to Indigenous suppliers. This is supported by regular oversight and implementation monitoring exercised by senior leadership through the Senior Procurement Review Committee and the Resource and Investment Management Committee. As part of our oversight activities, we develop annual program procurement plans that include details on set-asides for Indigenous suppliers.

Specialized Training: Departmental Functional Specialists are required to take the Canada School of Public Service's specialized training including Indigenous Considerations in Procurement (COR409)[lxxxii] and Procurement in the Nunavut Settlement Area (COR410)[lxxxiii].

- 87% of staff completed the mandatory course, Indigenous Considerations in Procurement (COR409) from the Canada School of Public Service
- 17% of staff completed the course, Procurement in the Nunavut Settlement Area (COR410) from the Canada School of Public Service

Keeping Canadians informed about transportation issues and initiatives

In 2022–23, TC's Communications Group continued to support the Department's mission of promoting a safe, secure, efficient and environmentally responsible transportation system. This was achieved by providing timely and accurate information to Canadians and the media, in line with the Policy on Communications and Federal Identity[lxxxiv].

Strengthening communications strategies, skills and tools

The department continued to ensure a digital-first approach in its efforts to inform, consult and engage with internal stakeholders and other Government departments and agencies in an open and transparent manner. We launched a Modern Public Engagement Framework/Toolkit to support our engagement practitioners. More than 100 employees were trained on how to conduct public engagement and how to integrate diversity, equity, and inclusion. We also enhanced our Engagement and Consultation Hub, which is a digital tool that allows the department to better track engagement data published on the Open Dialogue | Open Government, Government of Canada[lxxxv] portal. In addition, we laid the groundwork to improve the efficiencies of our information tracking and calendar management functions. Our in-house translation service also adopted gender-neutral terms and safety campaigns with gender, age, and ethnic diversity in mind.

Advancing cost recovery and service modernization

In 2022–23, TC made significant progress towards modernizing services and associated fees. This included publishing fee proposals and consulting with stakeholders on modernizing fees for aircraft registration services. We also published in *Canada Gazette*, Part I:

- proposed fees for aeronautical product approvals; and
- proposed arrangements for registration of means of containment facilities for transportation of dangerous goods.

We also proceeded with other initiatives, including:

- implementation of Phase 2 of simplified fees for the marine cargo inspection program;
- adjustment of other fees to reflect inflation;

- revision of TC's remission policy, which outlines when clients may be eligible for a partial refund should the applicable service standard for a service be missed; and
- continued adoption of digital tools to bring more TC services online.

Improving efficiency and service delivery through digital modernization

In response to the introduction of "GC's Digital Ambition" in 2022, we committed to transitioning to a more digital-centric approach in our modernization of services and tools. In October 2022, we held our first annual in-person *TC Next* event. This brought together executives from across the department to explore the opportunities presented by digital tools and methods. We followed this with an inaugural quarterly department-wide virtual *TC Next* event in March 2023, to expand awareness and information sharing on digital modernization.

> The Policy on Service and Digital and supporting tools serve as an integrated set of guidelines that depict how Government of Canada organizations manage service delivery, information and data, information technology, and cyber security in the digital era.
>
> The Policy on Service and Digital advances the delivery of services and the effectiveness of government operations through the planned management of government information & data and leveraging of information technology, supporting the mandate of the Minister for Digital Government in leading the Government of Canada's digital evolution.

In 2022–23, the department established the new position of Chief Service and Digital Officer. This position is bringing together digital, service, data, information management and security for an integrated approach to service delivery for Canadians. We also established a new Service Modernization program for the department, aligned with the GC CIO's Digital Ambitions and GC Digital Standards. We developed digital service blueprints for two critical services: civil aviation medical certificates and pilot licence applications.

Strengthening finance and administration

In 2022–23, TC continued to increase the use of modern technologies. The aims are to:

- improve productivity;
- strengthen internal control;
- improve client service; and
- support effective decision making.

Our work focused on applying data analytics and creating new interactive self-service dashboards to improve the presentation of financial information and help managers and staff make better, more data-driven decisions. Our work meant that key metrics, indicators, and insights are now available at the click of a button.

Keeping pace with human resource needs and support

In response to continuing service needs, in 2022–23 the department expanded its indeterminate and term work force by 4.4% and achieved overall positive workforce gains among the four employment equity groups. This was supported by the promotion and use of inclusive hiring practices and the modernization of the self-identification questionnaire to gain better insights on the departmental workforce.

The mitigation of risks associated with Phoenix pay issues and the maximization of timely and accurate pay for employees remained a key priority for TC. The department also began to modernize programming and services in the areas of Diversity and Inclusion and Occupational Health and Safety.

Addressing the future of work at Transport Canada

In May 2022, we successfully launched a flexible work model initiative, officially named OurTC. Full implementation was executed by September 2022. Preparatory work involved development and testing of the approach and extensive collaboration with key players across the department. Our early adoption of hybrid work enabled us to transition effectively and seamlessly to the common Government-wide hybrid work model directed by the Treasury Board Secretariat in December 2022. To facilitate implementation of OurTC, we:

- developed and launched an information portal featuring TC's Hybrid Mentor video series as well as question and answers materials and guides;
- launched a workspace reservation application;
- introduced work arrangement agreements; and
- established a dedicated Success Team, onsite ambassadors, and a national email enquiry inbox.

In addition, our facilities management and information technology teams were highly engaged in supporting workplace adjustment, including:

- assessment of space and equipment needs and capacity;
- redesign and execution of retrofitting plans where feasible; and
- equipping workspaces with technology that is compatible with hybrid work.

Budgetary financial resources (dollars)

The following table shows, for internal services, budgetary spending for 2022–23, as well as spending for that year.

2022–23 Main Estimates	2022–23 planned spending	2022–23 total authorities available for use	2022–23 actual spending (authorities used)	2022–23 difference (actual spending minus planned spending)
196,360,203	196,360,203	269,025,185	268,848,795	72,488,592

Human resources (full-time equivalents)

The following table shows, in full-time equivalents, the human resources the department needed to carry out its internal services for 2022–23.
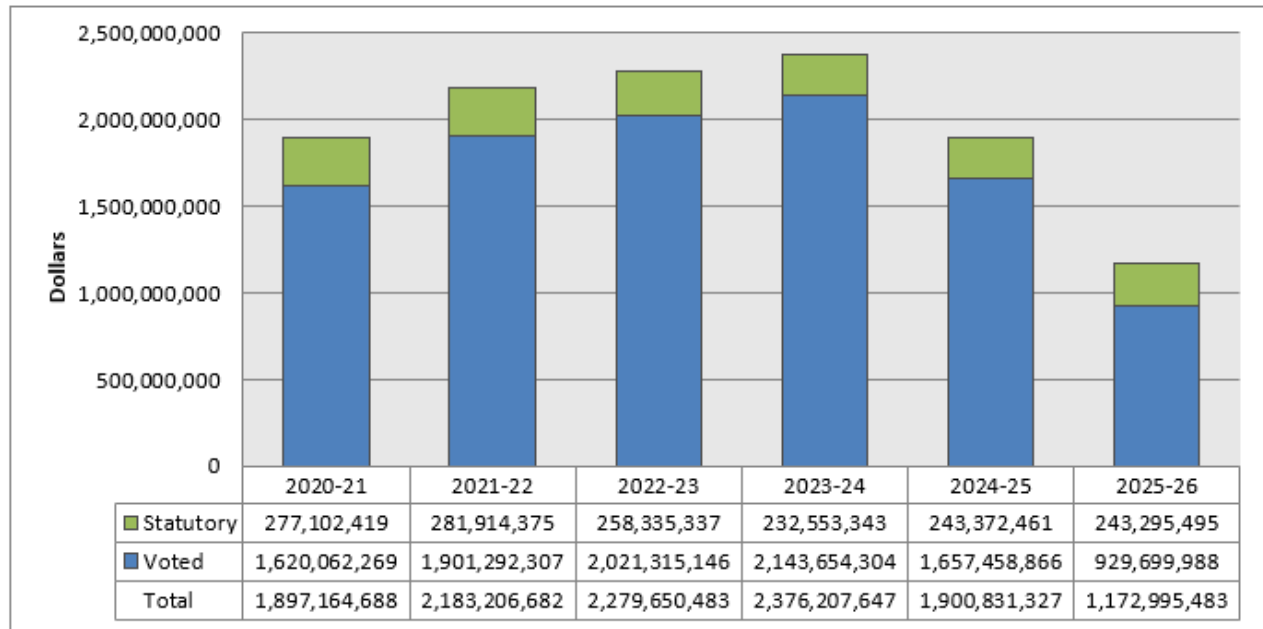
2022–23 planned full-time equivalents	2022–23 actual full-time equivalents	2022–23 difference (actual full-time equivalents minus planned full-time equivalents)
1,346	1,599	253

Spending and human resources

Spending

Spending 2020–21 to 2025–26

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

	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Statutory	277,102,419	281,914,375	258,335,337	232,553,343	243,372,461	243,295,495
Voted	1,620,062,269	1,901,292,307	2,021,315,146	2,143,654,304	1,657,458,866	929,699,988
Total	1,897,164,688	2,183,206,682	2,279,650,483	2,376,207,647	1,900,831,327	1,172,995,483

As illustrated in the departmental spending trend graph, TC's actual expenditures increased from fiscal year 2020-21 through to fiscal year 2022-23. This is mainly due to incremental funding for initiatives such as Supporting Canada's Air Sector during the COVID-19 pandemic (increased funding for the Airports Capital Assistance Program and the Airport Critical Infrastructure Program), the investing in HFR project, and renewing of the OPP Program.

Planned expenditures will continue to increase until 2023-24, mainly related to the National Trade Corridor Fund recapitalization. Spending plans will decline after 2023-24, mostly due to a decrease in the funding profile for the National Trade Corridors Fund and the Airport Critical Infrastructure Program.

The planned spending does not include expected funding for items included in Budget 2022 or Budget 2023.

Budgetary performance summary for core responsibilities and internal services (dollars)

The "Budgetary performance summary for core responsibilities and internal services" table presents the budgetary financial resources allocated for Transport Canada's core responsibilities and for internal services.

Core responsibilities and internal services	2022-23 Main Estimates	2022-23 planned spending	2023-24 planned spending	2024-25 planned spending	2022-23 total authorities available for use	2020-21 actual spending	2021-22 actual spending	2022-23 actual spending
CR1 – Safe and Secure Transportation System	418,683,617	418,683,617	366,336,345	362,571,568	539,569,871	460,142,800	454,625,767	471,516,596
CR2 – Green and Innovative Transportation System	357,670,417	357,670,417	163,351,960	139,684,104	733,604,052	345,956,926	464,773,611	489,895,498
CR3 – Efficient Transportation System	1,879,138,960	1,879,138,960	1,662,392,463	1,217,282,540	1,983,300,378	852,124,998	1,013,338,912	1,049,389,594
Sub-Total	**2,655,492,994**	**2,655,492,994**	**2,192,080,768**	**1,719,538,212**	**3,256,474,301**	**1,658,224,724**	**1,932,738,290**	**2,010,801,688**
Internal Services	196,360,203	196,360,203	184,126,879	181,293,115	269,025,185	238,939,964	250,468,392	268,848,795
Total	**2,851,853,197**	**2,851,853,197**	**2,376,207,647**	**1,900,831,327**	**3,525,499,485**	**1,897,164,688**	**2,183,206,682**	**2,279,650,483**

Planned spending

Planned spending includes approved funding at the time the 2022-23 Main Estimates were approved and would not include expected funding from Budget 2022 or Budget 2023.

Total authorities available for use

Total authorities available for use is greater than planned spending because it includes incremental funding approved during the year mostly through the Supplementary Estimates process. Examples for 2022-23 include increased funding for the HFR project, the OPP renewal, and the iZEV Program.

Actual Spending

Actual spending is less than the total authorities available for use because of changes in completion dates for Capital projects and changes to the timing of transfer payments as the department matches actual expenditures to recipient requirements. Examples of less then expected expenditures for 2022-23 include Capital projects such as Strengthening Airports Serving Remote Communities as well as Grant and Contribution programs such as the NTCF.

Long-term trend information for each core responsibility generally follows the patterns outlined at the departmental level in the previous section. For information on the 2022-23 variances (actuals less planned) at the core responsibility level, please note:

Safe and Secure Transportation System

This core responsibility spent $52.8M (or 13%) more than originally planned in 2022-23 mostly because of increased funding approved during the year through the Supplementary Estimates process for items such as Modernizing Rail Safety and Security and the implementation of Vaccine Mandate in the Transportation Sector Initiatives.

Green and Innovative Transportation System

This core responsibility spent $132.2M (or 37%) more than originally planned in 2022-23 mostly as a result of increased funding approved during the year through the Supplementary Estimates process for items such as the ZEV initiative.

Efficient Transportation System

This core responsibility spent $829.7M (or 44%) less than originally planned in 2022-23 as a result of surpluses in Capital and Grant and Contribution programs. Some Capital and Grant and Contribution programs had less expenses than anticipated due to changes in completion dates for Capital projects and changes to the timing of transfer payments as the department matches actual expenditures to recipient requirements. Examples of less then expected expenditures for 2022-23 include Capital projects such as Strengthening Airports Serving Remote Communities as well as Grant and Contribution programs such as the NTCF.

Internal Services

Internal Services spent $72.5M (or 37%) more than originally planned in 2022-23 to address Information Management and Information Technology funding requirements to continue moving forward with the Departmental service delivery modernization plan.

Human resources

The "Human resources summary for core responsibilities and internal services" table presents the full-time equivalents (FTEs) allocated to each of Transport Canada's core responsibilities and to internal services.

Human resources 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 planned full-time equivalents	2022–23 actual full-time equivalents	2023–24 planned full-time equivalents	2024–25 planned full-time equivalents
CR1 - Safe and Secure Transportation System	3,514	3,392	3,482	3,385	3,253	3,238
CR2 - Green and Innovative Transportation System	678	775	664	803	482	468
CR3 - Efficient Transportation System	490	503	566	580	564	561
Subtotal	**4,682**	**4,670**	**4,712**	**4,768**	**4,209**	**4,267**
Internal Services	1,569	1,622	1,346	1,599	1,306	1,297
Total	**6,251**	**6,292**	**6,058**	**6,367**	**5,605**	**5,564**

As illustrated in the above table, actual FTEs increased from 2020-21 to 2022-23. This increase is mostly due to initiatives such as the investment in HFR project and the recapitalization of the NTCF.

Planned FTEs are expected to decline after 2022-23, primarily as a result of reduced and sunsetting funding for various initiatives.

The planned FTEs don't include expected funding for items included in Budget 2022 or Budget 2023.

Expenditures by vote

For information on TC's organizational voted and statutory expenditures, consult the Public Accounts of Canada[lxxxvi].

Government of Canada spending and activities

Information on the alignment of TC's spending with Government of Canada's spending and activities is available in GC InfoBase[lxxxvii].

Financial statements and financial statements highlights

Financial statements

TC's financial statements (unaudited) for the year ended March 31, 2023, are available on the department's website[lxxxviii].

Financial statement highlights

Condensed Statement of Operations (unaudited) for the year ended March 31, 2023 (dollars)

Financial information	2022–23 planned results	2022–23 actual results	2021–22 actual results (Restated)	Difference (2022–23 actual results minus 2022–23 planned results)	Difference (2022–23 actual results minus 2021–22 actual results)
Total expenses	2,722,106,000	2,448,952,669	2,276,008,216	(273,153,331)	172,944,453
Total revenues	84,239,000	89,696,287	83,306,675	5,457,287	6,389,612
Net cost of operations before government funding and transfers	2,637,867,000	2,359,256,382	2,192,701,541	(278,610,618)	166,554,841

The 2022–23 planned results information is provided in Transport Canada's Future-Oriented Statement of Operations and Notes 2022–23.

Condensed Statement of Financial Position (unaudited) as of March 31, 2023 (dollars)

Financial information	2022–23	2021–22 (Restated)	Difference (2022–23 minus 2021–22)
Total net liabilities	1,425,803,980	1,366,243,135	59,560,845
Total net financial assets	482,652,824	439,417,039	43,235,785

Financial information	2022–23	2021–22 (Restated)	Difference (2022–23 minus 2021–22)
Departmental net debt	943,151,156	926,826,096	16,325,060
Total non-financial assets	2,960,524,182	2,942,942,826	17,581,356
Departmental net financial position	2,017,373,026	2,016,116,730	1,256,296

The 2022–23 planned results information is provided in Transport Canada's Future-Oriented Statement of Operations and Notes 2022–23.

Corporate information

Organizational profile

Appropriate minister: The Honourable Pablo Rodriguez, 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: *Department of Transport Act*[lxxxix] (R.S., 1985, c. T-18)

Year of incorporation / commencement: 1936

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

"Raison d'être, mandate and role: who we are and what we do" is available on Transport Canada's website[xc].

For more information on the department's organizational mandate letter commitments, see the Minister's mandate letter[xci].

Operating context

Information on the operating context is available on Transport Canada's website[xcii].

Reporting framework

Transport Canada's departmental results framework and program inventory of record for 2022–23 are shown below.

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		Internal services
	Result 1: A safe transportation system	**Indicator:** 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	**Indicator**: Percentage change in emissions of greenhouse gases from the transportation sector	Result 7: Transportation corridors enable efficient movement of products to market	**Indicator:** End-to-end, rail transit time of containers along the trade corridor from Canadian west coast ports to Chicago, including border crossing time	
		Indicator: Accident rate over a 5-year period, and fatality rate over a 5-year period (rail)				**Indicator:** End-to-end, Canada-side, truck transit time of general freight along the Toronto to United States trade corridor, including border crossing time	
		Indicator: Rate of reportable road traffic collisions in Canada				**Indicator**: End-to-end transit time of containerized freight arriving from ports in Asia	
		Indicator: Rate of serious injuries in reportable road traffic collisions in Canada				**Indicator:** End-to-end transit time of a select grouping of commodities, such as grains, departing from Canada to Asia	
	Result 2: A secure transportation system	**Indicator:** Rate of compliance of Canadian aviation regulated entities with Transport Canada's security regulations	Result 5: Canada's oceans and marine environments are protected from marine shipping impacts	**Indicator:** Reduction in the rate of spills into Canada's ocean and marine environments	Result 8: Canadian travellers and freight operators benefit from choice	**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 slow-down measures that mitigate the impacts of vessel		**Indicator:** Percentage of exemption requests from foreign carriers for domestic services processed	

	Result 3: A modern safety and security regime that supports economic growth	**Indicator:** Time to revoke Transportation Security Clearances	**Result 6: A transportation system that supports innovation**	traffic on marine species	
		Indicator: Percentage of Transport Canada's safety/security regulations aligned with international transportation standards (air)		**Indicator:** Number of new aeronautical products certified	**Result 9: Transport Canada manages its assets effectively**	**Indicator:** (Availability of Transport Canada owned and managed transportation assets ports, airports, ferries)
		Indicator: Percentage of client requests for safety or security authorizations that meet Transport Canada's service standards (air)				
		Indicator: Percentage of safety regulatory authorizations of certificated entities that were completed in accordance with established service standards (marine)				

	Core responsibility 1:	Core responsibility 2:	Core responsibility 3:
	Safe and secure transportation system	**Green and innovative transportation system**	**Efficient transportation system**

Program Inventory	**Programs:** 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.	**Programs:** Climate Change and Clean Air, Protecting Oceans and Waterways, Navigation Protection Program, Environmental Stewardship of Transportation, Transportation Innovation, and Indigenous Partnerships and Engagement.	**Programs:** Transportation Marketplace Frameworks, Transportation Analysis, National Trade Corridors, and Transportation Infrastructure.

Supporting information on the program inventory

Financial, human resources and performance information for Transport Canada's program inventory is available in GC InfoBase[xciii].

Supplementary information tables

The following supplementary information tables are available on Transport Canada's website:

- ▶ Reporting on Green Procurement
- ▶ Details on transfer payment programs
- ▶ Gender-based analysis plus
- ▶ Oceans Protection Plan horizontal initiative
- ▶ United Nations 2030 Agenda and the Sustainable Development Goals
- ▶ Response to Parliamentary Committees and external audits

Federal tax expenditures

The tax system can be used to achieve public policy objectives through the application of special measures such as low tax rates, exemptions, deductions, deferrals and credits. The Department of Finance Canada publishes cost estimates and projections for these measures each year in the Report on Federal Tax Expenditures[xciv]. This report also provides detailed background information on tax expenditures, including descriptions, objectives, historical information and references to related federal spending programs as well as evaluations and GBA Plus of tax expenditures.

Organizational contact information

Mailing address

Transport Canada (ADI)
330 Sparks Street
Ottawa, ON
K1A 0N5

Telephone: 613-990-2309

Fax: 613-954-4731

Email: Questions@tc.gc.ca

Website(s): https://tc.canada.ca/en

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 report on the plans and expected performance of an appropriated department over a 3-year period. Departmental Plans are usually tabled in Parliament each spring.

departmental priority *(priorité)*

A plan or project that a department has chosen to focus and report on during the planning period. Priorities represent the things that are most important or what must be done first to support the achievement of the desired departmental results.

departmental result (résultat ministériel)

A consequence or outcome that a department seeks to achieve. 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 quantitative measure of progress on a departmental result.

departmental results framework (cadre ministériel des résultats)

A framework that connects the department's core responsibilities to its departmental results and departmental result indicators.

Departmental Results Report (rapport sur les résultats ministériels)

A report on a department's actual accomplishments against the plans, priorities and expected results set out in the corresponding Departmental Plan.

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. For a particular position, the fulltime equivalent figure is the ratio of number of hours the person actually works divided by the standard number of hours set out in the person's collective agreement.

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; and understand how factors such as sex, race, national and ethnic origin, Indigenous origin or identity, age, sexual orientation, socio-economic conditions, geography, culture and disability, impact experiences and outcomes, and can affect access to and experience of government programs.

government-wide priorities (priorités pangouvernementales)

For the purpose of the 2022–23 Departmental Results Report, government-wide priorities are the high-level themes outlining the government's agenda in the November 23, 2021, Speech from the Throne[xcv]: building a healthier today and tomorrow; growing a more resilient economy; bolder climate action; fighter harder for safer communities; standing up for diversity and inclusion; moving faster on the path to reconciliation; and fighting for a secure, just and equitable world.

horizontal initiative (initiative horizontale)

An initiative where 2 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.

performance indicator (indicateur de rendement)

A qualitative or quantitative means of measuring an output or outcome, with the intention of gauging the performance of an organization, program, policy or initiative respecting expected results.

performance reporting (production de rapports sur le rendement)

The process of communicating evidence-based performance information. Performance reporting supports decision making, accountability and transparency.

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 to the expected result.

planned spending (dépenses prévues)

For Departmental Plans and Departmental Results Reports, planned spending refers to those amounts presented in 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 the department and focus on a specific set of outputs, outcomes or service levels.

program inventory (répertoire des programmes)

Identifies all the department's programs and describes how resources are organized to contribute to the department's core responsibilities and results.

result (résultat)

A 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're 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

i Transport Canada, https://tc.canada.ca/en/

ii Canadian Aviation Security Regulations, 2021, https://laws-lois.justice.gc.ca/eng/regulations/SOR-2011-318/

iii Strengthening the Port System and Railway Safety in Canada Act, https://www.parl.ca/legisinfo/en/bill/44-1/c-33

iv Marine Transportation Security Act, https://lois-laws.justice.gc.ca/eng/acts/M-0.8/

v Special Economic Measures (Russia) Regulations, https://laws.justice.gc.ca/eng/regulations/sor-2014-58/fulltext.htmlhttps://laws.justice.gc.ca/eng/regulations/sor-2014-58/fulltext.html

vi Arctic Waters Surveillance, https://www.oag-bvg.gc.ca/internet/English/parl_oag_202211_06_e_44152.html

vii Transportation of Dangerous Goods by Rail Security Regulations, https://laws.justice.gc.ca/eng/regulations/SOR-2019-113/index.html

viii Passenger Rail Transportation Security Regulations, https://gazette.gc.ca/rp-pr/p2/2020/2020-10-28/html/sor-dors222-eng.html

ix Investment Canada Act, https://laws-lois.justice.gc.ca/eng/acts/I-21.8/index.html

x An Act respecting cyber security, amending the Telecommunications Acts and making consequential amendments to other Acts, https://www.justice.gc.ca/eng/csj-sjc/pl/charter-charte/c26_1.html

xi Air-Taxi Safety Campaign, https://tc.canada.ca/en/air-taxi-safety-campaign

xii Regulations Amending the Small Vessel Regulations, https://www.gazette.gc.ca/rp-pr/p1/2023/2023-05-13/html/reg2-eng.html

xiii Competency of Operators of Pleasure Craft Regulations, https://laws.justice.gc.ca/eng/regulations/SOR-99-53/page-1.html

xiv New small vessel compliance program for tugs, https://tc.canada.ca/en/marine-transportation/marine-safety/ship-safety-bulletins/new-small-vessel-compliance-program-tugs-ssb-no-1-2022

xv Vessel Fire Safety Regulations, https://laws.justice.gc.ca/eng/regulations/SOR-2017-14/

xvi Life Saving Equipment Regulations, https://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1436/

xvii Fishing Vessel Safety Regulations, https://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._1486/index.html

xviii Vessel Construction and Equipment Regulations, https://canadagazette.gc.ca/rp-pr/p1/2022/2022-10-29/html/reg4-eng.html

xix Marine Safety Management System Regulations, https://canadagazette.gc.ca/rp-pr/p1/2022/2022-06-25/html/reg1-eng.html

xx Marine Personnel Regulations, https://laws-lois.justice.gc.ca/eng/regulations/sor-2007-115/

xxi General Pilotage Regulations, https://laws-lois.justice.gc.ca/eng/Regulations/SOR-2000-132/index.html

xxii Railway Extreme Heat and Fire Risk Mitigation Rules, https://tc.canada.ca/en/rail-transportation/rules/railway-extreme-heat-fire-risk-mitigation-rules

xxiii Grade Crossings Regulations, https://laws-lois.justice.gc.ca/eng/regulations/SOR-2014-275/

xxiv Rules Respecting Track Safety, https://tc.canada.ca/sites/default/files/2021-10/rules-respecting-track-safety-may-31-2021.pdf

xxv Locomotive Voice and Video Recorder Regulations, https://gazette.gc.ca/rp-pr/p2/2020/2020-09-02/html/sor-dors178-eng.html

xxvi 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

xxvii Road Safety in Canada 2020, https://tc.canada.ca/en/road-transportation/publications/road-safety-canada-2020

xxviii Strengthening School Bus Safety in Canada, https://tc.canada.ca/sites/default/files/migrated/school_bus_safety_2020.pdf

xxix Guidelines and Recommendations concerning Safety Requirements for Automated Driving Systems, https://unece.org/sites/default/files/2022-06/WP.29-187-10e.pdf

xxx New Assessment/Test Method for Automated Driving (NATM) Guidelines for Validating Automated Driving System (ADS), https://unece.org/sites/default/files/2022-04/ECE-TRANS-WP.29-2022-58.pdf

xxxi Global Forum for Road Traffic Safety (WP.1), https://unece.org/sites/default/files/2022-08/ECE-TRANS-WP.1-2021-2-Rev.1e.pdf

xxxii Contraventions Regulations, https://laws-lois.justice.gc.ca/eng/regulations/SOR-96-313/

xxxiii Let's talk: Improving how we enforce commercial vehicle safety, https://letstalktransportation.ca/iecvs

xxxiv Commercial Vehicle Drivers Hours of Service Regulations, https://laws-lois.justice.gc.ca/eng/regulations/SOR-2005-313/

xxxv Transport Canada's Vehicle Cyber Security Strategy, https://tc.canada.ca/sites/default/files/2021-08/transportcanada-vehicle-cyber-security-strategy.PDF

xxxvi Canada's vehicle cyber security guidance, https://publications.gc.ca/site/eng/9.884523/publication.html

xxxvii 2020 Emergency Response Guidebook, https://tc.canada.ca/en/dangerous-goods/canutec/2020-emergency-response-guidebook

xxxviii International Day for Women in Maritime, https://www.imo.org/en/About/Events/Pages/International-Day-for-Women-in-Maritime-2022.aspx

xxxix UN SDG 5: Achieve gender equality and empower all women and girls, https://sdgs.un.org/goals/goal5

xl Enhanced Road Safety Transfer Payment Program, https://tc.canada.ca/en/programs/funding-programs/enhanced-road-safety-transfer-payment-program

xli GC InfoBase, https://www.tbs-sct.canada.ca/ems-sgd/edb-bdd/index-eng.html#start

xlii GC InfoBase, https://www.tbs-sct.canada.ca/ems-sgd/edb-bdd/index-eng.html#start

xliii GC InfoBase, https://www.tbs-sct.canada.ca/ems-sgd/edb-bdd/index-eng.html#start

xliv GC InfoBase, https://www.tbs-sct.canada.ca/ems-sgd/edb-bdd/index-eng.html#start

xlv GC InfoBase, https://www.tbs-sct.canada.ca/ems-sgd/edb-bdd/index-eng.html#start

xlvi 2030 Emissions Reduction Plan: Clean Air, Strong Economy, https://www.canada.ca/en/services/environment/weather/climatechange/climate-plan/climate-plan-overview/emissions-reduction-2030.html

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