

# 2023 to 2027 Departmental Sustainable Development Strategy

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## Executive Summary

Transport Canada is responsible for keeping Canada's transportation system safe, secure, efficient and environmentally responsible. To that end, we consider the social, economic and environmental pillars of sustainable development. Sustainable development is defined as 'our ability to meet the needs of the present without compromising the ability of future generations to meet their own needs'.<sup>1</sup>

Canada's transportation system connects us to each other and the world – by land, air and water. Transportation moves goods and people, creates jobs, and supports economic growth. But it can also impact the environment. For example, vehicles can contribute to poorer air quality, and oil spills can affect water quality and marine life. Of increasing importance, climate change and extreme weather events can disrupt the movement of freight and people, putting the economy and Canadians at risk. Given the complex nature of sustainable transportation issues and transportation's shared jurisdiction in Canada, we need strong and effective partnerships with other federal departments, other levels of government, industry, other stakeholders and Canadians. Section 4 outlines a number of actions we are taking in partnership with others.

At the federal level, the 2022 to 2026 Federal Sustainable Development Strategy serves as the Government of Canada's primary means for sustainable development planning and reporting – both to Parliament and Canadians. Transport Canada's 2023 to 2027 Departmental Sustainable Development Strategy builds on our accomplishments and lessons learned in our previous strategies and charts our course of action for this period.

# Section 1 - Introduction to the Departmental Sustainable Development Strategy

The 2022 to 2026 Federal Sustainable Development Strategy (FSDS) outlines the Government of Canada's sustainable development goals and targets, as required by the Federal Sustainable Development Act. This is Canada's first federal strategy using the 17 Sustainable Development Goals of the United Nations 2030 Agenda and provides a balanced view of the environmental, social and economic dimensions of sustainable development.

In keeping with the spirit of the Act and to increase transparency and accountability to Parliament, Transport Canada's Departmental Sustainable Development Strategy describes our actions in support of the federal strategy.

The Federal Sustainable Development Act identifies seven principles that departments must consider when creating their own sustainable development strategies, and Transport Canada has incorporated them in this strategy.

Transport Canada's strategy advances federal efforts to implement the 2030 Agenda National Strategy and coordinate actions across the Government of Canada. It also supports the goals of the UN Global Indicator Framework and the Canadian Indicator Framework. In addition, it includes sustainable development initiatives that fall outside the scope of the federal strategy but relate to Canada's Annual Report on the 2030 Agenda and the UN Sustainable Development Goals.

## Section 2 - Transport Canada's sustainable development vision

Transport Canada's vision is **'A transportation system in Canada that is recognized worldwide as safe and secure, efficient and environmentally responsible'**.

Transportation is vital to Canada's economy and the daily lives of Canadians. It links people to jobs, delivers products to consumers, connects regions and communities to each other and to international markets. It also sustains domestic and international trade.

To preserve and strengthen Canada's transportation system, transportation policy must address the three elements of sustainability - social, economic and environmental. In this regard, Transport Canada is responsible for policies and programs that ensure a transportation system that is safe and secure, green and innovative, and efficient.

The Department develops and implements legislation and regulations and oversees transportation policies and operations in all modes of transportation through surveillance and enforcement activities. While the Department is not directly responsible for all aspects of transportation, it plays a leadership role in ensuring that all the parts of Canada's transportation system work together efficiently. This includes aligning, where appropriate, with international transportation standards and best practices.

Transport Canada remains committed to contributing to the federal strategy and supporting Canada's vision for sustainable development. Our departmental strategy details our actions to help meet the federal goals and targets, especially those that fall under the Minister of Transport's purview. These include targets for light-duty zero emission vehicles and medium- and heavy-duty vehicles.

This strategy also refers, where appropriate, to both the UN Global Indicator Framework and Canada's 2030 National Strategy Canadian Indicator Framework. In the spirit of the "evergreen" approach of the federal strategy, Transport Canada will update its strategy annually as new policy decisions, programs and initiatives that support the federal strategy goals or the broader UN Sustainable Development goals emerge.

Transport Canada's departmental strategy directly contributes to six of the seventeen UN Sustainable Development Goals identified in the federal strategy, as follows:

- Goal 10: Reduced Inequalities
- Goal 11: Sustainable Cities and Communities
- Goal 12: Responsible Consumption and Production
- Goal 13: Climate Action
- Goal 14: Life Below Water

- Goal 16: Peace, Justice and Strong Institutions

## Section 3 - Listening to Canadians

As required by the Federal Sustainable Development Act, Transport Canada has taken into account comments on the draft 2022 to 2026 federal strategy made during the public consultation period held in 2022. More than 700 comments were received from governments, Indigenous organizations, non-governmental organizations, academics, businesses, and Canadians of different ages and backgrounds. The draft federal strategy was shared with the appropriate committee of each House of Parliament, the Commissioner of the Environment and Sustainable Development, and the Sustainable Development Advisory Council for their review and comment.

### What We Heard

Based on the submissions received during the public consultations, Transport Canada identified a number of sustainable development priorities and issues for the department. For example, there were recommendations to address barriers to consumer adoption of electric vehicles, to increase zero-emission vehicle sales and making zero emission vehicles more affordable, as well as electrifying medium and heavy-duty vehicles.

Many of the comments identified UN Sustainable Development Goal (SDG) 13: Climate Action as a top priority. It was also clear that participants supported a sector-by-sector approach instead of general targets and data. Under SDG 14: Life Below Water, submissions emphasized a need to tackle plastic waste and reduce marine litter.

### What We Did

Transport Canada considered the above-mentioned priorities and issues into account in drafting this departmental strategy. With respect to the recommendations relating to zero-emission vehicles, Transport Canada is already implementing measures under SDG 12: Responsible Consumption and Production aimed at increasing the adoption of zero-emission vehicles to support both Canada's light-duty zero-emission vehicle sales targets and medium- and heavy-duty zero-emission vehicle sales targets.

These measures include:

- Making zero-emission vehicles more affordable by providing a point-of-sale purchase incentive towards the purchase or lease of eligible zero-emission vehicles through the Incentives for Zero-Emission Vehicles Program and the Incentives for Medium- and Heavy-Duty Zero-Emission Vehicles Program
- Improving the readiness of medium- and heavy-duty zero-emission vehicles through the Zero-Emission Trucking Program to help accelerate the safe deployment of these vehicles on Canadian roads.
- Engaging with domestic partners and stakeholders such as industry, academia, non-governmental organizations, and other governmental departments through the newly launched Zero-Emission Vehicle Council and Canada's Federal-Provincial-Territorial Zero-Emission Vehicle Working Group to help advance the uptake of zero-emission vehicles in Canada.

Under SDG 13: Climate Action, Transport Canada has included steps to reduce emissions in all modes. In addition to our actions at home, Transport Canada is working internationally, through the International Civil Aviation Organization and International Maritime Organization.

Regarding the recommendations to address plastic waste and strengthen our response to plastic litter, Transport Canada outlines actions under SDG 14: Life Below Water to demonstrate our domestic and international work in these areas. These actions include participating in Marine Environment Protection Committee meetings at the International Maritime Organization to share the Canadian perspective on marine plastic litter, collaborating to close knowledge gaps, and, funding new research into marine plastic litter to establish best practices on waste management in the marine sector.

More information on the FSDS public consultation and its results can be found in the [FSDS Consultation Report](#)

## Section 4 - Transport Canada's commitments

► [Text version](#)



## Goal 10: Advance reconciliation with Indigenous peoples and take action on inequality

**FSDS Context:** Indigenous Reconciliation is of the utmost importance to Transport Canada, and the department has been actively taking

steps to strengthen relationships and develop new partnerships with Indigenous Peoples to achieve this goal by encouraging effective Indigenous participation, knowledge sharing and collaboration regarding transportation-related policies, regulations and legislation. Transport Canada has developed a new process to evaluate legislation and regulation for alignment with the *United Nations Declaration on the Rights of Indigenous People Act* (UNDA). The department also worked with the Department of Justice on the Action Plan by evaluating the 2,997 proposed measures received by the Department of Justice to determine any linkages with Transport Canada’s mandate. Although Transport Canada is not implicated in the Action Plan directly, we did address the 13 proposals of which Transport Canada was indirectly implicated. Transport Canada has been responsive to these proposals by evaluating where the department could have a role, providing feedback to Indigenous partners on their submission, and participating in meetings to discuss their concerns. Work has also been done to build awareness on UNDA requirements across Transport Canada this year. There were seven information sessions held, including a department wide presentation that was attended by over 250 employees.

**Target theme:** Advancing reconciliation with First Nations, Inuit, and the Métis communities

**Target:** Between 2023 and 2026, and every year on an ongoing basis, develop and table annual progress reports on implementing the *United Nations Declaration on the Rights of Indigenous Peoples Act* (Minister of Justice and Attorney General of Canada)



Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Implement the <i>United Nations Declaration on the Rights of Indigenous Peoples Act</i></p>	<p>Provide Indigenous awareness throughout Transport Canada on the United Nations Declaration on the Rights of Indigenous Peoples</p> <p><b>Program:</b> Indigenous Partnerships and Engagement</p>	<p><b>Starting point:</b></p> <p>In 2022 to 2023, 7 presentations were held</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Number of training/awareness sessions held throughout Transport Canada</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>10 presentations by March 31, 2024 (11 presentations have been held so far this fiscal year)</li> </ul>	<p>Transport Canada Programs provide services such as awareness and training to advance the Department's Indigenous reconciliation efforts to increase employee knowledge of the UN Declaration and their awareness of First Nations, Inuit and Métis in Canada culture, history and perspectives</p> <p>This action contributes to the development of necessary knowledge and skills to implement the UN Declaration</p> <p><b>Relevant targets or ambitions:</b></p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
			<p>GIF Target - 10.3            Ensure equal opportunity and reduce inequalities of outcome, including by eliminating discriminatory laws, policies and practices and promoting appropriate legislation, policies and action in this regard</p>

<b>Implementation strategy</b>	<b>Departmental action</b>	<b>Starting point Performance indicator Target</b>	<b>How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS</b>
<p>Implement the <i>United Nations Declaration on the Rights of Indigenous Peoples Act</i></p>	<p>Review of laws to ensure alignment with the UN Declaration in consultation and cooperation with Indigenous Peoples</p> <p><b>Program:</b></p> <p>Indigenous Partnerships and Engagement</p>	<p><b>Starting point:</b></p> <p>Although Transport Canada began completing UNDA assessments in the Fall of 2022, the performance indicator will begin as of March 2023</p> <p><b>Performance Indicator:</b></p> <ul style="list-style-type: none"> <li>Percentage of new/amended legislation and regulations that have undergone a UNDA assessment</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>100% (annual) of new/amended legislative and regulatory proposals submitted to the Indigenous Relations' UNDA Team will be assessed for potential intersections with the UN Declaration</li> </ul>	<p>With the passage of the UN Declaration Act, the Government of Canada must, in consultation and collaboration with Indigenous peoples, take all measures necessary to ensure that the laws of Canada are consistent with UN Declaration on the Rights of Indigenous Peoples</p> <p><b>Relevant targets or ambitions</b></p> <p>GIF Target - 10.3 Ensure equal opportunity and reduce inequalities of outcome, including by eliminating discriminatory</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
			laws, policies and practices and promoting appropriate legislation, policies and action in this regard



**Goal 11: Improve access to affordable housing, clean air, transportation, parks, and green spaces, as well as cultural heritage in Canada**

**FSDS Context:**Transport Canada contributes to reducing air pollutant emissions from locomotives by promoting, monitoring and enforcing compliance with the *Locomotive Emissions Regulations* which entered into force in June 2017.

**Target theme:** Air Quality

**Target:** Increase the percentage of the population across Canada living in areas where air pollutant concentrations are less than or equal to the Canadian Ambient Air Quality Standards from 60% in 2005 to 85% in 2030 (Minister of Environment and Climate Change; Minister of Health)

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Develop, administer and enforce measures addressing air pollution</p>	<p>Under the Rail Sector Regulatory Initiative, limit criteria air contaminant (or air pollutant) emissions from the rail sector through the Locomotive Emissions Regulations</p> <p><b>Program:</b></p> <p>Climate Change and Clean Air</p>	<p><b>Starting point:</b></p> <ul style="list-style-type: none"> <li>The <i>Locomotive Emissions Regulations</i> entered into force in June 2017</li> </ul> <p><b>Performance indicator 1:</b></p> <ul style="list-style-type: none"> <li>Percentage of railway companies (regulatees) who comply with the reporting requirements under the <i>Locomotive Emissions Regulations</i> by filing Annual Reports and In-use Test Reports with Transport Canada</li> </ul> <p><b>Target 1:</b></p> <ul style="list-style-type: none"> <li>100% of railway companies</li> </ul>	<p>Contributes to reducing air pollutant emissions from locomotives by promoting, monitoring and enforcing compliance with the Locomotive Emissions Regulation, which is good for the health and quality of life of all Canadians.</p> <p>To comply with the Locomotive Emissions Regulations, railway companies must meet regulatory requirements, including emission standards for new locomotives, carry out emission testing and file reports with Transport Canada</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		<p>(regulatees) per year that comply with the reporting requirements under the Locomotive Emissions Regulations</p> <p><b>Performance indicator 2:</b></p> <ul style="list-style-type: none"> <li>Percentage of locomotives operated by railway companies (regulatees) that meet an emission standard, based on the information reported to Transport Canada in the Annual Reports</li> </ul> <p><b>Target 2:</b></p> <ul style="list-style-type: none"> <li>Positive change (increase) per year in the percentage of locomotives</li> </ul>	<p><b>Relevant targets or ambitions:</b></p> <p><u>GIF Target 3.9:</u> By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination</p> <p><u>GIF Target 11.6:</u> By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		that meet an emission standard	



## Goal 12: Reduce waste and transition to zero-emission vehicles

**FSDS Context:** Transport Canada has implemented several measures aimed at increasing the adoption of zero-emission vehicles to support both Canada's light-duty zero-emission vehicle sales targets (that at least 60% of new vehicles sales are zero-emission vehicles by 2030 and 100% by 2035) and medium- and heavy-duty zero-emission vehicle sales targets (that 35% of vehicles sales are aimed at being zero emission by 2030 and 100% by 2040 for a subset of vehicle types based on feasibility).

These measures include:

- Making zero-emission vehicles more affordable by providing a point-of-sale purchase incentive towards the purchase/lease of eligible zero-emission vehicles through the Incentives for Zero-Emission Vehicles Program and the Incentives for Medium- and Heavy-Duty Zero-Emission Vehicles Program
- Improving the readiness of medium- and heavy-duty zero-emission vehicles through the Zero-Emission Trucking Program to help accelerate the safe deployment of these vehicles on Canadian roads.
- Engaging with domestic partners and stakeholders such as industry, academia, non-governmental organizations, and other governmental departments through the newly launched Zero-Emission Vehicle Council and Canada's Federal-

Provincial-Territorial Zero-Emission Vehicle Working Group to help advance the uptake of zero-emission vehicles in Canada.

Additionally, Transport Canada has committed to undertake various measures that will support the Government of Canada's commitments in the Greening Government Strategy to divert at least 75% by weight of non-hazardous operational waste and 90% by weight of all construction and demolition waste from landfills by 2030; and purchase at least 75% of new light-duty fleet to be ZEVs with the objective that the government's light-duty fleet will comprise of 100% ZEVs by 2030.

These measures include:

- Undertaking non-hazardous waste audits (including plastics) and requiring construction and demolition project proponents to prepare waste plans and report waste diversion rates in order to inform strategies that aim to increase waste diversion
- Supporting departmental green procurement through training new procurement specialists and acquisition cardholders on green procurement and developing guidance material to support green procurement
- Transitioning Transport Canada's light-duty fleet by committing to purchasing only zero-emission vehicles (ZEVs) where operationally feasible

**Target theme:** Zero-Emission Vehicles

**Target:** For the 2030 model year, at least 60% of new light-duty vehicle sales are zero-emission vehicles, and 100% of vehicle sales will be zero-emission vehicles for the 2035 model year\* (Minister of Transport; Minister of Environment and Climate Change)



Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Develop regulations and programs that support light-duty zero-emission vehicles</p>	<p>Support increased adoption of zero-emission vehicles (ZEVs) by Canadians and Canadian businesses through Transport Canada's <u>Incentives for Zero-Emission Vehicles</u> (iZEV) Program</p> <p><b>Program:</b> Climate Change and Clean Air</p>	<p><b>Starting point:</b> 8.9% in 2022</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Percentage of new light-duty vehicle sales that are ZEVs</li> </ul> <p><b>Target:</b> Increase year-over-year market share penetration of light-duty ZEVs towards Canada's proposed light-duty ZEV sales targets:</p> <ul style="list-style-type: none"> <li>At least 20% of new light-duty vehicles offered for sale are ZEVs by model year 2026</li> <li>At least 60% of new light-duty vehicles offered for sale are</li> </ul>	<p>Higher upfront costs continue to be a major barrier to ZEV adoption. By providing point of sale incentives, the iZEV Program lowers the upfront costs of ZEVs, making them more affordable for Canadians and Canadian businesses and aids in their adoption. Increasing the adoption of ZEVs will help to reduce emissions from the transportation sector</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Ambition 12: Canadians consume in a sustainable manner</p> <p>CIF Indicator: 12.1.1 Proportion of new light-duty vehicle registrations that are zero-emissions vehicles</p>

<b>Implementation strategy</b>	<b>Departmental action</b>	<b>Starting point Performance indicator Target</b>	<b>How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS</b>
		ZEVs by model year 2030	GIF Target: 12.1 Implement the 10-Year Framework of Programmes on Sustainable Consumption and Production Patterns, all countries taking action, with developed countries taking the lead, taking into account the development and capabilities of developing countries

<b>Implementation strategy</b>	<b>Departmental action</b>	<b>Starting point Performance indicator Target</b>	<b>How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS</b>
Other	<p>Collaborate with domestic partners in the transportation sector through fora such as the ZEV Council and Federal-Provincial-Territorial Zero-Emission Vehicle Working Group (FPT ZEV Working Group) to advance the uptake of both light-duty and medium- and heavy-duty zero-emission vehicles in Canada</p> <p><b>Program:</b> Climate Change and Clean Air</p>	<p><b>Starting point:</b> The ZEV Council held its inaugural meeting in March of 2023 and is expected to produce a "What We Heard Report" in March 2024. As of fiscal year 2023 to 2024, the FPT ZEV working group has produced two annual reports</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>• Generation and sharing of information through the ZEV Council and development of the FPT ZEV annual report to the Council of Deputy Ministers</li> </ul> <p><b>Target:</b></p>	<p>Working with partners both in the private sector and across other orders of government Canada can ensure alignment and complementarity of policies and programs across the jurisdictions, where appropriate, to support greater adoption of ZEVs across Canada. Increasing the adoption of ZEVs will help to reduce emissions from the transportation sector. Working collaboratively with industry and NGOs to address opportunities and challenges to increase ZEV adoption, inform implementation measures, and improve customer experience will also help Canada meet its ZEV sales targets</p> <p><b>Relevant targets or ambitions:</b></p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		<ul style="list-style-type: none"> <li>• One annual report per group</li> </ul>	<p>CIF Ambition 12: Canadians consume in a sustainable manner</p> <p>CIF Indicator: 12.1.1 Proportion of new light-duty vehicle registrations that are zero-emissions vehicles</p> <p>GIF Target: 12.1 Implement the 10-Year Framework of Programmes on Sustainable Consumption and Production Patterns, all countries taking action, with developed countries taking the lead, taking into account the development and capabilities of developing countries</p>

**Target:** Aim is to have 35% of medium- and heavy-duty vehicles sales being zero emission by 2030 and 100% by 2040 for a subset of vehicle types based on feasibility (Minister of Transport; Minister of Environment and Climate Change)

<b>Implementation strategy</b>	<b>Departmental action</b>	<b>Starting point Performance indicator Target</b>	<b>How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS</b>
Accelerate regulatory readiness through the Zero Emission Trucking Program	<p>Support to provinces and territories to develop, modernize, and align codes, standards and regulations for zero-emission trucking</p> <p>Support heavy-duty zero-emission vehicle deployments to evaluate the technology in Canadian conditions</p> <p>Addressing data and knowledge gaps to remove barriers to the introduction of zero-emission trucks in the Canadian marketplace</p> <p>Undertake medium- and heavy-duty zero-emission vehicles (MHZEV) safety research to validate MHZEV crashworthiness</p>	<p><b>Starting point:</b> 0% (new program)</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>• % of research projects that provide evidence for the development of MHZEV guidelines, regulations, codes and standards</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>• 50% of research projects provide direct evidence to develop MHZEV guidelines, regulations,</li> </ul>	<p>The Zero Emission Trucking Program (ZETP) contributes to Goal 12: Reduce waste and transition to Zero-Emission vehicles. By accelerating regulatory readiness, the ZETP contributes to creating the right conditions to accelerate the safe deployment of Medium- and Heavy-Duty Zero Emission Vehicles and associated recharging and refuelling infrastructure on Canadian roads</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Ambition 12: Canadians consume in a sustainable manner</p>

<b>Implementation strategy</b>	<b>Departmental action</b>	<b>Starting point Performance indicator Target</b>	<b>How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS</b>
	performance and inform the development of new safety requirements  <b>Program:</b> Climate Change and Clean Air	codes and/or standards	

<b>Implementation strategy</b>	<b>Departmental action</b>	<b>Starting point Performance indicator Target</b>	<b>How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS</b>
<p>Make zero-emissions vehicles more affordable and improve supply</p>	<p>Support increased adoption of medium- and heavy-duty zero-emission vehicles (MHZEVs) by Canadian businesses through Transport Canada's <u>Incentives for Medium- and Heavy-Duty Zero-Emission Vehicles</u> (iMHZEV) Program</p> <p><b>Program:</b> Climate Change and Clean Air</p>	<p><b>Starting point:</b> 0.21% in 2021</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Percentage of new medium- and heavy-duty vehicle sales that are ZEVs</li> </ul> <p><b>Target:</b> Increase year-over-year market share penetration of medium- and heavy-duty ZEVs towards Canada's MHZEV targets:</p> <ul style="list-style-type: none"> <li>35% of total MHDV sales by 2030; and</li> <li>100% of MHDV sales by 2040 for a subset of vehicle types based on feasibility;</li> </ul>	<p>Higher upfront costs continue to be a major barrier to MHZEV adoption. By providing point of sale incentives, the iMHZEV Program lowers the upfront costs of MHZEVs, making them more affordable for Canadian businesses and aids in their adoption. Increasing the adoption of MHZEVs will help to reduce emissions from the transportation sector</p> <p><b>Relevant targets or ambitions:</b> CIF Ambition 12: Canadians consume in a sustainable manner</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
			<p>GIF Target: 12.1  Implement the 10-Year Framework of Programmes on Sustainable Consumption and Production Patterns, all countries taking action, with developed countries taking the lead, taking into account the development and capabilities of developing countries</p>

**Target theme:** Federal Leadership on Responsible Consumption

**Target:** By 2030, the Government of Canada will divert from landfill at least 75% by weight of non-hazardous operational waste (All Ministers)



Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Maximize diversion of waste from landfill</p>	<p>Conduct waste audits and report waste diversion rates for non-hazardous operational waste from landfill for facilities that:</p> <ul style="list-style-type: none"> <li>• have a floor area of over 10,000 m<sup>2</sup>;</li> <li>• are situated in a municipality or municipal equivalent with a population of over 100,000; and</li> <li>• have waste diversion services available</li> </ul> <p><b>Programs:</b></p> <p>Aircraft Services and Environmental Stewardship of Transportation</p>	<p><b>Starting point:</b></p> <p>36% of nonhazardous operational waste diverted from landfill</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>• Percentage (%) of nonhazardous operational waste diversion from landfill by weight</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>• By 2030, divert at least 75% of non-hazardous operational waste from landfills by weight</li> </ul>	<p>Through waste audits, Transport Canada can characterize waste generated and identify waste diversion opportunities. This will contribute to waste diversion from landfills and the reduction of environmental impacts associated with waste, including emissions from transportation of waste and landfill emissions</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Ambition 12: Canadians consume in a sustainable manner</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
			<p>CIF Indicator: 12.3.1 Total waste diversion per capita</p> <p>GIF Target: 12.5 By 2030, substantially reduce waste generation through prevention, reduction, recycling and reuse</p>

<b>Implementation strategy</b>	<b>Departmental action</b>	<b>Starting point Performance indicator Target</b>	<b>How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS</b>
<p>Maximize diversion of waste from landfill</p>	<p>Conduct waste audits and report waste diversion rates for plastic waste from landfill for facilities that:</p> <ul style="list-style-type: none"> <li>• have a floor area of over 10,000 m<sup>2</sup>;</li> <li>• are situated in a municipality or municipal equivalent with a population of over 100,000; and</li> <li>• have waste diversion services available</li> </ul> <p><b>Programs:</b></p> <p>Aircraft Services and Environmental Stewardship of Transportation</p>	<p><b>Starting point:</b></p> <p>15% of plastic waste diverted from landfill</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>• Percentage (%) of plastic waste diversion from landfill by weight</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>• By 2030, divert at least 75% of plastic waste from landfills by weight</li> </ul>	<p>Through waste audits including plastic, Transport Canada can characterize waste generated and identify waste diversion opportunities. This will contribute to the diversion of waste from landfills and reduction of environmental impacts associated with plastic as well as emissions from transportation of plastics and landfill emissions</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Ambition 12: Canadians consume in a sustainable manner</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
			<p>CIF Indicator 12.3.1: Total waste diversion per capita</p> <p>GIF Target 12.5: By 2030, substantially reduce waste generation through prevention, reduction, recycling and reuse</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Maximize diversion of waste from landfill</p>	<p>Implement measures to effectively divert waste from landfill in order to support the departmental waste diversion targets.</p> <p><b>Programs:</b></p> <p>Aircraft Services and Environmental Stewardship of Transportation</p>	<p><b>Starting point:</b></p> <p>Recycling stations have been implemented in order to divert recyclable materials from the landfill</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>The development of measures to increase the diversion of waste from landfills</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>By 2027, implement measures to divert waste from landfill to support the departmental</li> </ul>	<p>Transport Canada will implement measures that contribute to diverting waste from landfills and reducing the environmental impacts associated with waste, including emissions from waste transportation and landfill emissions</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Ambition 12t: Canadians consume in a sustainable manner</p> <p>CIF Indicator 12.3.1: Total waste diversion per capita</p> <p>GIF Target 12.5: By 2030, substantially reduce waste generation through prevention, reduction, recycling and reuse</p>

<b>Implementation strategy</b>	<b>Departmental action</b>	<b>Starting point Performance indicator Target</b>	<b>How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS</b>
		waste diversion targets	

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
Maximize diversion of waste from landfill	<p>Require construction and demolition project proponents to prepare waste diversion plans, and to track and disclose construction and demolition waste diversion rates for projects with a total value over \$5 million, and in areas with commercial waste services</p> <p><b>Programs:</b></p> <p>All programs undertaking construction and/or demolition projects with support and advice from Environmental Stewardship of Transportation</p>	<p><b>Starting point:</b></p> <p>New initiative</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Percentage (%) of construction and demolition waste diverted from landfill by weight</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>By 2030, divert at least 90% of all construction and demolition waste by weight</li> </ul>	<p>Including waste requirements in construction and demolition projects will contribute to diverting waste from landfill and reducing environmental impacts associated with waste, including emissions from transportation of waste and landfill emissions</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Ambition 12: Canadians consume in a sustainable manner</p> <p>CIF Indicator 12.3.1: Total waste diversion per capita</p> <p>GIF Target 12.5: By 2030, substantially reduce waste generation through</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
			prevention, reduction, recycling and reuse

**Target:** The Government of Canada's procurement of goods and services will be net-zero emissions by 2050, to aid the transition to a net-zero, circular economy (All Ministers)



Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Transform the federal light-duty fleet</p>	<p>100% of new light-duty fleet vehicle purchases will be zero-emission vehicles (ZEVs) where operationally feasible, with the objective that Transport Canada's light-duty fleet is comprised of 100% ZEVs by 2030</p> <p><b>Program:</b></p> <p>All light duty fleet-owning programs with support and advice from Materiel Management</p>	<p><b>Starting point 1:</b></p> <p>As of 2021 to 2022, Transport Canada's light-duty fleet is composed of 23% ZEVs</p> <p><b>Performance indicator 1:</b></p> <ul style="list-style-type: none"> <li>• Percentage (%) of ZEVs in Transport Canada's light-duty fleet as calculated by: <ul style="list-style-type: none"> <li>◦ number of Transport Canada's light-duty fleet in the current year = [X]</li> <li>◦ number of ZEVs in light-duty fleet in the current year = [Y]</li> <li>◦ percentage (%) ZEVs in</li> </ul> </li> </ul>	<p>As conventional vehicles are replaced by ZEVs over time and Ecodriving training is implemented, Transport Canada will reduce GHG emissions from its light-duty fleet</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Ambition 12: Canadians consume in a sustainable manner</p> <p>CIF Indicator 12.1.1: Proportion of new light-duty vehicle registrations that are zero-emission vehicles</p> <p>GIF Target: 12.1 Implement the 10-Year Framework of Programmes on Sustainable Consumption and</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		<p>Transport Canada's light-duty fleet = [Y/X] %</p> <p><b>Target 1:</b></p> <ul style="list-style-type: none"> <li>By 2030, 100% of Transport Canada's light-duty fleet will be ZEVs where operationally feasible</li> </ul> <p><b>Starting point 2:</b></p> <p>Transport Canada annually purchases ZEVs to support departmental targets</p> <p><b>Performance indicator 2:</b></p> <ul style="list-style-type: none"> <li>Percentage (%) of light-duty fleet purchased that are ZEVs as calculated by: <ul style="list-style-type: none"> <li>number of light-duty fleet</li> </ul> </li> </ul>	<p>Production Patterns, all countries taking action, with developed countries taking the lead, taking into account the development and capabilities of developing countries</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		<p>purchased in the year = [X]</p> <ul style="list-style-type: none"> <li>○ number of ZEVs purchased in the year = [Y]</li> <li>○ percentage (%) new light-duty purchased that are ZEVs = [Y/X] %</li> </ul> <p><b>Target 2:</b></p> <ul style="list-style-type: none"> <li>• 100% of Transport Canada's new purchases of light-duty fleet will be ZEVs where operationally feasible, and where a suitable model is available on mandatory PSPC Standing Offers</li> </ul>	

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
Transform the federal light-duty fleet	<p>Starting in 2023, Transport Canada will work to develop and implement a system which tracks the completion of the online Ecodriving course amongst departmental fleet users</p> <p><b>Program:</b></p> <p>Materiel Management</p>	<p><b>Starting point:</b></p> <p>EcoDriving course is available on a voluntary basis but is not mandatory. Transport Canada has no means of tracking which fleet users have completed the course</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>A system is implemented which allows Transport Canada to determine which fleet users have completed the Ecodriving course, with the aim of increasing the overall percentage of fleet users who have done so</li> </ul> <p><b>Target:</b></p>	<p>As the Ecodriving training is implemented, Transport Canada will reduce GHG emissions from its light-duty fleet</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Ambition 12: Canadians consume in a sustainable manner</p> <p>CIF Indicator 12.2.1: Proportion of businesses that adopted selected environmental protection activities and management practices</p> <p>GIF Target 12.1: Implement the 10-Year Framework of Programmes on Sustainable Consumption and</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		<ul style="list-style-type: none"> <li data-bbox="771 556 1088 693">• The system is implemented by 2026</li> </ul>	Production Patterns, all countries taking action, with developed countries taking the lead, taking into account the development and capabilities of developing countries

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Transform the federal light-duty fleet</p>	<p>Progressively increase the percentage of Transport Canada's light duty fleet equipped with telematics devices from 2024 to 2027</p> <p><b>Program:</b> Materiel Management</p>	<p><b>Starting points:</b> Transport Canada light-duty fleet are generally not equipped with telematics devices</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Percentage (%) composition reflecting the proportion of Transport Canada's light-duty fleet equipped with telematic devices</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>Increase Transport Canada's light-duty fleet equipped with telematics devices by at least 10% per year, starting</li> </ul>	<p>Telematics will be used to inform the best suited replacement of on-road vehicles and optimize fleet management. Transport Canada will reduce GHG emissions from its light-duty fleet</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Ambition 12: Canadians consume in a sustainable manner</p> <p>CIF Indicator 12.1.1: Proportion of new light-duty vehicle registrations that are zero-emission vehicles</p> <p>GIF Target 12.1: Implement the 10-Year Framework of Programmes on</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		in 2024, where operationally feasible	Sustainable Consumption and Production Patterns, all countries taking action, with developed countries taking the lead, taking into account the development and capabilities of developing countries

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
Transform the federal light-duty fleet	<p>Transport Canada commits to increase its number of chargepoints <sup>2</sup> by 8 per fiscal year for the next 3 fiscal years, in locations under the control and responsibility of Transport Canada.</p> <p><b>Program:</b></p> <p>Real Property Management</p>	<p><b>Starting point:</b></p> <p>18 new chargepoints were completed in 2022 to 2023</p> <p><b>Performance indicator:</b></p> <p>Calculations will be based on the total number of new Transport Canada chargepoints within the fiscal year</p> <p><b>Target:</b></p> <p>Increase the number of chargepoints at Transport Canada locations by at least 8 in the next 2 subsequent fiscal years. <sup>3</sup></p>	<p>Providing access to workplace electric vehicle charging in accordance with the increase of Transport Canada's electric vehicles, while reducing GHG emissions</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Ambition 12: Canadians consume in a sustainable manner</p> <p>CIF Indicator 12.1.1: Proportion of new light-duty vehicle registrations that are zero-emission vehicles</p> <p>GIF Target 12.1: Implement the 10-Year Framework of Programmes on Sustainable Consumption and</p>



Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
			Production Patterns, all countries taking action, with developed countries taking the lead, taking into account the development and capabilities of developing countries

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
Strengthen green procurement criteria	<p>Train new procurement specialists and acquisition cardholders on green procurement using the Canada School of Public Services Green Procurement course</p> <p><b>Program:</b> Acquisition Management</p>	<p><b>Starting point:</b> As of 2019 to 2020, 100% of Transport Canada procurement specialists and cardholders have completed training on green procurement</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Percentage of new procurement specialists and cardholders who have completed training on green procurement</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>100% of procurement specialists and cardholders have taken the course</li> </ul>	<p>Ongoing departmental outreach will raise awareness of the availability of green procurement training courses and materials. Target audiences include: procurement functional specialists and acquisition cardholders (Primary); and, business owners (internal clients) (Secondary)</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Ambition 12: Canadians consume in a sustainable manner</p> <p>CIF Indicator 12.2.1: Proportion of businesses that adopted selected</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
			<p>environmental protection activities and management practices</p> <p>CIF Indicator 12.3.1: Canadians consume in a sustainable manner</p> <p>GIF Target 12.7: Promote public procurement practices that are sustainable, in accordance with national policies and priorities</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
Strengthen green procurement criteria	<p>Develop guidance material to support green procurement at Transport Canada</p> <p><b>Program:</b> Acquisition Management</p>	<p><b>Starting point:</b> As of 2022, Transport Canada has developed and offers green procurement tools and guidance for Procurement Officers</p> <p>Transport Canada has also included green procurement considerations in our monthly training offered to Clients</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Guidance material supporting green procurement is developed</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>Ongoing development of tools and awareness on green</li> </ul>	<p>Through the development and provision of ongoing training, tools, and opportunities, business owners' green procurement competencies are continuously strengthened. Business owners can integrate green procurement considerations in their procurements' requirements and criteria</p> <p>This guidance has raised awareness of green procurement, and promotes Transport Canada's commitment to advancing sustainable development</p> <ul style="list-style-type: none"> <li>A multifocal approach allows for a broader</li> </ul>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		procurement for our Procurement Officers and Clients as necessary	<p>outreach to various stakeholders. The target audience includes business owners (internal clients) who define departmental procurement requirements and criteria and procurement functional specialists</p> <p><b>Relevant targets or ambitions:</b></p> <p>GIF Target 12.7: Promote public procurement practices that are sustainable, in accordance with national policies and priorities</p>

**Implementation strategies supporting the goal**

This section is for implementation strategies that support the goal **“Reduce waste and transition to zero-emission vehicles”** but not a specific FSDS target

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
Remediate high-priority contaminated sites	<p>Demonstrate leadership on remediating contaminated sites</p> <p>Implement the <u>Federal Contaminated Sites Action Plan</u> (FCSAP) and complete remediation and risk management activities at known high-priority federal contaminated sites owned by Transport Canada</p> <p>Transport Canada contributes to an environmentally responsible and resilient national transportation system by ensuring that we:</p> <ul style="list-style-type: none"> <li>• reduce risks to human health and the</li> </ul>	<p><b>Starting point:</b></p> <ul style="list-style-type: none"> <li>• From 2020 to 2023 (FCSAP Phase IV first 3 years), 15% of Transport Canada FCSAP-funded sites completed remediation/risk management work</li> </ul> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>• Percentage of Transport Canada FCSAP-funded sites during Phase IV that have completed remediation/risk management work</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>• By March 31, 2025, 25% of Transport Canada FCSAP-</li> </ul>	<p>Transport Canada contributes to protection of the environment from harmful substances. The management of federal contaminated sites requires government wide collaboration to administer environmental standards, guidelines, regulations, policies and other risk management instruments to reduce levels of contaminants in the environment.</p> <p><b>Relevant targets or ambitions:</b></p> <p><u>GIF Target 3.9:</u> By 2030, substantially reduce the number of deaths and</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
	<p>environment as more contaminated sites are remediated; and</p> <ul style="list-style-type: none"> <li>• reduce environmental liability at the department's highest priority federal contaminated sites by reducing the risk to human health or the environment</li> </ul> <p><b>Program:</b> Environmental Stewardship of Transportation</p>	<p>funded sites during Phase IV have completed remediation/risk management work</p>	<p>illnesses from hazardous chemicals and air, water and soil pollution and contamination</p> <p>GIF Target 6.3: By 2030, improve water quality by reducing pollution, eliminating dumping and minimizing release of hazardous chemicals and materials, halving the proportion of untreated wastewater and substantially increasing recycling and safe reuse globally</p> <p>GIF Target 12.4: By 2020, achieve the environmentally sound management of chemicals and all</p>



Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
			<p>wastes throughout their life cycle, in accordance with agreed international frameworks, and significantly reduce their release to air, water and soil in order to minimize their adverse impacts on human health and the environment</p> <p>GIF Target 16.6: Develop effective, accountable, and transparent institutions at all levels</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Research innovative solutions for plastics</p>	<p>Fund Innovative Solutions Canada (ISC) challenges to foster private sector research innovation and prototype development related to marine plastic waste</p> <p>Monitor industry innovation related to marine plastic waste litter (ongoing)</p> <p>Program: Protecting Oceans and Waterways</p>	<p><b>Starting point:</b></p> <p>One ISC challenge has been completed to date, one is underway</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Innovative prototype development funded to develop technologies to prevent and reduce marine transportation sector's contribution to marine plastic litter</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>2 ISC Challenges funded by 2027</li> </ul>	<p>As knowledge and awareness of plastic pollution from the marine transportation sector is expanded, private sector innovation will play an important role in developing technology to recycle, contain or mitigate microplastic pollution</p> <p>Relevant targets or ambitions:</p> <p>GIF Target 14.1 By 2025, prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities, including marine debris and nutrient pollution</p>



## Goal 13: Take action on climate change and its impacts

**FSDS Context:** Transport Canada is working with key partners to advance decarbonization efforts for the aviation, marine and rail sectors.

In the aviation sector, the department will review and update the Aviation Climate Action Plan in 2025 and 2027, and will continue to publish Annual Reports on progress. Transport Canada will also continue to work with partners through the International Civil Aviation Organization (ICAO) to reduce environmental impacts from international air transportation.

In the marine sector, Transport Canada is working with key partners to advance the development of the Marine Climate Action Plan, and is working to launch the Green Shipping Corridor Program. The department will also continue to work with partners through the International Maritime Organization (IMO) to reduce environmental impacts from international marine transport, and will address greenhouse gas and other air emissions from maritime shipping under the *Vessel Pollution and Dangerous Chemicals Regulations*, and other voluntary and mandatory measures. Additionally, Transport Canada will work towards reducing emissions from its own ferries through the use of low carbon fuel, innovative vessel design and the use of newer technologies in two new ferries, exploring options to refit existing vessels with containerized energy storage systems, as well as exploring options to supply shore power at its ferry terminals.

In the rail sector, the department will work with stakeholders, key experts and the public to develop and implement a Rail Climate Action Plan and voluntary agreements to advance decarbonization efforts for the rail sector.

Transport Canada has identified several measures under the Take Action on Climate Change and its Impacts goal to support the Government of Canada's target in the Greening Government Strategy to reduce greenhouse gas (GHG) emissions from federal government facilities and fleets by 40% below 2005 levels by 2025 and 90% below 2005 levels by 2050. These measures include:

- Building to net-zero or net-zero carbon ready, conducting life-cycle cost benefit analyses for major renovations as well as renovating facilities to be more energy

efficient

- Transitioning vehicles outside of the light-duty fleet to ZEVs or low-carbon
- Increasing the amount of low-carbon fuel used in aircrafts and marine fleet

Transport Canada is already making strides towards this commitment. The department has seen a 30% reduction in GHG emissions from facilities between fiscal year 2005 to 2006 and fiscal year 2021 to 2022, and a 5% reduction in GHG emissions from Transport Canada's fleets over the same period.

**Target theme:** Climate Change Mitigation and Adaption

**Target:** Achieve 40 to 45% greenhouse gas emission reductions below 2005 levels by 2030, and achieve net-zero greenhouse gas emissions by 2050 (Minister of Environment and Climate Change supported by all other Ministers)

<b>Implementation strategy</b>	<b>Departmental action</b>	<b>Starting point Performance indicator Target</b>	<b>How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS</b>
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<p>Continue to implement Canada's climate plans and actions</p>	<p>Work with stakeholders, key experts and the public to develop and implement action plans to advance decarbonization efforts for the aviation sector</p> <p><b>Program:</b></p> <p>Climate Change and Clean Air</p>	<p><b>Starting point:</b></p> <p>Canada's Aviation Climate Action Plan was signed in 2022 and expires in 2030. The Action Plan will undergo a series of reviews and updates planned for 2025 and 2027 to maintain decarbonization commitments in the mid to long term</p> <p><b>Performance indicator 1:</b></p> <ul style="list-style-type: none"> <li>• Generation of annual reports on activity and deliverables by the different groups, as per the planned actions outlined in the 2022 to 2030 Action Plan</li> </ul> <p><b>Target 1:</b></p> <ul style="list-style-type: none"> <li>• Publication of Annual Report for each calendar year</li> </ul>	<p>Working with partners both in the private aviation sector and across other orders of government, Canada can ensure alignment and complementarity of policies and programs across the jurisdictions, where appropriate, to support the decarbonization of Canada's aviation sector</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40 to 45% relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions</p>
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**Performance indicator 2:**

- Review and update the Action Plan for 2025 and 2027

**Target 2:**

- Review of the 2022 to 2030 Action Plan in place by March 2025 and December 2027
- Establishing a GHG absolute emissions reduction target for 2030 for the aviation sector

GIF Target 13.2: Integrate climate change measures into national policies, strategies and planning

<p>Continue to implement Canada's climate plans and actions</p>	<p>Work with stakeholders, key experts and the public to develop and implement a marine climate action plan, voluntary agreements and other measures to advance decarbonization efforts for the marine sector</p> <p><b>Program:</b></p> <p>Climate Change and Clean Air</p>	<p><b>Starting point:</b></p> <p>Transport Canada is working with key partners to advance the development of the Marine Climate Action Plan and is working to launch the Green Shipping Corridor Program</p> <p><b>Performance indicator 1:</b></p> <ul style="list-style-type: none"> <li>• Publication of an action plan to convene and mobilize Canada's marine sector to transition to net-zero GHG emissions by 2050</li> </ul> <p><b>Target 1:</b></p> <ul style="list-style-type: none"> <li>• Stakeholder engagement completed, and publication of the Marine Climate Action Plan by December 2024</li> </ul> <p><b>Performance indicator 2:</b></p>	<p>Through the 2030 Emissions Reduction Plan released in March 2022, the Government committed to develop an action plan to enable the marine sector to reduce its GHG emissions in line with Canada's targets to 2030 and 2050. The action plan will set out the pathways and actions for vessels and ports to reduce their GHG emissions and explore the supporting onshore infrastructure needed</p> <p>Green shipping corridors (defined as "zero-emission maritime routes between two or more ports") are a voluntary,</p>
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- Number of Green Shipping Corridor Program projects that support development, testing and uptake of zero-emission fuels and supporting technologies

**Target 2:**

- At least 2 Green Shipping Corridors demonstrating zero-emissions fuels and supporting technologies by the end of 2027

industry-led strategy to accelerate the adoption of zero-emission technologies to decarbonize marine shipping. In November 2021, Canada signed the Clydebank Declaration for Green Shipping Corridors, which commits signatory nations to facilitate the establishment of at least six green shipping corridors by the middle of this decade

In March 2023, the Government's Budget 2023 announced \$165.4 million for a new Green Shipping Corridor Program. The program will provide funding for industry-led



projects to address the environmental impacts of marine transportation and reduce GHG emissions through the adoption and testing of low- and zero-emission fuels and technologies

**Relevant targets or ambitions:**

CIF Target: 13.1  
By 2030, reduce Canada's total greenhouse gas emissions by 40 to 45% relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions

GIF Target 13.2:  
Integrate climate change measures into

		national policies, strategies and planning
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<p>Continue to implement Canada's climate plans and actions</p>	<p>Work with stakeholders, key experts and the public to develop and implement a Rail Climate Action Plan and voluntary agreements to advance decarbonization efforts for the rail sector</p> <p><b>Program:</b></p> <p>Climate Change and Clean Air.</p>	<p><b>Starting point:</b></p> <p>Since 1995, Transport Canada and the Railway Association of Canada (RAC) have collaborated through a series of Memoranda of Understanding (MOUs) to reduce emissions from Canada's rail sector. The latest MOU expired at the end of 2022. Transport Canada and the RAC are working together to renew the MOU for the 2023 to 2030 period</p> <p><b>Performance indicator 1:</b></p> <ul style="list-style-type: none"> <li>Renew MOU with Railway Association of Canada to set priorities for collaborative efforts to reduce rail sector emissions</li> </ul> <p><b>Target 1:</b></p>	<p>The MOU provides a framework for the Government of Canada and the rail sector to collaborate to reduce emissions and communicate progress to Canadians through an annual reporting process</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target: 13.1 By 2030, reduce Canada's total greenhouse gas emissions by 40 to 45% relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions</p>
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- Renew the MOU by end of 2023

**Performance indicator 2:**

- Generation of annual reports on rail emissions and decarbonization activities under the MOU

**Target 2:**

- Publication of locomotive emissions monitoring reports on an annual basis

**Performance indicator 3:**

- Complete stakeholder engagement by summer 2025 and publication of the Rail Climate Action Plan by December 2025

**Target 3:**

- Publish Rail Climate Action Plan by December 2025

<p>Other</p>	<p>Address greenhouse gas (GHG) and other air emissions from maritime shipping under the <i>Vessel Pollution and Dangerous Chemicals Regulations</i>, and other voluntary and mandatory measures</p> <p><b>Program:</b></p> <p>Climate Change and Clean Air</p>	<p><b>Starting point:</b></p> <p>94% (actual from 2019 to 2020)</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Percentage of fuel oil tests found to be in compliance with emissions regulations</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>100%</li> </ul>	<p>This action contributes to the reduction of air pollutant emissions, which supports FSDS Goal 13: Take action on climate change and its impacts</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40 to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions</p> <p>CIF Indicator: 13.1.1 Greenhouse gas emissions</p> <p>GIF Target: 13.2 Integrate climate change measures into</p>
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		national policies, strategies and planning
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<p>Other</p>	<p>Work with partners through the International Civil Aviation Organization (ICAO) to reduce environmental impacts from international air transportation</p> <p><b>Program:</b></p> <p>Climate Change and Clean Air</p>	<p><b>Starting point:</b></p> <p>Transport Canada actively leads the Government of Canada’s participation at ICAO on the development of environmental standards and on topics related to reducing the impact of aviation on the environment, including contributing to the implementation of a <u>Carbon Offsetting and Reduction Scheme for International Aviation</u></p> <p>Domestic regulatory instruments to reduce GHG emissions (CO2 Emissions Standard for airplanes and CORSIA) align with the ICAO international standards</p> <p><b>Performance Indicator 1:</b></p>	<p>Working with international partners through ICAO helps to reduce the impact of global aviation on the environment. Compliance with ICAO standards for GHG emissions will lead to reduced CO2 emissions attributed to Canadian operators</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40 to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions.</p> <p>GIF Target 13.2: Integrate climate change</p>
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- Percent of regulatees (manufacturers) who comply with the CO2 Emissions Standard for airplanes

measures into national policies, strategies and planning

**Target 1:**

- 100% compliance by airplane manufacturers to the CO2 Emissions Standard

**Performance indicator 2:**

- Percent of regulatees (airline operators) who comply with CORSIA

**Target 2:**

- 100% compliance to CORSIA by Canadian airline operators



<p>Other</p>	<p>Work with partners through the International Maritime Organization (IMO) to reduce environmental impacts from international marine transport</p> <p><b>Program:</b></p> <p>Climate Change and Clean Air</p>	<p>Transport Canada actively leads the Government of Canada’s participation at IMO on the development of environmental standards and on topics related to reducing the impact of shipping on the environment, including the IMO’s Strategy and measures for reducing greenhouse gas emissions on ships</p> <p>Member States are required to give full and complete effect to IMO regulations and/or establish equivalent regulations at the domestic level</p> <p><b>Starting point 1:</b></p> <p>Canada co-sponsored two submissions on GHGs in 2022</p> <p><b>Performance indicator 1:</b></p>	<p>Working with international partners to reduce emissions from international shipping will also help set the stage for emission reductions from the domestic marine sector, particularly by encouraging the production and use of zero- and near-zero GHG marine fuels and technologies</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada’s total greenhouse gas emissions by 40 to 45% relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions</p>
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- Number of submissions to the IMO on greenhouse gases that are co-sponsored by Canada

**Target 1:**

- At least one written submissions on GHGs per calendar year

<p>Other</p>	<p>Address greenhouse gas (GHG) and air pollutant emissions from aviation, marine and rail transportation through targeted research on emerging technologies, innovative practices, sustainable energy sources and climate science</p> <p>Between 2023 and 2027, the following projects will be advanced in the various modes:</p> <ul style="list-style-type: none"> <li>• Road, rail and marine research projects will advance RD&amp;D to support the decarbonization of Canada’s transportation sector, including battery electric, fuel cell and low carbon fuel vehicles/codes &amp; standards/infrastructure, in addition to advancing solutions to address criteria air contaminants.</li> <li>• Aviation research projects will advance R&amp;D to support reduced emissions from the aviation sector including studying hydrogen-technology on aircraft and at Canadian airports, the impact of</li> </ul>	<p><b>Starting Point:</b></p> <p>The Clean Transportation Sector – Research and Development (CTS-RD) program’s objective is to advance scientific knowledge and the development of technologies that reduce greenhouse gas (GHG) and/or criteria air contaminants (CAC) emissions from the aviation, marine, and rail sectors. To date the program has provided 32 grants to support projects in the three modes. The program’s grant budget for 2023 to 2024 has been fully committed.</p> <p>By March 2023, Transport Canada’s Innovation Centre supported over 10 marine RD&amp;D projects to advance research,</p>	<p>By collaborating with research partners, Transport Canada will contribute to improved air quality in Canadian communities and reduced GHG emissions, by supporting research that improves the measurement, impact assessment and mitigation of aviation, marine and rail emissions</p> <p><b>Relevant targets or ambitions:</b></p> <p>GIF Target 3.9 - By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and</p>
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contrails on climate change, measurement of pollutant emissions (e.g. non-volatile particulate matter), and other emerging aviation technologies

**Program:**

Climate Change and Clean Air

development and testing of low carbon fuels and zero emission propulsion technologies, which included battery-electric pilots for small fishing vessel and pleasure craft, demonstration of Low-Carbon Hydrogen-Derived Renewable Diesel (HDRD) Fuel for commercial tugboat, design and deployment of a battery Electric Tugboat and fuel cell safety assessment for a cruise vessel.

For rail, over 5 rail RD&D projects were supported to advance research, development and testing of low carbon fuels and zero emission propulsion technologies.

These projects included: assessing the impact of higher

soil pollution and contamination

GIF Target 9.4 - By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities

GIF Target 13.2 - Integrate climate change measures into national policies, strategies and planning

concentration (up to 100%) lignin-derived diesel fuel blends on diesel engine exhaust emissions; design of an on-locomotive catalytic converter that can simultaneously reduce NOx and PM emissions while not reducing the power output of locomotive engines; assessing the design and deployment characteristics and requirements for a hydrogen fuel cell switcher locomotive operating within a trainyard with supporting fuel infrastructure; studying of the viability of transitioning from a diesel driven railway industry in Canada to a railway system centered around hydrogen; and assessing the risks

and hazards of operating hydrogen fuel cell locomotives, including the best practices for mitigating those risks, and an assessment of the existing codes and standards regime in Canada for hydrogen-powered trains

Aviation research projects have advanced the scientific understanding of aviation emissions at altitude and at ground level when using conventional and sustainable aviation fuels, and have contributed to the development of new emissions standards

**Performance indicator 1:**

- Percentage of the Transport Canada RD&D funding envelope

invested to address GHG and air pollutant emissions from aviation, marine and rail transportation, through calls for proposals for research on emerging technologies and innovative practices

**Target 1:**

- Annually, 80% of the Transport Canada RD&D envelope invested

**Performance indicator 2:**

- Percentage of funded research projects that provide evidence used to support policy making, regulatory development, and the development of

negotiating  
positions

**Target 2:**

- Annually, 80% of projects have supported policy making, regulatory development, and the development of negotiating positions

**Performance  
indicator 3:**

- Clean RD&D investments advance the department's regulatory readiness for one (1) technology in each mode (rail, aviation, marine, road) that decrease GHGs by at least one level over a three-year period

**Target 3:**

- Between 2023 to 2024 and 2025 to 2026, a minimum of



		one technology per mode has advanced by one level	
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<p>Other</p>	<p>Conduct research to generate technical evidence required to support legislative and regulatory approaches to reducing greenhouse gas (GHG) and air pollutant emissions, and to promote the adoption of clean technologies across several modes of transportation</p> <p><b>Program:</b></p> <p>Climate Change and Clean Air</p>	<p><b>Starting Point:</b></p> <p>In 2022 to 2023, Transport Canada's Innovation Centre supported over 100 projects across all modes to advance research, development and testing of clean technology solutions for Canada's transportation system</p> <p>Multiple road research projects were conducted in 2022 to 2023, including: testing the aerodynamic benefits and dynamic performance of cooperative truck platooning systems; occupant protection performance testing in electric and conventional vehicles, the studying the safety and environmental benefits of low rolling resistance</p>	<p>Transport Canada's Innovation Centre conducts research to generate technical evidence required to support legislative and regulatory approaches to reducing GHG emissions, and to promote the adoption of clean technologies across several modes of transportation</p> <p><b>Relevant targets or ambitions:</b></p> <p>GIF Target 3.9: By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and</p>
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tires, on-board sensor testing for measuring heavy duty vehicle NOx emissions, gathering data from zero emission bus deployments to develop guidelines for transit agencies, and evaluating the long term performance and durability of electric vehicle batteries

**Performance indicator:**

- Percentage of the total research budget for testing and evaluation projects committed or spent

**Target:**

- 90% of total research budget committed or spent

soil pollution and contamination

GIF Target 7.3: By 2030, double the global rate of improvement in energy efficiency

GIF Target 9.4: By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities

GIF Target 11.5: By 2030, 22% of commuters

		adopt shared or active transportation
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		GIF Target 13.2: Integrate climate change measures into national policies, strategies and planning
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**Target theme:** Federal Leadership on Greenhouse Gas Emissions Reductions and Climate Resilience

**Target:** The Government of Canada will transition to net-zero carbon operations for facilities and conventional fleets by 2050 (All Ministers)

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations</p>	<p>Reduce GHG emissions from facilities and fleets by 40% below 2005 levels by 2025 and 90% below 2005 levels by 2050</p> <p><b>Programs:</b></p> <p>All facility and fleet-owning programs</p>	<p><b>Starting point:</b></p> <p>63ktCO<sub>2</sub>e for Transport Canada's facilities and fleet as of 2005-2006 baseline year</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>• Percentage (%) change in GHG emissions from Transport Canada's facilities and fleet as calculated by: <ul style="list-style-type: none"> <li>◦ GHG emissions in fiscal year 2005-2006 (baseline year <sup>3</sup>): = [X] ktCO<sub>2</sub>e</li> <li>◦ GHG emissions in current</li> </ul> </li> </ul>	<p>Reducing GHG emissions from facilities and fleet contributes national and international GHG emissions reduction targets in an attempt to take action against climate change</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions.</p> <p>GIF Target 13.2.2: Total greenhouse gas emissions per year</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		<p>reporting fiscal year = [Y] ktCO<sub>2</sub>e</p> <ul style="list-style-type: none"> <li>○ percentage (%) change in GHG emissions from fiscal year 2005-2006 to current reporting fiscal year = [Y-X]/X %</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>• Reduce GHG emissions from Transport Canada's facilities and fleet by 40% by 2025 (37.8 ktCO<sub>2</sub>e) and 90% by 2050 (6.3 ktCO<sub>2</sub>e)</li> </ul>	

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations</p>	<p>Reduce GHG emissions from facilities to support departmental GHG emissions reductions targets</p> <p>See implementation strategy "Modernize through net-zero carbon buildings" and "Apply a greenhouse gas reduction life-cycle cost analysis for major building retrofits' for additional departmental actions reducing greenhouse gas emissions from facilities</p> <p><b>Programs:</b></p>	<p><b>Starting point:</b></p> <p>6.9 ktCO<sub>2</sub>e for facilities as of 2005 to 2006 baseline year</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>• Percentage (%) change in GHG emissions from facilities as calculated by: <ul style="list-style-type: none"> <li>◦ GHG emissions in fiscal year 2005-06 (baseline year): = [X] ktCO<sub>2</sub>e</li> <li>◦ GHG emissions in current reporting fiscal year = [Y] ktCO<sub>2</sub>e</li> </ul> </li> </ul>	<p>Reducing GHG emissions from facilities contributes to national and international GHG emissions reduction targets to take action against climate change</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions.</p> <p>GIF Target 13.2.2: Total greenhouse gas emissions per year</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
	All facility-owning programs with support and advice from Environmental Stewardship of Transportation	<ul style="list-style-type: none"> <li>○ percentage (%) change in GHG emissions from fiscal year 2005-06 to current reporting fiscal year = <math>[Y-X]/X</math> %</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>• Reduce GHG emissions from facilities to support the departmental target of 40% GHG reduction by 2025 and at least 90% by 2050</li> </ul>	



<b>Implementation strategy</b>	<b>Departmental action</b>	<b>Starting point Performance indicator Target</b>	<b>How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS</b>
<p>Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations</p>	<p>Review project implementation tools to ensure Greening Government considerations to transition to net-zero operations for facilities are effectively integrated</p> <p><b>Program:</b></p> <p>Environmental Stewardship of Transportation</p>	<p><b>Starting point:</b></p> <p>Transport Canada's project management framework integrates environmental considerations in decision making</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Integration of project management tools and actions implemented to transition to net-zero operations in decision making</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>By 2027, ensure that Greening Government considerations are embedded</li> </ul>	<p>Ensuring that Greening Government considerations are included in project implementation tools contributes to achieving net-zero carbon operations for facilities</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45% relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions</p> <p>GIF Target 13.2: Integrate climate change measures</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		within the project management framework which support the transition of facilities toward net-zero operations	into national policies, strategies and planning  GIF Target: 13.2.2 Total greenhouse gas emissions per year

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations</p>	<p>Reduce GHG emissions from light-duty fleet to support departmental GHG emissions reductions targets</p> <p>See implementation strategy "Transform the federal light-duty fleet" for additional departmental actions reducing greenhouse gas emissions from light-duty fleet</p> <p><b>Program:</b></p> <p>All light duty fleet-owning programs with support and advice from Materiel Management</p>	<p><b>Starting point:</b></p> <p>1.3ktCO<sub>2</sub>e for light-duty fleet as of 2005- 06 baseline year</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>• Percentage (%) change in GHG emissions from light-duty fleet as calculated by: <ul style="list-style-type: none"> <li>◦ GHG emissions in fiscal year 2005-06 (baseline year): = [X] ktCO<sub>2</sub>e</li> <li>◦ GHG emissions in current reporting fiscal year = [Y] ktCO<sub>2</sub>e</li> </ul> </li> </ul>	<p>Reducing GHG emissions from light-duty fleet contributes to national and international GHG emissions reduction targets to take action against climate change</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Ambition/Target: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions</p> <p>CIF Indicator: 13.1.1 Greenhouse gas emissions</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		<p>o percentage (%) change in GHG emissions from fiscal year 2005-06 to current reporting fiscal year = <math>[Y-X]/X</math> %</p> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>• Reduce GHG emissions from light-duty fleet to support the departmental target of 40% GHG reduction by 2025 and at least 90% by 2050</li> </ul>	<p>GIF Target: 13.2.2 Total greenhouse gas emissions per year</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations</p>	<p>Reduce GHG emissions from medium and heavy-duty fleet to support departmental GHG emissions reductions targets</p> <p><b>Programs:</b></p> <p>Medium and heavy duty fleet-owning programs with support and advice from Environmental Stewardship of Transportation</p>	<p><b>Starting point:</b></p> <p>0.41 ktCO<sub>2</sub>e for medium and heavy-duty fleet as of 2005 to 2006 baseline year</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>• Percentage (%) change in GHG emissions from medium and heavy-duty fleet as calculated by: <ul style="list-style-type: none"> <li>◦ GHG emissions in fiscal year 2005-06 (baseline year): = [X] ktCO<sub>2</sub>e</li> <li>◦ GHG emissions in current reporting</li> </ul> </li> </ul>	<p>Reducing GHG emissions from medium and heavy-duty fleet contributes to national and international GHG emissions reduction targets to take action against climate change.</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions</p> <p>GIF Target 13.2.2: Total greenhouse gas emissions per</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		<p>fiscal year = [Y] ktCO<sub>2</sub>e</p> <ul style="list-style-type: none"> <li>○ percentage (%) change in GHG emissions from fiscal year 2005-06 to current reporting fiscal year = <math>[Y-X]/X</math> %</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>• Reduce GHG emissions from medium and heavy-duty fleet to support the departmental target of 40% GHG reduction by 2025 and at least 90% by 2050</li> </ul>	<p>year</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations</p>	<p>Implement measures to encourage an overall increase in medium and heavy-duty fleet that are ZEVs and/or low-carbon fleet where operationally feasible</p> <p><b>Program:</b></p> <p>Environmental Stewardship of Transportation</p>	<p><b>Starting point:</b></p> <p>Transport Canada does not have any measures in place to encourage the transition of the medium and heavy-duty fleet to ZEV or low-carbon</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>The development of measures or measures implemented to encourage the transition of the medium and heavy-duty fleet to ZEV or low-carbon</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>By 2027, have measures implemented</li> </ul>	<p>Implementing measures that encourage an increase in medium and heavy-duty ZEV and/or low-carbon fleet contributes to national and international GHG emissions reduction targets to take action against climate change</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		which support the transition of the medium and heavy-duty fleet to ZEV or low-carbon	GIF Target 13.2.2: Total greenhouse gas emissions per year



Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations</p>	<p>Transition the medium and heavy-duty fleet to ZEVs and/or low-carbon fleet where operationally feasible</p> <p><b>Programs:</b></p> <p>Medium and heavy duty fleet-owning programs with support and advice from Environmental Stewardship of Transportation</p>	<p><b>Starting point:</b></p> <p>As of 2021 to 2022, Transport Canada's medium and heavy-duty fleet comprise 61 medium or heavy-duty vehicles of which 2 (3.2%) are ZEVs</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Percent (%) composition of the medium- and heavy-duty fleet reflecting the proportion of ZEVs and low-carbon medium and heavy-duty vehicles</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>Increase the proportion of ZEV and low-carbon vehicles</li> </ul>	<p>As medium and heavy-duty ZEV and/or low-carbon fleet increases over time, Transport Canada's fleet-related GHG emissions will decrease, contributing to national and international GHG emissions reduction targets to take action against climate change</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve</p>

<b>Implementation strategy</b>	<b>Departmental action</b>	<b>Starting point Performance indicator Target</b>	<b>How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS</b>
		in the medium and heavy-duty fleet	economy-wide net-zero greenhouse gas emissions  GIF Target 13.2.2: Total greenhouse gas emissions per year

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations</p>	<p>Reduce GHG emissions from aircraft fleet to support departmental GHG emissions reductions targets</p> <p><b>Programs:</b></p> <p>Aircraft Services and Protecting Oceans and Waterways</p>	<p><b>Starting point:</b></p> <p>13.6ktCO<sub>2</sub>e for aircrafts as of 2005-2006 baseline year</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>• Percentage (%) change in GHG emissions from aircrafts as calculated by: <ul style="list-style-type: none"> <li>◦ GHG emissions in fiscal year 2005-06 (baseline year): = [X] ktCO<sub>2</sub>e</li> <li>◦ GHG emissions in current reporting fiscal year = [Y] ktCO<sub>2</sub>e</li> <li>◦ percentage (%) change in</li> </ul> </li> </ul>	<p>Reducing GHG emissions from aircraft contributes to national and international GHG emissions reduction targets to take action against climate change</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions.</p> <p>GIF Target 13.2.2: Total greenhouse gas emissions per year</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		<p>GHG emissions from fiscal year 2005-06 to current reporting fiscal year = <math>[Y-X]/X</math> %</p> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>• Reduce GHG emissions from aircraft fleet to support the departmental target of 40% GHG reduction by 2025 and at least 90% by 2050</li> </ul>	

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations</p>	<p>By 2030, 3% (by volume) of aircraft fuel used in Transport Canada's aircraft will be low carbon (subject to availability)</p> <p><b>Programs:</b></p> <p>Aircraft Services and Protecting Oceans and Waterways</p>	<p><b>Starting point:</b></p> <p>New initiative</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Percentage (by volume) of low-carbon fuel used in Transport Canada's aircrafts</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>By 2030, 3% (by volume) of aircraft fuel used in Transport Canada's aircraft is low carbon</li> </ul>	<p>Switching to low-carbon-intensity aviation fuel which releases fewer GHG emissions than the conventional fossil-based fuel contributes to national and international GHG emissions reduction targets to take action against climate change</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions.</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
			GIF Target 13.2.2: Total greenhouse gas emissions per year

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations</p>	<p>Reduce GHG emissions from marine fleet to support departmental GHG emissions reductions targets</p> <p><b>Programs:</b></p> <p>Ferries Services Contribution Program</p>	<p><b>Starting point:</b></p> <p>35.5ktCO<sub>2</sub>e for marine fleet as of 2005 to 2006 baseline year</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>• Percentage (%) change in GHG emissions from marine fleet as calculated by: <ul style="list-style-type: none"> <li>◦ GHG emissions in fiscal year 2005-06 (baseline year): = [X] ktCO<sub>2</sub>e</li> <li>◦ GHG emissions in current reporting fiscal year = [Y] ktCO<sub>2</sub>e</li> </ul> </li> </ul>	<p>Reducing GHG emissions from the marine fleet contributes to national and international GHG emissions reduction targets to take action against climate change</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions.</p> <p>GIF Target 13.2.2: Total greenhouse gas emissions per year</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		<p>o percentage (%) change in GHG emissions from fiscal year 2005-06 to current reporting fiscal year = <math>[Y-X]/X</math> %</p> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>• Reduce GHG emissions from marine fleet to support the departmental target of 40% GHG reduction by 2025 and at least 90% by 2050</li> </ul>	



Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations</p>	<p>By 2030, 40% (by volume) of marine fuel used in Transport Canada's ferries will be low carbon</p> <p><b>Program:</b> Ferries Services Contribution Program</p>	<p><b>Starting point:</b> New initiative</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Percentage (by volume) of low carbon fuel used in Transport Canada's ferries</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>By 2030, 40% (by volume) of marine fuel used in Transport Canada's ferries is low carbon</li> </ul>	<p>Reducing GHG emissions from the marine fleet contributes to national and international GHG emissions reduction targets to take action against climate change</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions</p> <p>GIF Target 13.2.2: Total greenhouse gas emissions per year</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations</p>	<p>Reduce GHG emissions from other mobile equipment to support departmental GHG emissions reductions targets</p> <p><b>Programs:</b></p> <p>Other mobile equipment-owning programs with support and advice from Environmental Stewardship of Transportation</p>	<p><b>Starting point:</b></p> <p>5.3ktCO<sub>2</sub>e for other mobile equipment as of 2005 to 2006 baseline year</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>• Percentage (%) change in GHG emissions from other mobile equipment as calculated by: <ul style="list-style-type: none"> <li>◦ GHG emissions in fiscal year 2005-06 (baseline year): = [X] ktCO<sub>2</sub>e</li> <li>◦ GHG emissions in current reporting fiscal year = [Y] ktCO<sub>2</sub>e</li> </ul> </li> </ul>	<p>Reducing GHG emissions from other mobile equipment contributes to national and international GHG emissions reduction targets to take action against climate change</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions</p> <p>GIF Target 13.2.2: Total greenhouse gas emissions per</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		<ul style="list-style-type: none"> <li>○ percentage (%) change in GHG emissions from fiscal year 2005-06 to current reporting fiscal year = <math>[Y-X]/X \%</math></li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>• Reduce GHG emissions from other mobile equipment to support the departmental target of 40% GHG reduction by 2025 and at least 90% by 2050</li> </ul>	year

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations</p>	<p>Implement measures to encourage an overall increase in other mobile equipment fleet that are ZEVs and/or low-carbon fleet where operationally feasible</p> <p><b>Program:</b></p> <p>Environmental Stewardship of Transportation</p>	<p><b>Starting point:</b></p> <p>Transport Canada does not have any measures in place to encourage the transition of the other mobile equipment fleet to ZEV or low-carbon</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>The development of measures or the measures implemented to encourage the transition of the other mobile equipment fleet to ZEV or low-carbon</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>By 2027, have measures implemented</li> </ul>	<p>Implementing measures that encourage an increase in other mobile equipment that are ZEVs and/or low-carbon fleet contributes to national and international GHG emissions reduction targets to take action against climate change.</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions.</p>

<b>Implementation strategy</b>	<b>Departmental action</b>	<b>Starting point Performance indicator Target</b>	<b>How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS</b>
		which support the transition of the other mobile equipment fleet to ZEV or low-carbon	GIF Target 13.2.2: Total greenhouse gas emissions per year

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations</p>	<p>Transition other mobile equipment to low-carbon where operationally feasible</p> <p><b>Programs:</b></p> <p>Other mobile equipment-owning programs with support and advice from Environmental Stewardship of Transportation</p>	<p><b>Starting point:</b></p> <p>As of 2021 to 2022, Transport Canada's other mobile equipment fleet is 223 of which 13 (5.8%) are ZEVs or low-carbon</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Percent (%) composition of the other mobile equipment reflecting the proportion of low-carbon other mobile equipment</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>Increase the proportion of low-carbon equipment in the other mobile equipment fleet</li> </ul>	<p>As other mobile equipment that are ZEV and/or low-carbon fleet increases over time, Transport Canada's fleet-related GHG emissions will decrease, contributing to national and international GHG emissions reduction targets to take action against climate change</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
			<p>economy-wide net-zero greenhouse gas emissions</p> <p>GIF Target 13.2.2: Total greenhouse gas emissions per year</p>

<b>Implementation strategy</b>	<b>Departmental action</b>	<b>Starting point Performance indicator Target</b>	<b>How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS</b>
Modernize through net-zero carbon buildings	<p>All new buildings will be constructed to be net-zero carbon unless a lifecycle cost-benefit analysis indicates net-zero carbon ready construction</p> <p><b>Programs:</b></p> <p>All programs undertaking new building construction projects with support and advice from Environmental Stewardship of Transportation</p>	<p><b>Starting point:</b></p> <p>New initiative</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Percentage of new buildings over 50m2 constructed to be net-zero carbon</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>100% of new buildings over 50m2 are constructed to be net-zero carbon <sup>4</sup></li> </ul>	<p>Prioritizing low-carbon investment in new buildings will allow Transport Canada to reduce its energy consumption and associated GHG emissions from its real property portfolio and improve the environmental performance of its buildings</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions</p>



Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
			<p>GIF Target 13.2: Integrate climate change measures into national policies, strategies and planning</p> <p>GIF Target 13.2.2: Total greenhouse gas emissions per year</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
<p>Apply a greenhouse gas reduction life-cycle cost analysis for major building retrofits</p>	<p>All major renovations where the construction value is 50% or more of the assessed value will conduct a life-cycle cost benefit analysis to determine the optimal GHG savings</p> <p><b>Programs:</b></p> <p>All programs undertaking major renovation projects with support and advice from Environmental Stewardship of Transportation</p>	<p><b>Starting point:</b></p> <p>New initiative</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Percentage of all major renovations over 50m<sup>2</sup> where the construction value is 50% or more of the assessed value conducted a life-cycle cost benefit analysis</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>100% of all major renovations over 50m<sup>2</sup> where the construction value is 50% or more of the assessed value conducted a life-cycle cost benefit analysis</li> </ul>	<p>Requiring GHG reduction life-cycle cost benefit analysis for major building retrofits will determine optimal GHG savings to reduce GHG emissions which will contribute to the commitment to take action on climate change</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
			<p>GIF Target 13.2: Integrate climate change measures into national policies, strategies and planning</p> <p>GIF Target 13.2.2: Total greenhouse gas emissions per year</p>

**Target:** The Government of Canada will transition to climate resilient operations by 2050 (All Ministers)

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
Reduce risks posed by climate change to federal assets, services and operations	<p>Develop or facilitate departmental activities that help strengthen Transport Canada's climate change adaptation knowledge and capacity</p> <p><b>Program:</b> Climate Change and Clean Air</p>	<p><b>Starting point 1:</b></p> <p>Since 2015, Transport Canada has been hosting transportation adaptation webinars, which have attracted over 1000 participants from all levels of government (including Transport Canada), industry, academia and non-governmental organizations. Many of Transport Canada's climate change knowledge and capacity activities, such as the webinar series, extend to external transportation stakeholders, thus fostering both internal and external capacity. In 2022 to 2023, Transport Canada hosted 3 adaptation webinars that were attended by 85</p>	<p>Increasing Transport Canada's climate change adaptation knowledge and capacity is a key step in understanding the risks to the department's assets, services, and operations, and taking action to reduce those risks. The transportation adaptation webinars are open to the public, as well as Transport Canada employees, allowing for further opportunities to increase the adaptation knowledge of the transportation sector and Canadians</p> <p><b>Relevant targets or ambitions:</b></p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		<p>Transport Canada employees and 342 total attendees</p> <p><b>Performance indicator 1:</b></p> <ul style="list-style-type: none"> <li>Percentage of Transport Canada employees who attended transportation adaptation webinars</li> </ul> <p><b>Target 1:</b></p> <ul style="list-style-type: none"> <li>Increase in the percentage of Transport Canada attendees, per year</li> </ul> <p><b>Starting point 2:</b></p> <p>In 2022 to 2023, Transport Canada hosted 3 adaptation webinars. 100% of attendees who responded to the post-webinar survey indicated</p>	<p>GIF Target 13.3: Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		<p>a moderate or significant increase in their adaptation knowledge</p> <p><b>Performance indicator 2:</b></p> <ul style="list-style-type: none"> <li>Percentage of Transport Canada employees whose knowledge increased as a result of the information they acquired by attending a transportation adaptation webinar</li> </ul> <p><b>Target 2:</b></p> <ul style="list-style-type: none"> <li>80% of webinar survey respondents, per webinar, indicated a moderate or significant increase in their adaptation knowledge</li> </ul>	

<b>Implementation strategy</b>	<b>Departmental action</b>	<b>Starting point Performance indicator Target</b>	<b>How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS</b>
<p>Reduce risks posed by climate change to federal assets, services and operations</p>	<p>Develop or facilitate departmental activities that help strengthen Transport Canada's climate change adaptation knowledge and capacity</p> <p><b>Program:</b> Climate Change and Clean Air</p>	<p><b>Starting point:</b> Transport Canada's first climate change adaptation plan sunset in March 2016. In early 2020, Transport Canada completed a climate risk assessment, by identifying and evaluating climate risks and opportunities in areas such as Transport Canada's: assets and operations, regulatory role, policies and programs. This work helped inform the development of the department's second climate change adaptation plan (between 2020 to 2021 and 2024 to 2025), which was approved in Spring 2021</p> <p><b>Performance indicator:</b></p>	<p>Delivering the actions in Transport Canada's second Adaptation Plan, informed by a comprehensive departmental climate risk assessment, will build the climate resilience of the department, and help spur adaptation actions across the broader transportation sector</p> <p><b>Relevant targets or ambitions:</b> GIF Target 13.1: Strengthen resilience and adaptive capacity to climate related hazards and natural disasters in all countries</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		<ul style="list-style-type: none"> <li>Deliver the actions in Transport Canada's second climate change adaptation plan</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>100% of actions in Transport Canada's second climate change adaptation are underway or delivered by 2024 to 2025</li> </ul>	GIF Target 13.2: Integrate climate change measures into national policies, strategies and planning

### Implementation strategies supporting the goal

This section is for implementation strategies that support the goal **“Take action on climate change and its impacts”** but not a specific FSDS target



<b>Implementation strategy</b>	<b>Departmental action</b>	<b>Starting point Performance indicator Target</b>	<b>How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS</b>
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<p>Other</p>	<p>Continue on-going implementation of the National Trade Corridors Fund (NTCF), Transport Canada's \$4.6B 11-year competitive and merit-based program investing in trade-enabling transportation infrastructure projects to improve the fluidity, reliability, and performance of Canada's supply chains while strengthening the resiliency of the transportation system in a changing climate</p> <p>The initial \$1.9B funding envelope for the NTCF has since been topped up three times since 2017: Budget 2019 provided an additional \$400M dedicated to Arctic and Northern regions, Budget 2021 provided an additional \$1.8B to the fund, and</p>	<p><b>Starting point:</b></p> <p>In 2022, the Minister of Transport announced the allocation of NTCF funding from three separate calls for proposals, including:</p> <ul style="list-style-type: none"> <li>• nearly \$369M to 14 projects, leveraging total investments of over \$1B under the Continuous call for proposals, which launched in January 2019 and closed in December 2021.</li> <li>• \$4.6M to two projects, leveraging investments of more than \$9.4M under the Arctic and Northern call for proposals, which launched in October 2020 and closed in March 2021; and</li> <li>• \$9.9M to two projects, leveraging nearly \$20M in total investments under the Relieving Supply Chain Congestion at Canadian Ports call for proposals, which launched and closed in early 2022.</li> </ul>	<p>Transport Canada requires project proponents to consider how their project will increase the resilience of the transportation system to a changing climate in their proposals, as well as how the project would promote sustainable transportation by reducing environmental impacts, including GHG and air contaminant emissions</p> <p>By incorporating resilience criteria in NTCF project evaluation and selection processes, the program can encourage proponents to include climate resilience components in their project design at the outset. This is</p>
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Budget 2022 provided an additional \$450M to support supply chain projects.

**Program:**

National Trade Corridors

To date, Transport Canada has launched seven calls for proposals, four of which have concluded. Transport Canada officials are currently evaluating proposals submitted under the Advancing Supply Chain Digitalization call for proposals (launched February 2023 and closed in April 2023) targeting projects that will improve asset and operations management, coordination, planning, and optimization of supply chains to help alleviate bottlenecks and boost network fluidity and resilience

**Performance indicator:**

- Number of calls for proposals launched, implemented, and/or closed

**Target:**

- Implementation and closure of the Relieving Supply Chain Congestion at Canadian Ports, Increasing the

especially important in the northern project proposals due to the increased impacts of climate change on northern transportation infrastructure

The NTCF is a transportation infrastructure contribution program, which funds trade-enabling transport projects that, in turn, increase overall economic growth across the country.

**Relevant targets or ambitions:**

CIF Ambition 8.5: Canadians contribute to and benefit from sustainable economic growth

CIF Ambition 13.1: Canadians reduce their greenhouse gas emissions

Fluidity of Canada's Supply Chains, and Advancing Supply Chain Digitalization calls for proposals

CIF Target 13.1: By 2030, reduce Canada's total greenhouse gas emissions by 40 to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions

GIF Target 9.1: Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all

Other	<p>Provide federal funding to support projects that help Canada’s rail sector research, develop, and implement innovative technologies, tools, and approaches to address climate change risks to rail safety</p> <p>Program: Rail Safety Improvement Program</p>	<p><b>Starting point:</b> New program. As of April 1, 2023, 0 projects completed</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Number of completed projects (that completed risk assessments, or developed, tested, or implemented monitoring technologies, or that implemented mitigation measures).</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>By March 31, 2027, 20 projects completed</li> </ul>	<p>By assessing the risks of climate change on Canada’s critical rail infrastructure and developing effective solutions to address those risks, Canada’s rail sector will be more resilient to future climate change impacts</p> <p><b>Relevant targets or ambitions:</b></p> <p>GIF Target 13.1: Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries</p>
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Other	<p>Provide federal funding to support projects that address climate change resilience through the rehabilitation, mitigation and/or prevention of the impacts of climate change and extreme weather along rail lines and rail property</p> <p><b>Program:</b></p> <p>Rail Safety Improvement Program</p>	<p><b>Starting point:</b> New program. As of April 1, 2023, 0 projects completed</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>• Number of completed projects (that rehabilitated rail infrastructure impacted by climate change or extreme weather events, and/or implemented measures to mitigate/prevent future climate change impacts)</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>• By March 31, 2027, 39 projects completed</li> </ul>	<p>By supporting projects that address climate change impacts on rail infrastructure and operations, Canada’s rail sector will be more prepared for extreme weather events and future impacts, ensuring the ongoing movement of people and goods across the country</p> <p><b>Relevant targets or ambitions:</b></p> <p>GIF Target 13.1: Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries</p>
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## Goal 14: Conserve and protect Canada’s oceans

**FSDS Context:** Since 2016, the Oceans Protection Plan (OPP) has enhanced Canada’s marine safety and environmental protection system and enabled more pro-active approaches to ocean stewardship in

partnership with marine stakeholders and Indigenous Peoples. In 2022, OPP received

\$2 billion, bringing the total invested in support of the plan to \$3.5 billion. Renewal has extended the program for an additional 9 years, with the goal of building upon results achieved over the past 5 years and expanding into new areas, such as preparedness for marine incidents of all types (not just oil spills). New initiatives will also focus on improving the efficiency, safety, and sustainability of Canada's marine supply chains and mitigating the impact of vessel traffic on the environment, through direct measures and by advancing research on marine pollution, ecosystems, and wildlife.

Transport Canada's goal to address abandoned, hazardous, and wrecked vessels involves the continued implementation and enforcement of the *Wrecked, Abandoned or Hazardous Vessels Act* (enacted in July 2019). This Act aims to strengthen vessel owner responsibility and liability while facilitating the creation of a vessel-owner financed program to help support the remediation and prevention of priority abandoned, hazardous or wrecked vessels

Over 567 vessels or wrecks have been addressed under this Act; in addition to approximately 484 vessels or wrecks that have been removed and disposed to date under the Department of Fisheries and Oceans Small Craft Harbour Abandoned and Wrecked Vessel Removal Program, or under Transport Canada's Abandoned Boats Program. To facilitate the funding of future vessel removals, Transport Canada was approved in Budget 2023 to bring forward the Vessel Remediation Fund (VRF), an owner-financed program which will be used to provide a stable source of long-term funding. Transport Canada is in the process of developing regulations which will allow the department to introduce a regulatory charge that will enable the department to capitalize the VRF.

Budget 2023 also renewed the Whales Initiative for three years, ensuring that Transport Canada could continue its essential work protecting Canada's at-risk whale populations with focus on the North Atlantic Right Whale (NARW) on the East Coast and the Southern Resident Killer Whale (SRKW) on the West Coast.

Since 2017, annual and seasonal management measures, such as the 400m approach distance, interim sanctuary zones and speed restricted zones, are implemented and enforced to provide marine mammals protection from physical and acoustic

disturbances generated by vessels in Canadian waters, including the risk of vessel collisions.

Canada has also been a leader and a driving force at the international level with regard to underwater noise over the past six years. Canada has been influential in leading the review of the 2014 International Maritime Organization Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life; a revised version was approved in July 2023 by the Marine Environment Protection Committee (MEPC). Next steps will include considering how to support the implementation of these revised Guidelines and other domestic efforts to reduce underwater noise

**Target theme:** Ocean Protection and Conservation

**Target:** Conserve 25% of marine and coastal areas by 2025, and 30% by 2030, in support of the commitment to work to halt and reverse nature loss by 2030 in Canada, and achieve a full recovery for nature by 2050 (Minister of Fisheries, Oceans and the Canadian Coast Guard)



Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
Protect, manage, and restore marine and coastal areas	<p>Participate in Marine Protected Area (MPA) governance and establishment discussions in order to proactively identify potential risks from marine transportation in new MPAs</p> <p>Participate in DFO-led Inuit Impact and Benefit Agreements negotiations on marine transportation related matters for the establishment of new MPAs in the Arctic</p> <p><b>Program:</b></p>	<p><b>Starting point:</b></p> <p>To date, the areas for establishment are at the risk identification stage (of note: Transport Canada is not a conservation department and does not control the design nor timing of when MPAs are created. This is lead by federal conservation departments ECCC, DFO, and Parks Canada)</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Percentage of new or expanded Marine Protected Areas and Other Effective area-based Conservation Measures (OECMs) in which marine transportation is identified as a risk or negative impact on conservation and</li> </ul>	<p>These actions contribute to conserving and protecting Canada's oceans. As risks are identified, Transport Canada will provide mitigation advice through regulatory measures. Transport Canada supports and follows the pace of establishing departments</p> <p><b>Relevant targets or ambitions:</b></p> <p>GIF Target 14.2 By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their</p>

<b>Implementation strategy</b>	<b>Departmental action</b>	<b>Starting point Performance indicator Target</b>	<b>How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS</b>
	Protecting Oceans and Waterways	<p>protection objectives, that have measures in place to reduce the impacts of vessel traffic while maintaining safe and efficient marine transportation</p> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>• 100%</li> </ul>	<p>resilience, and take action for their restoration in order to achieve healthy and productive oceans</p> <p>GIF Indicator 14.5.1: Coverage of protected areas in relation to marine areas</p>

### **Implementation strategies supporting the goal**

This section is for implementation strategies that support the goal “**Conserve and protect Canada’s oceans**” but not a specific FSDS target

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
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<p>Reduce marine litter and support the Canada-wide Strategy on Zero Plastic Waste</p>	<p>Transport Canada's will:</p> <ul style="list-style-type: none"> <li>• Participate in Marine Environmental Protection Committee (MEPC) meetings at the International Maritime Organization IMO to lend Canadian perspective on marine plastic litter</li> <li>• Collaborate with ECCC to close knowledge gaps by 2025 in areas of mutual interest related to marine plastic litter</li> <li>• Fund new research around marine plastic litter to establish best practices around waste management and the marine sector's contribution to plastic waste</li> </ul> <p><b>Program:</b></p> <p>Protecting Oceans and Waterways</p>	<p><b>Starting point:</b></p> <p>&amp;nbs</p> <p>Two (2) studies have been completed to date, one is underway. Memorandum of Understanding signed with ECCC to start 6 additional studies</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>• Undertake studies to support the development of a national policy framework to prevent and reduce marine transportation sector's contribution to marine plastic litter</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>• Eleven (11) studies completed by March 2027, including five in collaboration with ECCC</li> </ul>	<p>As knowledge and awareness of plastic pollution from the marine transportation sector is expanded, this will support the development of policies towards prevention and reduction of marine pollution</p> <p><b>Relevant targets or ambitions:</b></p> <p>&amp;nbs</p> <p>GIF Target 14.1: By 2025, prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities, including marine debris and nutrient pollution</p>
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<p>Support the recovery and protection of Canada’s endangered whales</p>	<p>Protect the endangered Southern Resident Killer Whale and North Atlantic Right Whale by implementing and enforcing relevant interim orders</p> <p><b>Program:</b></p> <p>Protecting Oceans and Waterways</p>	<p><b>Starting point 1:</b></p> <p>0.05 reported infractions per vessel tracked (2021 season)</p> <p><b>Performance indicator 1:</b></p> <ul style="list-style-type: none"> <li>Count of reported infractions per vessel tracked regarding the protection of the North Atlantic Right Whale (NARW)</li> </ul> <p><b>Target 1:</b></p> <ul style="list-style-type: none"> <li>TBD <sup>5</sup></li> </ul> <p><b>Starting point 2:</b></p> <p>752 reported infractions (2021 season)</p> <p><b>Performance indicator 2:</b></p> <ul style="list-style-type: none"> <li>Count of infractions reported pertaining to the Southern Resident Killer Whale (SRKW)</li> </ul> <p><b>Target 2:</b></p> <ul style="list-style-type: none"> <li>TBD <sup>6</sup></li> </ul>	<p>These actions contribute to the protection of the endangered North Atlantic Right Whale and Southern Resident Killer Whale</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Target 15.1: Canada ensures all species have healthy and viable populations</p> <p>CIF Indicator 15.1.1: Proportion of native wild species ranked secure or apparently secure according to the national extinction risk level</p> <p>GIF Target 15.5: Take urgent and significant action to reduce the degradation</p>
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			of natural habitats, halt the loss of biodiversity and, by 2020, protect and prevent the extinction of threatened species
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<p>Support the recovery and protection of Canada's endangered whales</p>	<p>Continue to partner with the Vancouver Port Authority's Enhancing Cetacean Habitat and Observation (ECHO) program to implement vessel slowdowns in Haro Strait and Boundary Pass in the Salish Sea</p> <p><b>Program:</b> Protecting Oceans and Waterways</p>	<p><b>Starting point 1:</b> 57% reduction in ambient underwater noise in Haro Strait and 52% reduction in ambient underwater noise in Boundary Pass compared to the pre-slowdown baseline period</p> <p><b>Performance indicator 1:</b></p> <ul style="list-style-type: none"> <li>Underwater noise reduction greater than the pre-slowdown baseline period</li> </ul> <p><b>Target 1:</b></p> <ul style="list-style-type: none"> <li>45% -50% annual reduction in underwater noise, compared to the pre-slowdown baseline period.</li> </ul> <p><b>Starting point 2:</b> 95% of ships transiting the area (2,074 of 2,295 transits) slowed to the target speed, over the 26 weeks and 1 day of the vessel slowdown</p>	<p>Transport Canada is conducting research on underwater noise and supporting development of technologies for detection and monitoring of endangered whales to support their protection and recovery</p> <p><b>Relevant targets or ambitions:</b> GIF Target 14.2: By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their restoration in order to achieve</p>
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initiative  
implemented from  
June 1, 2022, until  
November 30, 2022

**Performance  
indicator 2:**

- Percentage of ships transiting in the speed restriction area that slow to the target speed

**Target 2:**

- 100%

healthy and  
productive  
oceans

GIF Target 14.c:  
Enhance the  
conservation  
and sustainable  
use of oceans  
and their  
resources by  
implementing  
international  
law as reflected  
in the United  
Nations  
Convention on  
the Law of the  
Sea, which  
provides the  
legal framework  
for the  
conservation  
and sustainable  
use of oceans  
and their  
resources, as  
recalled in  
paragraph 158  
of “The future  
we want”

GIF Target  
14.c.1: Number  
of countries  
making  
progress in  
ratifying,  
accepting and



		implementing through legal, policy and institutional frameworks, ocean-related instruments that implement international law, as reflected in the United Nations Convention on the Law of the Sea, for the conservation and sustainable use of the oceans and their resources
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<p>Support the recovery and protection of Canada's endangered whales</p>	<p>Continuing with the support and protection of the North Atlantic Right Whale (NARW) population, Transport Canada implements annual mandatory vessel management measures on the East Coast</p> <p><b>Program:</b></p> <p>Protecting Oceans and Waterways</p>	<p><b>Starting point:</b></p> <p>Over 99% of vessel transiting the areas (10,600 of 10,606) were compliant with the NARW 2022 management measures over the 30 weeks they were in place</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Percentage of ships that are compliant with mandatory North Atlantic right whales traffic management measures that reduce the threat of vessel collisions with at-risk-whale populations</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>99%</li> </ul>	<p>Transport Canada is conducting research on underwater noise and supporting development of technologies for detection and monitoring of endangered whales to support their protection and recovery</p> <p><b>Relevant targets or ambitions:</b></p> <p>GIF Target 14.2: By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their restoration in order to achieve</p>
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			healthy and productive oceans
Other	<p><b>Oceans Protection Plan (OPP)</b></p> <p>The Government of Canada’s renewed and expanded OPP is leveraging the knowledge and partnerships already established with Indigenous, coastal communities and marine stakeholders, as well as the research and analysis undertaken to date</p> <p>The renewed OPP continues with four pillars:</p> <ul style="list-style-type: none"> <li>• Enhancing Marine Safety;</li> <li>• Protecting and Restoring Marine Ecosystems;</li> <li>• Strengthening the Evidence Base; and,</li> <li>• Advancing Indigenous Partnerships and Engaging Canadians</li> </ul> <p><b>Program:</b></p> <p>Protecting Oceans and Waterways</p>		

Other	<p><b>OPP Pillar:</b></p> <p><b>Enhancing Marine Safety</b></p> <p>An effective marine safety system prevents marine incidents and ship-source pollution, responds quickly when they occur, and preserves and restores the local environment. Canada's marine safety system is world-leading and designed to do each of these things. Under this pillar, OPP will be further enhancing the existing marine safety system, through legislative and regulatory amendments, and implementation of new initiatives or programming. This includes:</p> <ul style="list-style-type: none"> <li>• Expanding the National Aerial Surveillance Program to detect pollution and monitor endangered species, including whales.</li> <li>• Modernizing the <i>Canada Shipping Act, 2001</i> to close critical gaps in the marine safety system.</li> </ul>	<p><b>Starting point:</b></p> <p>One year into the Oceans Protection Plan (OPP) renewal our marine safety system is growing stronger by using new scientific research, technology, and equipment. OPP-partner departments have also continued to leverage partnerships with Indigenous Peoples, the marine industry, other stakeholders, and scientists.</p> <p><b>Performance indicator 1:</b></p> <ul style="list-style-type: none"> <li>• Percentage of authorities sought to close gaps and strengthen marine safety and environmental protection receive Royal Assent.</li> </ul> <p><b>Target 1:</b></p> <ul style="list-style-type: none"> <li>• By March 2027, 100%</li> </ul>	<p>Work under this pillar supports enhancement of the federal marine safety system, ensuring enhanced capacity to prevent and respond to marine emergencies, respond to a broader range of pollution, and plan for recovery from marine oil spills</p> <p><b>Relevant targets or ambitions:</b></p> <p>GIF Target 14.2: By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their</p>
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- Establishing a National Pilotage Certification Program by implementing new regulations for marine pilotage in Canada.
- Expanding the Places of Refuge Program, establishing a national framework for emergency assistance for ships.
- Implementing *The Oil Tanker Moratorium Act*.
- Investing in safety equipment and marine infrastructure in northern communities.
- Strengthening Canada's domestic oversight of regulated vessels—including tugs, small fishing vessels, small passenger vessels, and workboats.
- Creating a Navigation Safety Assessment Program that includes developing a process to review navigation safety for new major marine transportation projects.

## **Performance**

### **Indicator 2:**

- % of identified gaps in the national framework that are closed to ensure that the prevention framework is adapted to account for changes to marine transportation

### **Target 2:**

- By March 2027, 100%

## **Performance**

### **Indicator 3:**

- National Aerial Surveillance Program (NASP) response rate to search and rescue and oil spill tasking

### **Target 3:**

- By March 2027, 70% response rate to search and rescue tasking and 100% response rate to oil spill taskings

restoration in order to achieve healthy and productive oceans

- Enhancing the Marine Training Program by raising awareness of, and access to, training and job opportunities for underrepresented groups in the marine sector, such as women, Indigenous Peoples, Northerners, and Inuit.
- Expanding the Enhanced Maritime Situational Awareness Initiative, providing accessible maritime information and a common operating picture which is increasing Indigenous participation and inclusion in marine safety, sustainable and local economic growth, and environmental monitoring and protection.
- Modernizing Canada's current ship inspection programs to improve efficiencies and minimize risks to marine safety and the environment.

## **Performance**

### **Indicator 4:**

- Enhanced inspection of every foreign tanker inspected under Port State Control

### **Target 4:**

- By March 2024, 90% (Indicator and target subject to review by fiscal year 2024 to 2025)

## **Performance**

### **Indicator 5:**

- % of places of refuge designated

### **Target 5:**

- By March 2027, 75%

## **Performance**

### **Indicator 6:**

- % increase of users with access to the Enhanced Maritime Situational Awareness system (current baseline is 650 users)

**Target 6:**

- By March 2027, 100% increase (1300 users)

**Performance****Indicator 7:**

- % of targeted Northern Indigenous communities deploying new safety equipment and/or basic marine infrastructure

**Target 7:**

- By 2027, 90%

**Performance****Indicator 8:**

- % of Marine Training Program graduates who are employed in the marine sector

**Target 8:**

- By March 2027, 70%

<p>Other</p>	<p><b>OPP Pillar:</b></p> <p><b>Protecting and Restoring Marine Ecosystems</b></p> <p>Under this pillar, additional measures are being implemented to protect and restore marine ecosystems for future generations, including measures to protect marine species. Initiatives include:</p> <ul style="list-style-type: none"> <li>• Assessing the cumulative effects of marine shipping</li> <li>• Working collaboratively with Indigenous Peoples and stakeholders to study and assess the long-term effects of marine shipping</li> <li>• Investing in a comprehensive strategy to identify, remove, and prevent hazardous vessels threatening our coasts and shorelines</li> <li>• Engaging with Indigenous partners, industry, environmental NGOs, and provincial/territorial</li> </ul>	<p><b>Starting Point:</b></p> <p>Work is well underway to meet Canada's commitments on international biofouling guidelines, and work continues on the comprehensive strategy to identify and remove vessels of concern</p> <p><b>Performance Indicator 1:</b></p> <ul style="list-style-type: none"> <li>• Number of measures in place to reduce impacts of marine safety incidents, marine shipping, vessels of concern and vessel traffic on marine ecosystems</li> </ul> <p><b>Target 1:</b></p> <ul style="list-style-type: none"> <li>• By March 2027, 7</li> </ul> <p><b>Performance Indicator 2:</b></p> <ul style="list-style-type: none"> <li>• # of regional assessments completed on the cumulative effects of marine</li> </ul>	<p>Work under this pillar will restore marine ecosystems and ensure proactive measures are in place for the ongoing protection against the impacts of marine shipping.</p> <p><b>Relevant targets or ambitions:</b></p> <p>GIF Target 14.2: By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their restoration in order to achieve healthy and productive oceans</p>
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governments to implement a ban on heavy fuel oil in the Arctic

- Implementing new regulations to prevent the spread of invasive species in Canadian waters

shipping on marine environments and local communities

**Target 2:**

- By March 2027: 6 regional assessments completed

**Performance Indicator 3:**

- # of vessels of concern removed under the funding program

**Target 3:**

- By March 2024: 80 vessels removed by Transport Canada's Abandoned Boats Program and by March 2027: 125 vessels removed by Transport Canada's Abandoned Boats Program

<p>Other</p>	<p><b>OPP Pillar:</b></p> <p><b>Advancing Indigenous Partnerships and Engaging Canadians</b></p> <p>Work under this pillar includes partnering with Indigenous Peoples and Canadians to improve our marine safety system, facilitating participation in engagement sessions and emergency marine response programs. Initiatives include:</p> <ul style="list-style-type: none"> <li>• Expanding Marine Dialogue Forums beyond the west coast to other regions in Canada. These Forums are opportunities for stakeholders and Indigenous communities to provide ongoing input into the Oceans Protection Plan</li> <li>• Finding stronger proactive vessel management solutions to improve marine safety and environmental protection in shared local and regional</li> </ul>	<p><b>Starting Point:</b></p> <p>OPP will be continuing its work with Canadians and Indigenous Peoples to protect our coasts and waterways for future generations</p> <p><b>Performance Indicator 1:</b></p> <ul style="list-style-type: none"> <li>• Percentage of Canadians who are confident in Canada’s marine safety system</li> </ul> <p><b>Target 1:</b></p> <ul style="list-style-type: none"> <li>• By March 2027, 2% increase of survey respondents are confident in Canada’s marine safety system from the end of 2022</li> </ul> <p><b>Performance Indicator 2:</b></p> <ul style="list-style-type: none"> <li>• # of partnership agreements signed and maintained with those Indigenous groups who have indicated interest</li> </ul>	<p>Work under this pillar will provide opportunities for Indigenous Peoples to have meaningful participation and roles in the marine safety system and ecosystem protection</p> <p><b>Relevant targets or ambitions:</b></p> <p>GIF Target 10.2: By 2030, empower and promote the social, economic, and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status</p> <p>GIF Target 10.3: Ensure equal opportunity and reduce inequalities of outcome,</p>
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waterways by working with Indigenous partners, the shipping industry, and other users

- Renewing the Community Participation Funding Program to help eligible local and Indigenous communities and organizations take part in developing Canada's marine system
- Developing the Salish Sea Strategy through consultations with Indigenous communities and stakeholders on transportation issues, transportation and supply chain improvements, impact assessment reviews in the Salish Sea
- Building community-based partnerships for wildlife monitoring by co-developing Indigenous-led monitoring programs and training on marine birds

**Target 2:**

- By March 2027, maintain 2 existing and up to 4 new partnership agreements nationally

**Performance**

**Indicator 3:**

- # of partnership agreements assessed using performance indicators co-developed with Indigenous partners

**Target 4:**

- By March 2027, at least 2 partnership agreements assessed

**Performance**

**Indicator 5:**

- # of Indigenous groups engaged in developing a collaborative governance framework

**Target 5:**

including by eliminating discriminatory laws, policies and practices and promoting appropriate legislation, policies, and action in this regard

GIF Target 14.2: By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their restoration in order to achieve healthy and productive oceans

- Advancing indigenous partnerships through regulatory roundtables to ensure collaboration and engagement early in the development process
- Building a collaborative governance policy framework with Indigenous partners

- By March 2027, up to five regional or national Indigenous groups or partners

**Performance**

**Indicator 6:**

- # of targeted Indigenous partners contributing to developing and recommending a governance model to support low impact shipping corridors in the North

**Target 7:**

- By March 2027, 10 targeted Indigenous partners

<p>Other</p>	<p>(i) Enforce the 2021 <u><i>Ballast Water Regulations</i></u> to protect the marine environment from the introduction and spread of aquatic invasive species by ships' ballast water.</p> <p>(ii) Monitor marine transportation firms and vessels for compliance with the <i>Ballast Water Regulations</i></p> <p>(iii) Monitor the compliance of vessels bound for the Great Lakes, coming from overseas, or domestic ports. Compliance will be in accordance with the <i>Ballast Water Regulations</i> as well as cooperative enforcement with the U.S. in accordance with <u><i>Annex 5 of the Great Lakes Water Quality Agreement</i></u></p> <p><b>Program:</b></p> <p>Protecting Oceans and Waterways</p>	<p><b>Starting point 1:</b></p> <p>96.5% compliance (actual for 2022 to 2023)</p> <p><b>Performance indicator 1:</b></p> <ul style="list-style-type: none"> <li>Percentage of foreign vessels inspected and found to be in compliance with the Ballast Water Regulations</li> </ul> <p><b>Target 1:</b></p> <ul style="list-style-type: none"> <li>95% compliance. Vessels that are found to be non-compliant are instructed to take appropriate action by the Transport Canada inspector</li> </ul> <p><b>Starting point 2:</b></p> <p>100%</p> <p><b>Performance indicator 2:</b></p> <ul style="list-style-type: none"> <li>Percentage of vessels entering the Great Lakes that are inspected for compliance with</li> </ul>	<p>The <i>Ballast Water Regulations</i> require ships to take actions that reduce the risk of introducing and spreading aquatic invasive species through their ballast water</p> <p>In particular, ships are required to limit the concentration of viable organisms in their ballast water, per the <i>International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004</i></p> <p>Ensuring that marine transportation firms and vessels comply with the <i>Ballast Water Regulations</i></p>
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the *Ballast Water Regulations*

**Target 2:**

- 100%. All vessels entering the Great Lakes must be inspected as per the Great Lakes Water Quality Agreement

helps to prevent the introduction and spread of aquatic invasive species in Canada, and thereby contributes to protecting the health of Canada's coasts and oceans (and rivers and lakes)

**Relevant targets or ambitions:**

CIF Ambition 14.1: Canada protects and conserves marine areas and sustainably manages fish stocks

CIF Target 14.1: Conserve 25% of Canada's oceans by 2025, working towards 30% by 2030

GIF Target 6.6: By 2020, protect and restore water-related

ecosystems,  
including  
mountains,  
forests,  
wetlands, rivers,  
aquifers and  
lakes

GIF Target 14.2:  
By 2020,  
sustainably  
manage and  
protect marine  
and coastal  
ecosystems to  
avoid significant  
adverse  
impacts,  
including by  
strengthening  
their resilience,  
and take action  
for their  
restoration in  
order to achieve  
healthy and  
productive  
oceans

GIF Target 15.8:  
By 2020,  
introduce  
measures to  
prevent the  
introduction  
and significantly  
reduce the  
impact of  
invasive alien

			species on land and water ecosystems and control or eradicate the priority species
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<p>Other</p>	<p>As part of the preservation and protection of Canada’s Marine ecosystems, Transport Canada launched the Ballast Water Innovation Program (BWIP). BWIP aims to support industry-led research and development projects to advance solutions to address technical challenges of ballast water management systems (BWMS) in the Great Lakes- St. Lawrence River (GLSLR) region and increase the availability of data/information on the installation, operation and maintenance of BWMS on vessels in the GLSLR</p> <p>This will support industry in optimizing the use of BWMS and facilitate compliance with the <i>Ballast Water Regulations</i></p> <p><b>Program:</b></p> <p>Protecting Oceans and Waterways</p>	<p><b>Starting Point 1:&amp;nbs</b></p> <p>\$12.5M allocated by Transport Canada for the BWIP contribution program, with a maximum eligibility of \$5M per project, which is available through to March 2027</p> <p><b>Performance indicator 1:</b></p> <ul style="list-style-type: none"> <li>• Number of projects and total funding approved per project under BWIP.</li> </ul> <p><b>Target 1:</b></p> <ul style="list-style-type: none"> <li>• At least 2 projects are funded, and all projects are completed as per funding agreements</li> </ul> <p><b>Starting Point 2:&amp;nbs</b></p> <p>BWIP Call for Proposals was launched in February 2023 with the objective of</p>	<p>BWIP aims to assist industry optimize BWMS for use in the GLSLR region. BWIP therefore works towards further advancing the goal of protecting Canada’s freshwater ecosystems, by preventing the introduction and spread of Aquatic Invasive Species</p> <p><b>Relevant targets or ambitions:</b></p> <p>GIF Target 14.2: By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their</p>
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funding projects that will support industry efforts to advance solutions to address technical challenges of BWMS on vessels in the GLSLR region and increase the availability of data/information on the installation, operation, and maintenance of BWMS in the GLSLR

**Performance indicator 2:**

- Number of technical solutions developed and/or demonstrated to optimize the BWMS operating in the GLSLR region

**Target 2:**

- At least 1 technical solution is developed and/or demonstrated, resulting in improved BMWS

restoration in order to achieve healthy and productive oceans

GIF Target 15.8: By 2020, introduce measures to prevent the introduction and significantly reduce the impact of invasive alien species on land and water ecosystems and control or eradicate the priority species

operations in the  
GLSLR

**Starting point 3:**

One stakeholder workshop was conducted in November 2022 and the goal of BWIP is to ensure all projects disseminate research & development findings through technical reports, publications, workshops, webinars etc.

**Performance indicator 3:**

- Number of BWIP knowledge-sharing events (such as workshops, technical report publishing, conference presentations etc.) held to disseminate project results between 2023 to March 2027

**Target 3:**

- At least 1 event per year is held

		during the implementation of selected projects through to March 2027 and information may inform amendments to the convention	
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Other	<p>Contribute to protecting Canada's environment by monitoring for oil pollution through the National Aerial Surveillance Program (NASP)</p> <p><b>Program:</b></p> <p>Protecting Oceans and Waterways</p>	<p><b>Starting point 1:</b></p> <p>95.2% (actual for 2019-2020)</p> <p><b>Performance indicator 1:</b></p> <ul style="list-style-type: none"> <li>Number of actual pollution patrol hours flown as a percentage of forecasted pollution patrol hours flown</li> </ul> <p><b>Target 1:</b></p> <ul style="list-style-type: none"> <li>95% or greater</li> </ul> <p><b>Starting point 2:</b></p> <p>7.9 vessels per hour flown (actual for 2019 to 2020)</p> <p><b>Performance indicator 2:</b></p> <ul style="list-style-type: none"> <li>Number of vessels overflown per hour</li> </ul> <p><b>Target 2:</b></p> <ul style="list-style-type: none"> <li>8.0 or more vessels per hour flown</li> </ul> <p><b>Starting point 3:</b></p> <p>0.15 spills per hour per 1,000 active commercial vessels (actual for 2019 to 2020)</p>	<p>This action contributes to the protection of oceans and other bodies of water by monitoring for oil pollution. This monitoring assists in the detection of, and prompt response to, oil spills</p> <p><b>Relevant targets or ambitions:</b></p> <p>CIF Ambition 14.1: Canada protects and conserves marine areas and sustainably manages ocean fish stocks</p> <p>GIF Target 14.1: By 2025, prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities, including</p>
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**Performance indicator 3:**

- Number of oil spills greater than 10 litres per hours flown per 1,000 active commercial vessels

**Target 3:**

- Not more than 0.15 spills per hour per 1,000 active commercial vessels

marine debris and nutrient pollution

Other	<p>Transport Canada engages with interdepartmental experts and key stakeholders for the development of robust and appropriate responses to Vessels of Concern</p> <p>Transport Canada takes action to translate policy and legislative intent into concrete results with regard to vessel remediation</p> <p><b>Program:</b></p> <p>Protecting Oceans and Waterways</p>	<p><b>Starting point:</b></p> <p>The pre-requisite legislation for the establishment of the Vessel Remediation Fund has received Royal Assent with the passage of Bill C-47 on June 23, 2023</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>• Development of regulations to implement the regulatory charge necessary to capitalize the Vessel Remediation Fund</li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>• Spring 2025</li> </ul>	<p>Transport Canada and partner departments have been working to advance the legislative and regulatory component of the Vessel Remediation Fund</p>
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## **Goal 16: Promote a fair and accessible justice system, enforce environmental laws, and manage impacts**

**FSDS Context:** Transport Canada contributes to the monitoring for compliance with, and enforcement of, environmental protection regulations. This includes compliance with the International Convention for the Prevention of Pollution from Ships (MARPOL), Canada Shipping Act, 2001 and other conventions and acts through the inspection of foreign and domestic vessels.

**Target theme:** A Fair and Accessible Justice System and the Rule of Law

**Implementation strategies supporting the goal**

This section is for implementation strategies that support the goal **“Promote a fair and accessible justice system, enforce environmental laws, and manage impacts”** but not a specific FSDS target



Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
Implement monitoring, inspection and enforcement activities	<p>Monitor for compliance with the <i>International Convention for the Prevention of Pollution from Ships (MARPOL)</i>, <i>Canada Shipping Act, 2001</i> and other conventions and acts through the inspection of foreign and domestic vessels</p> <p><b>Program:</b></p> <p>Protecting Oceans and Waterways; Marine Safety Regulatory Framework; Marine Safety Oversight</p>	<p><b>Starting point:</b></p> <p>98.7% (2022 to 2023 rate as a percentage of the three-year moving average (2020 -2021 to 2022-2023))</p> <p><b>Performance indicator:</b></p> <ul style="list-style-type: none"> <li>Rate of pollution related deficiencies per 1,000 inspections does not exceed the three-year moving average rate of pollution related deficiencies by more than 10% <sup>2</sup></li> </ul> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>Rate does not exceed three-year moving</li> </ul>	<p>This action contributes to the monitoring for compliance with, and enforcement of, environmental protection regulations.</p> <p><b>Relevant targets or ambitions:</b></p> <p>GIF Target 16.b: Promote and enforce non-discriminatory laws and policies for sustainable development</p>

Implementation strategy	Departmental action	Starting point Performance indicator Target	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda national strategy and SDGS
		average rate by more than 10%	

## Section 5 - Integrating sustainable development

At Transport Canada, the successful integration of sustainable development into policies, plans and programs is supported by the use of our internal Sustainable Transportation Assessment Tool (STAT), which, since 2013, has been the cornerstone of the department's Strategic Environmental Assessment (SEA) process. Transport Canada's STAT requires potential policies, plans or programs to consider possible effects on the economy, on society and on the environment. The STAT also includes consideration of possible impacts on Federal Sustainable Development Strategy (FSDS) goals and targets. By asking these questions early in the design and development of proposals, it is anticipated that risks and opportunities will be better identified and managed and potential impacts across the Department's strategic outcomes will be considered. Through its SEA process, Transport Canada will continue to ensure that economic, social, environmental and FSDS considerations of proposals are integrated into departmental decision-making.

Public statements on the results of Transport Canada's assessments are made public when an initiative has undergone a detailed SEA. The purpose of the public statement is to demonstrate that the environmental effects, including the impacts on achieving the FSDS goals and targets, of the approved policy, plan or program have been considered during proposal development and decision-making.

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# Footnotes

- 1 World Commission on Environment and Development. (1987). "Our common future". Oxford: Oxford University Press.
- 2 A charge point is defined as an electrical plug-in for 1 vehicle. A typical charging station includes two plug-in devices; this would count as 2 chargepoints.
- 3 Baseline GHG emissions are subject to change
- 4 Minimum floor area of 50 m<sup>2</sup> is from the Survey of Commercial and Institutional Energy Use: <https://www23.statcan.gc.ca/imdb/p2SV.pl?Function=getSurvey&SDDS=5034>
- 5 More data is required before a target can be determined. This indicator measures the effectiveness of Interim Orders pertaining to the NARW.
- 6 More data is required before a target can be determined. This indicator measures the effectiveness of Interim Orders pertaining to the SRWK. Note that we are unable to track all vessels that operate in the areas in which Interim Orders pertaining to the SRKW are in effect.
- 7 Data Sources: SIRS, CPSCS. Rationale: This indicator looks at the number of pollution related deficiencies per 1,000 domestic (SIRS) and foreign (CPSCS) inspections in a given fiscal year and compares it to the three-year moving average of the same number. This is done because it is not reasonable to expect year-over-year decreases in deficiencies.

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2023-11-02