



Transport Canada

Departmental Results Report 2023–24



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Transport Canada
Departmental Results
Report
2023-24

The Honourable Anita Anand, P.C., M.P.
Minister of Transport

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Transport Canada's 2023-24 Departmental results report: At a glance

A departmental results report provides an account of actual accomplishments against plans, priorities and expected results set out in the associated [Departmental Plan](#).

- [Vision, mission, raison d'être, and operating context](#)
- [Minister's mandate letter](#)

Key priorities

Transport Canada's top priorities for 2023-24 were as follows:

- Strengthening the efficiency, fluidity and resilience of Canada's supply chains
- Improving air services to Canadians while supporting a strong recovery
- Improving rail service and enhancing rail safety
- Reinforcing partnerships and advancing reconciliation with Indigenous Peoples
- Supporting innovation and modernized regulatory services

In fiscal year 2023-24, Transport Canada (TC) contributed to the Government of Canada's **Refocusing Government Spending** exercise by returning \$226 million in Grant and Contribution funding to the fiscal framework (\$76 million of unallocated funding from the National Trade Corridors Fund and \$150 million from the Incentives for Zero-Emission Vehicles Program). The department also reduced spending on travel (\$4 million) and professional services (\$2.6 million), for a total reduction of \$232.6 million. Additionally, TC began to implement longer-term savings plans that will restructure program operations to improve and modernize service delivery, streamline internal business processes to remove duplication and redundancy, and refocus some Grant and Contribution programs to better align with TC's core mandate. These changes will create annual savings of \$114.8 million starting in fiscal year 2026-27.

Highlights

In 2023-24, total actual spending (including internal services) for TC was \$3,019,243,974 and total full-time equivalent staff (including internal services) was 6,819. For complete information on TC's total spending and human resources, read the [Spending and human resources section](#) of the full report.

The following provides a summary of the department's achievements in 2023-24 according to its approved Departmental Results Framework. A Departmental Results Framework consists of a department's core responsibilities, the results it plans to achieve and the performance indicators that measure progress toward these results.

Core responsibility 1: Safe and secure transportation system

Actual spending: \$562,393,506

Actual human resources: 3,522

Departmental results achieved

- A safe transportation system
- A secure transportation system
- A modern safety and security regime that supports economic growth

In 2023-24, TC continued to develop regulations and pursue initiatives to ensure safety and security across Canada's multi-modal transportation system. This included implementing a new centralized *Passenger Protect Program* where TC serves as a central hub to provide 24/7 advanced passenger screening while ensuring privacy and fairness to Canadians. Commitment to marine security meant that in 2023-24 TC continued to modernize marine safety and security legislation, regulations, and measures, aiming to ensure the framework remains flexible and modern. In rail safety, TC continued to develop and implement its regulatory programs under the *Transportation of Dangerous Goods by Rail Security Regulations* and the *Passenger Rail Transportation Security Regulations*. In surface and road safety, TC continued to support innovation, while addressing vehicle safety concerns regarding cyber security and automated vehicles.

More information about a [Safe and secure transportation system](#) can be found in the 'Results – what we achieved' section of the full departmental results report.

Core responsibility 2: Green and innovative transportation system

Actual spending: \$969,359,314

Actual human resources: 902

Departmental results achieved

- Harmful air emissions from transportation in Canada are reduced
- Canada's oceans and marine environments are protected from marine shipping impacts
- A transportation system that supports innovation

In 2023-24, TC continued to move towards a transportation system that is focused on both emissions reduction and protecting the environment, while remaining innovative and efficient. The department launched the Sustainable Aviation Task Force in June 2023 with a mandate to develop a Sustainable Aviation Fuels (SAF) Blueprint for Canada to ensure sufficient availability of SAF to meet its 10% use by 2030. TC also continued to implement Canada's Oceans Protection Plan (OPP), updating, and modernizing legislation to enhance marine safety and mitigating the impacts of marine shipping on the environment. The department continued to implement the 2021 Ballast Water Regulations to reduce economic and environmental risks to Canada caused by the introduction and spread of aquatic invasive species. In 2023-24, TC continued to lead and facilitate the transition of Canada's transportation system to low-carbon and zero-emission technologies. This includes the Incentives for Zero-Emission Vehicles Program (iZEV) as well as the Incentives for Medium- and Heavy-duty Zero-Emission Vehicles Program (iMHZEV).

More information about the [Green and innovative transportation system](#) can be found in the 'Results – what we achieved' section of the full departmental results report.

Core responsibility 3: Efficient transportation system

Actual spending: \$1,194,273,495

Actual human resources: 680

Departmental results achieved

- Transportation corridors enable efficient movement of products to market
- Canadian travelers and freight operators benefit from choice and improved service
- Transport Canada manages its assets effectively

In 2023-24, TC continued to provide Canadians with an efficient transportation network while advancing measures to foster a more accessible, inclusive, and barrier-free system. This included continued investments through the National Trade Corridors Fund (NTCF), which are supporting improvements in the fluidity and reliability of Canada's transportation supply chains and enabling Canadian businesses to expand and compete in global markets. TC also launched a National Supply Chain Office in December 2023, which serves as a federal focal point to advance industry and government-wide efforts to strengthen the performance, efficiency, resiliency, and reliability of Canada's transportation and logistics supply chains. The Department also continued to work towards providing improved transportation services, better choice of travel, and removing barriers for all Canadians. TC continued to make progress on the High Frequency Rail (HFR) Project, making significant strides on advancing the procurement process for the project. The department also continued to make necessary improvements to TC's transportation assets, such as with the assets related to the Eastern Canada Ferry Services.

More information about an [Efficient transportation system](#) can be found in the 'Results – what we achieved' section of the full departmental results report.

Transport Canada's 2023-24 Departmental results report

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From the Minister

I'm proud to present Transport Canada's Departmental Results Report for 2023-24.

It profiles the department's achievements related to our mandate: making sure that Canada's transportation system is safe and secure, efficient, and environmentally responsible.

Safety and security are at the heart of the work we do. This year, the department continued updating the *Marine Transportation Security Act* and Marine Transportation Security Regulations to keep Canada's marine security framework modern and effective. We also supported the *Strengthening the Port System* and *Railway Safety in Canada Act*.

To reduce the risks related to dangerous goods and protect Canadians, the department launched a Client Identification Database, a tool that provides more current, accurate, and complete information about the people or organizations involved in transporting dangerous goods.

We made progress on the Safer Skies Initiative which monitors over 25 international conflicts to assess risks to Canadian aviation. In June 2023, Canada co-hosted the third Safer Skies Forum with the Netherlands.

Another priority is making progress on the Lac-Mégantic rail bypass project. In 2023-24, work included buying land, pursuing environmental studies, and finding ways to minimize the project's impact on the community and environment.

I'm also proud to note that the High Frequency Rail Project made excellent progress. We announced three successful teams during the request for qualifications stage of the procurement process. The next step is to choose a private partner to work with VIA HFR on the project.

Transport Canada is committed to strengthening relationships and developing partnerships with Indigenous Peoples. Through the Oceans Protection Plan, Indigenous Peoples have a greater opportunity to guide how their traditional coasts and waterways are protected.

They're now directly involved in marine safety, responding to emergencies, and protecting the marine ecosystem, while also having their rights respected.

Actions taken through Canada's Oceans Protection Plan are making marine shipping safer, increasing protections for marine ecosystems, and improving how we prevent and respond to marine incidents. This year, we also updated legislation to improve marine safety and further protect the environment.

We updated the *Canada Shipping Act, 2001*, the *Wrecked, Abandoned or Hazardous Vessels Act*, and the *Marine Liability Act* to improve how we enforce laws and manage emergencies. Canadians can be



confident that their everyday goods are arriving here safely, with as little impact on the environment as possible.

The department is also focused on reducing pollution across transportation modes. In 2023-24, we continued to promote zero-emission vehicles through incentive programs and chaired the Zero-Emission Vehicle Council. We also made progress on green freight solutions and supported research for low-carbon transport technologies.

Through the National Trade Corridors Fund, we continued to invest in trade corridors to improve Canadian supply chains and Canada's ability to compete in domestic and international markets. On December 1, 2023, we launched the National Supply Chain Office to improve the efficiency, fluidity and resilience of Canada's transportation supply chains, supporting trade competitiveness and affordability for Canadians.

In 2023-24, Transport Canada worked to make air travel better for passengers. This included amending existing legislation to impose a greater burden of proof on airlines for compensating passengers, creating new laws to make sure airlines are responsible for compensating passengers, speeding up the process for handling complaints, improving data sharing between stakeholders and government to minimize disruptions, and giving the Canadian Transportation Agency more power to enforce rules.

Transport Canada continued to take measures to improve barrier-free travel for all Canadians. We're working with the Canadian Transportation Agency and other partners to support the effective administration of accessibility regulations and with other partners to ensure that Canadians have access to a consistent and dignified travel experience.

Finally, we continue to work with our partners to support a green, reliable, and efficient transportation sector.

I'm proud of the work Transport Canada does to advance our mandate and serve Canadians.

The Honourable Anita Anand, P.C., M.P.
Minister of Transport

Results – what we achieved

Core responsibilities and internal services

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Core responsibility 1: Safe and secure transportation system

In this section

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Description

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

Progress on results

This section presents details on how the department performed to achieve results and meet targets for a **Safe and secure transportation system**. Details are presented by departmental result.

Table 1: Targets and results for a safe and secure transportation system

Table 1 provides a summary of the target and actual results for each indicator associated with the results under a safe and secure transportation system.

A safe transportation system

Departmental Result Indicators	Target	Date to achieve target	Actual Results
Ten-year aircraft accident rate (average per year, per 100,000 aircraft movements)	No more than 3.2 per 100,000 movements	2024-03-31	2021–22: 3.1 2022–23: 3.0 2023–24: 2.9
Ten-year aircraft fatality rate (average per year, per 100,000 aircraft movements)	No more than 0.65 per 100,000 movements	2024-03-31	2021–22: 0.5 2022–23: 0.5 2023–24: 0.5
Ten-year marine accident rate (average per year, per 1,000 commercial vessels)	At most 10 per 1,000 commercial vessels	2024-03-31	2021–22: 6.8 2022–23: 6.0 2023–24: 6.1 ¹
Ten-year marine fatality rate (average per year, per 1,000 commercial vessels)	At most 0.5 per 1,000 commercial vessels	2024-03-31	2021–22: 0.4 2022–23: 0.3

¹ Calculated using accidents reported by the Transportation Safety Board, and a count of vessels in Canadian waters in 2023-24 as calculated by TC.

Departmental Result Indicators	Target	Date to achieve target	Actual Results
			2023–24: 0.3 ²
Five-year rail accident rate (average per year, per million-train miles)	At most 12.48 per annual number of million-train miles	2024-03-31	2021–22: New Indicator 2022–23: 7.57% reduction 2023–24: 10.35 (23.12% reduction)
Five-year rail fatality rate (average per year, per million-train miles)	At most 0.74 per annual number of million-train miles	2024-03-31	2021–22: New Indicator 2022–23: 13.77% increase 2023–24: 0.82 (3.54% increase)
Rate of reportable road traffic collisions in Canada (rate per billion vehicle kilometres travelled)	At most 1,393 (which is an estimated 1% reduction in the rate for the current year as compared to the average of the previous five years)	2024-03-31	2021–22: 23.8% reduction 2022–23: 26.7% reduction 2023–24: 10.8% reduction in 2022 as compared to the five-year average (2017–21)
Rate of serious injuries in reportable road traffic collisions in Canada (rate per billion vehicle kilometres travelled)	At most 23.81 (which is an estimated 1% reduction in the rate for the current year as compared to the average of the previous five years)	2024-03-31	2021–22: 17.9% reduction 2022–23: 17.0% reduction 2023–24: 5.5% reduction in 2022 as compared to the five-year average (2017–21)
Rate of fatalities in reportable road traffic collisions in Canada (rate per billion vehicle kilometres travelled)	At most 4.67 (which is an estimated 1% reduction in the rate for the current year as compared to the average of the previous five years)	2024-03-31	2021–22: 2.5% reduction 2022–23: 8.6% reduction 2023–24: 1.2% reduction ³ in 2022 as compared to the five-year average (2017–21)

A secure transportation system

Departmental Result Indicators	Target	Date to achieve target	Actual Results
Time to Revoke Transportation Security Clearances	At most 6 months	2024-03-31	2021–22: data incomplete 2022–23: data incomplete 2023–24: 74 days
Total number of Transportation Security Clearances (TSC) Applications processed versus TSC applications received	Between 45,000 and 50,000	2024-03-31	2021–22: 43,637 2022–23: 64,318 2023–24: 54,322

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

³ Rail Safety The target values for this indicator for 2023-24 were first based on estimated results values because actual values from previous years' results were not yet available. During the DRR exercise, the target values for this indicator were updated with actual results values.

Departmental Result Indicators	Target	Date to achieve target	Actual Results
Rate of compliance of Canadian aviation regulated entities with TC's security regulations	At least 90%	2024-03-31	2021–22: 77% 2022–23: 80.7% 2023–24: 89.94%

A modern safety and security regime that supports economic growth

Departmental Result Indicators	Target	Date to achieve target	Actual Results
Percentage of TC safety regulations aligned with international transportation standards (air)	100%	2024-03-31	2021–22: 95.1% 2022–23: 95.1% 2023–24: 65.1% ⁴
Percentage of Transport Canada security regulations aligned with international transportation standards (air)	At least 90%	2024-03-31	2021–22: 100% 2022–23: 100% 2023–24: 100%
Percentage of client requests for safety or security authorizations that meet Transport Canada's service standards (air)	At least 83%	2024-03-31	2021–22: 86.8% 2022–23: 89% 2023–24: 90% ⁵
Percentage of safety regulatory authorizations of certified entities that were completed in accordance with established service standards (marine)	At least 95%	2024-03-31	2021–22: 99.51% 2022–23: 99.99% 2023–24: 99.84% ⁶

Additional information on [the detailed results and performance information](#) for TC's program inventory is available on GC InfoBase.

Details on results

The following section describes the results for a safe and secure transportation system in 2023–24 compared with the planned results set out in TC's departmental plan for the year.

Aviation Security

Advancing regulation of aviation Security Management Systems

In 2023–24, Transport Canada continued to develop regulations to guide and oversee the use of security management systems (SeMS) by regulated entities in the aviation sector, including airports and air carriers.

⁴ Variance Explanation: In 2023, the International Civil Aviation Organization (ICAO) Universal Safety Oversight Audit Program (USOAP) assessed Canada's effective implementation (EI) of the 8 critical elements of a safety oversight system, aimed at evaluating Canada's compliance with Standards and Recommended Practices (SARPS). This was the first ICAO USOAP audit conducted on Canada since 2005 and was reflective of changes to many of the 790 protocol questions (PQ) used to assess. As corrective actions are implemented to address the audit findings, the target and results may be adjusted.

⁵ Please note that excluded from these calculations are the aviation exams and flight test conducted by TC since we did not have a mechanism to track performance for these services in 2023-24.

⁶ A count of domestic vessel service requests that meet TC's service standards

The work focused on streamlining SeMS requirements under the [Canadian Aviation Security Regulations, 2012 \(CASR, 2012\)](#). The department engaged stakeholders to make sure that the systems are designed and applied in a flexible way, and that there is a smooth onboarding process for all parties once the regulations come into force.

Modernizing aviation security oversight

The department continued to pursue our Aviation Security Oversight Modernization Initiative. The goal is to improve Transport Canada's ability to adapt to regulatory changes and the evolving threat/risk environment through more accurate, integrated, and data-driven risk management.

The process included consulting the [Canadian Air Transport Security Authority \(CATSA\)](#), the [Canadian Airports Council](#), and the Advisory Group on Aviation Security. Transport Canada's aviation security representatives also participated in an [International Air Transport Association \(IATA\)](#) training to learn more about international approaches and best practices for using and regulating SeMS.

Improving traveler identification



In 2023–24, Transport Canada worked closely with air industry stakeholders on pilot projects to test biometric and digital credential solutions. The goal is to improve the efficiency and reliability of identity verification processes and standards at airports. The department also sought insights from leading technology providers on optional designs for improved traveler experience.

Implementing a new centralized Passenger Protect Program

As of March 2023, the new centralized [Passenger Protect Program](#) was implemented, which has air carriers submit electronic passenger lists to Transport Canada for screening against the [Secure Air Travel Act](#) list.

The program's operations centre serves as a central hub, providing 24/7 advanced passenger screening while ensuring privacy and fairness for all Canadians.

Continuing international work on aviation security

As part of the Government of Canada's response to the downing of [Flight PS752](#) in 2020, Transport Canada continued to advance the [Safer Skies Initiative](#) with international partners. In June 2023, Canada co-hosted the 3rd Safer Skies Forum with the Netherlands.

The Safer Skies Consultative Committee, which Transport Canada chairs, completed a review of the International Civil Aviation Organization's Doc 10084 Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones. This work helped the organization publish the updated 3rd edition in October 2023.

Transport Canada continued to monitor more than 25 conflicts and affected countries, to assess risks to Canadian aviation operations and provide guidance on avoiding and managing risks.

International work on civil aviation issues

The International Civil Aviation Organization (ICAO)—of which Canada is an active member—is a United Nations agency that helps 193 countries cooperate and share their skies. The organization:

- develops Standards and Recommended Practices (SARPs) for civil aviation
- undertakes compliance audits of member states
- performs studies and analyses, and
- provides help and builds aviation capacity in collaboration with its member states and stakeholders

In addition to a heavy focus on security and safety, ICAO addresses environmental, operational and efficiency issues of common concern to the global aviation sector.

Marine security

Modernizing marine security legislation, regulations, and measures

In 2023–24, Transport Canada continued to pursue updates to the [Marine Transportation Security Act](#) and the [Marine Transportation Security Regulations](#) (MTSR).

The goal is to ensure Canada’s marine security framework stays flexible, modern and effective. Reflecting findings from the [Ports Modernization Review](#), the department helped introduce the *Strengthening the Port System and Railway Safety in Canada Act* ([Bill C-33](#)), which completed second reading and review by the Standing Committee on Transport, Infrastructure and Communities.

The department also consulted marine facility operators on the secure use of ship-to-shore cranes and potential cyber security risks, vulnerabilities, and mitigation measures. We continued to work closely with other Federal agencies, administering the Marine Enforcement Plan for the Special Economic Measures Regulations (Russia).

Strengthening resiliency of the marine supply chain

The COVID-19 pandemic highlighted the need for Transport Canada to limit potentially devastating disruptions to Canada’s marine transportation system and supply chain from non-traditional threats and events.

In 2023–24, TC began consultations to identify critical elements needed for a resiliency and recovery framework. The framework will bolster TC’s ability to mitigate the impacts of a disruption to Canada’s marine transportation system and supply chain, and focus on building partnerships, sharing information, cooperating, and collaborating with TC’s transportation groups and offices engaged in the protection of Canada’s supply chain

Further efforts will include engaging with marine industry stakeholders and Public Safety Canada to align Transport Canada’s framework with the [National Strategy for Critical Infrastructure](#).

Improving security in Canada’s domestic ferries

In 2023–24, Transport Canada continued to implement the [Domestic Ferries Security Regulations](#). By taking a risk management approach that focuses on the most vulnerable routes, the regulations:

- set out roles and responsibilities for developing security plans and putting them into action
- provide a way to conduct security assessments, set security protocols, and properly document and report findings, and
- provide Transport Canada with a way to oversee and enforce the security of domestic ferries

The regulations apply to about 50 ferries operating on 18 routes to 29 ferry facilities across Canada.



Rail security

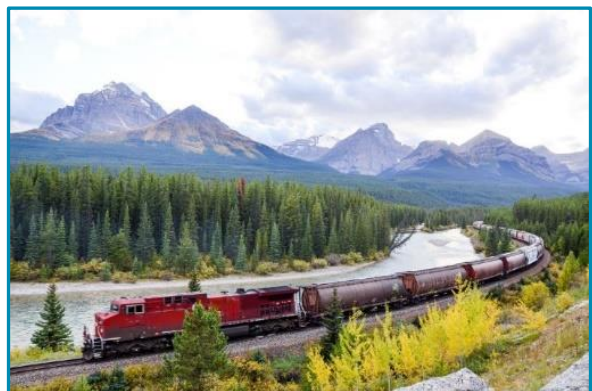
Improving how we regulate rail security

In 2023–24, Transport Canada continued to develop and implement our regulatory programs under the [Transportation of Dangerous Goods by Rail Security Regulations](#) and the [Passenger Rail Transportation Security Regulations](#). Work included:

- updating the standard operating procedures for oversight activities
- publishing rail security harm reduction policy and procedures
- issuing quality control guidance to help Regional Managers review rail security oversight work, and
- developing proposals for [administrative monetary penalties](#) (fines) under the [Railway Safety Act](#) and the [Passenger Rail Transportation Security Regulations](#)

The department also continued developing proposed changes to the [Railway Safety Act](#). These changes will:

- broaden the definition of “safety” to include “security” throughout the act
- ban unruly or dangerous behaviour and unlawful interference with railway operations
- require railway companies create security management systems, and
- give the Minister permission to grant, cancel and suspend transportation security clearances



Supporting vigilant transportation security inspection

The department continued to make sure that our Transportation Security Inspectors have the right training and credentials by delivering in-person technical training to both inspectors and Regional Managers. Inspectors were also issued enforcement officer credentials so they can impose administrative monetary penalties to support passenger rail security.

Modernizing how we oversee rail security

In 2023–24, Transport Canada’s Rail Security team completed several digital and technical improvements. These include:

- revising the Transportation of Dangerous Goods risk methodology used to oversee railway carriers, and
- allowing for national oversight plans and reports to be electronically and automatically produced

The department also continued to track and monitor security incidents reported to the Rail Security Working Group.

Intermodal and Surface Security, and Emergency Preparedness

Improving security personnel screening systems and abilities

In support of a secure transportation system, the [Transportation Security Clearance Program](#) continued to modernize technology and processes for applicants, clearance holders, airports, and marine ports. This included implementing a fully electronic application process, which allows applicants to track their application online.

Supporting timely and effective emergency management and incident response

The 2023 wildfire season saw a significant increase in activity for our regional emergency coordination centres. The central Situation Centre in Ottawa provided national situational awareness for 171 days.

The department also continued to implement our Incident Management System to ensure we align with a whole-of-government framework for effective and coordinated response to all incidents. We also conducted surge capacity training and tabletop exercises (TTX) across 3 of our 5 regional offices, while using the Transport Canada Incident Management System. We also participated in the October 2023 national cyber-physical Exercise (Cy-Phy) to identify practices for responding to emergencies.

Strengthening Emergency Planning and Response Through Tabletop Exercises

Tabletop exercises (TTX) are discussion-based exercises where emergency planning and response personnel meet to discuss and clarify their roles and responsibilities during a significant event. The exercises can focus on anything from overall responsibilities to specific responses to a particular emergency situation.

A session leader presents a scenario and facilitates a discussion of roles, responsibilities, coordination, and decision making. Being a discussion-based only process, a TTX does not involve deploying actual equipment or other resources. The goals are to better understand roles and responsibilities of senior management across regional modes and programs in support of a whole-of-government response during an emergency.

Improving situational awareness through innovative technologies and methods

In 2023–24, Transport Canada focused on developing digital tools and promoting our geospatial situational awareness abilities. This included:

- proposing improvements to marine incident logging at TC’s Situation Centre, and
- developing new systems to use incident data for dashboards and to analyze trends

We also introduced new geospatial mapping tools including accurate marine safety maps to support incident notifications. It also included using a wildfire-rail proximity tool to analyze data, issue alerts and provide a dashboard that visualizes risks to rail transportation and supply chains.

Maintaining round-the-clock incident monitoring and response

Transport Canada’s Situation Centre serves as the department’s focal point for transportation incidents across Canada. It provides 24/7 response in support of regulatory requirements for transportation safety and security. In the 2023 calendar year, it reported on over 2,900 incidents and sent over 5,000 notifications.

Our Aviation Operations Centre serves as the national focal point for civil aviation emergencies. In 2023, it reported on more than 500 air incidents.

The Passenger Protect Program Operations Centre is part of an interdepartmental program responsible for vetting passengers who are a threat to aviation security. In 2023, it received over 3,800 calls and vetted over 130 million passengers using centralized screening.

Supporting reliable security Intelligence assessments

In 2023–24, our Security Intelligence Assessment Branch successfully navigated a complex security world by offering tailored intelligence products and briefings on complex issues that impact Canada’s transportation system.

We maintained and operated infrastructure and networks owned and accredited by the Communications Security Establishment (CSE), required at the only top secret facility at Transport Canada headquarters. We provided valuable transportation-specific assessments based on around 10,000 classified reports received from Canadian and allied security and intelligence partner agencies.

Aviation safety

Strengthening drone safety

In 2023–24, Transport Canada published one of the world’s first regulatory proposals to allow low-risk drones to be used for beyond visual line-of-sight operations, with the target of implementing regulations in 2025. The department also issued over 700 Special Flight Operations Certificates for drones, to help Canadians innovate with drones in complex operations. To support aviation safety, the department also performed a compliance inspection on drone manufacturers.

Implementing targeted inspections to monitor and improve ground icing operations

Over the past 2 winters, Transport Canada ran a targeted inspection campaign to monitor ground icing operations. The goal was to reduce the likelihood of aircraft taking off with contaminated critical surfaces and to determine whether flight crew decisions are adequately supported by their air

operator's Ground Icing Program and procedures. Recommendations from the monitoring will be incorporated into future national oversight planning and inspector training.

Modernizing regulation of aviation safety management systems

In 2023–24, Transport Canada continued our work to modernize the Safety Management Systems (SMS) regulatory framework for Civil Aviation. Work remained focused on:

- simplifying Canada's regulatory framework
- making sure it aligns with International Civil Aviation Organization's requirements, and
- addressing recommendations of the Transportation Safety Board

Bolstering capacity to deal with growing demand for aircraft certification

In 2023–24, Transport Canada improved our ability to certify aircraft to help keep pace with growing industry demands. We also developed expertise to support innovative technologies like those required for greener aircraft designs.

Marine safety

Improving marine safety through modernized *Vessel Traffic Services Regulations*

In 2023–24, the Department continued to advance modernization of the proposed *Vessel Traffic Services Regulations*. The proposed regulations will consolidate and modernize Canada's three separate vessel reporting regulations into a single regulation that is in conformity with international standards, notably the International Maritime Organization (IMO) resolution on ship reporting.

This modernization and streamlining will provide TC the flexibility to quickly adjust the requirements for vessel reports in response to emerging or unanticipated safety risks, or to adapt to new requirements introduced in other Canadian regulations.

Updating pleasure craft safety regulations and measures

In 2023–24, Transport Canada pursued several initiatives to update and improve small vessel safety. These included:

- publishing the [Regulations Amending the Small Vessel Regulations](#) for pleasure craft licensing in the Canada Gazette, Part I,
- working on amendments to the [Competency of Operators of Pleasure Craft Regulations](#), and
- [Regulations Amending the Administrative Monetary Penalties and Notices \(CSA 2001\) Regulations](#)

The department also continued to improve the [Pleasure Craft Electronic Licensing](#) system and Pleasure Craft Operator Competency database to improve user experience and data integrity.

Strengthening domestic vessel safety

We continued work on proposed changes to the [Fishing Vessel Safety Regulations](#), which will update design and construction requirements for small fishing vessels to align Canadian requirements with international best practices.



We also published the [Vessel Construction and Equipment Regulations](#) in the *Canada Gazette, Part II*, to modernize construction and equipment requirements for vessels above 15 gross tonnage and below 24 metres.

We continued work on the Domestic Vessel Regulatory Oversight Initiative, which will introduce a risk-based oversight model, and continued working on our new [Vessel Registry](#) database system and introduced digital certificates for small vessels for users' convenience and efficiency of operations.

Other highlights of the year include:

- publishing details on [Amending the Marine Safety Fees Regulations \(Vessel Registry Fees\)](#) in the *Canada Gazette, Part I*,
- publishing the [Regulations Amending the Vessel Operation Restriction Regulations](#) (VORR) in the *Canada Gazette, Part II*, and
- holding consultations with regional partners and inspectors to continue to work towards solutions to strengthen small vessel oversight through the [Small Vessel Compliance Program](#).

Advancing marine personnel safety

In 2023–24, Transport Canada focused on publishing the [Marine Safety Management System Regulations](#), which replace the existing [Safety Management Regulations](#). This will require more companies and vessels to develop and implement a safety management system.

We also worked toward pre-publishing the [Marine Personnel Regulations, 2025](#). These will modernize training, certification, and labour standards for seafarers, in alignment with recommendations from the Transportation Safety Board and standard practices in the marine industry. They will also modernize the marine medical program, which ensures seafarers are medically fit to work aboard ships.

Transport Canada launched a secure validation website that enables digital certificates for the marine insurance program. We also created a Marine Medical Hub for Medical Examiners, to allow marine medical reports to be securely submitted, processed, and issued digitally.

Finally, we addressed the issue of fatigue management in the marine sector. Following an assessment of the issues identified by the Transportation Safety Board and consultations with industry and stakeholders, we launched the [Fatigue Management at Sea e-course](#) in collaboration with the Canadian Centre for Occupational Health and Safety.

Modernizing marine pilotage regulations

In 2023–24, Transport Canada made progress on work on Canada's national pilotage regime. Building on recent updates to the [General Pilotage Regulations](#), Transport Canada continued to develop new *Marine Pilotage Regulations*. The regulations will:

- set out quality and safety management system requirements for pilotage authorities
- introduce an administrative monetary penalty (fine) regime, and
- harmonize regional requirements, where possible

We also developed proposals for a new National Marine Pilotage Certification Program.

Rail safety

Strengthening Rail Safety Management Systems

In 2023–24, Transport Canada acted on the recommendation of the Office of the Auditor General’s review of the *Railway Safety Act* to strengthen the safety management system framework to focus more on effectiveness and safety outcomes. Transport Canada also started an initiative to modernize safety management system regulations. The initiative will:

- improve our ability to identify safety trends and patterns, assess systemic risks, and mitigate risks
- improve the effectiveness of safety management systems through performance-based measures
- adapt the *Safety Management System Regulations* to account for risks posed by climate change and extreme weather, and
- strengthen fatigue management requirements



Strengthening Canada’s railway safety legislation

As part of Transport Canada’s response to recommendations stemming from the 2018 *Railway Safety Act Review*, the department proposed legislative changes under [Bill C-33—Strengthening the Port System and Railway Safety in Canada Act](#). The proposed changes will strengthen rail safety in Canada to:

- improve transparency and efficiency
- address gaps and emerging challenges, and
- further improve the safety and security of Canada’s rail network

Advancing Indigenous reconciliation in the railway sector

Transport Canada maintained a strong commitment to reconciliation, which is foundational to our activities in all modes of transportation. In 2023–24, the department continued to meaningfully engage with Indigenous peoples, particularly around rail safety.

In support of commitments to develop and improve sustained and structured engagement with communities, we built relationships with communities and organizations to engage on the legislative and regulatory rail safety modernization agenda. These initiatives included hosting a National Rail Forum in January 2024 and engaging with Indigenous communities via information and awareness sessions.

Addressing priority risks with railway brake systems and railway operator fatigue

In 2023–24, Transport Canada revised the [Railway Freight and Passenger Train Brake Inspection and Safety Rules](#).

In July 2022, a Minister’s Order was issued to strengthen the Railway Freight and Passenger Train Brake Inspection and Safety Rules. The goal was to reduce the risk to train operations in cold weather through measures like stronger air brake inspection requirements/procedures and requiring operators to

develop a Train Brake Winter Operating Plan. The order will also require enhanced standards for brake cylinder testing and allow new technology-based air brake testing using automated trackside wheel temperature detectors.

To further address rail safety, we approved new [Duty and Rest Period Rules \(DRPRs\) for Railway Operating Employees](#). The rules reflect the latest in fatigue science and are meant to guard against overall fatigue to reduce probability of human errors leading to rail accidents

Implementing the Rail Safety Improvement Program

Transport Canada's [Rail Safety Improvement Program \(RSIP\)](#) funds projects that aim to improve rail safety, including improvements to infrastructure along rail lines and at grade crossings, education and awareness, innovative technologies and research, and investments to manage, prevent or recover from the impacts of extreme weather.

In 2023–24, Transport Canada asked for funding proposals for research, education, and awareness projects in 2024–25 and 2025–26 to support activities and initiatives aimed at reducing injuries and deaths, railway grade crossing collisions and trespassing incidents on railway property.

We took in funding proposals that will invest more than \$67 million over 3 years, to support more than 400 projects to improve rail safety across Canada at grade crossings and along rail lines, conduct research, and develop or pilot recent technologies that aim to improve safety for both the public and railway workers.

In 2023–24, Transport Canada spent a historical \$42.1 million to support new and continuing projects that focus on rail safety.

Examples of completed infrastructure projects include:

- CN Rail assessing and installing climate change mitigations in Lytton, BC, to protect their mainline from flooding and wildfires in the area affected by the 2021 Lytton Creek Wildfire
- Northern Lights Rail Ltd. removing plants, trees, debris, and old underbrush along the right-of-way from Weldon to Birch Hills, Saskatchewan, to protect the railway from wildfires, discourage wildlife from using the area, and improve safety
- Edmonton Transit Service installing solutions to mitigate trespassing including barriers, new pavement markings, pedestrian gates, and an Emergency Notification sign.

Multimodal and road safety

Implementing Canada's Road Safety Strategy

Working through the Canadian Council of Motor Transport Administrators and in close collaboration with provinces and territories, we continued to discuss the next iteration of the Road Safety Strategy, considering lessons learned.

The Department made progress in modernizing and digitalizing regulatory frameworks by initiating the development of a federal regulatory platform, a web-based solution that leverages technology and data

analytics to identify and assess regulatory cumulative impacts. It will help regulators in designing streamlined regulations to reduce administrative burden and improve supply chain competitiveness.

Supporting innovation in road safety methods and measures

In 2023–24, Transport Canada’s Enhanced Road Safety Transfer Payment Program continued to support public and private sector organizations pursue innovations in road safety. Measures focus on technological innovation, impaired driving issues, and education and training.

Similarly, under the [Road Safety Transfer Payment Program](#), Transport Canada 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.

Continuing vigilant oversight of road safety

In 2023–24, Transport Canada continued with our mandate to support road safety by:

- conducting over 380 tests and inspections of vehicles, child car seats and tires to verify that products entering the Canadian marketplace meet safety requirements
- conducting, reviewing, and analyzing over 3,670 recall inspections, defect complaints, defect investigations, notices of defects, and notices of non-compliance
- issuing 2,550 regulatory authorizations and 85 risk-based inspections for imported vehicles in Canada
- publicly reporting annually on motor vehicle safety compliance and enforcement activities ([enforcement actions and reducing risks to motor vehicle safety](#)), listing active and closed defect investigations, providing investigation updates, and [publishing motor vehicle safety recalls online](#)
- Maintaining constant oversight on [road safety](#)

Addressing vehicle cyber security

In 2023–24, Transport Canada worked with all levels of government, industry, manufacturers, and other countries to better understand vehicle cyber security threats and to maintain and promote the existing suite of [guidance and tools](#) on vehicle cyber security.



This includes pursuing priorities set out in Transport Canada’s [Vehicle Cyber Security Strategy](#). It also includes partnering with the National Research Council of Canada to develop a report on artificial intelligence (AI) in automated driving systems and cyber security considerations from a road safety perspective.

We also hosted the 5th annual Vehicle Cyber Security Conference on February 1, 2024. The conference brought together experts from

government, academia, and industry to discuss topics ranging from artificial intelligence to electric vehicles and cyber security in an environment that is increasingly connected, automated, shared, and electrified (“CASE”). The department began work on a Canadian vehicle cyber security framework to further incorporate cyber security risk management into the department’s motor vehicle safety program.

Working with international partners on automated vehicle safety

We continued to engage domestic and international partners through the Canadian Council of Motor Transport Administrators, the Global Forum for Road Traffic Safety, and the World Forum for the Harmonization of Vehicle Regulation. The work focuses on developing coordinated policy and regulatory approaches for automated vehicles and other vehicle technologies.

Researching and promoting vehicle and passenger safety

In 2023–24, Transport Canada undertook numerous consumer awareness campaigns to help manage road safety risks. This work focused on issues like:

- the danger of children seated inside hot vehicles
- distracted and impaired driving
- occupant safety including child car seats and booster seats
- school bus safety
- safe winter driving, and
- helping consumers understand new driver assistance technologies, including their abilities and limits

In collaboration with the National Research Council and the University of Toronto, Transport Canada undertook comprehensive studies focusing on:

- reducing risks associated with pediatric vehicular heatstroke
- enhancing the safety and usability of vehicle touchscreens
- enhancing all-terrain vehicle safety, and
- exploring virtual test platforms for automated driving systems



The department’s human factors and crash avoidance research program also continued to carry out extensive tests on the performance of automatic emergency braking systems, micro-mobility devices and driver assistance systems.

Modernizing legislative and regulatory measures in the transportation sector

In 2023–24, Transport Canada participated in the Government’s [Annual Regulatory Modernization Bills](#) and Regulatory Reviews, which provide a regular process to modernize regulatory requirements and practices in support of innovation and competitiveness. The department’s proposed changes to the [Canada Transportation Act](#) aligns with the Government’s Regulatory Roadmap on International Standards—published in 2021—to allow for more timely adoption of trusted international standards in Transport Canada’s regulations.

Transportation of dangerous goods

Modernizing how we regulate the transportation of dangerous goods

In 2023–24, our [Transportation of Dangerous Goods \(TDG\) Regulatory Program](#) continued to focus on modernizing regulations supported by strong stakeholder engagement, and harmonization of international standards.

We kept pace with evolving needs and technologies for containing dangerous goods, including tank cars, highway tanks, intermediate bulk containers, and cylinders, which were incorporated by reference in the [Transportation of Dangerous Goods Regulations](#).

Amending the Transportation of Dangerous Goods Regulations

The department made [changes to the Transportation of Dangerous Goods Regulations](#), which were published in the *Canada Gazette, Part I* and *Part II*. These changes increased the consistency, quality, efficiency, and effectiveness of the TDG Program. The changes included:

- proposing regulatory requirements to harmonize Canada’s regulations with UN recommendations by aligning safety marks, classification information, shipping names, and special provisions
- proposing updated and clarified provisions to align with new industry practices
- creating new requirements to gather data to build an accurate and reliable inventory of regulated parties and sites where dangerous goods are imported, offered for transport, handled, or transported
- addressing administrative changes and completed a housekeeping exercise of the regulations
- proposing fees for assessing applications and issuing certificates to registrants and increasing fines to reflect to today’s cost of living and significantly deter potential offenders

Strengthening evidence-based decisions

In 2023–24, Transport Canada implemented the [TDG Transformation Roadmap](#) which focuses on modernizing and improving 4 thematic program pillars:

Regulation: Modernization to:

- address gaps in the enforcement framework
- create new avenues for compliance
- ensure relevant stakeholders are included as regulated entities, and
- address sector innovation and supply chain resilience

Oversight: Continued delivery of applications under the “TDG Core” platform, to:

- ensure higher quality, more complete, and fully linked data for analysis and reporting
- support data-driven oversight, including modernized inspection prioritization methods, predictive modelling, and nationwide data collection
- improve efficiency of TDG’s operations and reduced regulatory burden on stakeholders, and

- maintain an effective oversight regime to ensure regulatory compliance and to carry out enforcement when warranted
- Engagement: Initiate enhanced consultations, including with Indigenous communities, on:
 - developing specific requirements for transporting dangerous goods by drone,
 - conducting an administrative burden reduction exercise, and
 - addressing issues affecting supply chains

Collaboration:

- Developing a grants and contribution program aimed at supporting emergency response training
- Improving awareness, outreach, and education in rural, remote, and northern and Indigenous communities, complemented by continued collaboration with the U.S. and industry on regulatory frameworks

Launching enhanced consultations on Indigenous rights issues in northern transportation

In spring 2023, Transport Canada undertook an assessment of implications of the *United Nations Declaration on the Rights of Indigenous Peoples Act* regarding site registration requirements for transportation facilities and operations in northern Canada.

Transport Canada shared a summary of the proposed Site Registration Requirements with Inuit Tapiriit Kanatami representatives, and no concerns were raised. Also in spring 2023, the department undertook a preliminary UNDA assessment related to training. Transport Canada will monitor any need for reassessment as work progresses.

Improving how we oversee the transport of dangerous goods

In 2023–24, our TDG Oversight Program deployed 156 staff (including 121 inspectors) to conduct 4,032 inspections and complete 5,789 enforcement actions and risk reduction measures. We strengthened our TDG Safety Awareness Outreach Program to better promote available materials for industry, municipalities, first responders, Indigenous and other remote communities, and the public.

We stayed focused on modernizing and improving the monitoring, coordination, and emergency response capacity through emergency management training. We published TDG site registration requirements to make sure that persons who import, offer for transport, handle, or transport dangerous goods at a site in Canada are registered with the department. This helps us to better identify the regulated community and allows us to collect and analyse information related to managing and overseeing the TDG supply chain.

The department introduced the Client Identification Database online platform to facilitate compliance with the registration requirement. We continued working with the provinces and territories to better identify the level of national compliance of the TDG using provincial and territorial compliance data for road shipments.

Supporting emergency response to dangerous goods incidents

Transport Canada’s Canadian Transport Emergency Centre (CANUTEC) continued to provide technical advice on timely and effective response to dangerous goods emergencies and incidents in all modes of transportation, on a 24/7 basis.

During the year, CANUTEC initiated action on over 1,800 dangerous goods incidents and around 24,000 communications. It continued to distribute the 2020 [Emergency Response Guidebook](#) 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 respond appropriately to protect themselves and the public during the initial response.

We assessed 271 Emergency Response Assistance Plans (ERAPs), which make sure that the industry responds to releases or anticipated releases of some higher-risk dangerous goods while in transport. Transport Canada’s Remedial Measures Specialists were also deployed to the site of 15 dangerous goods emergencies to protect public safety by assessing and monitoring the corrective actions taken to mitigate incidents.

We also improved and maintained Canada’s ability to respond to chemical, biological, radiological, nuclear, and explosive events related to transporting dangerous goods. This included developing and holding “Exercise Dynamic Response.” This was a 4-day, full-scale exercise designed to test the interoperability between municipal first responders, federal agencies, and resources from Transport Canada’s Emergency Response Assistance Plan Program during a response to a chemical, biological, radiological, nuclear or high-yield explosive event that involves dangerous goods in transport.



Continuing international collaboration and alignment

In 2023–24, Transport Canada remained active in global, multilateral, and bilateral fora where we share and promote Canadian expertise. As a member of the [International Civil Aviation Organization](#), Transport Canada continued actively participating in ICAO meetings, panels, and working groups, including technical conferences related to civil aviation and emerging technologies. We are also a member of other international organizations such as the International Maritime Organization and participated in the UN’s Economic Commission for Europe’s TDG working groups and international standard development.

Undertaking research to support evidence-based decisions

In 2023–24, Transport Canada continued to support and complete research projects on topics like:

- validating the recommended emergency actions for liquefied natural gas in the *Emergency Response Guidebook*
- assessing the hazards of energy storage systems transported in enclosed vessels
- dynamic highway tank rollovers
- evaluating the American Society of Mechanical Engineers’ requirements for manufacturing and continued service of highway tanks in Canada, and
- analysing Class 1 explosives in Canada’s supply chains

Enforcement

Enforcing transportation safety, security, and regulatory standards

In 2023–24, our National Enforcement Program continued to uphold safety, security, and regulatory standards across Canada's transportation sector. This included:

- consistently applying enforcement practices and policies
- providing training on multimodal oversight and enforcement fundamentals (including training 350 employees in one year),
- collaborating across regional boundaries and different transportation modes creating a safer and more compliant transportation environment for all Canadians;
- conducted 267 investigations of alleged violations, imposing 218 administrative monetary penalties (fines), and completing 6 suspensions; and
- supporting the department's response to 126 new requests for review at the Transportation Appeal Tribunal of Canada and representation of the Minister at 89 case management conferences and 30 hearings.

Using administrative monetary penalties to avoid costly legal action

Administrative monetary penalties (fines) offer a flexible way to address minor violations of safety or security regulations. Instead of resorting to legal actions, like prosecution, Transport Canada can use monetary sanctions to encourage compliance. Monetary penalties aim to ensure compliance without imposing criminal records on offenders. They offer a middle ground between verbal and written warnings and severe penalties like suspension or prosecution, considering the seriousness of the violation and the entity's compliance history.

Resources required to achieve results

Table 2: Snapshot of resources required for a **Safe and secure transportation system**

Table 2 provides a summary of the planned and actual spending and full-time equivalents (FTEs) required to achieve results.

Resource	Planned	Actual
Spending	\$397,060,455	\$562,393,506
Full-time equivalents	3,342	3,522

[Complete financial](#) and [human resources information](#) for Transport Canada's program inventory is available on GC InfoBase.

Related government-wide priorities

Gender-based analysis plus

Transport Canada continued to adopt and promote the use of gender-neutral terms through various domestic and international events and forums. It sought opportunities to raise awareness of the importance of inclusive language by including gender-neutral language in regulatory submissions, speaking points, documents, presentations, working papers, and wherever possible, aligning with GBA Plus guidelines.

Information materials were designed with gender, age, and ethnic diversity in mind by using neutral or inclusive imagery, text, and visuals. In addition, we continued to routinely assess the social and economic impacts of legislative, regulatory, policy, and program plans and developments on diverse groups of Canadians.

More specifically, the department's Multimodal and Road Safety Program continued to evaluate their GBA Plus data collection in relation to reportable road traffic collisions, fatalities, and serious injuries. The Program is also on the Cyber Security Community Bias Sensitivity, Diversity and Identity (BSDI) Working Group (WG), led by Public Safety (PS) and co-chaired by the Communications Security Establishment (CSE). BSDI provides a dedicated space to discuss cyber security-related BSDI and Gender-Based Analysis Plus (GBA Plus) challenges, opportunities, and implications. Through our participation, Transport Canada stayed informed of GBA Plus issues related to cyber security.

Transport Canada completed its study with Western University that is focused on evaluating the impact severity of small drone collisions on humans and, more specifically, the impacts on females and populations more at risk of harm (like children and seniors). The department quantified the difference in impact severity for specific groups compared with an average male, to determine whether findings are sufficient to adjust current injury severity limits. Where specific impacts are identified, TC ensures additional engagement with affected groups to better understand how the initiative could be tailored to meet diverse needs of the people directly impacted.

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

In December 2023, Canada presented two informal papers at the United Nations Transportation of Dangerous Goods Sub-Committee meeting. These papers promoted a more comprehensive and systematic approach to reclassification in the Model Regulations. This approach helped create more consistent regulations and supported the implementation of target 16.6 of [*Sustainable Development Goal 16 – Peace, justice, and strong institutions*](#), which focuses on developing effective, accountable, and transparent institutions at all levels.

We remained an active member of the International Maritime Organization's Gender Equality Network, which advocates increasing the representation of women and other under-represented groups in the maritime sector. Canada renewed funding for the [*Empowering Women for the UN Ocean Decade Program*](#), which improves gender equality in ocean science. These efforts are part of our ongoing work to advance the UN 2030 Agenda, supporting [*Sustainable Development Goal 5 – Achieve gender equality and empower all women and girls*](#).

We have also invested in the Marine Training Program to support under-represented groups, like Indigenous peoples, Northerners, and women, to launch their careers in the marine industry. More than 650 students have graduated from this program since 2016. Canada is committed to advancing gender equality and inclusion in the maritime industry and being a supportive partner in removing barriers. These efforts are part of our ongoing work to advance the UN 2030 Agenda, supporting [*Sustainable Development Goal 10 – Reduce inequality*](#).

For progress relating to Transport Canada's Departmental Sustainable Development Strategy actions, please visit: [Sustainable Development at Transport Canada](#).

Innovation

In 2023–24, Transport Canada undertook several research, demonstration and testing initiatives on new and emerging technologies related to drones. This included:

- completing rural trials for managing drone traffic
- launching a call for proposals and evaluating a second phase of suburban trials for managing drone traffic, set to start in summer 2024, and
- collaborating with the National Research Council on a range of research and development projects to address issues like:
 - detect-and-avoid technology
 - certification of autonomy
 - urban wind-flow
 - solutions to manage drone traffic
 - drone icing
 - air impact severity
 - airspace modelling, and
 - urban canyon and population density factors

We also continued with a pilot project to assess the suitability of light sport aircraft that have been certified by [EASA \(CS-LSA\)](#) in a flight training environment. We also worked closely with R&D organizations to develop evaluations like battery performance, noise emissions, etc.

In 2023–24, Transport Canada’s Aviation Security Directorate worked with the aviation industry, various government departments and external experts to start developing minimum-security standards to help streamline processes and improve efficiency at Canadian airports.



Innovative and Inclusive Safety for Rural Canadians in All Terrains

All-Terrain Vehicles (ATVs) are an important mode of transportation in rural communities and recreational activity for many Canadians. This Innovation and Experimentation Fund project is investigating the main contributing factors to ATV loss of control incidents and opportunities to mitigate injuries from these crashes. The evidence generated from this initiative will inform the development of safety regulations and contribute to greater safety for Canadian ATV users.

Urban Jungle of Micro-Mobility

Canada has seen a rapid increase in the number of micro-mobility devices (e.g., e-bikes, e-scooters and e-boards) on Canadian roads in recent years. This 2023-24 Innovation Experimentation Fund project is testing the capacities of vehicles equipped with advanced driver assistance systems to detect pedestrians, e-wheelchairs, and low-speed mobility devices. The project is raising awareness of the challenges and potential collision mitigation opportunities to help improve the safety of vulnerable road users.

Program inventory

A Safe and secure transportation system is supported by the following programs in the program inventory:

- Aircraft Services
- Aviation Safety Oversight
- Aviation Safety Regulatory Framework
- Aviation Security Oversight

- Aviation Security Regulatory Framework
- Emergency Management
- Intermodal Surface Security Oversight
- Intermodal Surface Security Regulatory Framework
- Marine Safety Oversight
- Marine Safety Regulatory Framework
- Marine Security Oversight
- Marine Security Regulatory Framework
- Multi-Modal and Road Safety Oversight
- Multi-Modal and Road Safety Regulatory Framework
- Rail Safety Improvement Program
- Rail Safety Oversight
- Rail Safety Regulatory Framework
- Security Screening Certification
- Transportation of Dangerous Goods Oversight
- Transportation of Dangerous Goods Regulatory Framework
- Transportation of Dangerous Goods Technical Support

Additional information related to the program inventory for a **Safe and secure transportation system** is available on the [Results page on GC Infobase](#).

Core responsibility 2: Green and innovative transportation system

In this section

- [Description](#)
- [Progress on results](#)
- [Resources required to achieve results](#)
- [Related government-wide priorities](#)
- [Program inventory](#)

Description

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



Progress on results

This section presents details on how the department performed to achieve results and meet targets for a green and innovative transportation system. Details are presented by departmental result.

Table 3: Targets and results for a green and innovative transportation system

Table 3 provides a summary of the target and actual results for each indicator associated with the results under a green and innovative transportation system.

Harmful air emissions from transportation in Canada are reduced

Departmental Result Indicators	Target	Date to achieve target	Actual Results
Percentage change in emissions of GHGs from the transportation sector	Emissions from the transportation sector in 2021 are reduced from 2019 levels (186 Mt), helping contribute to the achievement of Canada’s national target to reduce emissions by 40-45% by 2030 from 2005 levels	2024-03-31	2021–22: 3.8% below 2005 levels in 2021 ⁷ 2022–23: No change compared to 2005 levels in 2022 ⁸ 2023–24: 2023 results will be available in April 2025

⁷ Using the latest NIR (2024), it was observed that the transportation emissions for 2005 and 2020 were updated again. Therefore, the 2020-21 result was adjusted to from 4.3 to 3.8%.

⁸ According to NIR 2024, transportation emissions were estimated to be 156 Mt CO₂eq in 2005 and 156 Mt in 2022.

Canada's oceans and marine environments are protected from marine shipping impacts

Departmental Result Indicators	Target	Date to achieve target	Actual Results
Volume of oil spills over 10 litres detected	6,490 litres ⁹	2024-03-31	2021–22: New indicator in 2023-24 2022–23: New indicator in 2023-24 2023–24: 739 litres
Percentage of vessels 20 meters and greater that are compliant with slowdown measures that mitigate the impacts of vessel traffic on marine species	At least 85%	2024-03-31	2021–22: 99.51% 2022–23: 99.94% 2023–24: 99.97% ¹⁰

A transportation system that supports innovation

Departmental Result Indicators	Target	Date to achieve target	Actual Results
Number of projects, evaluations, studies and analysis of new and emerging transportation technologies which provide evidence to support policy and regulatory decision making	At least 30	2024-03-31	2021–22: New indicator in 2023-24 2022–23: New indicator in 2023-24 2023–24: 33

Additional information on [the detailed results and performance information](#) for TC's program inventory is available on GC InfoBase.

Details on results

The following section describes the results for **Green and innovative transportation system** in 2023–24 compared with the planned results set out in TC's departmental plan for the year.

Protecting oceans and waterways

Continuing to implement Canada's Oceans Protection Plan

In 2023–24, Transport Canada continued to advance Canada's [Oceans Protection Plan](#), which focuses on:

- improving marine safety
- strengthening the evidence base for marine policy decision making
- protecting and restoring ecosystems, and

⁹ The target for this indicator is based on previous five years actual results.

¹⁰ 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 the fiscal year 2023-24.

- advancing Indigenous partnerships and engaging Canadians

Advancing Canada's Oceans Protection Plan

In 2023–2024, we [modernized and updated legislation](#) to improve marine safety and mitigate the negative impacts of marine shipping activities on the environment. Updates to the regulations strengthened compliance and enforcement:

- The [Canada Shipping Act, 2001](#), was updated to enhance marine emergency management and broadened to apply to more types of pollutants, like hazardous and noxious substances, in addition to oil, and to strengthen enforcement capacity
- The [Wrecked, Abandoned or Hazardous Vessels Act](#) was updated to create a vessel remediation fund to finance activities that will assess, address and prevent problem vessels from becoming hazards to navigation and marine ecosystems
- The [Marine Liability Act](#) was updated to improve compensation for ship-source incidents from small and inland vessels and for future losses to include lost income, profit, and economic losses related to fishing, hunting, trapping and harvesting

The [Administrative Monetary Penalties and Notices \(CSA 2001\) Regulations](#) were also updated to increase the maximum amount of an administrative monetary penalty (fine) for designated violations from a maximum of \$25,000 to \$250,000 per violation. AMPs are financial penalties that can be imposed by a regulatory body, in this case Transport Canada, in response to a person or company violating a regulation. They're a flexible enforcement tool to complement other types of regulatory sanctions, like notices of non-compliance, orders, warning letters and directions.

Enhancing marine safety by improving access to information

In 2023–24, Transport Canada continued to develop the web-based [Enhanced Maritime Situational Awareness \(EMSA\)](#) system which provides near real-time information such as vessel traffic, weather and tidal data, and potential pollution events. The EMSA system has issued over 950 user licences, and 90 individual Indigenous communities across Canada benefit from and contribute to the platform.

We also began constructing the [National Aerial Surveillance Program \(NASP\)](#) Arctic hangar. This infrastructure will enable us to implement and augment Arctic surveillance and monitoring activities on a whole-of-government approach year-round. The increased presence will improve our ability to detect pollution and enhance situational awareness for marine safety and security oversight. We also strengthened our maritime surveillance capacity by modernizing the NASP fleet and worked towards delivering Canada's first large-scale drone for Arctic surveillance.



Reducing the risk of pollution from marine resupply operations

Our [Safety Equipment and Basic Marine Infrastructure in Northern Communities](#) initiative provided three communities in Nunatsiavut (Inuit homeland in Labrador) with safe freight storage warehouses. These are designed to improve community safety and reduce the risk of pollution during resupply and goods pick-up. In addition, 6 communities along the Mackenzie River in the Northwest Territories received new double-hulled barges for safer resupply of essential goods and petroleum products.

Protecting and restoring marine environments

Protecting marine environments from invasive species

Transport Canada continued to implement the 2021 [Ballast Water Regulations](#) to prevent pollution and the introduction of invasive species and continued to work with the United States to promote regulatory compatibility on ballast water management in the Great Lakes region. By September 2024, Canadian vessels that trade internationally are expected to fully comply with the regulations. From 2023 to 2027, Transport Canada will support industry-led R&D projects that optimize ballast water management technology for use in Canadian waters.

Transport Canada is funding up to \$8.04 million for 3 projects, through the Oceans Protection Plan, to improve ballast water management systems in the Great Lakes and St. Lawrence River region to mitigate the introduction and spread of aquatic invasive species.

We also continued to work with the United States to promote regulatory compatibility on ballast water management in the Great Lakes region. On the international front, we continued to work with the [International Maritime Organization](#) to improve the [International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004](#), and the 2023 Guidelines for the control and management of ships' biofouling to minimize the transfer of aquatic species.

We also supported research on in-water cleaning activities. In 2023–24, we continued to engage the domestic and international marine community on controlling and managing vessel biofouling and conducting research on in-water cleaning of vessels. This included working with Fisheries and Oceans Canada to:

- assess operational risk factors
- predict the likelihood of vessels introducing aquatic invasive species
- examine climate change impacts, and
- conduct biofouling sampling

The vital role of the International Maritime Organization

The International Maritime Organization is the United Nations specialized agency responsible for the safety and security of shipping and preventing marine and atmospheric pollution by ships. Among many important roles in global shipping policies, practices, standards and advocacy, the organization is working on the marine elements of the UN Sustainable Development Goals, to which Canada is committed.

Working with international partners and counterparts

In December 2023, Canada was re-elected by all International Maritime Organization Member States to serve on the IMO Council for the 2024–25 term. Throughout 2023–24, Transport Canada worked to advance safety, security and environmental initiatives, including:

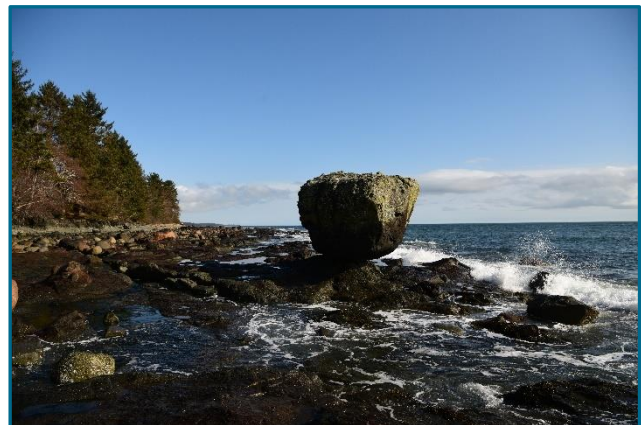
- supporting the IMO’s new greenhouse gas emission strategy (adopted in July) including the development of a Canadian Carbon Intensity Index,
- mitigating underwater noise,
- developing more responsible ship design and construction standards,
- creating an international regulatory framework for the shipping industry that is fair, effective and universally implemented, and
- For the 2023 cruise ship season, the [Interim Order Respecting the Discharge of Sewage and Release of Greywater by Cruise Ships in Canadian Waters](#) was put in place. These measures are enforceable under the *Canada Shipping Act, 2001* and provide stronger protection to Canada’s oceans and marine ecosystems.

Enhancing environmental measures for cruise ship discharges

In 2023–24, Transport Canada continued to work on planned updates to the [Vessel Pollution and Dangerous Chemicals Regulations](#), to incorporate domestic provisions and align them with the [International Convention for the Prevention of Pollution from Ships](#) and the [International Convention on the Control of Harmful Anti-fouling Systems in Ships](#). These updates will permanently change discharge requirements for cruise ships operating in waters under Canadian jurisdiction and will ban heavy fuel oil in the Canadian Arctic to align with international regulations that come into force in 2024.

Creating and enhancing marine protected areas

In 2023–24, Transport Canada continued to actively support other federal agencies that are working to create new marine protected areas. This is a significant part of Canada’s [Marine Conservation Targets](#) initiative which is designed to protect and conserve 25% of Canada’s oceans by 2025 and working toward 30% by 2030. We provided advice on mitigating the impacts of marine transportation and continued to work on enhancing restrictions on certain vessel discharges within federal marine protected areas.



Reducing risks from vessel noise and marine plastics

In 2023–24, Transport Canada continued to lead and support international work on preventing and reducing underwater vessel noise that’s harmful to marine life. This included leading the development of the [Revised guidelines for the reduction of underwater radiated noise from shipping to address adverse impacts on marine life](#), approved in July 2023 by the International Maritime Organization (IMO).

In addition, we coordinated the Correspondence Group at the IMO to develop an action program to further address underwater radiated noise. We continued to support domestic and international work

to prevent and reduce marine plastic litter from ship-based activities. This included completing a marine sector assessment study focused on best practices in the Canadian and international shipping industry with respect to marine plastic waste.

Addressing the problem of abandoned hazardous and wrecked vessels

In 2023–24, we continued to preserve and restore marine ecosystems by taking measures to address abandoned, hazardous and wrecked vessels. This involved implementing and enforcing the [Wrecked, Abandoned or Hazardous Vessels Act](#), which aims to tighten owner responsibility and liability with respect to end-of-vessel management.

The act was updated to enable the creation of a [Vessel Remediation Fund \(VRF\)](#) to finance activities that will assess, address, and prevent problem vessels from becoming hazards to navigation and marine ecosystems. The VRF will create a long-term, sustainable source of funds financed by vessel owners to address problem vessels. We continued to focus on initiatives that promote the creation of economic opportunities for Indigenous businesses and communities in addressing vessels of concern.

Taking action on vessels of concern in Canadian waters

Through the [Comprehensive Strategy for Vessels of Concern](#) initiative, 32 wrecked or abandoned vessels were either removed or addressed to manage the negative effects they had on local ecosystems. Transport Canada took 20 enforcement actions against vessel owners to resolve their non-compliance. We also disposed of 86 abandoned vessels and authorized 46 third parties to manage an abandoned or wrecked vessels left in Canada’s navigable waters.

Protecting marine navigation

Establishing cost recovery and making administrative improvements in navigation protection

In 2023–24, Transport Canada published a proposal in the [Canada Gazette, Part I](#), to create a cost recovery regime for some services provided by the Navigation Protection Program. We also continued developing new administrative monetary penalty regulations to improve compliance with the [Canadian Navigable Waters Act](#) and keep Canada’s navigable waters open and safe for transport and travel.

Indigenous partnerships and engagement

Advancing reconciliation through Indigenous leadership, engagement and collaboration

Transport Canada continued to focus on building relationships, tools and processes with Indigenous partners to ensure meaningful engagement, consultation, and co-development opportunities. This included creating a senior management committee dedicated to consulting with and engaging Indigenous peoples.

Through regular “fireside chats” and our enhanced Indigenous learning centre, we continued teaching employees about Indigenous history, culture and experiences. In 2023–24, the department continued to review our Indigenous recruitment and retention strategies, and pilot an [Indigenous Career Navigator](#) program, which aligns with the goals outlined in [Many Voices One Mind Action Plan](#).

Working with Indigenous Peoples to protect oceans

Transport Canada has been working on several significant initiatives with Indigenous Peoples and other parties to support sustainable and respectful approaches to managing and protecting marine environments. This includes:

- creating a Regulatory Roundtable to help us work together and create an inclusive process where Canada and Indigenous Peoples can work together to develop/update regulations
- collaborating with Pacific North Coast and Central Coast Nations through the [Reconciliation Framework Agreements for Bioregional Oceans Management and Protection](#)
- participating in a co-organized knowledge-sharing forum attended by 13 First Nations involved in the South Coast British Columbia [Cumulative Effects of Marine Shipping pilot project](#)
- hosting Regional Marine Dialogue Forums in Pacific, Atlantic and Québec regions to exchange expertise, training and lessons learned between Oceans Protection Program initiatives and marine stakeholders
- hosting the Salish Sea Symposium in Vancouver to foster partnerships and knowledge among stakeholders in the region. The event was attended by over 500 participants

as part of the [Indigenous and Local Communities Engagement and Partnership Program](#), providing up to 4 years of capacity funding (\$16 million in total) to help First Nations participate in the Oceans Protection Program

In collaboration with the [Knowledge Centre for Indigenous Inclusion](#), the Indigenous Career Navigator has helped more than 25 external Indigenous applicants through the Public Service recruitment process. We continued contributing to a whole-of-government approach in negotiating modern treaties and agreements by participating in more than 25 negotiation discussions.

Clean growth and climate change

Leading Canada's switch to a low-carbon and zero-emission transportation sector

In 2023–24, Transport Canada continued to lead and support the transportation system's switch to low-carbon and zero-emission technologies by supporting policies and programs under the:

- [Pan-Canadian Framework on Clean Growth and Climate Change](#)
- [Canada's Strengthened Climate Plan](#), and
- [Canada's 2030 Emissions Reduction Plan](#)

Taking action on climate change

In 2023–24, Transport Canada continued to focus on major initiatives in the transportation sector to address the complex domestic and global challenges of climate change.

- Working with federal partners on measures that make it easier for consumers and businesses to choose zero-emission vehicles (ZEVs), including the [Incentives for Zero-Emission Vehicles Program](#) (iZEV) and the [Incentives for Medium- and Heavy-duty Zero-Emission Vehicles Program](#) (iMHZEV)
- Chairing of the first full year of the ZEV Council which brings together provincial and territorial partners, industry stakeholders, and non-governmental organizations to promote ZEV adoption
- Making progress on zero-emission “green freight” long-haul trucking solutions
- Funding multi-modal R&D, testing, trials and demonstrations of effective low-carbon and zero-emission technologies for the aviation, rail, marine and on-road sectors
- Establishing a Memorandum of Understanding (MOU) with the Railway Association of Canada that focuses on reducing locomotive emissions by increasing clean fuel use and speeding-up the retrofitting and upgrading of locomotives to net-zero technology
- Launching a Sustainable Aviation Task Force in June 2023, including provinces and territories, industry associations, non-government organizations, and academia, with a mandate to develop a sustainable aviation fuels Blueprint for Canada and an aspirational goal to make sure there is enough sustainable fuel to account for 10% of aviation fuel use by 2030
- Developing a [Canadian Carbon Intensity Index](#), that aligns with standards from the International Maritime Organization, for a 2% annual drop in greenhouse gas emissions from international shipping

Promoting innovation in clean vessel technologies and operations

In 2023–24, Transport Canada launched 5 demonstration projects as part of our commitment to support trials of zero-emission propulsion systems and low-carbon fuels for domestic marine vessels. This included a fully electric tug, converting a fishing vessel to hybrid-electric power, and funding biofuel demonstrations.

Supporting hydrogen and battery locomotives to help decarbonize the rail sector

As part of our commitment to support zero-emission solutions to decarbonize Canada’s rail sector, Transport Canada funded a project to develop technical specifications by the [Canadian Standards Association](#) for hydrogen and battery-powered locomotives operating in Canada.

Implementing the Zero-Emissions Trucking Program

In 2023–24, Transport Canada launched 3 [Zero-Emission Trucking \(ZETP\)](#) testbeds to gather data and user experiences on the performance of zero-emission freight-hauling trucks (like battery electric and fuel cell electric) in Canadian commercial operations. Trucks will be tested in varying locations and terrains with partnering commercial fleets to help us understand factors like:

- seasonal range variations
- causes and effects of downtime and maintenance
- cost of ownership, and
- driver experiences

We also initiated 7 research and development projects to address data and knowledge gaps, validate the safety performance of medium and heavy-duty zero-emission vehicles, and help us develop new safety requirements. The projects include low-speed sound testing of zero-emission vehicles and assessment of trucking route datasets to support infrastructure planning. Transport Canada also signed contribution agreements with British Columbia and Nova Scotia to help them develop codes, standards, regulations, training and guidance for zero-emission trucking.

Supporting research, feasibility assessments and demonstrations

In 2023–2024, Transport Canada continued supporting innovation in the transportation sector, including:

- safety testing
- working with provinces and territories
- developing and updating guidelines, codes and standards
- creating trucking testbeds to support early deployments, and
- upgrading the Government of Canada’s Motor Vehicle Test Centre to support heavy-duty zero-emission vehicle compliance testing and research in the future

Helping Canada’s transportation sector adapt to climate change

In 2023–24, Transport Canada continued to support the finalization and implementation of Canada’s [National Adaptation Strategy](#), released in June 2023. We also chaired the Federal-Provincial-Territorial Working Group on Climate Change Adaptation in the Transportation Sector to support collaboration across the transportation sector.

Promoting sustainable ports infrastructure and operations

Transport Canada completed the *Ports Modernization Review* and supported the introduction of *Bill C-33, Strengthening the Port System and Railway Safety in Canada Act*. The bill includes measures designed to promote environmentally sustainable infrastructure and integrate environmental considerations into how ports are developed and managed.

Whales in Canadian waters

Protecting Southern Resident killer whales and habitats

In 2023–24, Transport Canada continued to reduce the impacts of marine traffic on at-risk Southern Resident killer whales. We issued an [Interim Order for the Protection of the Killer Whale \(*Orcinus orca*\) in the Waters of Southern British Columbia](#). The order included year-round marine traffic distance restrictions from all killer whales, including a new ban on positioning vessels in the path of killer whales.

Through the Interim Order, we also put in place Speed-Restricted Zone at Swiftsure Bank off the coast of British Columbia, which is mandatory during the whales' foraging seasons (June 1 to November 30). This measure complemented the re-establishment of 2 Interim Sanctuary Zones in the Gulf Islands that operate during the same period.

Through our partnership in the Enhancing Cetacean Habitat and Awareness (ECHO) Program, and the active participation by industry, we also supported continuing voluntary measures for large commercial vessels, like slowdowns and rerouting tugs away from foraging locations along the Strait of Juan de Fuca's coast.

Protecting North Atlantic right whales

In 2023–24, the [Interim Order for the Protection of North Atlantic Right Whales in the Gulf of St. Lawrence](#) was implemented through the whale season. Speed restrictions and precautionary slowdowns in dynamic shipping zones were implemented when whales were detected. More than 310 hours of aircraft monitoring and 2 underwater gliders in the Gulf of St. Lawrence helped us monitor the whales' locations throughout the 2023 season.

The [Cabot Strait Slowdown](#) was put in place as a voluntary measure. The slowdown was implemented for the whale season to reduce the risk of whales colliding with vessels as the whales migrate in and out of the Gulf of St. Lawrence. Participation in the voluntary slowdown in the spring and fall of 2023 was consistent with 2022's participation rates, at 76.1%.

Using science, public engagement, and traditional knowledge to protect whales

In 2023–24, Transport Canada continued to use science, Indigenous knowledge, stakeholder and public feedback to develop, adapt and implement measures to reduce the physical and acoustic impacts of vessels on Canada's at-risk whale populations while still making sure that people and goods can move safely and efficiently.

Our [Quiet Vessel Initiative](#) supported 42 projects to develop and demonstrate safe and effective vessel technologies, designs and operational practices to manage underwater noise that threatens the survival and recovery of the Southern Resident killer whales and other endangered marine species. Results also directly supported Canada's efforts to help the International Maritime Organization adopt revised guidelines for reducing underwater-radiated noise from shipping to address negative impacts on marine life.

Other measures included:

- voluntary and mandatory vessel speed restrictions and exclusion zones
- monitoring shipping zones to alerting mariners of the presence of whales, and
- operating the Sustainable Whale Watching Authorization Program

Resources required to achieve results

Table 3: Snapshot of resources required for **Green and innovative transportation system**

Table 3 provides a summary of the planned and actual spending and full-time equivalents (FTEs) required to achieve results.

Resource	Planned	Actual
Spending	\$960,587,701	\$969,359,314
Full-time equivalents	946	902

[Complete financial](#) and [human resources information](#) for Transport Canada’s program inventory is available on GC InfoBase.

Related government-wide priorities

Gender-based analysis plus

Transport Canada’s Cumulative Effects of Marine Shipping (CEMS) initiative has and will continue to directly benefit Indigenous Peoples, and coastal communities, along with having a positive impact on the marine environment. Continuing and completing cumulative effects assessments in different areas and expanding into additional assessments will allow these groups to be included in discussions to collaboratively assess and develop solutions for areas of concern related to the impacts that marine shipping has on the environment and the people surrounding it. Through meaningful engagement and collaboration, Indigenous and coastal communities will be able to be heard and have their opinions used in the development of mitigation measures to benefit the environment and the Indigenous use of the marine environment.

Additionally, marine shipping continues to be a male-dominated industry, where women represent about two percent of the Canadian marine sector job market. Through the CEMS initiative, women will be able to have a greater influence on the decision-making process coming from greater engagement and collaboration opportunities between government and stakeholders.

Under the OPP, the Marine Training Program (MTP) was extended for four years beginning in 2023. The program targets training for underrepresented groups (including women and Indigenous Peoples) in the marine sector and will collect gender-disaggregated data on both the number of students participating in training programs as well as the number who are hired into Canada’s marine sector post-graduation. This will improve the ability to assess how this sub-initiative impacts demographic diversity in the marine sector.

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

In 2023–24, Transport Canada continued to actively support several initiatives that are helping Canada meet commitments to the *United Nations’ 2030 Agenda for Sustainable Development* and the *UN Sustainable Development Goals*.

We continued participating in the [United Nations Economic Commission for Europe \(UNECE\) Group of Experts on the Assessment of Climate Change Impacts and Adaptation for Inland Transport](#). At the March 2024 meeting, discussions focused on finalizing two reports to help transportation infrastructure owners, operators and managers prepare for climate change in the short, medium and long-term.



The group of experts continued to generate and share knowledge and build capacity across the UN's Economic Commission for Europe, in support of several sustainable development goals, 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](#)

We made progress towards Goal 13 by implementing parts of Canada's strengthened climate plan, [A Healthy Environment and a Healthy Economy](#), and [Canada's 2030 Emissions Reduction Plan](#). This included launching the \$165.4 million Green Shipping Corridor Program in December 2023 to reduce emissions from the transportation sector.

In 2023–24, we continued working with industry, academia, Indigenous communities, non-government organizations, and others to:

- put in place and refine measures to protect Canada's at-risk whales from the negative impacts of vessel traffic
- prevent the introduction of aquatic invasive species via ships, and
- further research into understanding the source, scale and options to address ship-source marine plastic pollution

Together with our work on managing ballast water, these contribute to the [Goal 14 – Conserve and sustainably use the oceans, seas and marine resources for sustainable development](#).

Under [Goal 7 - Ensure access to affordable, reliable, sustainable, and modern energy for all](#), and [Goal 12 – Ensure sustainable consumption and production patterns](#), we supported the Government of Canada's commitment to increase the number of zero-emission vehicles on Canadian roads. This included developing ZEV regulations for light-duty vehicles. Published in December 2023, these regulations set annual requirements for companies that manufacture or import new light-duty vehicles, including:

- at least 20% by 2026
- at least 60% by 2030, and
- 100% by 2035 and beyond

Reducing emissions by promoting zero-emission vehicles

Since the launch of the iZEV Program in May 2019, the government has incentivized the purchase of over 368,000 zero-emission vehicles. This translates to an annual drop of over 1.2 megatonnes (Mt) of emissions, and over 15 Mt reduced over the lifetime of these vehicles.

Since the launch of the iMHZEV Program July 2022, helping to make MHZEVs more affordable for Canadian businesses and other organizations, over 1,800 vehicles have been incentivized.

More information on Transport Canada’s contributions to Canada’s Federal Implementation Plan on the 2030 Agenda and the Federal Sustainable Development Strategy can be found in our [Departmental Sustainable Development Strategy](#).

Innovation

Collaborating on international solutions to Ukraine’s transport and rebuilding needs

In 2023–24, TC represented Canada as a founding member—alongside Sweden, Lithuania and Ukraine—in the *International Transport Forum’s (ITF’s) Common Interest Group for Transport in Ukraine (CIG4U)*, [launched in December 2023](#). The CIG4U brings global partners together to improve coordination of support for Ukraine’s urgent transport needs and long-term strategic rebuilding plans. Canada is funding the first research project under the mechanism on [Rebuilding Sustainable Surface Freight Transport Pathways in Ukraine](#). The goal of this \$300,000 study, [announced](#) in March 2023, is to assess challenges and opportunities in Ukraine’s freight rail sector. (In April 2024, the Minister [announced](#) that Canada would be investing an additional \$300,000 to extend the scope of the study to include sustainable reconstruction of passenger road and rail transportation systems.)

Supporting R&D

In 2023–24, Transport Canada’s Innovation Centre managed over 170 R&D projects focused on improving the safety, security and environmental performance of Canada’s transportation system. For example, Rail research helped develop new digital and automated tools to improve track and rolling stock inspections. Road research improved occupant protection, with a priority focus on improving safety for rear occupants and women passengers in cars. Marine research efforts included supporting the third round of targeted regulatory reviews focused on the [Blue Economy](#), where we developed an action plan to advance maritime autonomous surface shipping in Canada. Finally, we also released multiple tools, training sessions and a community of practice for ITS (Intelligent Transportation Systems) professionals to improve the cyber-resiliency of Canada’s on-road infrastructure.

R&D work supported departmental mandate responsibilities, such as evidence-based approaches to designing and implementing emissions-related programs, policies, and regulatory approaches to safely integrate new innovations into the Canadian transportation system. Key projects include:

- advancing trials of zero-emission propulsion systems and low-carbon fuels for domestic marine vessels
- helping to develop codes, standards and best practices for hydrogen rail in Canada, and
- pilot projects on zero-emission heavy-duty trucking to decarbonize the on-road freight sector

In December 2023, we announced funding recipients under the [Ballast Water Innovation Program](#), part of the renewed Oceans Protection Plan. The program supports innovative industry-led R&D to address challenges associated with managing ballast water on the Great Lakes and St. Lawrence River.

Program inventory

A green and innovative transportation system is supported by the following programs in the program inventory:

- Climate Change and Clean Air
- Environmental Stewardship of Transportation
- Indigenous Partnerships and Engagement
- Navigation Protection Program
- Protecting Oceans and Waterways

- Transportation Innovation

Additional information related to the program inventory for a green and innovative transportation system is available on the [Results page on GC Infobase](#).

Core responsibility 3: Efficient transportation system

In this section

- [Description](#)
- [Progress on results](#)
- [Resources required to achieve results](#)
- [Related government-wide priorities](#)
- [Program inventory](#)

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.

Progress on results

This section presents details on how the department performed to achieve results and meet targets for an efficient transportation system. Details are presented by departmental result.

Table 4: Targets and results for Efficient transportation system

Table 4 provides a summary of the target and actual results for each indicator associated with the results under an efficient transportation system.

Transportation corridors enable efficient movement of products to market

Departmental Result Indicators	Target	Date to achieve target	Actual Results
End-to-end, rail transit time of containers along the trade corridor from Canadian west coast ports to Chicago, including border crossing time	At most 6.5 days	2024-03-31	2021–22: 6.4 days 2022–23: 6.6 days 2023–24: 6.8 days
End-to-end, Canada-side, truck transit time of general freight along the Toronto to United States trade corridor, including border crossing time	At most 3.5 hours	2024-03-31	2021–22: 3.4 hours 2022–23: 3.4 hours 2023–24: 3.4 hours
End-to-end transit time of containerized freight arriving from ports in Asia	At most 27.5 days	2024-03-31	2021–22: 34.5 days 2022–23: 39.9 days 2023–24: 35.0 days
End-to-end transit time of a select grouping of commodities, such as grains, departing from Canada to Asia	At most 39.5 days	2024-03-31	2021–22: 40 days 2022–23: 37.9 days 2023–24: 36.7 days

Canadian travelers and freight operators benefit from choice and improved service

Departmental Result Indicators	Target	Date to achieve target	Actual Results
Percentage of international air services requests/issues addressed	Exactly 100%	2024-03-31	2021–22: 100% (11 out of 11) 2022–23: 100% (6 out of 6) 2023–24: 100% (11 out of 11)

Transport Canada manages its assets effectively

Departmental Result Indicators	Target	Date to achieve target	Actual Results
Availability of Transport Canada owned and managed airports	Exactly 100% (*certain types of events are excluded from the calculation)	2024-03-31	2021–22: 100% 2022–23: 100% 2023–24: 100%
Availability of Transport Canada owned and managed ports	Exactly 100% (*certain types of events are excluded from the calculation)	2024-03-31	2021–22: 100% 2022–23: 100% 2023–24: 100%
Availability of Transport Canada owned and managed ferries	Exactly 100% (*certain types of events are excluded from the calculation)	2024-03-31	2021–22: 100% 2022–23: 100% 2023–24: 100%

Additional information on [the detailed results and performance information](#) for TC's program inventory is available on GC InfoBase.

Details on results

The following section describes the results for **Efficient transportation system** in 2023–24 compared with the planned results set out in TC's departmental plan for the year.

Labour and skill needs

Building a future-ready workforce in Canada's transportation sector

In 2023–24, Transport Canada continued to work with other federal departments, provinces and territories, unions, and industry stakeholders to promote a future-ready workforce for transportation. This included hosting a large online symposium on labour and skills shortages to identify opportunities to work together.

We also commissioned public opinion research on the views of youth regarding jobs in the transportation sector. We engaged with marine stakeholders to better understand the impacts that citizenship requirements have on labour shortages and identify options to address seafarer shortages.

Facilitating professional standards and certification for transportation workers

In 2023–24, Transport Canada continued to modernize and harmonize international standards for professionals in the marine sector. This included streamlining the recognition of seafarer credentials and signing more [reciprocal arrangements](#) within the international marine sector to enable the acceptance

of recognition of foreign certificates. These arrangements allow Canada to recognize specific foreign-issued certificates for transportation workers, and help Canadian workers have their certificates recognized in countries that we have signed agreements with.

In 2023–24, we reached new agreements with Ireland, Jamaica, and the Republic of Panama. We continued pilot testing new digital tools to speed up the processing of worker certificates and licenses in the aviation and marine sectors. Aviation innovations included the Electronic Personnel License (EPL) initiative to introduce a digital credential system to streamline the management and verification processes, with operational trials for Light Sport Aircraft within Canadian flight schools.

Infrastructure

Making progress on the Lac-Mégantic Bypass

In 2023-2024, Transport Canada acquired the necessary lands for the Lac-Mégantic Rail Bypass project in June 2023. TC and Central Maine & Quebec Railway Inc. (CMQR) a subsidiary of Canadian Pacific Kansas City (CPKC), took another significant step toward the construction of the bypass project in signing a contribution agreement, outlining the parameters under which the railway operator will carry out construction activities.

TC concluded the preliminary phase of consultative engagement with Indigenous communities as it continues to undertake its duty to consult, paving the way for the next phase of consultation beginning in May 2024. Working closely with the impacted municipalities, TC continued to plan and implement environmental mitigation measures, including a well water monitoring plan, for areas potentially impacted by the project in Frontenac, Lac-Mégantic and Nantes. Finally, progress was made in enabling activities that are concurrent to the project, including the signing of a contribution agreement to allow the City of Lac-Mégantic to relocate and reconstruct its municipal infrastructure, for which engineering planning commenced in February 2024.

The Lac-Mégantic Rail Bypass Project

The project follows the tragic events of the night of July 6, 2013, when a freight train carrying 72 crude oil tank cars derailed in downtown Lac-Mégantic. In May 2018, as part of the funding announcement made by the federal and Quebec governments, a final route for the project was communicated to the public. This project, which includes new 12.5 km-long track, will cross the municipalities of Frontenac, Lac-Mégantic and Nantes.

Following the completion of the project, the rail line running through downtown Lac-Mégantic will be dismantled. This project aligns with the Government of Canada's commitment to permanently remove trains from downtown Lac-Mégantic. The rail bypass project will be safe and will be carried out in accordance with all applicable regulatory requirements.

Trade and economic development

Improving Canada's National Trade Corridors

Transport Canada continued to operate the National Trade Corridors Fund which helps us invest in trade corridors. Under the fund, we completed a call for proposals for [Advancing Supply Chain Digitalization](#), and approved 23 digital projects supported by more than \$50 million in federal funding. While the call for proposals for Increasing the Fluidity of Canada's Supply Chains closed in 2022–23, we approved 6 related projects, with a federal contribution of more than \$37 million.

Building a new container terminal for the Montréal Port Authority

Transport Canada signed a federal contribution of \$150 million to support a new container terminal for the Montréal Port Authority within the city of Contrecoeur, Québec.

Strengthening Canada's supply chains through investments in transportation infrastructure

Canada's economic growth depends on creating and maintaining strong and fluid supply chains and effective and efficient transportation infrastructure and systems. Working through the [National Trade Corridors Fund](#), we continued to invest in trade-enabling transportation infrastructure to strengthen the efficiency, reliability, and resilience of Canada's supply chains.

We continued to work with industry, provinces, territories, and Indigenous peoples to develop a long-term roadmap for Canada's transportation infrastructure to better plan and coordinate investments required to support future trade growth. We continued our work improving the performance and reliability of Canada's transportation system to get products to market and grow the economy, notably by engaging supply chain partners at the Commodity Supply Chain Table.

Canada's Supply Chain Office

As recommended in the [National Supply Chain Task Force's](#) report. Transport Canada launched a National Supply Chain Office on December 1, 2023. With main offices in Vancouver and Ottawa, and a presence in other cities across Canada, the office helps advance industry and government-wide work to strengthen the performance, efficiency, resiliency and reliability of Canada's transportation and logistics supply chains. The goal is to support trade competitiveness while making life more affordable for Canadians.

The office has started work on:

- bringing stakeholders together to identify priority supply chain issues and solutions
- mapping freight movement on specific supply chains to identify pinch points
- supporting transportation supply chain digitalization and data-sharing to improve end-to-end visibility and efficiency
- exploring solutions for specific industry-identified challenges (like loading grain in the rain)
- supporting government responses to supply chain challenges or disruptions, such as performance issues, extreme weather and labour disputes
- developing a National Transportation Supply Chain Strategy

Addressing unique supply chain needs and challenges in Canada's North

Transport Canada continued to pay special attention to transportation and supply issues in the North. Our work to improve supply chain resilience is being informed through sustained engagement with northern partners, including territorial governments, industry stakeholders, Inuit and other Indigenous groups. This is guided by Transport Canada's [Arctic Transportation Policy Framework](#), which helps prioritize the National Trade Corridors Fund's calls for proposals.

Working internationally on global supply chain issues

In the lead up to Canada's 2025 G7 presidency, Transport Canada initiated, developed and secured approval for a new G7 Working Group on Transport Supply Chains during the 2024 G7 Transport Ministers' Meeting in Milan, Italy. This group will coordinate work, share best practices, and explore areas of cooperation to strengthen transportation resilience in key areas:

- digital innovation and infrastructure
- disruption and crisis management, and
- clean transportation

Removing transportation bottlenecks by using digital tools

A key recommendation of the government's National Supply Chain Task Force report is an intense and urgent focus on digitizing Canada's transportation-dependent supply chain. Improving the digital infrastructure of Canada's supply chains and sharing real-time data within strategic trade corridors and gateways is designed to:

- improve visibility and understanding of the network's capacity and fluidity
- help optimize demand for transportation planning and management
- ease bottlenecks and congestion in key ports and gateways
- improve service for shippers, and
- improve the reliability and resiliency of the Canadian supply chains

Transport Canada continued helping supply chains adopt digital tools by implementing the [Advancing Industry-Driven Digitalization of Canada's Supply Chain initiative](#). This 5-year initiative includes a call for proposals under the [National Trade Corridors Fund](#) to support projects that will strengthen Canada's digital infrastructure and help accelerate and expand key existing initiatives such as the [West Coast Supply Chain Visibility Program](#). In 2023–24, we also continued implementing the [Trade and Transportation Information System](#).

System service and efficiency

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

In 2023–24, Transport Canada continued to work with partners to make the nationwide transportation system more accessible, inclusive and barrier-free for people with disabilities. This involved working with the Canadian Transportation Agency to enforce [the Accessible Transportation for Persons with Disabilities Regulations](#) and the [Accessible Transportation Planning and Reporting Regulations](#).

Our work with the agency also included making progress on Phase II of the *Accessible Transportation for Persons with Disabilities Regulations*. This promotes accessibility provisions under the [Canada Transportation Act](#) and the [Accessible Canada Act](#) and protect the fundamental human rights of people with disabilities to barrier-free travel.

The vital role of the Canadian Transportation Agency

The Canadian Transportation Agency is an independent regulator and quasi-judicial tribunal which contributes to a competitive, economic, efficient and accessible national transportation system. As an economic regulator of transportation under federal jurisdiction, it develops and applies ground rules that establish the rights and responsibilities of transportation service providers and users and that level the playing field among competitors. These rules can be binding regulations, guidelines, or codes of practice. Similar to a court, it hears and resolves disputes between transportation service providers and their clients or neighbours, using various tools from facilitation and mediation to arbitration and adjudication.

Modernizing the Canadian Aviation Regulations

In 2023–24, Transport Canada continued modernizing the [Canadian Aviation Regulations](#) (CARs) and the [Canadian Aviation Regulation Advisory Council](#). This included developing regulatory proposals related to air navigation services and personnel licensing and training. We also published several Notices of Proposed Amendments dealing with aircraft registration and identification and other matters.

Modernizing CARAC focuses on improved ways of engaging and consulting with stakeholders, supported by updated consultation documents, a new Notices of Proposed Amendments template, and a new feedback form to collect input from stakeholders at the early stages of the consultation process. A CARAC plenary event in November 2023 has more than 450 industry stakeholders and other interested parties participate.

Improving air travel services for Canadians

In 2023–24, Transport Canada pursued several initiatives to improve passengers' experience with air travel. This includes looking for ways to improve airport governance and expanding Canada's bilateral air transport agreements allowing international commercial air transport services between the parties.

It also includes legislative amendments to strengthen Canada's air passenger rights regime by:

- ensuring compensation measures for passengers from air carriers when presumed applicable.
- streamlining processes for administering air travel complaints before the Canadian Transportation Agency and addressing the backlog of issues, and
- improving the Canadian Transportation Agency's enforcement powers.

We also created a working group to develop a consensus on a standardized data sharing strategy among air industry stakeholders to improve how the system functions overall.

Supporting air connectivity in Canada's North

In 2023–24, Transport Canada supported the government's securing of Governor-in-Council approval to adjust the merger-related terms and conditions authorized in 2019 that allowed First Air to acquire Canadian North Inc. and introduce new undertakings that allow Canadian North to remain financially viable, while continuing to provide connectivity to rural and remote communities in Northern Canada.

Improving air travel transparency and accountability

Transport Canada supported the tabling of the [Air Transparency and Accountability Act](#). This is designed to improve transparency, accountability and efficiency in Canada's air sector by:

- allowing regulations that require airports and airport service providers to create service standards for their part of the passenger journey, and then requiring they publish their performance against the standards
- creating a formal process for notifying and consulting the public on changes to airspace designs that affect aircraft noise near airports
- requiring airports to publish and report on their climate action plans to help achieve net-zero goals, and
- requiring federally incorporated airport authorities to report on diversity among their directors and senior management

Improving air travel options for Canadians and visitors

In 2023–24, Transport Canada, in concert with Global Affairs Canada (GAC) expanded Canada's air transport agreements with Ethiopia, Jordan, Panama, Turkey, and the United Arab Emirates. This allows new or expanded air services to Canada, including by Air Canada, COPA, Emirates, Ethiopian Airlines and Etihad Airways.

During the same period, Transport Canada also processed designation and/or capacity allocation requests from Canadian airlines seeking approval to operate scheduled passenger or all-cargo air services to international markets. This enabled new and/or expanded services by Air Canada, Air Transat and Cargojet.

Increasing opportunities through bilateral arrangements

To open up and support new or improved air passenger and cargo transportation opportunities between Canada and international partners, Transport Canada processes designation and/or capacity allocation requests from Canadian airlines that want to operate scheduled passenger or all-cargo air services to international markets.

As part of the licensing process administered by the Canadian Transportation Agency (CTA), the Minister designates a Canadian airline as eligible to hold a scheduled international licence to serve a particular country market. In situations where Canada's air transport agreements contain limitations (e.g., limits on flights per week), the Minister allocates some, or all, of the available capacity to interested Canadian airlines.

Advancing plans and preparing for high frequency rail

Making progress on the High Frequency Rail Project was a high priority for Transport Canada in 2023–24. This is a centerpiece project for our core responsibility of building an efficient national transportation system.

Making progress on the High Frequency Rail (HFR) Project

In 2023–2024, Transport Canada made significant progress on the project's procurement process.

- On July 20, 2023, after a successful Request for Qualifications (RFP) process, the Government qualified 3 consortia to participate in the next step of the procurement process. The RFP was launched on October 13, 2023, and is expected to end in fall 2024 when we choose a private developer partner to co-develop the project with the [VIA HFR Crown Corporation](#)
- We led regular interdepartmental governance committee meetings to help key decision makers, most notably the Minister of Transport
- We continued engaging with Indigenous Peoples and looking for ways that Indigenous People can participate in the process and share the project's socio-economic benefits. As of March 2024, we've had more than 135 meetings with Indigenous communities
- Consistent with the Ministers mandate letter, we are still exploring the possibility of extending the HFR service to Southwestern Ontario

Increasing efficiencies and transparency in the rail freight sector

Updates to the *Transportation Information Regulations* came into force on April 4, 2023. These amended regulations now require Class 1 rail carriers operating in Canada to provide a significantly expanded suite of weekly service and performance indicators that we publish on the [Transportation Data and Information Hub](#).

The regulations also require rail carriers to submit monthly traffic and waybill information to Transport Canada. The weekly publication of freight rail service and performance information provides increased transparency into rail performance, encourages accountability, and supports informed discussions on challenges facing Canadian freight rail supply chains.

Soundly managing assets

Operating, maintaining and upgrading our transportation facilities and assets

Transport Canada continued to be responsible for maintaining and making capital investments in a large asset base consisting of:

- 18 airports (17 land-based and 1 water-based)
- 33 ports
- 6 ferry terminals, and
- 4 ferries



Transport Canada-owned and managed airports, ports and ferries were available throughout 2023–24, and the department continued to make strategic investments to ensure continuing viability of assets and availability of services and to enhance health and safety.

Improving our transportation assets

In 2023–2024, Transport Canada proceeded with large-scale projects at 8 facilities:

- Wabush Airport
- Blanc Sablon Airport
- Kuujjuaq Airport
- Sept-Iles Airport
- Natashquan Airport
- Iles-de-la-Madeleine Airport
- Penticton Airport
- K'il Kun Xidgwangs Daanaay Airport (formerly Sandspit), and
- the Port of Cap-aux-Meules

For assets related to the Eastern Canada Ferry Services, Transport Canada made significant progress on infrastructure projects to accommodate the recently acquired *MV Madeleine II*, namely, the Cap-aux-Meules Fixed Transfer Ramp, Souris Fixed Transfer Ramp, and Souris Wharf Reinforcement and Extension.

Resources required to achieve results

Table 5: Snapshot of resources required for an efficient transportation system

Table 5 provides a summary of the planned and actual spending and full-time equivalents (FTEs) required to achieve results.

Resource	Planned	Actual
Spending	\$2,031,261,554	\$1,194,273,495
Full-time equivalents	685	680

[Complete financial](#) and [human resources information](#) for Transport Canada's program inventory is available on GC InfoBase.

Related government-wide priorities

Gender-based analysis plus

Transport Canada continued to work with other federal departments and agencies, provinces and territories and industry stakeholders to better understand the changing transportation landscape and develop innovative solutions that respect and encourage diversity and inclusion. The goal is to promote a robust, inclusive and future-ready work force in the transportation sector.

Our strategy to address labour and skills shortages focuses on recruitment and retention of under-represented groups, notably women, Indigenous peoples, people with disabilities, and visible minorities. We commissioned several reports to help the department and transportation industry better understand the demographic and intersectionality of those in the sector, including barriers to recruitment and retention of underrepresented groups. The results helped with projections and gaps, the cost and impact of transportation shortages (increased prices for goods and services) and underscored the need to bring immigrants into the transportation workforce. The department continued to support the modernization of regulations to adapt to the rapidly evolving labour and skills requirements of the transportation sector.

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

Under the *Sustainable Development [Goal 5](#) – Achieve gender equality and empower all women and girls*, Transport Canada supported international efforts to increase gender diversity in the transportation sector. This included working with the United Nations Economic Commission for Europe's Working Party on Regulatory Cooperation and Standardization Policies. In addition, Transport Canada also developed language on gender considerations for a United Nations publication on risk management in a regulatory context.

Under the *Sustainable Development [Goal 10](#) – Reduce inequality within and among countries*, the department continued to support the work of the Canadian Transportation Agency in developing and implementing of accessibility standards and regulations that contribute to a barrier-free federal transportation system for persons with disabilities.

More information on Transport Canada's contributions to Canada's Federal Implementation Plan on the 2030 Agenda and the Federal Sustainable Development Strategy can be found in our [Departmental Sustainable Development Strategy](#).

Innovation

Innovation in Grain Loading

Rainy weather poses a significant challenge for grain loading at marine terminals in British Columbia, causing Vancouver terminals to lose 30 to 50 days of productivity annually. This impacts Canada's supply chains, railways, and anchorage utilization, especially during prolonged wet periods. Most Canadian grain exports go through west coast ports, where peak shipping season aligns with the wettest months. Transport Canada (TC), in collaboration with industry stakeholders, is supporting the development of a solution to address these issues. Through TC's Innovation Fund, the Department is testing a promising method that involves the deployment of an inflatable structure for grain loading during rainy conditions which improves loading volumes. If effective, this innovation could improve operational efficiency, export volumes, and provide economic benefit for Canada.

Universal Seating Device to Improve Accessibility for Air Passengers with Mobility Disabilities

Air passengers with mobility disabilities (such as wheelchair users) face barriers that limit their access to air travel. This two-year project, funded by the Innovation Fund in 2023-24, is testing an innovative universal seating device as an option to improve the in-flight comfort of passengers with mobility disabilities. This project would support a more accessible, inclusive and barrier-free transportation system.

Program inventory

An Efficient transportation system is supported by the following programs in the program inventory:

- National Trade Corridors
- Transportation Analysis
- Transportation Infrastructure
- Transportation Marketplace Frameworks

Additional information related to the program inventory for an Efficient transportation system is available on the [Results page on GC Infobase](#).

Internal services

In this section

- [Description](#)
- [Progress on results](#)
- [Resources required to achieve results](#)
- [Contracts awarded to Indigenous business](#)

Description

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

- management and oversight services
- communications services
- legal services
- human resources management services
- financial management services
- information management services
- information technology services
- real property management services
- materiel management services
- acquisition management services

Progress on results

This section presents details on how the department performed to achieve results and meet targets for internal services.

Service and Digital Group

In 2023–24, Transport Canada continued to focus on delivering digital and data-driven services to Canadians. The department's new Service and Digital Plan outlined ways to optimize IM/IT's abilities, improve services and strengthen cyber security.

The department's "oneTC" strategy emphasizes an enterprise-wide approach and a common portal for service delivery. This strategy is helping us:

- improve service standards
- reduce our dependence on contact centres, and
- launch a new external user authentication solution

We also continued implementing the Transportation Security Clearance Modernization project that is using digital tools to streamline processes and reduce processing times at airports. We also hosted our second annual in-person TC Next event to share insights and news on our use of digital tools.

We integrated several platforms to support our Efficient Transportation System Initiative. The initiative collects and combines data from various public and private sources to provide near-real-time situational awareness. For example, data collected for wildfire dashboards and interactive maps helped us assess impacts of wildfires on supply chains, most notably disrupted trains in key corridors. This helped the department maintain real-time situational awareness and plan and coordinate timely and effective responses.

We continued developing a regulatory oversight management system to improve the efficiency of rail and aviation security inspections and strengthen reporting and analysis.

In 2023–24, we continued to partner with Shared Services Canada, the Treasury Board of Canada Secretariat, and the Canadian Centre for Cyber Security to identify and deal with departmental vulnerabilities and malware threats.

Communications

In 2023–24, our communications work focused on using an open and transparent digital-first approach to inform, consult, and engage with the public, the media, internal stakeholders and other government departments and agencies.

Our Modern Public Engagement Framework helps guide our engagement work using modern tools and open data information. In support of reconciliation, public engagement became a regular agenda item at the department's Engagement and Indigenous Relations Committee.

The department developed a cohesive engagement strategy to make sure that all future internal and external communications are efficient and well-aligned with the department's commitments and priorities. We also continued to adopt gender-neutral terms and appropriate references to gender, age, and ethnicity in our communications.

Human Resources

While expanding its total work force by 6.8% over the year, TC was able to make positive work force gains among the four designated groups under the [Employment Equity Act](#):

- women
- Indigenous peoples
- people with disabilities, and
- members of visible minority groups

We achieved these gains by promoting and using inclusive hiring practices and completing an Employment Systems Review that gave us insight on ways to overcome barriers to inclusive employment.

In response to ongoing staffing challenges, we also developed a Recruitment and Retention Framework. We began using new technologies to support more efficient hiring processes for managers and candidates alike.

We made progress in restoring employee confidence in pay, through accurate and timely pay and benefits administration and reducing the backlog of pay issues to address. We continued to modernize occupational health and safety programming and services, and began work to renew Transport Canada's Values and Ethics Framework to ensure an ethical, respectful, and inclusive environment for all employees.

Cost Recovery

In 2023–24 we made progress on modernizing and improving how we manage several of our fee-based services. This included:

- improving the web content related to fee-based services
- adjusting the reimbursement rates in our [remission policy](#) to better reflect the impacts that missing service standards have on clients, and
- reporting on [2022–2023 service performance](#) according to the *Service Fees Act*

We introduced new fees for aeronautical product approvals. In the *Canada Gazette, Part I* we also published proposed changes and fees for:

- registering vessels
- licensing pleasure craft
- using drones (remotely piloted aircraft systems) beyond visual line-of-sight, and
- the Navigation Protection Program

Finance and Administration

In 2023–24 we continued focusing on using technology to:

- improve productivity
- strengthen internal controls
- improve client service, and
- support effective decision making

We focused on using data analytics and creating new interactive self-service dashboards to improve how financial information is presented and help managers and staff make better, more data-driven decisions.

We also continued automating more of our financial processes and shared best practices with other government departments and private sector organizations.

Resources required to achieve results

Table 6: Resources required to achieve results for **internal services** this year

Table 6 provides a summary of the planned and actual spending and full-time equivalents (FTEs) required to achieve results.

Resource	Planned	Actual
Spending	\$224,027,300	\$293,217,659
Full-time equivalents	1449	1715

The [complete financial and human resources information](#) the Transport Canada’s program inventory is available on GC InfoBase.

Contracts awarded to Indigenous businesses

Government of Canada departments are to meet a target of awarding at least 5% of the total value of contracts to Indigenous businesses each year. This commitment is to be fully implemented by the end of 2024–25.

Transport Canada’s result for 2023-24:

Table 7: Total value of contracts awarded to Indigenous businesses¹

As shown in the Table 7, Transport Canada awarded 4% of the total value of all contracts to Indigenous businesses for the fiscal year.

Contracting performance indicators	2023-24 Results
Total value of contracts awarded to Indigenous businesses ² (A)	\$10,269,713.72

Contracting performance indicators	2023-24 Results
Total value of contracts awarded to Indigenous and non-Indigenous businesses ³ (B)	\$271,622,960.02
Value of exceptions approved by deputy head (C)	\$16,716,632.10 ⁴
Proportion of contracts awarded to Indigenous businesses $[A / (B-C) \times 100]$	4%
<ul style="list-style-type: none"> - ¹ For the purposes of measuring performance against the minimum 5% target for FY 2023–24, the data in this table is based on how Indigenous Services Canada (ISC) defines “Indigenous business”, which is one that is owned and operated by Elders, band and tribal councils; registered in the Indigenous Business Directory; or registered on a modern treaty beneficiary business list. - ² Includes contract amendments with Indigenous businesses and contracts that were entered into with Indigenous businesses by means of acquisition cards above \$10,000.00 (\$10K) and may include subcontracts with Indigenous businesses. - ³ Includes contract amendments and contracts that were entered into by means of acquisition cards above \$10K. - ⁴ Includes task authorizations that were raised against the overarching contract awarded to PMG Technologies inc. for the operations and management of the Motor Vehicle Test Center. This overarching contract was one of the exemptions provided to ISC in Transport Canada’s Federal Indigenous Procurement Plans for 2023-24. 	

Transport Canada applied an approved exception in 2023-24, valued at \$90 million for the management contract of the Motor Vehicle Test Centre. This requirement was highly technical, with only a few international engineering firms qualified to bid on the contract. Of the planned \$90 million, only approximately \$17 million was awarded.

The Procurement team conducted ongoing analysis to determine which goods and services could be leveraged to increase Transport Canada’s contracting activity with Indigenous suppliers. Transport Canada successfully awarded and amended contracts totaling \$10.3 million in 2023-24 to Indigenous suppliers, including \$2.9 million in IT Professional Services Contracts and \$2.2 million in IT Hardware acquisitions.

A comprehensive training program, raising awareness and offering guidance has been implemented to help augment Transport Canada’s contracting activity with Indigenous suppliers.

In its 2024–25 Departmental Plan, the department projected that 5% of the total value of its contracts would be awarded to Indigenous businesses by the end of 2023–24. However, the planned contracting

requirements for Indigenous businesses were not fully realized as operational requirements changed or were delayed, resulting in fewer contracts directed towards Indigenous suppliers or less capacity for Indigenous suppliers to bid.

In June 2023, Public Services and Procurement Canada awarded a \$46 million contract to an Indigenous supplier for the construction of a hangar in Iqaluit, Nunavut, on behalf of Transport Canada. This contract is not included in Transport Canada's data, as it is directly between Public Services and Procurement Canada and the supplier. Transport Canada funded the project through a Specific Service Agreement with Public Services and Procurement Canada. If this contract were counted in Transport Canada's Indigenous contracting activities, it would have exceeded the 5% requirement, achieving a rate of approximately 18%.

Spending and human resources

In this section

- [Spending](#)
- [Funding](#)
- [Financial statement highlights](#)
- [Human resources](#)

Spending

This section presents an overview of the department's actual and planned expenditures from 2021–22 to 2026–27.

Budgetary performance summary

Table 8: Actual three-year spending on core responsibilities and internal services (dollars)

Table 8 presents how much money Transport Canada spent over the past three years to carry out its core responsibilities and for internal services.

Core responsibilities and internal services	2023–24 Main Estimates	2023–24 total authorities available for use	Actual spending over three years (authorities used)
Safe and Secure Transportation	397,060,455	607,857,413	2021–22: 454,625,766 2022–23: 471,516,596 2023–24: 562,393,506
Green and Innovative Transportation System	960,587,701	1,177,626,336	2021–22: 464,773,611 2022–23: 489,895,498 2023–24: 969,359,314
Efficient Transportation System	2,031,261,554	2,182,417,625	2021–22: 1,013,338,912 2022–23: 1,049,389,594 2023–24: 1,194,273,495

Core responsibilities and internal services	2023–24 Main Estimates	2023–24 total authorities available for use	Actual spending over three years (authorities used)
Subtotal	3,388,909,710	3,967,901,374	2021-22: 1,932,738,289 2022-23: 2,010,801,688 2023-24: 2,726,026,315
Internal services	224,027,300	301,729,210	2021–22: 250,468,392 2022–23: 268,848,795 2023–24: 293,217,659
Total	3,612,937,010	4,269,630,584	2021-22: 2,183,206,681 2022-23: 2,279,650,483 2023-24: 3,019,243,974

Analysis of the past three years of spending

Total actual spending has increased by \$836M from 2021-22 to 2023-24 for Transport Canada. This can be explained by an increase in spending for various initiatives across all the core responsibilities.

Safe and Secure Transportation System: The \$108M increase in spending from 2021-22 to 2023-24 for this core responsibility is mostly related to the Aviation Safety and Security Modernization and the Rail Safety Improvement Program

Green and Innovative Transportation System: The \$505M increase in spending from 2021-22 to 2023-24 for this core responsibility is primarily due to the increase in the demand for the Zero-Emission Vehicles initiative as well as increase in the Oceans Protection Plan.

Efficient Transportation System: The \$181M increase in spending from 2021-22 to 2023-24 for this core responsibility is largely attributed to contribution payments for the National Trade Corridor Fund and, the High Frequency Rail Project.

Internal Services: The \$43M increase in spending for Internal services from 2021-22 to 2023-24 is following the same growth pattern as the initiatives mentioned above in the three core responsibilities.

More financial information from previous years is available in the [Finances section of GC Infobase](#).

Table 9: Planned three-year spending on core responsibilities and internal services (dollars)

Table 9 presents how much money Transport Canada plans to spend over the next three years to carry out its core responsibilities and for internal services.

Core responsibilities and internal services	2024–25 planned spending	2025–26 planned spending	2026–27 planned spending
Safe and Secure Transportation System	529,947,503	491,706,063	393,260,812
Green and Innovative Transportation System	1,004,235,774	618,082,389	281,315,996
Efficient Transportation System	1,856,311,450	1,624,844,207	1,328,257,069
Subtotal	3,390,494,727	2,734,632,659	2,002,833,877
Internal services	261,334,446	254,632,698	217,069,170
Total	3,651,829,173	2,989,265,357	2,219,903,047

Analysis of the next three years of spending

Total planned spending will decrease by \$1,432M from 2024-25 to 2026-27 for Transport Canada. This can be explained by reduced or sunseting funding for various initiatives across all the core responsibilities.

Safe and Secure Transportation System: The \$137M decrease in planned spending for this core responsibility from 2024-25 to 2026-27 is related to reduced or sunseting funding for items such as the Safety and Security of Railways and the Transportation of Dangerous Goods, the Program for Remotely Piloted Aircraft System, the Connected and Automated Vehicles, the Modernizing of Rail Safety and Security, and the Right Touch Air initiatives.

Green and Innovative Transportation System: The \$723M decrease in planned spending for this core responsibility from 2024-25 to 2026-27 is primarily due to reduced or sunseting funding for items such as the Incentive for Zero-Emission Vehicles, the Medium-Heavy Duty Zero-Emission Vehicles initiative, the Iqaluit Hangar construction project, the funding for the administration of the *Canadian Navigable Waters Act*, and the funding for the Federal Contaminated Sites Action Plan

Efficient Transportation System: The \$528M decrease in planned spending for this core responsibility from 2024-25 to 2026-27 is related to reduced or sunseting funding for items such as the National Trade Corridor Fund, the High Frequency Rail between Toronto and Quebec City project, and the Airport Critical Infrastructure Program.

Internal Services: The planned spending for internal services providers will decrease by \$44M from 2024-25 to 2026-27 as funding for the initiatives mentioned above in the three core responsibilities decreases.

The planned spending does not include expected funding for items included in Budget 2024.

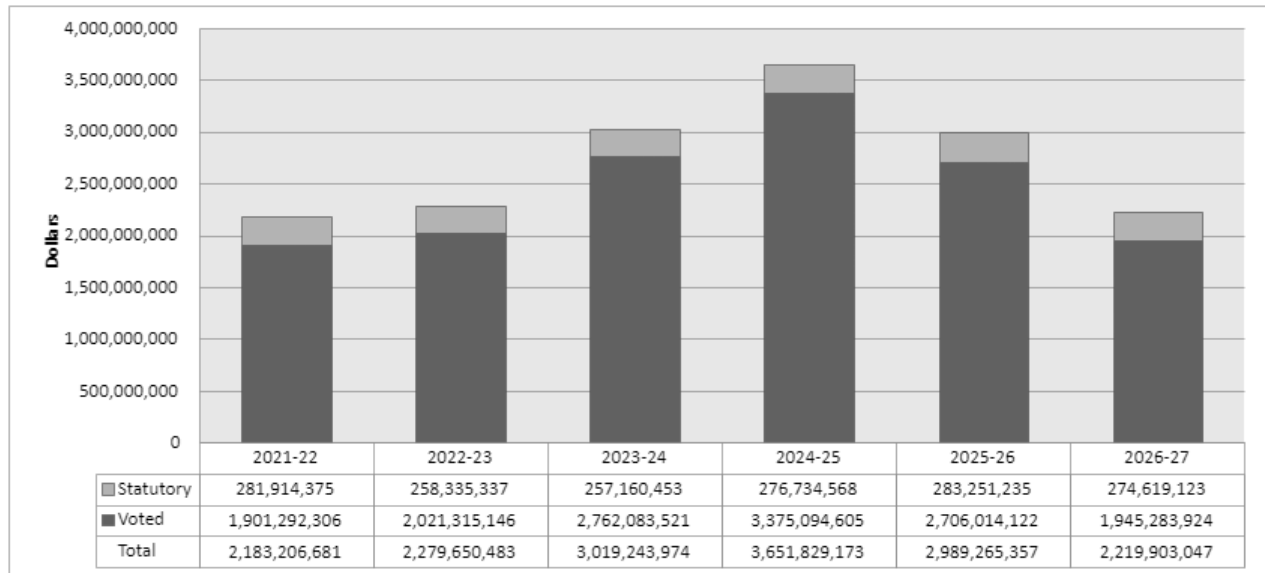
More [detailed financial information from previous years](#) is available on the Finances section of GC Infobase.

Funding

This section provides an overview of the department's voted and statutory funding for its core responsibilities and for internal services. For further information on funding authorities, consult the [Government of Canada budgets and expenditures](#).

Graph 1: Approved funding (statutory and voted) over a six-year period

Graph 1 summarizes the department's approved voted and statutory funding from 2021-22 to 2026-27.



Text version of graph 1

Fiscal year	Total	Voted	Statutory
2021-22	2,183,206,681	1,901,292,306	281,914,375
2022-23	2,279,650,483	2,021,315,146	258,335,337
2023-24	3,019,243,974	2,762,083,521	257,160,453
2024-25	3,651,829,173	3,375,094,605	276,734,568
2025-26	2,989,265,357	2,706,014,122	283,251,235
2026-27	2,219,903,047	1,945,283,924	274,619,123

Analysis of statutory and voted funding over a six-year period

As illustrated in the departmental spending trend graph, Transport Canada's expenditures increased from fiscal year 2021-22 to 2023-24. This is mainly due to increased transfer payments for National Trade Corridor Fund and the Incentives for Zero-Emission Vehicles Program.

Expenditures will continue to increase until 2024-25 mainly related to transfer payments for the National Trade Corridor Fund, the High Frequency Rail between Toronto and Quebec City project, and the Lac Mégantic Rail Bypass project.

Spending plans will decrease from 2024-25 to 2026-27 mostly due to decreasing or sunsetting funding for the National Trade Corridor Fund, the Incentive for Zero-emission vehicles, the High Frequency Rail project, the Airport Critical Infrastructure Program, and savings from the Budget 2023 commitment to refocus spending government wide.

The planned spending does not include expected funding for items included in Budget 2024.

For further information on TC's departmental voted and statutory expenditures, consult the [Public Accounts of Canada](#).

Financial statement highlights

Transport Canada's [complete financial statements](#) (unaudited or audited) for the year ended March 31, 2024, are available online.

Table 10: Condensed Statement of Operations (unaudited or audited) for the year ended March 31, 2024 (dollars)

Table 10 summarizes the expenses and revenues for 2023–24 which net to the cost of operations before government funding and transfers.

Financial information	2023–24 actual results	2023–24 planned results	Difference (actual results minus planned)
Total expenses	3,149,029,731	3,748,324,000	599,294,269
Total revenues	98,484,491	96,106,000	2,378,491
Net cost of operations before government funding and transfers	3,050,545,240	3,652,218,000	601,672,760

The 2023–24 planned results information is provided in [Transport Canada's Future-Oriented Statement of Operations and Notes 2023–24](#).

Table 11 summarizes actual expenses and revenues which net to the cost of operations before government funding and transfers.

Financial information	2023–24 actual results		2022–23 actual results	Difference (2023-24 minus 2022-23)
Total expenses	3,149,029,731	2,448,952,669		700,077,062
Total revenues	98,484,491	89,696,287		8,788,204
Net cost of operations before government funding and transfers	3,050,545,240	2,359,256,382		691,288,858

Table 12: Condensed Statement of Financial Position (unaudited or audited) as of March 31, 2024 (dollars)

Table 12 provides a brief snapshot of the department's liabilities (what it owes) and assets (what the department owns), which helps to indicate its ability to carry out programs and services.

Financial information	Actual fiscal year (2023–24)	Previous fiscal year (2022–23)	Difference (2023–24 minus 2022–23)
Total net liabilities	1,510,537,285	1,425,803,980	84,733,305
Total net financial assets	591,091,447	482,652,824	108,438,623
Departmental net debt	919,445,838	943,151,156	(23,705,318)
Total non-financial assets	3,030,919,300	2,960,524,182	70,395,118
Departmental net financial position	2,111,473,462	2,017,373,026	94,100,436

Human resources

This section presents an overview of the department's actual and planned human resources from 2021–22 to 2026–27.

Table 13 Actual human resources for core responsibilities and internal services

Table 13 shows a summary of human resources, in full-time equivalents (FTEs), for Transport Canada's core responsibilities and for its internal services for the previous three fiscal years.

Core responsibilities and internal services	2021–22 actual FTEs	2022–23 actual FTEs	2023–24 actual FTEs
Safe and Secure Transportation System	3,392	3,385	3,522
Green and Innovative Transportation System	775	803	902
Efficient Transportation System	503	580	680
Subtotal	4,670	4,768	5,104
Internal services	1,622	1,599	1,715
Total	6,292	6,367	6,819

Analysis of human resources over the last three years

Total actual number of full time-equivalents (FTEs) has increased by 527 from 2021-22 to 2023-24 for Transport Canada. This can be explained by an increase in spending for various initiatives across all the core responsibilities.

Safe and secure transportation system: The FTE increase for this core responsibility from 2021-22 to 2023-24 is primarily due to Aviation Safety and Security Modernization, Rail Safety and Security Modernization, and Right Touch Air initiatives.

Green and Innovative Transportation System: The FTE increase for this core responsibility from 2021-22 to 2023-24 is primarily due to Oceans Protection Plan and the Zero-Emission Vehicles initiative.

Efficient Transportation System: The FTE increase for this core responsibility from 2021-22 to 2023-24 is primarily due to the Recapitalization of the National Trade Corridor Fund, the High Frequency Rail project, and Strengthening Canada’s Supply Chain initiative.

Internal Services: The FTE increase for internal services from 2021-22 to 2023-24 is commensurate with the increase in funding for the initiatives mentioned above in the above three core responsibilities.

Table 14: Human resources planning summary for core responsibilities and internal services

Table 14 shows information on human resources, in full-time equivalents (FTEs), for each of TC’s core responsibilities and for its internal services planned for the next three years. Human resources for the current fiscal year are forecasted based on year to date.

Core responsibilities and internal services	2024–25 planned FTEs	2025–26 planned FTEs	2026–27 planned FTEs
Safe and Secure Transportation System	3,626	3,559	3,172
Green and Innovative Transportation System	1,052	981	815
Efficient Transportation System	746	567	569
Subtotal	5,424	5,107	4,556
Internal services	1,813	1,765	1,583
Total	7,237	6,872	6,139

Analysis of human resources for the next three years

Planned FTEs are expected to decline after 2024-25 primarily due to reduced and sun setting funding for various initiatives.

Safe and secure transportation system: The planned FTEs for this core responsibility will decrease from 2024-25 to 2026-27, mostly as a result of sunseting of funding at the end of 2025-26 for the Safety and Security of Railways and the Transportation of Dangerous Goods initiative, the Program for Remotely Piloted Aircraft System, and the Connected and Automated Vehicles initiative.

Green and innovative transportation system: The planned FTEs for this core responsibility will decrease from 2024-25 to 2026-27, mostly due to sunseting funding at the end of 2025-26 for the Administration and Implementation of the *Canadian Navigable Waters Act* and Protection of Canada’s Priority At-risk Whale Populations initiatives.

Efficient transportation system: The planned FTEs for this core responsibility will decrease from 2024-25 to 2026-27, mostly as a result of funding for the Recapitalization of National Trade Corridor Fund and the High Frequency Rail between Toronto and Quebec City project sunset after 2024-25.

Internal services: The planned FTEs decrease from 2024-25 to 2026-27 is commensurate with the decrease in funding for the initiatives mentioned in the above three core responsibilities.

The planned FTEs do not include expected funding for items included in Budget 2024.

Corporate information

Departmental profile

Appropriate minister: The Honourable Anita Anand, Minister of Transport

Institutional head: Mr. Arun Thangaraj, Deputy Minister

Ministerial portfolio: Transport Canada

Enabling instrument(s): [Department of Transport Act](#) (R.S., 1985, c. T-18)

Year of incorporation / commencement: 1936

Departmental contact information

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Email: Questions@tc.gc.ca

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

Supplementary information tables

The following supplementary information tables are available on [TC's website](#):

- Details on transfer payment programs
- Gender-based analysis plus
- Response to Parliamentary committees and external audits
- Oceans Protection Plan horizontal initiative

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](#). 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.

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

government-wide priorities (priorités pangouvernementales)

For the purpose of the 2023–24 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](#): building a healthier today and tomorrow; growing a more resilient economy; bolder climate action; fight 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 two or more federal departments 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 a department did with its resources to achieve its results, how well those results compare to what the department 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 a department, program, policy or initiative respecting expected results.

plan (plan)

The articulation of strategic choices, which provides information on how a department 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 a department, policy, program or initiative. Results are not within the control of a single department, policy, program or initiative; instead they are within the area of the department's influence.

Indigenous business (entreprise autochtones)

For the purpose of the *Directive on the Management of Procurement Appendix E: Mandatory Procedures for Contracts Awarded to Indigenous Businesses* and the Government of Canada's commitment that a mandatory minimum target of 5% of the total value of contracts is awarded to Indigenous businesses, a department that meets the definition and requirements as defined by the [Indigenous Business Directory](#).

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 a department, 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.