



Transport
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Transport Canada 2024-25 Departmental Results Report

The Honourable Steven MacKinnon

Minister of Transport and Leader of the Government in
the House of Commons

Canada

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Transport Canada's 2024-25 Departmental results report

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At a glance

This departmental results report details Transport Canada's actual accomplishments against the plans, priorities and expected results outlined in its [2024–25 Departmental Plan](#).

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

Key priorities

Transport Canada identified the following key priorities for 2024-25:

- Transport Canada remains committed to working with federal partners to improve the safety and security of Canada's transportation networks through maintaining a robust, fair, and safety-minded regulatory environment.
- Transport Canada is committed to ongoing work with stakeholders to strengthen the efficiency and reliability of Canada's transportation infrastructure to foster sustained economic growth and prosperity for Canadians across regions.
- Transport Canada will prioritize efforts to improve the Canadian air passenger experience by working with partners to improve accessibility, inclusivity, and barrier-free transportation.
- Transport Canada will maintain its leadership role in facilitating the transition of Canada's transportation system to low-carbon and zero-emission technologies in support of Canadian clean growth and Canada's net-zero commitment.

Highlights for Transport Canada in 2024-25

- Total actual spending (including internal services): \$3,621,009,429
- Total full-time equivalent staff (including internal services): 6,859

For complete information on Transport Canada's total spending and human resources, read the [Spending and human resources section](#) of its full departmental results report.

Summary of results

The following provides a summary of the results the department achieved in 2024-25 under its main areas of activity, called "core responsibilities."

Core responsibility 1: Safe and secure transportation system

Actual spending: \$531,624,520

Actual full-time equivalent staff: 3,530

In 2024–25, Transport Canada continued to strengthen the safety and security of Canada's multi-modal transportation system through updated regulations, modern oversight tools, and international collaboration. In the aviation sector, the department advanced its international engagement through International Civil Aviation Organization (ICAO) and agreements with the European Union and the International Air Transport Association (IATA). Improvements in the marine sector included updating regulations for small vessels and pilotage, modernizing security and safety standards, and expanding training for marine personnel. The department also advanced work on strengthening safety management system regulations, integrating climate risk and fatigue management, and ongoing Indigenous engagement in rail operations and oversight. We published regulations to enhance school bus safety and findings from school bus seat belt pilot projects. The department also launched the

Driver Distraction Mitigation Program for commercial vehicle operators and continued research on automated and connected vehicles. We also made progress on cyber security and launched initiatives to address auto theft. National emergency centres maintained 24/7 operational readiness, responding to a wide range of threats including airspace security breaches, extreme weather events and dangerous goods spills. In addition, security measures were reinforced through enhanced aviation cargo screening, ferry and port security updates, and the expanded use of biometric and digital credential technologies in airports.

For more information on Transport Canada's [Safe and secure transportation system](#) read the 'Results – what we achieved' section of its departmental results report.

Core responsibility 2: Green and Innovative transportation system

Actual spending: \$1,499,450,072

Actual full-time equivalent staff: 917

In 2024–25, Transport Canada advanced efforts to decarbonize and modernize the transportation system, with a focus on innovation and environmental protection. Key actions included continued collaboration with domestic and international partners and leading initiatives to continue facilitating the switch to Zero Emission Vehicles through the Incentives for Zero-Emission Vehicles (iZEV) and Medium- and Heavy-Duty Zero-Emission Vehicles (iMHZEV). We also advanced collaborative work on clean and innovative technologies across modes, including sustainable aviation fuel and hydrogen rail standards. In 2024-25, the department continued to implement the Oceans Protection Plan and deliver the Green Shipping Corridor Program to support decarbonization along key marine corridors. Marine protection surveillance, oversight and response capacity, including in the Arctic and the North, was also strengthened. In addition, we carried on removing abandoned, hazardous and wrecked vessels, enforcing the *Ballast Water Regulations*, and advanced whale protection measures through enhanced surveillance and noise-reduction measures.

For more information on Transport Canada's [Green and innovative transportation system](#) read the 'Results – what we achieved' section of its departmental results report.

Core responsibility 3: Efficient transportation system

Actual spending: \$1,301,033,946

Actual full-time equivalent staff: 679

In 2024–25, Transport Canada focused on optimizing freight mobility and improving infrastructure to enable efficient movement of products to market through continued collaboration with provinces, territories, industry, and Indigenous communities. The department supported the development of the High-Speed Rail (HSR) initiative between Québec City and Toronto and continued investments in trade corridors through the National Trade Corridors Fund (NTCF) to support more efficient and reliable transportation supply chains in Canada. The department also continued to work on the development of a long-term infrastructure investment roadmap and monitored transportation performance metrics, and expanded access to transportation data through the Trade and Transportation Information Hub. In support of accessibility, we co-hosted Canada's first National Air Accessibility Summit, reinforced air passenger protection regulations, and strengthened barrier-free travel across the federal transportation system for persons with disabilities. Key asset management milestones included major upgrades to

airports and ferry infrastructure, progress on the Lac-Mégantic Rail Bypass and sustained support for remote passenger rail services in Québec and Manitoba.

For more information on Transport Canada's [Efficient transportation system](#) read the 'Results – what we achieved' section of its departmental results report.

From the Minister

I am pleased to present Transport Canada's Departmental Results Report for 2024-25. During this past fiscal year we worked to ensure Canada's transportation system remains safe, secure, and efficient for all Canadians, while building a stronger economy.

Transport Canada has taken important steps to modernize transportation infrastructure and improve safety and security through coordinated policy, program, and regulatory actions. We worked with international partners to advance aviation security by co-hosting the 4th Safer Skies Forum, sharing conflict zone risk information, and actively engaging with the International Civil Aviation Organization to strengthen global aviation standards.



On the ground, the Rail Safety Improvement Program facilitated enhancements at grade crossings and along railway lines. Transport Canada contributed to the National Action Plan on Combatting Auto Theft, strengthening port security. Our response to transportation disruptions was swift and coordinated, with the National Supply Chain Office leading efforts to improve communication, incident coordination, and national resilience.

Transport Canada supported the Government of Canada's work to build a more sustainable economy by accelerating the shift to zero-emission transportation technologies. We also delivered on Canada's Action Plan for Clean On-Road Transportation and the Sustainable Aviation Fuel Blueprint.

Through the Oceans Protection Plan and the Green Shipping Corridor Program, we invested in greener marine infrastructure and decarbonization of the marine sector, while working closely with Indigenous partners to elevate marine conservation.

Strengthening Canada's transportation network through the National Trade Corridors Fund, with progress on High-Speed Rail in Ontario and Québec, and work across all modes to modernize infrastructure will improve the fluidity and resilience of our supply chains.

I am proud of Transport Canada's ongoing efforts to support a transportation system that serves Canadians today and prepares us for the future.

The Honourable Steven MacKinnon
Minister of Transport and Leader of the
Government in the House of Commons

Results – what we achieved

Core responsibilities and internal services

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Core responsibility 1: Safe and secure transportation system

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Description

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

Quality of life impacts

This core responsibility contributes to the health domain of the [Quality of Life Framework for Canada](#) through the activities mentioned in the core responsibility descriptions for transportation system safety and security and transportation of dangerous goods. Linkages to healthy people indicators include:

- health-adjusted life expectancy
- functional health status
- children vulnerable in early development

Progress on results

This section details the department’s performance against its targets for each departmental result under Core responsibility 1: A safe and secure transportation system.

Table 1: A safe transportation system

Table 1 shows the target, the date to achieve the target and the actual result for each indicator under a safe transportation system in the last three fiscal years.

Departmental Result Indicator	Target	Date to achieve target	Actual Results
Ten-year aircraft accident rate (average per year, per 100,000 aircraft movements)	At most 3.2 per 100,000 movements	31-03-2025	2022–23: 3.0 2023–24: 2.9 2024–25: 2.9

Ten-year aircraft fatality rate (average per year, per 100,000 aircraft movements)	At most 0.65 per 100,000 movements	31-03-2025	2022–23: 0.5 2023–24: 0.5 2024–25: 0.5
Ten-year marine accident rate ¹ (average per year, per 1,000 commercial vessels ²)	At most 10 per 1,000 commercial vessels	31-03-2025	2022–23: 6.0 2023–24: 6.1 2024–25: 6.1
Ten-year marine fatality rate (average per year, per 1,000 commercial vessels)	At most 0.5 per 1,000 commercial vessels	31-03-2025	2022–23: 0.3 2023–24: 0.3 2024–25: 0.4
Five-year rail accident rate (average per year, per million-train miles)	At most 11.17	31-03-2025	2022–23: 11.82 (7.57% reduction) 2023–24: 10.35 (23.12% reduction) 2024–25: 10.15 (11.69% reduction compared to the previous five-year average 2019/20-2023/24)
Five-year rail fatality rate (average per year, per million-train miles)	At most 0.73	31-03-2025	2022–23: 0.87 (13.77% increase) 2023–24: 0.82 (3.54% increase) 2024–25: 0.71 (8.8% reduction compared to the previous five-year average 2019/20-2023/24)
Rate of reportable road traffic collisions in Canada (rate per billion vehicle kilometres travelled)	1% reduction compared to the average of the previous five years	31-03-2025	2022–23: 26.7% reduction 2023–24: 10.8% reduction in 2022 as compared to the five-year average (2017–21) 2024–25: 9.8% reduction in 2023 as compared to the five-year average (2018-2022)
Rate of serious injuries in reportable road traffic collisions in Canada (rate per billion vehicle kilometres travelled)	1% reduction compared to the average of the previous five years	31-03-2025	2022–23: 17.0% reduction 2023–24: 5.5% reduction in 2022 as compared to the five-year average (2017–21) 2024–25: 0.6% reduction in 2023 as compared to the five-year average (2018-2022)
Rate of fatalities in reportable road traffic collisions in Canada (rate per billion vehicle kilometres travelled)	1% reduction compared to the average of the previous five years	31-03-2025	2022–23: 8.6% reduction 2023–24: 1.2% reduction in 2022 as compared to the five-year average (2017–21) 2024–25: 0.3% increase in 2023 as compared to the five-year average (2018-2022)

Table 2: A secure transportation system

Table 2 shows the target, the date to achieve the target and actual result for each indicator under a secure transportation system in the last three fiscal years.

Departmental Result Indicator	Target	Date to achieve target	Actual Results
Time to Revoke Transportation Security Clearances	At most 6 months	31-03-2025	2022–23: data incomplete 2023–24: 74 days 2024–25: 39 days

¹ Calculated using accidents reported by the Transportation Safety Board, and a count of vessels in Canadian waters in 2024-25 as calculated by TC.

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

Total number of Transportation Security Clearance (TSC) Applications processed versus TSC applications received	Between 45,000 and 50,000	31-03-2025	2022–23: 64,318 2023–24: 55,322 2024–25: 47,328
Rate of compliance of Canadian aviation regulated entities with TC's security regulations	At least 80%	31-03-2025	2022–23: 80.7% 2023–24: 89.94% 2024–25: 89.6%

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

Table 3 shows the target, the date to achieve the target and actual result for each indicator under a modern safety and security regime that supports economic growth in the last three fiscal years.

Departmental Result Indicators	Target	Date to achieve target	Actual Results
Percentage of TC safety regulations aligned with international transportation standards (air)	At least 80%	31-03-2025	2022–23: 95.1% 2023–24: 65.1% 2024–25: 65.1% ³
Percentage of client requests for safety or security authorizations that meet Transport Canada's service standards (air)	Greater than 83%	31-03-2025	2022–23: 89% 2023–24: 90% 2024–25: 95%
Percentage of safety regulatory authorizations of certified entities that were completed in accordance with established service standards (marine)	At least 98%	31-03-2025	2022–23: 99.99% 2023–24: 99.84% 2024–25: 99.67%

The [Results section of the Infographic for Transport Canada on GC Infobase page](#) provides additional information on results and performance related to its program inventory.

Details on results

The following section describes the results for a safe and secure transportation system in 2024–25 compared with the planned results set out in Transport Canada's departmental plan for the year.

Result 1 - A safe transportation system

Results achieved

Overseeing aircraft safety

- In 2024, Transport Canada created a dedicated team to implement quality management systems and safety management systems for certifying aircraft. The systems align with Transport Canada's Integrated Management System (IMS) requirements as well as those of the International Civil Aviation Organization (ICAO) and other international civil aviation authorities.

Helping aviation crews get medicals

- In 2024-25, Transport Canada continued to maintain the Civil Aviation Medicine virtual call centre and the issues management team to help communicate with 20,000 certificate holders.

³ Variance explanation: In 2023, the International Civil Aviation Organization (ICAO) Universal Safety Oversight Audit Program (USOAP) assessed Canada's effective implementation (EI) of the 8 critical elements of a safety oversight system, aimed at evaluating Canada's compliance with Standards and Recommended Practices (SARPS). This was the first ICAO USOAP audit conducted on Canada since 2005 and was reflective of changes to many of the 790 protocol questions (PQ) used to assess. Corrective actions are being implemented to address the audit findings, and ICAO's Coordinated Validation Mission (ICVM) will ascertain whether previously identified deficiencies have been resolved satisfactorily. As a result, the target and results may be adjusted.

- We completed almost 80,000 civil aviation medical assessments for aviation medical certification. We also maintained our medical condition reporting system which allows physicians and optometrists to fulfill their mandatory reporting obligations under the *Aeronautics Act* and advise Transport Canada of aviators with medical conditions that could be hazardous to aviation safety.

Responding to PS752

- In 2024–25, Transport Canada continued its push to adapt international air accident investigation protocols to the context of an aircraft downing. Transport Canada also supported work by Global Affairs Canada and international partners to hold Iran accountable for the downing of Flight PS752.
- Transport Canada built on our Flight PS752 response to inform global efforts to better prepare for the provision of assistance to aircraft accident victims and their families. This included leadership at events like the Global Symposium on Assistance to Aircraft Accident Victims and their Families.



Promoting safer skies

- As Chair of the Safer Skies Consultative Committee (SSCC), Transport Canada co-hosted the [4th Safer Skies Forum](#) in Marrakech, with the Kingdom of Morocco. We also partnered with the International Civil Aviation Organization (ICAO) to deliver regional awareness seminars on conflict zone risk mitigation, in line with ICAO's guidance document.
- Finally, our Conflict Zone Information Office (CZIO) continued to monitor conflict zones and worked closely with Canadian air carriers to share information on emerging or developing risks in foreign airspace.

Supporting global aviation initiatives

In 2024–25, Transport Canada actively engaged with ICAO to advance the adoption of Standards and Recommended Practices (SARPs) for aviation safety, security, and environmental practices.

- We hosted the Safety Management International Collaboration Group in March 2025. We also signed an updated Bilateral Aviation Safety Agreement with the European Union and a new Memorandum of Understanding with International Air Transport Association (IATA).
- We began fully implementing corrective action plans (CAPs) in response to findings from ICAO's Universal Safety Oversight Audit Program audit. These plans encompass regulatory initiatives, program enhancements, updated guidance materials, and personnel training.

Making progress on aviation safety surveillance

In 2024–25, Transport Canada improved our [Aviation Safety Surveillance Program](#), including:

- creating a dedicated working group to lead the Oversight Renewal Project
- initiating work to better integrate national high-risk categories, sector risk and aviation operator risk considerations into oversight
- developing digital tools and improved standardization across regions and groups
- harmonizing training
- exploring options to strengthen and modernize the Quality Assurance Program

Modernizing and updating marine safety regulations

In 2024–25, Transport Canada updated several laws and regulations to improve marine safety, including:

- the [Vessel Traffic Services Zones Regulations](#) to modernize vessel traffic services
- the [Vessel Operation Restriction Regulations](#)
- [local authorities' guide](#) used by local authorities to prepare applications for vessel operation restrictions the [Small Vessel Regulations](#) to better align with international requirements and improve the safety of recreational boaters
- the [Small Vessel Construction and Equipment Regulations](#), which set the construction and equipment requirements for most of the Canadian inspected small vessel fleet
- the design and construction requirements in [Fishing Vessel Safety Regulations](#) to align with international best practices

In addition, we created a [local authorities' guide](#) for local authorities to prepare applications for vessel operation restrictions.

Promoting boating safety

In 2024-25, Transport Canada funded 3 new projects under the [Boating Safety Contribution Program](#). These support organizations that work to:

- teach the public about boating safety
- teach others about boating safety issues, practices and behaviours in Canada, and
- support regulatory compliance

Under the Boating Safety Contribution Program, we reached more than 300,000 Canadians through:

- boating safety awareness videos
- social media messaging
- ads in local newspaper
- brochures
- radio events
- marine patrol engaging with boaters on the water and at community events
- personal flotation device lending stations, and
- classroom visits

Improving how we oversee regulations

In 2024–25, Transport Canada took on several projects to make regulatory oversight more effective and efficient, including:

- reviewing the Regulated Cargoes Inspection Program to improve procedures, boost efficiency, support supply chains and protect the environment
- launching a remote inspection trial
- clarifying the difference between guests on pleasure craft and passengers on non-pleasure craft to help determine when vessels are subject to commercial regulations

- making progress on the [Domestic Vessel Regulatory Oversight](#) Initiative, including engaging with Indigenous Peoples, holding Regional Regulatory Roundtable meetings, and getting feedback from through an industry survey and a consultation

Supporting skilled and safety-focused marine personnel

- Transport Canada’s Seafarer Certification Program launched a new [Fatigue Management at Sea](#) course. We also published a standard for [delivering distance, online, and blended learning courses](#) at approved maritime institutions.
- We launched a National Safe Manning Committee and a new [Issuing Safe Manning Documents webpage](#). We took on 2 projects to support Canada’s seafarer shortage and supply chain challenges. By implementing the [Department of National Defense Equivalency Program](#), retired veterans can continue their career in the commercial sector.
- We also signed 3 more [reciprocal arrangements](#) with Ireland, Brunei Darussalam, and Belgium.
- We made progress on pre-publishing the *Marine Personnel Regulations, 2025*. These will update training, certification, seafarer labour standards and the Marine Medical Program.
- We also updated the [Marine Safety Management System Regulations](#) to add requirements for a documented safety management system for most Canadian vessels.

Managing and updating Canada’s pilotage regime

- In 2024–25, Transport Canada continued to enforce the *Pilotage Act* and oversee and support pilotage certification and training.
- We continued work on developing administrative monetary penalties (fines) and quality management systems for regulating and overseeing pilotage.
- To support the switch from existing [General Pilotage Regulations](#) to the new [Canadian Marine Pilotage Regulations](#), we issued Interim Orders that align with the new regulations’ goals and protect navigational safety.



Further improving rail safety

- In 2024–25, Transport Canada’s [Rail Safety Improvement Program](#) continued to provide funding for projects that help improve safety at grade crossings and along rail lines. This included investing in infrastructure, technology, research, education and awareness initiatives that:
 - reduce collisions and trespassing incidents
 - help rail transportation resist the effects of climate change and extreme weather events, and
 - increase public confidence in Canada’s rail transportation system
- Funding helped complete 221 rail safety improvement projects and start 51 new ones, such as:
 - **VIA Rail** designing and planning the replacement of an unsafe railway bridge in the City of Les Coteaux, Quebec
 - **City of Winnipeg** installing an anti-trespassing fence along a rail line and deploying a traveler information system to move vehicles away from the crossing when active

- **Ontario Northland Transportation Commission** researching the use of instrumented rail cars to identify track safety risks on the rail line and at crossings and develop remediation plans
- We also invested more than \$2 million for 4 new education and awareness projects aimed at reducing injuries and deaths, railway grade crossing collisions and trespassing incidents on railway property with a special focus on at-risk groups such as youth and teenagers, young adults and Indigenous communities

Promoting rail safety management systems

- In 2024–25, Transport Canada acted on recommendations from the Office of the Auditor General’s 2021 [Follow-up Audit on Rail Safety](#). We took steps to improve the rules for safety management systems aiming to make them more effective and focused on measurable safety results.
- We also addressed concerns from key stakeholders, like the Transportation Safety Board of Canada and the [Standing Committee on Transport, Infrastructure and Communities](#). This work included:
 - thoroughly reviewing safety management systems in the rail sector
 - improving how we assess and manage systemic risks
 - using performance-based safety measures
 - better tracking of risks from climate change and severe weather
 - making stronger fatigue management rules for operating employees based on fatigue science
 - monitoring compliance with fatigue management rules once the Duty and Rest Period Rules for Railway Operating Employees came into effect

Working with Indigenous Peoples on rail operations and safety

- In 2024–25, Transport Canada made progress on our commitment to reconciliation, by meaningfully engaging with Indigenous Peoples on rail operations and safety.
- Transport Canada shares information about upcoming opportunities to engage with Indigenous governments, communities, and organizations through a bulletin sent every month.
- In December 2024, Transport Canada’s Rail Safety and Security team met with Indigenous communities and the Tshiuetin Rail Transportation company, owned by a group of First Nations, to discuss proposed rules for training and qualifications for railway workers.
- Regionally, some engagement was related to specific rail incidents, including support to First Nations in the Lytton, BC area. In addition, the department also stays in regular contact through events like the North Coast Rail Forum. This forum helps Indigenous communities learn about the movement of key goods, including dangerous ones by rail, and gives them a chance to share concerns. These conversations are important for earning trust and supporting informed decision-making about rail safety and security.

Continuing vigilant oversight of vehicle safety

- In 2024–25, Transport Canada continued testing and inspecting vehicles, child car seats and tires to confirm that products entering the Canadian marketplace meet safety requirements - leveraging the capabilities and expertise of the department’s Motor Vehicle Test Centre
- We reviewed, conducted and analyzed over 4,482 recall inspections, defect complaints, defect investigations, notices of defects, and notices of non-compliance.

- We continued to list active and closed defect investigations, provide updates on investigations and [publish motor vehicle safety recalls on our website](#).

Improving safety through vehicle cyber security

- In 2024–25, Transport Canada worked with all levels of government, industry, manufacturers, and other countries to better understand vehicle cyber security threats and promote a suite of guidance and tools on vehicle cyber security.
- We hosted our sixth [Annual Vehicle Cyber Security Conference](#) on March 26, 2025, which brought together stakeholders to discuss emerging trends and security concerns, as well as current work being done to address and manage these risks.
- We also continued to implement priorities set out in [Transport Canada’s Vehicle Cyber Security Strategy](#), including:
 - researching cyber security considerations of AI-enabled technologies in automated driving systems
 - researching the current state and activities related to the cyber security of motor carriers
 - assessing the implications of international vehicle cyber security standards for Canada’s motor vehicle safety framework
 - looking at ways address security concerns related to connected vehicles and technologies sourced from certain jurisdictions
 - studying human factors and driver interaction, including:
 - touchscreen control safety
 - how drivers engage with advanced driver assistance systems (ADAS) and driver monitoring systems, and
 - external communication for automated vehicles

Improving school bus safety

- In December 2024, Transport Canada published regulations to further improve school bus safety, including requiring perimeter visibility systems to be installed and voluntary installation of infraction cameras.
- We also completed a report on the findings of school bus seat belt pilot projects and accompanying guidelines for seat belt use—both of which were published by the Council of Ministers Responsible for Transportation and Highway Safety in February 2025.



Supporting new safety technologies and regulations

- In 2024–25, Transport Canada researched crash avoidance and vulnerable road user protection. This included:
 - evaluating child presence detection systems to prevent child heatstroke after being left in a hot vehicle
 - testing automatic emergency braking systems, and
 - assessing the impacts of vehicle headlamp glare on nighttime driving performance

- We continued to support international regulatory efforts through the [World Forum for Harmonization of Vehicle Regulations \(WP.29\)](#) to develop safety requirements for advanced vehicle technologies. This included completing [international guidelines for Automated Driving System safety](#).
- We also committed to co-sponsoring the development of a new global technical regulation on automated driving systems with international partners.
- We helped the Canadian Council of Motor Transport Administrators (CCMTA) develop the new electronic logging device (ELD) Technical Standard (version 1.3), to be finalized in 2025. Electronic logging devices (ELDs) automatically record driving time in commercial motor vehicles.
- In February 2025, we launched the [Driver Distraction Mitigation Program \(DDMP\) for Commercial Vehicle Drivers](#).
- Developed in collaboration with industry experts, the program includes:
 - an overview of why distraction occurs
 - evidence-based strategies to manage risks, and
 - guidelines to implement fleet-based preventive strategies
- In February 2025, we published [Canada's Safety Framework for Connected and Automated Vehicles 2.0](#). The framework was developed with input from federal departments, provincial and territorial governments, industry leaders, academic institutions, and key partners in the connected and automated vehicle sector.
- We promoted implementation of the framework through regularly engaging with vehicle manufacturer associations as well as relevant federal-provincial-territorial bodies such as the Canadian Council for Motor Transport Administrators.

Fighting auto theft

- In 2024–25, Transport Canada continued its commitment to reduce auto theft through the [National Action Plan on Combatting Auto Theft](#), launched in May 2024. Work to modernize the Canada Motor Vehicle Safety Standards included an on-line consultation on theft entitled ["Updating Canada's theft protection options for new vehicles"](#).
- We published a follow-up "What We Heard" report in December 2024, summarizing the findings and are working towards publication of amendments in the Canada Gazette Part I in late 2025.

Working with partners to promote road safety

- In 2024–25, we launched our motor vehicle casualties dashboard to help users explore trends of fatalities and injuries in motor vehicle collisions, based on all police-reported crash data collected from the [National Collisions Database](#).
- In 2024–25, Transport Canada continued to provide funding to help the provinces, territories, and Canadian Council for Motor Transport Administrators (CCMTA) administer and implement [National Safety Code](#) standards and provide nationally consistent training to truck drivers and inspectors, through the [Road Safety Transfer Payment Program \(RSTPP\)](#).
- Every year, the program distributes \$4.44 million to each province and territory based on population size and contributes \$60,000



annually to the CCMTA for commercial motor vehicle inspectors to implement commercial motor vehicle regulations across Canada.

- In 2024-25, we continued to invest in road safety by funding Canadian road safety projects through the Enhanced Road Safety Transfer Payment Program (ERSTPP).
- In December 2023, the program launched its fourth call for proposals. In October 2024, \$14.68 million in funding was approved for 35 projects that will take place between 2024 and 2026. These projects aim to:
 - reduce impaired, distracted, aggressive driving, and excessive speeding, and
 - promote the innovative design, testing, and integration of safety-enhancing vehicle technologies, in particular ADAS technologies and connected and automated vehicles

Improving how dangerous goods are regulated

- In 2024–25, the [Transportation of Dangerous Goods](#) (TDG) Program continued to focus on its core pillars: regulation, oversight, engagement, and collaboration.
- To foster the safe and secure transportation of dangerous goods, Transport Canada proposed amendments to the [Transportation of Dangerous Goods Regulations](#), including:
 - aligning the regulations with international codes and regulations as much as possible, while modernizing Canada’s requirements for transporting dangerous goods by air
 - clarifying domestic provisions in the regulations to address inconsistencies, and introduce new requirements to address concerns raised by stakeholders, inspectors, and local authorities
 - repealing 4 duplicate and outdated regulations under the [Railway Safety Act](#) to provide a more modern federal regulatory framework and strengthen the current oversight regime
 - set specific provisions for transporting dangerous goods by drone
- We also continued work on a number of other areas:
 - determining whether and how to allow electronic shipping documents for the transport of dangerous goods by remotely piloted aircraft
 - updating means of containment safety standards and the related registration requirements for the design, manufacture, repair and re-qualification of means of containment for dangerous goods
 - reviewing training requirements

Supporting evidence-based decisions

- Based on recommendations from past audits, Transport Canada took steps to improve the quality and breadth of our data (for example: requiring stakeholder registration) to:
 - improve our awareness of the regulated community
 - strengthen our analytical capacity
 - prioritize Inspectors’ work based on risk
- In 2024-25, 157 oversight personnel did 4,324 inspections and carried out 6,157 enforcement actions and risk reduction measures.
- We also advanced research to better identify emerging issues and inform decision-making. This work addressed:
 - geographic information systems (GIS)-based analysis
 - various means of containment
 - lithium batteries, energy storage systems and alternative fuels (like hydrogen/ammonia), and

- emergency response planning

Improving emergency response

- Transport Canada continued to support industry stakeholders and first responders by:
 - activating the Minister’s authorities across various modes to ease recovery from a series of events, such as the 2024 wildfire season
 - assessing Emergency Response Assistance Plans (ERAP) for the transportation of dangerous goods
 - assigning Remedial Measures Specialists (RMS) to dangerous goods incidents, and
 - expanding safety awareness programs for municipalities, first responders, and Indigenous groups

Working with stakeholders in Canada and internationally

- In 2024-25, Transport Canada continued to work with key partners, including:
 - other federal departments
 - provincial and territorial authorities, and
 - international partners, including the United States and U.N. member states
- In 2024–25, we worked with Natural Resources Canada to coordinate work:
 - on the emerging hydrogen export sector
 - with provinces and territories to access data on road shipments, and
 - with the United States and UN Member States to harmonize regulatory frameworks

Security and safety enforcement

- In 2024–25, Transport Canada’s National Enforcement Program continued to uphold standards and regulations for transportation safety and security. This included:
 - consistently using enforcement practices and policies
 - providing guidance and training on oversight and enforcement fundamentals
 - coordinating across regional boundaries and different transportation modes
 - giving expert enforceability advice on 152 requests, including 6 legislative files, 34 regulatory files and 1 Ministerial Order so they align and can be enforced consistently
 - using a graduated approach to regulatory compliance, including using fines (administrative monetary penalties, or AMPs) to address regulatory non-compliance in cases that don’t warrant prosecutions
 - opening 338 enforcement cases and taking 403 enforcement actions, including 343 AMPs that totaled \$986K
 - representing the Minister of Transport at the Transportation Appeal Tribunal of Canada. In 2024-25, 83 cases were managed and resolved, which helped reduce the tribunal’s backlog

Result 2 – a secure transportation system

Results achieved

Improving air cargo security

- In 2024–25, Transport Canada updated parts of the [Canadian Aviation Security Regulations, 2012](#) (Air Cargo) that relate to [pre-load Air Cargo Targeting \(PACT\)](#). As of April 1, 2025, all air carriers that transport cargo on flights from outside Canada to an aerodrome in Canada must

submit information to Transport Canada before the cargo is loaded onto the aircraft bound for Canada.

- We also launched the system that will support the PACT Program. The system uses artificial intelligence (AI) to detect risk indicators in air cargo shipment data. By analyzing cargo information ahead of time, the system can flag high-risk air cargo shipments for review and risk mitigation before they depart for Canada. This added digital security layer reduces security-related cargo risks, supports economic resiliency, and boosts public confidence in the air transportation sector.



- Budget 2023 provided program funding to enhance the [Explosives Detection Dog and Handler Team](#) (EDDHT) program to increase air cargo supply chain screening capacity by leveraging more TC-certified EDDHTs. To achieve this, TC developed new program requirements and enrolment processes to recognize EDDHT third-party certifiers that will perform EDDHT certification testing on TC's behalf.
- As part of the national compliance and oversight framework, covert testing for EDDHTs was successfully implemented at all major airports. The testing framework was developed in alignment with ICAO standards and with key trading partners, including the United States.

Improving aviation security management systems

- With a longer-term vision of creating security management system (SeMS) regulations, Transport Canada continued to pilot SeMS concepts as a way of promoting security culture and best practices.
- In 2024–25, we continued to support industry's use of biometric and digital credential technologies for secure, seamless, and efficient air travel. We worked with the [Canadian Air Transport Security Authority](#) (CATSA) to test facial recognition at select security screening checkpoints in major Canadian airports. We continued to engage with domestic and international stakeholders for pilot projects, as well as Immigration, Refugee, and Citizenship Canada (IRCC) and the Canada Border Services Agency (CBSA) to align on Government of Canada travel modernization efforts.
- We consulted with industry on plans to require commercial air carriers operating in Canada to have a written security program, and Canada's requirements for this program are aligned with ICAO requirements. In addition to strengthening Canada's aviation security, this change will help Canadian air carriers have robust security programs that are recognized by ICAO Member States.
- In 2024–25, we updated our aviation security regulatory framework to allow the use of [CT X-ray](#) equipment at passenger screening checkpoints which CATSA has been rolling out at some airports across Canada since August 2024.
- We updated our Secure Communication Portal to allow online applications.

Modernizing how we oversee aviation security

- In 2024–25, Transport Canada made progress on several oversight modernization initiatives to create a more sustainable and effective oversight program. Measures include:

- a new integrated risk methodology and Oversight Planning and Prioritization Tool (OPPT) integrated into our Regulatory Oversight Management (ROM) system, and
- a process to introduce and test direct reporting—a type of remote inspection that uses industry data instead of on-site interviews for some traditional inspection tasks

Improving drone security and safety

- In 2024–25, Transport Canada updated the *Canadian Aviation Regulations* to include larger drones up to 150 kg and more complex and [Beyond Visual Line of Sight \(BVLOS\)](#) operations.
- We also began developing a national drone security and counter-drone program by doing vulnerability assessments and engaging with industry stakeholders. Our goal is to identify security gaps, create drone incident response protocols, and create policy guidance for the safe and responsible use of counter-drone technology.

Modernizing and updating marine, port and ferry service security

- Transport Canada made progress on proposed amendments to the [Marine Transportation Security Regulations](#). These address several key improvements, including:
 - implementing preclearance operationalizations
 - modernizing ports, and
 - identifying and correcting regulatory gaps
- In 2024–25, Transport Canada focused on port security under the [National Action Plan on Combatting Auto Theft](#). This included:
 - doing targeted assessments
 - revising port security plans
 - reviewing high-risk ports linked to organized crime
 - coordinating threat response and shared intelligence
 - enforcing sanctions that ban Russian vessels, and
 - assessing cybersecurity vulnerabilities related to foreign-manufactured port equipment
- We began updating the [Domestic Ferries Security Regulations](#) to align them with the *Marine Transportation Security Regulations*.

Improving transportation security intelligence

- Transport Canada continued to work closely with federal security and intelligence partners to improve how we monitor and assess threats and vulnerabilities to Canada’s transportation system and supply chains. We produced intelligence assessments that helped develop policies and decisions that addressed real and likely threats, including insights on threats to, or affecting, the transportation system.
- We continued to be a vital federal partner in assessing security risks to the transportation systems during investment reviews under the [Investment Canada Act](#).
- We also continued working with national security and intelligence review agencies, including the National Security Intelligence Review Agency and National Security and Intelligence Committee of Parliamentarians, to meet their obligations under the [Avoiding Complicity in Mistreatment by Foreign Entities Act](#), the [Security of Canada Information Disclosure Act](#), and other relevant acts.
- We actively contributed to developing Public Safety’s [Bill C-26, An Act respecting cybersecurity, amending the Telecommunications Act](#). We helped make sure that the transportation sector was properly considered throughout the process.

Ensuring strong security oversight and readiness

- In 2024–25, Transport Canada extended our emergency management work to address security-related incidents, including working with federal security partners and foreign counterparts, notably the Five Eyes allies (Australia, New Zealand, the U.K. and the U.S.). This helped us prepare and respond to emerging threats.
- In 2024–25, we participated in routine exercises with NORAD, the RCMP, and NAV CANADA to stay prepared under the Airborne Incident Protocol (AIP), a federal plan that outlines the roles of different departments.
- We also worked with the Department of National Defence to renew the Emergency Security Control of Air Traffic (ESCAT) plan, which helps prepare Canada for threats like hijackings and bomb threats.
- Our 3 national operation centres continued to deal with emerging threats, major incidents and responding to emergencies:
 - our Situation Centre (SITCEN) continued to serve as our focal point for transportation incidents across Canada. The SITCEN provides 24/7 response in support of regulatory requirements for transportation safety and security. The Aviation Operations stream within the SITCEN is the national focal point for civil aviation safety emergencies
 - the Canadian Transport Emergency Centre (CANUTEC) continued to provide 24/7 technical advice on timely and effective response to dangerous goods emergencies and incidents in all modes of transportation
 - our Passenger Protect Program Operations Centre continued to support the Enhanced Passenger Protect Program through 24/7 vetting of passengers to prevent anyone who could pose a threat to aviation security from boarding flights to, from, or within Canada
- To prepare for high-profile events like the G7 meeting in Kananaskis, AB and the 2026 FIFA Men’s World Cup, we worked with partners to clarify and firm up security roles, protocols and abilities.
- We continued working with industry to reduce possible disruptions to Canada’s transportation systems and supply chains. We also focused on staying prepared for evolving security threats. This work included running a border resiliency tabletop exercise with Canadian and American federal security partners.
- This also included working with the Communications Security Establishment (CSE) to host the first cyber security stakeholder briefing for 150 executives of companies across transportation modes.

Responding to growing threats from climate change and extreme weather

- Transport Canada stayed ready and took action to deal with transportation and supply chain disruptions from wildfires, floods, extreme weather and other natural events. We continued improving coordination across different modes of transportation and with stakeholders.
- Our National Supply Chain Office hosted coordination calls with industry to share information sharing and coordinate the response to wildfires across Canada, including in Jasper, AB.
- We also improved our internal digital tools to better manage incidents, help us share information and make decisions faster. We used maps and data to improve our understanding of situations and make decisions.

Modernizing security clearances for transportation personnel

- In 2024–25, Transport Canada continued to modernize and improve the Aviation [Transportation Security Clearance \(TSC\) Program](#) and the [Marine Transportation Security Clearance Program](#).

- This work included:
 - launching the Transportation Security Service, an online portal where TSC applicants can apply and monitor the status of their security clearance application in real time
 - streamlining the application and verification processes by automating manual functions and upgrading the programs' biometrics system
 - using program data to track application processing against published service standards

Result 3 – a modern safety and security regime that supports economic growth

Results achieved

Innovating in the aviation system

- In 2024-25, Transport Canada launched key staffing initiatives to improve the delivery of the aircraft certification program. This includes:
 - hiring highly specialized engineers to fill critical vacancies caused by attrition
 - creation of technical expert positions to:
 - improve harmonization with our key international partners;
 - provide technical leadership on new and innovative technologies, like electric and hybrid-electric aircraft; and
 - solve complex issues on domestic certification projects
- Our Civil Aviation Medicine team continued to modernize their processes by using digital tools and standards. We continued to effectively train and oversee [Civil Aviation Medical Examiners \(CAMEs\)](#), develop onboarding material and the support training.
- We moved forward with work to modernize the safety management system (SMS) framework in the *Canadian Aviation Regulations (CARs)*. In 2024–25, we published a Notice of Proposed Amendment and held consultations with industry stakeholders to make sure they support and understand the proposed changes.
- These consultations also helped us make sure that the changes will align the regulations' structure, language, and requirements with ICAO's Annex 19 Standards and Recommended Practices dealing with Safety Management.

Innovating in the marine system

- Transport Canada continued work on proposed changes to the [Competency of Operators of Pleasure Craft Regulations](#), addressing the conditions under which the Pleasure Craft Operator Card (PCOC) can be obtained. The proposal updates the regulations and address gaps and inconsistencies in program delivery and policies. The proposal also gives the Minister the authority to suspend or revoke a card.
- We made it possible for Vessel Registry Certificates, for small and large vessels, to be issued in a digital format. We also updated our vessel registry fees.
- In 2024-25, we continued the [Marine Training Program](#) which provides opportunities for under-represented groups, like Indigenous Peoples, Northerners and women to enter the marine industry.
- We helped fund a new marine training institution, the Western Arctic Marine Training Consortium, which opened in January and graduated its first group of students in April.

Resources required to achieve results

Table 4: Snapshot of resources required for a safe and secure transportation system

Table 4 provides a summary of the planned and actual spending and full-time equivalents required to achieve results.

Resource	Planned	Actual
Spending	\$529,947,503	\$531,624,520
Full-time equivalents	3,626	3,530

[The Finances section of the Infographic for Transport Canada on GC Infobase page](#) and the [People section of the Infographic for Transport Canada on GC Infobase page](#) provide complete financial and human resources information related to its program inventory.

Related government priorities

This section highlights government priorities that are being addressed through this core responsibility.

Gender-based Analysis Plus

In 2024-25, Transport Canada's safety and security programs continued to support the development of inclusive policies, programs, and other initiatives by undertaking the following activities:

- The Aircraft Services Directorate (ASD) continued its work to promote the aviation industry with the intent of developing a more gender-balanced environment within the directorate and explored opportunities to recruit greater diversity within its workforce.
- The "Women of ASD" network continued to host events to support and strengthen the community of women across the directorate by increasing communication, providing training and resources, tips and tools.
- The Safety and Security Gender-based Analysis (GBA) Plus Community of Practice continued its work to increase knowledge and expertise, facilitate awareness and engagement, and share information and best practices to support and deliver on Transport Canada's GBA Plus priorities. It published a quarterly newsletter to provide employees with general information, tools and resources surrounding gender, bias, and intersectionality.
- Transport Canada's Operation Support Services (OSS) continued to offer inclusive clothing choices for Transport Canada personnel. OSS transitioned to the Transport Canada Clothing and Equipment Catalogue to offer a broader selection of men's and women's sizes for clothing as well as personal protective equipment (PPE). Unisex options are used only when no other alternatives exist. OSS also continues to update the Frequently Asked Questions (FAQs) to reflect concerns raised by Transport Canada employees and managers regarding clothing and equipment, including GBA Plus-related issues.

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

[SDG 3- Good Health and Well-being](#)

[Target 3.6](#)

- implemented initiatives to reduce road traffic collisions saw the rate of reportable road traffic collisions decrease by 9.8%

[SDG 9 – Industry, Innovation and Infrastructure](#)

[Target 9.4](#)

- investments in rail safety infrastructure (e.g. VIA Rail bridge replacement, anti-trespassing fences)
- review of the regulated cargoes inspection program

[SDG 11 – Sustainable Cities and Communities](#)

[Target 11.2](#)

- mandatory installation of perimeter visibility systems
- published regulations to strengthen school bus safety

[SDG 13 – Climate Action](#)

[Target 13.1](#)

- investments to increase resilience of rail transportation
- improved information sharing and wildfire response
- upgraded digital tools to enhance incident coordination, enabling rapid information sharing and decision making

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

Program inventory

A safe and secure transportation system is supported by the following programs:

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

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

Core responsibility 2: Green and innovative transportation system

In this section

- [Description](#)
- [Quality of life impacts](#)
- [Progress on results](#)
- [Details on results](#)
- [Resources required to achieve results](#)
- [Related government priorities](#)
- [Program inventory](#)

Description

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

Quality of life impacts

This core responsibility, specifically related to Clean Growth and Climate Change and oceans and marine protection activities, relates to the [Quality of Life Framework for Canada](#) through the following indicators:

- Environment and people, specifically,
 - Air quality
 - Climate change adaptation
- Ecological integrity and environmental stewardship including:
 - Greenhouse gas emissions
 - Canadian species index
 - Marine and coastal ecosystems

This core responsibility, through its Indigenous Partnerships and Engagement self-determination activities, also contributes to the Good Governance domain, specifically the Democracy and institutions indicator.

Progress on results

This section details the department's performance against its targets for each departmental result under Core responsibility 2: Green and innovative transportation system.

Table 5: Harmful air emissions from transportation in Canada are reduced

Table 5 shows the target, the date to achieve the target and the actual result for each indicator under harmful air emissions from transportation in Canada are reduced in the last three fiscal years.

Departmental Result Indicator	Target	Date to achieve target	Actual Results
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Percentage change in emissions of GHGs from the transportation sector	Emission reductions from transportation contribute to the national emissions reduction target of 40-45% below 2005 levels by 2030, as per Canada's Nationally determined contribution	31-12-2030	2022–23: No change compared to 2005 levels in 2022 2023–24: 2023 transportation emissions increased 0.24% ⁴ compared to 2005 levels 2024–25: 2024 results will be available in April 2026 ⁵
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Table 6: Canada's oceans and marine environments are protected from marine shipping impacts

Table 6 shows the target, the date to achieve the target and the actual result for each indicator under Canada's oceans and marine environments are protected from marine shipping impacts in the last three fiscal years.

Departmental Result Indicator	Target	Date to achieve target	Actual Results
Volume of oil spills over 10 litres detected	less than 6,490 litres ⁶	03-31-2025	2022–23: New indicator in 2023-24 2023–24: 739 litres 2024–25: 1401 litres
Percentage of vessels 20 metres and greater that are compliant with slowdown measures that mitigate the impacts of vessel traffic on marine species	At least 85%	03-31-2025	2022–23: 99.94% 2023–24: 99.97% 2024–25: 99.97%

Table 7: A transportation system that supports innovation

Table 7 shows the target, the date to achieve the target and the actual result for each indicator under a transportation system that supports innovation in the last three fiscal years.

Departmental Result Indicator	Target	Date to achieve target	Actual Results
Number of projects, evaluations, studies and analysis of new and emerging transportation technologies which provide evidence to support policy and regulatory decision making	At least 30	03-31-2025	2022–23: New indicator in 2023-24 2023–24: 33 2024–25: 35

The [Results section of the Infographic for Transport Canada on GC Infobase page](#) provides additional information on results and performance related to its program inventory.

⁴ Data was obtained from the national Inventory Report (NIR) 1900-2023: Greenhouse Gas Sources and Sinks in Canada (2025 edition), published March 21, 2025

⁵ Canada's official greenhouse gas emissions estimates for a specified year are published in the April of the second calendar year following the end of the specified year. This two-year gap provides the necessary time for each participating country to prepare a reliable and standardized inventory in line with IPCC guidelines and the UNFCCC's transparency framework.

⁶ The target for this indicator is based on previous five years actual results.

Details on results

The following section describes the results for a green and innovative transportation system in 2024–25 compared with the planned results set out in Transport Canada’s departmental plan for the year.

Result 4 - Harmful air emissions from transportation in Canada are reduced

Results achieved

Meeting low-carbon and zero-emission targets in the transportation sector

- In 2024–25, Transport Canada continued to lead and support moving Canada’s transportation system to low-carbon and zero-emission technologies, supporting the Government’s [net-zero commitment](#).
- Throughout 2024–25, Canada served on the Council of the International Maritime Organization (IMO). We continued working with other member states to implement the [2023 IMO Strategy on Reduction of GHG Emissions from Ships](#). The Canadian Arctic Emission Control Area approved by the IMO in 2024 reduces air pollutants from marine vessels.
- In 2024-25, we continued implementing Canada’s [Action Plan for Clean On-Road Transportation](#). This included working with key stakeholders through Canada’s Zero-Emission Vehicle Council, and other levels of government through the Federal-Provincial-Territorial Zero-Emission Vehicle Working Group.
- We hosted a multi-faceted marine stakeholder workshop to discuss opportunities, challenges, barriers and solutions to address marine sector greenhouse gas emissions.
- We continued developing the [Sustainable Aviation Fuel \(SAF\) Blueprint](#) through the Sustainable Aviation Task Force and workshops with industry stakeholders to identify key challenges and opportunities in establishing a viable sustainable aviation fuel market in Canada capable of meeting the aspirational goal of using 10% sustainable aviation fuel by 2030.
- We continued to participate in environmental technical working groups at ICAO, in particular making progress on achieving the sector’s long-term goal of net zero by 2050. We also delivered multiple capacity building sessions to a total of 7 ICAO Member States.
- We continued working with the Railway Association of Canada through the 2023–2030 memorandum of understanding, including publishing the [2022 Locomotive Emissions Monitoring Report](#).

Promoting technology to reduce emissions

- In 2024–25, Transport Canada continued the [ecoTECHNOLOGY for Vehicles](#) (eTV) Program. The program tests and evaluates the safety and environmental performance of advanced vehicle technologies. It provides expert technical information to other government departments, stakeholders, and the public.
- Since the first year of the current 2024-27 workplan, the team has:
 - developed 24 projects through bilateral consultations with regulatory, policy, and testing groups with the federal government, and launched 21 of those projects
 - Invested approximately \$3M for testing and evaluating emerging vehicle technologies, using funding from sources such as:
 - the ecoTECHNOLOGY for Vehicles program’s initial budget delegation
 - Transport Canada’s Innovation Fund
 - contributions from other government departments

- Published in 21 peer-reviewed journals, conference proceedings, and technical papers on topics such as:
 - advanced driver assistance systems
 - electric vehicle life-cycle greenhouse gas emissions
 - aerodynamic performance in real world traffic conditions
 - cold temperature performance of zero emission vehicles
- We've committed to supporting trials of zero-emission propulsion systems and low-carbon fuels for domestic marine vessels. As part of this, we've launched a demonstration project to trial a Battery Electric/Wind-Powered Hybrid zero-emission propulsion system on-board a tall ship.
- In 2024–25, we helped develop codes, standards and best practices for hydrogen rail in Canada in collaboration with the National Research Council of Canada (NRC). We assessed risks, mitigation strategies and applicable standards to create a risk management framework and initial safety guidance for hydrogen and battery locomotives.
- In 2024–25, we collaborated with the NRC on a project studying the performance of fully electric aircraft engines. We aim to improve sustainability in aviation and reduce CO₂ emissions through electric and hybrid-electric aircraft, sustainable aviation fuel and other new technologies.

Supporting the switch to zero emission vehicles

- In 2024–25, Transport Canada worked to increase electric vehicle (EV) use and implementation through the [Zero-Emission Vehicle Council](#) and its working groups. We focused on affordability, charging and refueling, consumer awareness, industry confidence, and infrastructure and grid-related barriers and capabilities. The Council also released its first Progress Report in October 2024 which highlights research, studies, projects and initiatives that support the transition to zero-emission vehicle adoption.
- We continued working through the Federal-Provincial-Territorial Zero-Emission Vehicle Working Group to exchange information about developing and implementing electric vehicle measures. We aim to help make sure policies across jurisdictions align with and complement each other.
 - The iZEV Program and other federal, provincial, and territorial measures helped Canada to reach a new light-duty EV market share of 15.4% in 2024, up from 3.1% when the program was first launched in 2019
 - Together, these vehicles are expected to reduce over 1.9 megatonnes of GHGs annually and over 23 megatonnes over their lifetime
 - The iZEV Program was paused on January 12, 2025, after funds were fully committed due to higher-than-expected demand. It officially ended on March 31, 2025. We are exploring ways to keep addressing EV affordability
- As of March 31, 2025, the Incentives for Zero-Emission Vehicles (iZEV) Program incentivized the purchase or lease of nearly 560,000 EVs over 6 years
- As of March 31, 2025, the Incentives for Medium- and Heavy-Duty Zero-Emission Vehicles (iMHZEV) Program has incentivized the purchase of over 6,500 MHZEVs by Canadian businesses and organizations



Promoting zero emissions trucking

- We partnered with industry, provincial regulators, first responders and academics to advance zero-emission trucking solutions. We supported real-world trials in the Montreal area through the [Zero-Emission Trucking Program](#).
- In 2024-25, Transport Canada's Zero Emissions Trucking Program continued to collaborate with provinces, municipalities, ports and standards organizations across Canada to get ready faster for zero-emission trucking technologies.
- Key initiatives included:
 - 3 zero-emission trucking deployments in Alberta, British Columbia, and Quebec
 - these initiatives are gathering real-world data on the performance, reliability, and operating costs of battery-electric and hydrogen fuel cell technologies in Canadian freight operations
 - they also serve as a way to engage key stakeholders on initial clean trucking deployments and share knowledge (e.g., performance, cost, efficiency, charging requirements), with sector stakeholders
 - a contribution agreement with the Government of Alberta to develop a hydrogen refuelling station guidebook that outlines the regulatory steps, technical requirements, and best practices for establishing safe and efficient hydrogen stations
- We worked to address key knowledge gaps to support the safe adoption of zero emission heavy-duty vehicle technologies. This work includes:
 - a testing campaign to evaluate sound profiles of medium and heavy-duty electric vehicles and compare these to the minimum sound requirements for light duty electric vehicles
 - working with Natural Resources Canada to analyze data from the American Transportation Research Institute to:
 - identify high-volume Canadian trucking routes
 - determine zero-emission vehicle technology requirements suited to Canada
 - assess potential locations for charging and refueling infrastructure
 - launching an Innovative Solutions Canada (ISC) challenge to develop a next-generation aerodynamic trailer
- We advanced Canada's Action Plan by launching testing for zero-emission trucking and promoting sales mandates.

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

Results achieved

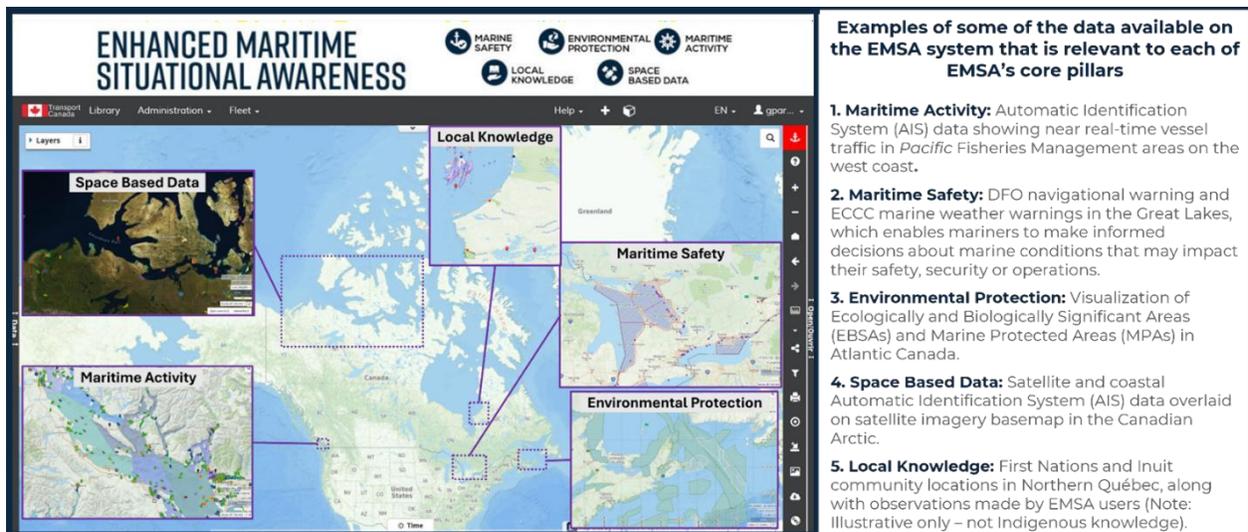
Delivering on the Oceans Protection Plan

In 2024–25, Transport Canada continued to implement Canada's [Oceans Protection Plan](#). The plan focuses on:

- improving marine safety
- protecting and restoring ecosystems
- strengthening the evidence base to support marine policy decision making
- advancing Indigenous partnerships and engaging Canadians

Enhancing Marine Safety

- Amendments to the [Administrative Monetary Penalties and Notices Regulations](#) were announced. These amendments are now in effect, and increase the maximum monetary penalty from \$25,000 per violation to up to \$250,000 to strengthen and expand Transport Canada's [enforcement toolbox](#) to help promote compliance.
- Proposed amendments to the [Environmental Response Regulations](#) were pre-published in the Canada Gazette, Part I, in June 2024 to seek public comments. The amendments apply to Transport Canada-certified response organizations and oil handling facility operators. They will strengthen ship-source oil spill preparedness, mitigate the potential impacts on the marine environment and communities, and help support environmentally responsible domestic and international shipping within Canadian waters.
- In March, Transport Canada [announced an investment of up to \\$57.8M](#) for 15 projects through the Safety Equipment and Basic Marine Infrastructure in Northern Communities initiative to expand storage facilities and upgrade sealift and petroleum resupply infrastructure in up to 47 Northern communities. To date, four SEBMINC projects have been completed, improving safety during resupply of essential goods and the efficiency of sealift activities for 11 northern communities. For example, a project completed in Tulita resulted in improved petroleum pipeline infrastructure that improves safety and reduces environmental risks for that community during fuel resupply. These projects support the creation of local jobs, stronger supply chains, improved marine safety, and reduced environmental risks.
- In 2024, the program continued its surveillance activities in the Arctic, achieving 466 hours of surveillance and inspecting 1,075 vessels for regulatory compliance.
- In 2024–25, we revised [the National Place of Refuge Contingency Plan](#). The plan is a guideline to help authorities decide on a place of refuge for vessels in need of assistance including outlining roles and responsibilities for federal departments, and specific regional annexes tailored to unique regional needs.
- We continued developing [the Enhanced Maritime Situational Awareness](#) system. This will provide users with near real-time and historical vessel traffic, weather and climate data, and other marine environmental information such as potential pollution events.



The screenshot displays the EMSA platform interface with a central map of the Arctic region. Five data layers are highlighted with callouts: Space Based Data, Local Knowledge, Maritime Safety, Environmental Protection, and Maritime Activity. The interface includes a top navigation bar with the EMSA logo and icons for Marine Safety, Environmental Protection, Maritime Activity, Local Knowledge, and Space Based Data. A sidebar on the left shows the 'Layers' panel, and a search bar is visible on the right. The map shows various data points and overlays over the Arctic region.

Examples of some of the data available on the EMSA system that is relevant to each of EMSA's core pillars

- 1. Maritime Activity:** Automatic Identification System (AIS) data showing near real-time vessel traffic in Pacific Fisheries Management areas on the west coast.
- 2. Maritime Safety:** DFO navigational warning and ECCC marine weather warnings in the Great Lakes, which enables mariners to make informed decisions about marine conditions that may impact their safety, security or operations.
- 3. Environmental Protection:** Visualization of Ecologically and Biologically Significant Areas (EBSAs) and Marine Protected Areas (MPAs) in Atlantic Canada.
- 4. Space Based Data:** Satellite and coastal Automatic Identification System (AIS) data overlaid on satellite imagery basemap in the Canadian Arctic.
- 5. Local Knowledge:** First Nations and Inuit community locations in Northern Québec, along with observations made by EMSA users (Note: Illustrative only – not Indigenous knowledge).

Screenshot of the Enhanced Maritime Situational Awareness (EMSA) platform interface, with example data layers and corresponding descriptions of core EMSA pillars

- In December 2024, a Request for Proposal was posted to procure a new web-based SaaS Geographical Information System (GIS) Solution for the EMSA program, with the Request for Proposal closing in February 2025.
- A total of 69 indigenous communities across Canada benefit from and contribute to the EMSA system. Over the past year, EMSA signed 13 contribution agreements with its 13 Indigenous partner communities to support collaboration and advance system development.

Protecting and restoring ecosystems

- In 2024–25, Transport Canada initiated an assessment of the cumulative effects of marine shipping in the Southwest Great Lakes region. This assessment will be undertaken in a collaboration with participating First Nations, fostering collaboration with Indigenous peoples while improving Canada’s knowledge of the impacts of marine transportation and how to best mitigate against its effects.
- Transport Canada completed the assessment of oil spill risks raised by community members in Cambridge Bay, Nunavut, and developed recommendations for management measures in collaboration with the Victoria Island Waterways Safety Committee. Several recommendations have been implemented, and others have been referred to appropriate authorities for further consideration. This work supports the department’s ongoing commitment to marine safety and environmental protection in the Arctic, while advancing partnerships with local communities and Indigenous organizations.

Indigenous partnerships and engaging Canadians

- In February 2025, [Transport Canada announced \\$16M in funding](#) to support 34 Indigenous communities and organizations through the Indigenous Local Communities Engagement and Partnership Program to hire marine coordinators. This program supports First Nation, Métis, and Inuit communities by enhancing their capacity to meaningfully participate in Oceans Protection programming. These partnerships will enable the integration of Indigenous knowledge to be integrated into marine safety and environmental protection and support the collaborative management of coasts and waterways.
- Transport Canada undertook broad engagement with Indigenous peoples and stakeholders in all coastal regions on proposed future regulations to enhance marine emergency management and preparedness for ship-source spills of hazardous and noxious substances, beyond oil. In addition to discussions with over 50 Indigenous organizations and over 30 stakeholders (marine industry, professional organizations, and responders), Transport Canada also posted a [discussion paper](#) to seek input and comments (from October 2024 to January 31, 2025).
- Transport Canada launched two new initiatives aimed at strengthening collaboration with Indigenous peoples to strengthen marine safety and environmental protection:
 - The Regulatory Roundtable initiative aims to strengthen regulatory development by engaging and including Indigenous advice and comments on Transport Canada’s marine safety and environmental protection regulations. This process was co-designed with over 70 Indigenous organizations across all coasts. The Regulatory Roundtable initiative has successfully created Tables in all coastal regions with continued interest from additional Indigenous organizations to participate.
 - The Collaborative Governance Framework initiative aims to build a national policy for advancing partnerships and collaboration with Indigenous peoples to strengthen marine safety and environmental protection. In 2024-25, Transport Canada met with over 75 Indigenous organizations in all coastal areas to share objectives and better understand the interests of coastal Indigenous peoples.

- [Transport Canada's Marine Training Program](#) continues to provide greater opportunities for underrepresented groups, such as women, Indigenous Peoples and Northerners to enter the marine industry. In 2024, Transport Canada provided funding to a new marine training institution, the Western Arctic Marine Training Consortium, which graduated its first cohort of students in April 2024. In the past year alone, 211 students from underrepresented groups graduated from various Marine Training Programs across the country, and since 2018, over 1,713 students have graduated from Marine Training Programs, with more than 724 graduates already having found employment in the marine industry.
- Transport Canada collaborates actively with Inuit on marine initiatives through the Inuit-Crown Partnership Committee working group on International Inuit Issues, and the bilateral TC-Inuit Nunangat Table. In 2024-25 we collaborated on the implementation of the ban of Heavy Fuel Oils in the Arctic and the advancement of the Arctic Emissions Control Area, including work on cost-mitigation.
- Through the department's regular "Fireside Chats," awareness campaigns, and the enhanced Indigenous learning centre, we continued to raise awareness of Indigenous history, culture and experiences among employees.

Protecting whales in Canadian waters

- In 2024–25, Transport Canada continued to take measures to protect the Southern Resident Killer Whale (SRKW) and the North Atlantic Right Whale (NARW). For both endangered species we implemented, enforced and monitored compliance with interim orders that restricted vessel speed and limited vessel access to protect whales in their critical habitats. We also continued to consult with stakeholders, and Indigenous Peoples, on whale protection measures
- To support recovery and protection of Southern Resident Killer Whales, and reduce underwater noise from vessels, we:
 - supported the Vancouver Fraser Port Authority's (VFPA) [Enhancing Cetacean Habitat and Observation \(ECHO\)](#) Program which achieved over 86% participation across three voluntary initiatives, translating to more than 5,800 slower or more distanced ship transits within key foraging areas of Southern Resident killer whale critical habitat.
 - along with industry partners, the VFPA and the department of Fisheries and Oceans (DFO), signed a new 5-year S.11 SARA SRKW Conservation Agreement (2024-2029) demonstrating our shared commitment to supporting the ECHO Program and its initiatives.
 - integrated marine mammal detections from the Boundary Pass Underwater Listening Station in the Salish Sea into the Whale Report Alert System to allow real-time reports of whales close to shipping lanes and automatically alert mariners
 - published a modelling study of ocean noise contributors by vessel type in regions and sound frequency ranges important to the SRKW
 - advanced research, development and demonstration on solutions to reduce underwater noise from small vessels
 - published the first in a series of themed articles on research results from our Quiet Vessel Initiative
 - provided in-kind support to the IMO Secretariat to support submissions under the three-year experience building phase for the Revised Guidelines for the [Reduction of Underwater Radiated Noise from Shipping to Address Adverse Impacts on Marine Life](#) (approved in 2023)
- To support the protection of the North Atlantic right whale and reduce the threats from vessel traffic, we:

- deployed three underwater acoustic gliders and conducted aerial surveys to monitor dynamic shipping zones in the Gulf of St. Lawrence for the presence of endangered NARW
- issued mandatory speed restrictions to mariners via navigational warnings (NAVWARNs) when NARW were sighted in dynamic shipping zones
- implemented measures to protect whales and their habitats, including:
 - mandatory speed and navigational restrictions in certain areas
 - voluntary speed reductions for certain areas and times
 - exclusion zones with limited exemptions in certain areas

Protecting and conserving marine areas, habitats and biodiversity

- In 2024–25, Transport Canada continued to collaborate with federal partners, including Fisheries and Oceans Canada, Parks Canada and Environment and Climate Change Canada to establish new marine protected areas, including the Sarvarjuaq and Qikiqtait Marine Protected Areas (MPAs). These two MPAs added 2.02% to Canada’s Marine Conservation Target. We continued to provide guidance on mitigating risks from marine transportation activities within all of Canada’s MPAs.
- We continued to enforce the [Ballast Water Regulations](#) on all Canadian-flag ships everywhere and all foreign-flag ships operating in Canada’s waters.
- We worked to learn more about sources of marine plastic litter from marine transportation. We collaborated with ECCO on scientific studies to understand the accumulation of microplastics from vessel hull coatings.
- We performed a port waste study at Canadian ports to assess waste management capacity and practices.
- In 2024–25, we completed the legislative review of the [Canadian Navigable Waters Act](#). This created the report [Charting Progress on the Public Right to Navigate in Canada: The 2024 Canadian Navigable Waters Act Legislative Review Report and Recommendations](#). It was tabled by the Minister in Parliament on September 19, 2024.
- We continued to develop new [administrative monetary penalty regulations](#) to improve compliance with the [Canadian Navigable Waters Act](#). We also continued to enhance our regulatory and permitting processes and tools in alignment with the [Cabinet Directive on Regulatory and Permitting Efficiency for Clean Growth Projects](#), which came into effect in July 2024.
- Our [Safety Equipment and Basic Marine Infrastructure in Northern Communities](#) initiative completed the [Hay River Harbour Emergency Restoration](#) project in the Northwest Territories. This removed excess sediment in two key areas of the Hay River Harbour for safer navigation.

Making progress on the green shipping corridor

- In 2024-25, Transport Canada continued the [Green Shipping Corridor Program](#) that was launched on December 1, 2023. The program aims to fund projects that help establish green shipping corridors and decarbonize the marine sector along the Great Lakes, the St. Lawrence Seaway as well as Canada’s East and West Coasts.
- We announced funding for 12 projects under the Clean Ports stream of the Program. These projects are located along the Great Lakes, the St. Lawrence Seaway, and Canada’s East and West Coasts. They invest in green port operations such as:
 - commercially available shore power
 - electrification of port equipment
 - vessel charging and clean fuel infrastructure
 - incentive programs to help attract clean vessels

- We also announced funding for 14 projects under the clean vessel demonstration stream of the program. The projects are to advance the domestic marine industry’s knowledge and capacity to transition their vessels to low carbon and zero emission ship technology and marine fuels including wind sails, battery electric, biofuel and other technologies.

Addressing problem vessels

- The Comprehensive Strategy for Vessels of Concern initiative continued to provide funding to address abandoned and derelict vessels in Canada’s waterways.
- In 2024–25, we continued to preserve and restore marine ecosystems by taking measures to address abandoned, hazardous and wrecked vessels. These include:
 - continuing to implement and enforce the [Wrecked, Abandoned or Hazardous Vessels Act](#)
 - managing over 500 files on problem vessels
 - supporting the removal of 138 vessels by the Navigation Protection Program and an additional 10 vessels by the [Abandoned Boats Program](#) in 2024–25
 - working towards regulations for a vessel remediation fund to strengthen owner responsibility
- The Abandoned Boats Program helped Indigenous communities lead projects to remove and address abandoned, wrecked, or hazardous vessels.



Dealing with ballast water, vessel discharge and other threats to marine environments

In 2024–25, Transport Canada continued its extensive work on measures to prevent and mitigate pollution and biofouling impacts from vessel ballast water and discharges in marine environments. Key initiatives include:

- enforcing *Ballast Water Regulations* on ships operating in Canada’s waters
- supporting the Ballast Water Innovation Program, which is funding industry-led research to optimize ballast water treatment systems for use in the Great Lakes–St. Lawrence region
- collaborating to develop amendments to the IMO’s International Ballast Water Management Convention
- engaging with the U.S. Environmental Protection Agency on developing its 2024 Vessel *Incidental Discharge National Standards of Performance*
 - this includes requirements for future Great Lakes ships, which is a step towards greater compatibility with Canada’s regime
- consultations, including with Indigenous groups, on updates to the [Vessel Pollution and Dangerous Chemicals Regulations](#)
 - the amendments integrate the IMO’s prohibition on using heavy fuel oil in Arctic, which came into force in July 2024
- renewing enhanced environmental measures for cruise ship discharges in June 2024.
 - these measures are enforceable under the [Canada Shipping Act, 2001](#)
- working with Fisheries and Oceans Canada on scientific studies to better understand biofouling risks to Canadian aquatic ecosystems
- demonstrating environmentally responsible in-water vessel cleaning and capture systems
- advancing work at the IMO to address vessel biofouling, including:

- finalizing *Guidance on in-water cleaning of ships biofouling*
- launching a new process to begin the developing a legally binding framework on ships' biofouling
- participating in and contributing to the 3rd GloFouling R&D Forum and Exhibition held in the Republic of Korea

Engaging Indigenous Peoples in transportation safety and environmental initiatives

- In 2024-25, Transport Canada announced funding for 10 projects under the Program to Enhance Rail Safety Engagement. The projects support Indigenous and local communities to:
 - develop rail safety awareness campaigns and educational resources
 - conduct community rail risk assessments and studies (like air quality monitoring)
 - consult community members to develop rail safety plans
 - engage with Transport Canada to improve rail safety practices
- We funded 6 projects under the Marine Safety Equipment and Training Initiative to support four Indigenous communities in improving safety for Indigenous vessels that are active along the Trans Mountain Expansion Project marine shipping route. This funded marine safety equipment on 93 vessels, personal marine safety equipment for 170 community members, and marine safety training for 46 people.
- We provided 251 grants under the Community Participation Funding Program to 72 Indigenous and local communities and organizations. The grants supported engagement related to the Oceans Protection Plan. The funding has enabled recipients to help advance Canada's marine priorities, including:
 - assessing the cumulative effects of marine shipping
 - environmental baseline sampling of potential places of refuge
 - developing a collaborative governance framework to strengthen marine safety and environmental protection
- We also provided 13 grants under the Community Participation Funding Program to six Indigenous communities and organizations to support their engagement with the High-Speed Rail initiative. The funding has enabled recipients to gather and provide community input on developing the initiative, including:
 - proposed engagement policies
 - the request for proposals process
 - participation in planning activities such as environmental and field studies



Result 6 - A transportation system that supports innovation

Results achieved

Modernizing transportation system regulation and accountability

- [*Bill C-52, Enhancing Transparency and Accountability in the Transportation System Act*](#) was introduced in the House of Commons on June 20, 2023. However, it died on the Order Paper after Parliament was prorogued on January 6, 2025.

- In 2024–25, Transport Canada worked with other departments to continue developing the regulatory platform. It is expected to be launched in 2025. The regulatory platform is powered by machine learning (AI). It will help regulators (including Transport Canada) analyze complex regulatory frameworks and regulatory burden on different industry sectors.

Supporting innovation in marine transportation systems

- Transport Canada worked on developing new timely marine traffic and automatic identification system-based performance metrics. We also continued developing dashboards to report on the volume and performance of the marine sector in Canada. They will be published in 2025–2026.
- We contributed to the [Blue Economy: Targeted Regulatory Review—Regulatory Roadmap](#) published in June 2024. This included three initiatives related to maritime autonomous surface ships (MASS). These initiatives will guide us as we explore regulatory options to address issues raised by stakeholders in integrating this new technology in a beneficial, efficient and safe way.

Promoting sustainable ports infrastructure and operations

- [Bill C-33, Strengthening the Port System and Railway Safety in Canada Act](#) was introduced in the House of Commons on November 17, 2023. The Bill advanced to the report stage in the House of Commons. However, it died on the Order Paper after Parliament was prorogued on January 6, 2025.
- Transport Canada continued working to modernize Canada’s port governance system. We aim to optimize Canada Port Authorities’ current and future role in the transportation system as innovative assets that support inclusive growth and trade.

Developing innovative technologies for rail and vehicle safety

- In 2024–25, Transport Canada worked with industry, academia and research organizations to advance innovation in rail and vehicle safety.
- Key initiatives included:
 - the first testing in Canada of an automatic rail parking brake system, responding to Transportation Safety Board recommendations
 - a study with the Rail Research Advisory Board on Automated Inspection Portal technology to evaluate ways to improve defect detection and accelerate regulatory readiness
 - developing a track inspection tech demo railcar with the NRC to allow Canadian technology developers to test track inspection innovations with Canadian railways and regulators
 - projects to evaluate advanced driver assistance systems including:
 - extensive research on crash avoidance
 - benchmarking and performance testing on public roads and test track environments
- Studies at our [Transport Canada’s Motor Vehicle Test Centre](#) examined technologies such as:
 - automatic emergency braking
 - pedestrian avoidance
 - lane support systems
 - motorcycle testing
 - driver blind spot warnings
 - risks associated with commercial vehicles and pedestrians
 - crash safety for women

- We also began constructing a new [commercial vehicle laboratory](#) at our Motor Vehicle Test Centre. This will enhance TC’s capacity to test larger vehicles, including electric buses and zero-emission trucks.

Supporting innovation in vehicle and vessel cyber security

- We continued implementing the Advance Connectivity and Automation in the Transportation System initiative to improve vehicle cyber-security through testing and integrating connected and automated vehicles. As part of this effort, we:
 - developed specialized tools, guidance materials and targeted training programs to support transportation authorities in securely incorporating new technologies and higher levels of connectivity and automation into their transportation systems
 - developed a sample regional intelligent transportation system architecture to help transportation authorities develop and implement their own regional systems
 - convened 5 intelligent transportation system cyber security community of practice sessions to support cyber security information sharing and collaboration between transportation authorities at the municipal and provincial/territorial levels

Resources required to achieve results

Table 8: Snapshot of resources required for a green and innovative transportation system

Table 8 provides a summary of the planned and actual spending and full-time equivalents required to achieve results.

Resource	Planned	Actual
Spending	\$1,004,235,774	\$1,499,450,072
Full-time equivalents	1,052	917

[The Finances section of the Infographic for Transport Canada on GC Infobase page](#) and the [People section of the Infographic for Transport Canada on GC Infobase page](#) provide complete financial and human resources information related to its program inventory.

Related government priorities

This section highlights government priorities that are being addressed through this core responsibility.

Gender-based Analysis Plus

- In 2024-25, Transport Canada continued to consider GBA Plus insights to improve project design and develop mitigation measures when developing green and innovative transportation initiatives.
- TC’s Indigenous Relations, continued to organize events featuring female and Indigenous speakers and share Indigenous resources across the department. In Fall 2024, the TC Engagement and Consultation Hub (TC-ECH), the departmental database for tracking engagement and consultation activity, was launched. This system helps us better track data on engagement and consultation activities and areas of collaboration with Indigenous communities, governments and organizations, including Indigenous women advocacy organizations.
- The Marine Training Program (MTP) continued to help reduce barriers and create employment opportunities for underrepresented groups in the marine industry. In the past year, over 200

students from underrepresented groups (including women, Indigenous peoples, and Northerners) graduated from various Marine Training Programs across the country.

- Transport Canada's Crashworthiness program conducted globally leading research to enhance the protection of women and children in cars.

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

[SDG 9 – Industry, Innovation and Infrastructure](#)

[Target 9.4](#)

- provided investments in green port operations such as commercially available shore power, electrification of port equipment, vessel charging and clean fuel infrastructure
- collaborated with Natural Resources Canada to determine zero-emission vehicle technology requirements suited to the Canadian context

[SDG 11 – Sustainable Cities and Communities](#)

[Target 11.2](#)

- supported the development and implementation of the Electric Vehicle Availability Standard
- provided incentives for over 6,500 Medium- and Heavy-Duty Zero-Emission under the Incentives for Medium- and Heavy-Duty Zero-Emission Vehicles (iMHZEV) Program

[SDG 12 – Responsible Consumption and Production](#)

[Target 12.4](#)

- collaborated in the developments of amendments to the International Maritime organization's (IMO) *International Ballast Water Management Convention*
- finalization of *Guidance on in-water cleaning of ships biofouling* at the IMO

[SDG 13 – Climate Action](#)

[Target 13.2](#)

- continued implementation of the [Action Plan for Clean On-Road Transportation](#)
- collaborated with the NRC on a project aimed at studying the performance of fully electric aircraft engines

[SDG 14 – Life Below Water](#)

[Target 14.1](#)

- enforcement of *Ballast Water Regulations* on ships operating in Canada's waters
- it undertook scientific studies to understand the accumulation of microplastics from vessel hull coatings

[Target 14.5](#)

- implemented a range of measures to protect whales and their habitats, including mandatory speed and navigational restrictions in certain areas, voluntary speed reductions for certain areas and times, and exclusion zones with limited exemptions in certain areas

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

Program inventory

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

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

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

Core responsibility 3: Efficient transportation system

In this section

- [Description](#)
- [Quality of life impacts](#)
- [Progress on results](#)
- [Details on results](#)
- [Resources required to achieve results](#)
- [Related government priorities](#)
- [Program inventory](#)

Description

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

Quality of life impacts

This core responsibility contributes to the Prosperity domain of the [Quality of Life Framework for Canada](#) and the following indicators through the activities mentioned in the core responsibility descriptions for transportation system efficiency, service enhancements, facilitation of supply chains and transportation system asset management and improvement:

- Productivity

Progress on results

This section details the department’s performance against its targets for each departmental result under Core responsibility 3: Efficient transportation system.

Table 9: Transportation corridors enable efficient movement of products to market

Table 9 shows the target, the date to achieve the target and the actual result for each indicator under Transportation corridors enable efficient movement of products to market in the last three fiscal years.

Departmental Result Indicator	Target	Date to achieve target	Actual Results
End-to-end, rail transit time of containers along the trade corridor from Canadian west coast ports to Chicago, including border crossing time	At most 6.5 days	2025-03-31	2022–23: 6.6 days 2023–24: 6.8 days 2024–25: 7.0 days
End-to-end, Canada-side, truck transit time of general freight along the Toronto to United States trade corridor, including border crossing time	At most 3.5 hours	2025-03-31	2022–23: 3.4 hours 2023–24: 3.4 hours 2024–25: 3.3 hours
End-to-end transit time of containerized freight arriving from ports in Asia	At most 27.5 days	2025-03-31	2022–23: 39.9 days 2023–24: 35.0 days 2024–25: 33.6 days
End-to-end transit time of a select grouping of commodities, such as grains, departing from Canada to Asia	At most 39.5 days	2025-03-31	2022–23: 37.9 days 2023–24: 36.7 days 2024–25: 38.3 days

Table 10: Canadian travellers and freight operators benefit from choice and improved service

Table 10 shows the target, the date to achieve the target and the actual result for each indicator under Canadian travellers and freight operators benefit from choice and improved service in the last three fiscal years

Departmental Result Indicator	Target	Date to achieve target	Actual Results
Percentage of international air services requests/issues addressed	Exactly 100%	2025-03-31	2022–23: 100% (6 out of 6) 2023–24: 100% (11 out of 11) 2024–25: 100% (6 out of 6)

Table 11: Canadian travellers and freight operators benefit from choice and improved service

Table 11 shows the target, the date to achieve the target and the actual result for each indicator under Canadian travellers and freight operators benefit from choice and improved service in the last three fiscal years

Departmental Result Indicator	Target	Date to achieve target	Actual Results
Availability of Transport Canada owned and managed airports	Exactly 100% (*certain types of events are excluded from the calculation)	31-03-2025	2022–23: 100% 2023–24: 100% 2024–25: 100%
Availability of Transport Canada owned and managed ports	Exactly 100% (*certain types of events are excluded from the calculation)	31-03-2025	2022–23: 100% 2023–24: 100% 2024–25: 100%
Availability of Transport Canada owned and managed ferries	Exactly 100% (*certain types of events are excluded from the calculation)	31-03-2025	2022–23: 100% 2023–24: 100% 2024–25: 90%

The [Results section of the Infographic for Transport Canada on GC Infobase page](#) provides additional information on results and performance related to its program inventory.

Details on results

The following section describes the results for an efficient transportation system in 2024–25 compared with the planned results set out in Transport Canada’s departmental plan for the year.

Result 7 - Transportation corridors enable efficient movement of products to market

Results achieved

Developing High-Speed Rail across Québec and Ontario

- In 2024–25, Transport Canada continued to support work on plans and contracting arrangements for the [High-Speed Rail \(HSR\) initiative](#) that will deliver faster and more frequent, accessible, and sustainable passenger rail services across Ontario and Québec. The project will span around 1,000 kilometers between Québec City and Toronto, reach speeds of up to 300 km/h, and stop in Toronto, Peterborough, Ottawa, Montréal, Laval, Trois-Rivières, and Québec City.
- The Government of Canada committed \$3.9 billion over 6 years, starting in 2024–25, to support the Co-Development Phase of this initiative. The Crown Corporation that serves as the project delivery office, previously known as VIA HFR-VIA TGF, is moving to the brand name “[Alto](#)” for public communications.
- Cadence—a consortium made up of CDPQ Infra, Atkins Realis, SYSTRA Canada, Keolis Canada, Air Canada, and SNCF Voyageurs—emerged as the preferred bidder in the Request for Proposals process. On March 19, 2025, Alto and Cadence signed a Pre-Development Agreement (PDA), to work with Alto on the planning, designing, constructing, financing, implementing, and maintenance phases.
- Work continued to make sure the High-Speed Rail network supports the Government of Canada’s commitment to Indigenous reconciliation. In 2024-25, consultations and engagement with Indigenous Peoples focused on 4 key goals:
 - building meaningful relationships
 - fulfilling the Crown’s duty to consult, and accommodate (where appropriate)
 - creating social and economic benefits, and
 - finding ways for Indigenous communities to take part in economic opportunities
- In line with the Minister's mandate letter, we continued work to explore options to extend the initiative to Southwestern Ontario.



Improving supply chains

- Throughout its first full year of operation in 2024-25, the [National Supply Chain Office](#) expanded its collaboration with both private and public sector partners to strengthen the performance of Canada’s supply chains, increasing the efficiency, fluidity, reliability and resiliency across Canada's supply chains, including mitigating impacts from disruptions.
- During supply chain disruptions, the Office played a crucial role by bringing together impacted supply chain users and operators to ensure a common operating picture and timely situational updates among supply chain participants, thereby promoting resilience and facilitating recovery.
- The Office deepened its knowledge and relationships with supply chain practitioners through hosting events such as an inaugural Canada-U.S. Peer Exchange on Supply Chains and the National Supply Chain Forum, while also establishing a ministerial-level Supply Chain Advisory Council.
- In 2024–25, Transport Canada continued working with industry, provinces, territories, and Indigenous Peoples to develop a long-term roadmap for Canada’s transportation infrastructure

to better plan and coordinate investments required to support future trade growth. We created a new federal-provincial-territorial working group to understand Canada's transportation supply chains infrastructure and capacity investment needs over the near, medium, and longer term.

- We continued to make sure that the Canadian transportation system is efficient, competitive and helps move goods to and from domestic and international markets. We closely monitored the performance of the sector, collected key transportation data, conducted deep-dive analysis of structural issues such as productivity, forecasted transportation demand by mode, and engaged with stakeholders on performance. We also increased access to transportation information to increase transparency via the [Transportation Data and Information Hub website](#).
- We continued to pursue infrastructure and regional connectivity with partners and counterparts in the North, including applying infrastructure investment principles under the Council of Ministers for Transportation and Highway Safety.
- We continued to deliver major initiatives under the [National Trade Corridor Fund](#). The fund supports investments in trade corridors that allow Canadians to compete in key global markets and in projects that make Canadian supply chains more fluid.
- As the fund enters its final years, our work shifts from launching calls for proposals and approving project funding to ramping up processing of funding disbursements and completing funded projects. In 2024-25, 11 projects were completed, bringing the total under the program to 59.
- For example, one of the 11 completed projects is New Brunswick Southern Railway Company Limited's Rail Supply Chain Upgrade project. Announced by the federal government in 2022, this featured a suite of rail infrastructure enhancements to enable the rail line to withstand higher speeds and heavier loads. A total of 25 track miles of 115 lb rail were upgraded, 3.4 track miles of new tracks were built, 13 turnouts installed, 67,943 metric tons of ballast laid out, and 6 bridges were reinforced. The number of Intermodal containers hauled per week increased from a baseline of 856 to 1,490 within 10 months in 2024, and other throughputs have increased as well.
- The New Brunswick railway project complements the Program's investments in the Port of Saint John's Enhanced West Side Terminal Modernization project, as well as the Province of New Brunswick's Saint John Harbour Bridge Rehabilitation project.

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

Results achieved

Improving air passenger service and experience

- Transport Canada, in concert with Global Affairs Canada, liberalized a number of Canada's bilateral Air Transport Agreements (ATA) to allow airlines to better serve Canadian travellers and shippers, including new or improved ATAs with Argentina, Australia, Ghana, Qatar, and Senegal.
- Supported consultations from the Canadian Transportation Agency on revised [Air Passenger Protection Regulations](#), focused on making the regulations clearer for travellers and air carriers.
- Created (July 2023) a Data Working Group to support operational and service delivery improvements, efficiencies in air travel and mitigation of service disruptions. A pilot project to share air performance data among airlines, airports and other air sector stakeholders is being implemented to meet these objectives.

- In May 2024, the Minister of Transport co-hosted Canada’s first [National Air Accessibility Summit](#), which emphasized the importance of coordinated actions, including voluntary accessibility data reporting.
- We focused on our accessibility mandate under both the [Canada Transportation Act](#) and the [Accessible Canada Act](#) to reinforce barrier-free travel across the federal transportation system for persons with disabilities. We also continued working with national and international partners to promote accessible air travel globally.
- In March 2025, the Government of Canada released a policy statement on airport investment, intended to encourage more private investment in the National Airports System airports. Investment in airports enhances the passenger experience by supporting the improvement of airport facilities and allowing airports to better meet growing demand.



Result 9 - Transport Canada manages its assets effectively

Results achieved

Maintaining and upgrading facilities

- In 2024–25, Transport Canada continued to maintain and manage a large asset base that consists of:
 - 18 airports (17 land-based and 1 water-based)
 - 33 port facilities
 - 6 ferry terminals, and
 - 4 ferry vessels
- We continued to make strategic investments and prioritized health and safety related projects to make sure these facilities met their availability targets.
- We completed several major projects, including rehabilitating Runway 13-31 at Sept-Îles Airport, and building a sweeper garage at Wabush Airport. Other major projects also made significant progress, including:
 - replacing visual aids at Kuujuaq Airport
 - resurfacing the runway at Blanc Sablon Airport
 - rebuilding Runway 09-27 at Sept-Îles Airport

- Design work progressed for other projects, including:
 - rehabilitating the combined services building at Wabush Airport
 - resurfacing Runway 16-34 at Îles-de-la-Madeleine Airport
 - resurfacing the runway at K'il Kun Xidgwangs Daanaay Airport
 - resurfacing airside paved surfaces at Natashquan Airport
 - rebuilding the fishermen's wharf and slipway at the Port of Cap-aux-Meules



- For assets related to the Eastern Canada Ferry Services, we completed the Souris fixed transfer ramp and Souris wharf reinforcement and extension projects and nearing completion of the Cap-aux-Meules fixed transfer ramp to accommodate the recently acquired MV Madeleine II.
- During the year, we also bought the MV Fanafjord (renamed the MV Northumberland) as an interim solution to replace the MV Holiday Island.
- We continued to work with Chantier Davie Canada Inc. to advance key design work related to the acquisition of 2 new ferry vessels that will support long-term safe and reliable operations while reducing GHG emissions.

Developing the Lac-Mégantic Rail Bypass

- In 2024–25, Transport Canada worked alongside Central Maine & Québec Railway Inc. (a subsidiary of Canadian Pacific Kansas City) to support its application to the Canadian Transportation Agency for the approval of the [Lac-Mégantic Rail Bypass](#) project, while completing preparatory works in the region such as environmental studies.
- We worked closely with the municipalities of Lac-Mégantic, Nantes, and Frontenac, including creating 2 key committees to share information and move the project forward. In partnership with the impacted municipalities, we continued to implement mitigation measures, including a well water monitoring plan for local citizens.
- Fall 2024 marked the completion of consultations on hydrogeology studies and the ground and well water monitoring plan in Lac-Mégantic, paving the way for final public consultations in 2025–2026. With our support, the City of Lac-Mégantic relocated municipal infrastructure to ensure a smooth path for bypass construction.
- As the project entered its second phase of consultations, we maintained an open dialogue and continued to consult with Indigenous communities on the environmental considerations for the project.

Supporting remote passenger rail

- In 2024-25 Transport Canada supported operations, maintenance and rehabilitation work under the [Remote Passenger Rail Program](#). Created in 2005, the program helps provide safe, reliable, viable, and affordable passenger rail services to remote and Indigenous communities, where rail is the only means of surface transportation.
- In September 2024, Transport Canada committed Budget 2024 funding in full by signing 3-year contribution agreements with:
 - Tshiuetin Rail Transportation (TRT) for the provision of remote passenger rail service between Sept-Iles and Schefferville in Quebec

- Keewatin Railway Company (KRC) for the provision of remote passenger rail service between The Pas and Pukatawagan in Manitoba

Resources required to achieve results

Table 12: Snapshot of resources required for a green and innovative transportation system

Table 12 provides a summary of the planned and actual spending and full-time equivalents required to achieve results.

Resource	Planned	Actual
Spending	\$1,856,311,450	\$1,301,033,946
Full-time equivalents	746	679

[The Finances section of the Infographic for Transport Canada on GC Infobase page](#) and the [People section of the Infographic for Transport Canada on GC Infobase page](#) provide complete financial and human resources information related to its program inventory.

Related government priorities

This section highlights government priorities that are being addressed through this core responsibility.

Gender-based Analysis Plus

- Throughout 2024-25, Transport Canada continued to work with various partners to support the creation of quality jobs to ensure Canada’s workers have the skills and training needed to support the economy and businesses. This also included examining key barriers to recruitment, training, and retention of underrepresented groups (e.g., women, youth, immigrants, minorities, Indigenous Peoples, Inuit, and Northerners) into the transportation labour force sector.
- From May 2024 to July 2024, Transport Canada had a banner campaign on the Government of Canada’s Job Bank website to help promote opportunities across the transportation industry, including in support of increased diversity and inclusion of underrepresented groups in the sector.
- The department also collaborated with ESDC on work advanced through the Sectoral Workforce Solutions Program, such as approaches to addressing challenges and opportunities facing workers in the trucking and logistics sector.
- Other work being explored relates to digital methods to accelerate the processing of worker certification and licensing in federally regulated transportation sectors (e.g., aviation, marine and rail). In the aviation sector, Transport Canada is undertaking digital transformation initiatives designed to streamline exams, flight tests, and licensing services. The goal is to create a more efficient and user-friendly system that meets the needs of both applicants and regulators

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

[SDG 5- Gender Equality](#)

[Target 5.5](#)

- provided \$30,000 CAD – to ICAO to support its Gender Equality Project

- over 200 students from underrepresented groups (including women, Indigenous peoples, and Northerners) graduated from various Marine Training Programs

[SDG 9- Industry, Innovation and Infrastructure](#)

[Target 9.1](#)

- the High Frequency Rail initiative develops sustainable, electrified rail infrastructure that enhances regional connectivity, reduces congestion and emissions, and promotes economic growth and innovation

[Target 9.4](#)

- established a new federal-provincial-territorial working group to understand Canada's transportation supply chains infrastructure and capacity investment needs over the near, medium, and longer term

[SDG 10- Reduce Inequality Within and Among Countries](#)

[Target 10.2](#)

- supported the work of the Canadian Transportation Agency to develop and implement accessibility standards and regulations to identify, remove, and prevent barriers

[SDG 11 – Sustainable Cities and Communities](#)

[Target 11.2](#)

- continued to support work on plans and contracting arrangements for development of the [High-Speed Rail \(HSR\) initiative](#)
- Canada supported operations, maintenance and rehabilitation work under the [Remote Passenger Rail Program \(RPRP\)](#)

[SDG 13 – Climate Action](#)

[Target 13.2](#)

- continued to work with Chantier Davie Canada Inc. to advance key design work related to the acquisition of two new ferry vessels that will support long-term safe and reliable operations while reducing GHG emissions

[SDG 17- Partnerships for the Goals](#)

[Target 17.17](#)

- continued to support work on plans and contracting arrangements for development of the [High-Speed Rail \(HSR\) initiative](#) by conducting regular interdepartmental governance committee meetings and ensuring informed decision-making by key stakeholders

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

Program inventory

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

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

Supporting information on planned expenditures, human resources, and results related to Transport Canada's program inventory is available on [GC Infobase](#).

Internal services

In this section

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

Description

Internal services refer to the activities and resources that support a department in its work to meet its corporate obligations and deliver its programs. The 10 categories of internal services are:

- Management and Oversight Services
- Communications Services
- Legal Services
- Human Resources Management
- Financial Management
- Information Management
- Information Technology
- Real Property
- Materiel
- Acquisitions

Progress on results

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

Communications

The Communications Group led in providing strategic communication advice in line with the federal policy. Our work helped to keep employees and the public informed about the department's priorities, large-scale projects, and activities. Highlights include:

- Engaging the public with targeted campaigns. We led 9 advertising campaigns on key topics like the Transportation of Dangerous Goods new Client Identification Database, Southern Resident killer whales, abandoned boats, boating safety and drone safety. These campaigns were strategically aligned with federal requirements, and each was assessed to improve future messaging on our website and social media platforms.
- Creating engaging content. We created videos and intranet content showcasing the department's innovative work. This includes virtual reality and self-driving technology to keep people safe across all modes of transportation
- Building trust in marine safety. Our ongoing, targeted work with Canadians helped boost public trust in Canada's marine safety system. Confidence grew 11%, from 58% in 2022 to 69% in 2024. This was detailed in the [Oceans Protection Plan - Canadians' Confidence in Marine Safety 2024 public opinion research report](#).

- Supporting High-Speed Rail. We played a key role in advancing the High Frequency Rail project (now the High-Speed Rail initiative) connecting Toronto, Ottawa, Montréal, and Québec City. Our work included crafting essential communications materials and messaging to announce updates to the bidding groups for the Request for Proposals. We prepared for the Prime Minister's announcement of the winning bidder and the shift from "High Frequency Rail" to "High-Speed Rail." We also developed and signed communications agreements with Alto and VIA Rail
- Promoting Incentives for iZEV. We raised awareness about clean transportation and government rebates. This involved targeted outreach and engagement activities, including 117 social media messages about vehicle rebates and running a national outreach campaign focused on medium- and heavy-duty incentives. As a result, over 500,000 rebates have been provided so far
- Supporting public consultations. We held 18 consultations on topics like:
 - the Oceans Protection Plan
 - zero emission vehicle safety (electric battery and hydrogen)
 - digitizing the travel journey at airports
 - environmental reports from the Lac-Mégantic railway bypass project
 - options to address mandatory wear of lifejackets/personal floatation devices on pleasure craft
 - motor vehicle theft in Canada
 - amendments to the *Railway Safety Act* in Bill C-33
 - preliminary issue and consultation assessment on flight duty time and fatigue management
- Planning, managing, and publishing Transport Canada's public opinion research. We publish our public opinion research through Library and Archives Canada aligned with federal requirements. In 2024 to 2025, we carried [out a study on public awareness and trust in Canada's transportation system.](#)
- We used **digital communications tools** to simplify processes, improve information management, and make communications more efficient. Examples include:
 - Designing and launching a new application to streamline the Communications Group's approvals process. This will help to reduce administrative burden, address system issues, and improve how we manage data
 - Using digital tools with data analysis features to connect with partners and stakeholders. These tools have data analysis features that give us real-time insights to help us make decisions. We measure success with standard metrics to see if our tactics or content worked.
- **Supporting inclusion, diversity, equity and accessibility.** We supported Transport Canada executives who act as champions for equity-deserving employees and Canadians by working with the HR Diversity and Inclusion Action Team. We provided advice and promoted the



initiatives of equity-deserving employee networks. In 2024 to 2025, we supported 26 events, sent 31 emails and invitations, and produced 219 materials to support this work.

- **Supporting Indigenous engagement.** Building on the strategy to support the department's response to [Call to Action #57 – TRCtalk](#), the [UNDRIP Act](#), and the *Many Voices One Mind* report, we supported communications with Indigenous Peoples by:
 - creating new branding templates for our work with First Nations, Inuit, and Métis peoples. Building trust includes making sure that Indigenous Peoples give consent and are shown in respectful ways that follow their cultural protocols
 - working with the Indigenous Relations Unit to share updates on awareness activities and our ongoing efforts to strengthen relationships with Indigenous communities. This included highlighting regional stories and milestones at a national level, and helping distribute the Unit's quarterly newsletter through corporate channels. In 2024 to 2025, we supported 15 events, sent 22 emails and invitations, and developed 54 other products
 - supporting consultations with Indigenous Peoples by:
 - oversampling Indigenous participants in surveys
 - running Indigenous-only focus groups
 - including Indigenous-focused questions in PCO studies (Indigenous Insights)
 - sharing data with program and policy teams
 - using surveys to understand Indigenous views on transportation
 - supporting the first annual Marine Dialogue Forum in Ontario which brought together Indigenous communities, marine stakeholders, Non-Governmental organizations, and federal departments to discuss protecting the Great Lakes
 - helping fulfill Canada's reconciliation and language goals by creating and distributing 1,000 bilingual postcards in Inuktitut. These were shared at career fairs, events, offices, and community centers in Nunavut

Human resources

- In 2024 to 2025, we implemented workforce controls to minimize the impact of reducing budgets on the department's indeterminate workforce. Our indeterminate and term population decreased by 2.8%. The representation of all four designated groups (women, Indigenous peoples, racialized employees, and persons with disabilities) stayed above workforce availability, with no significant changes.
- We made progress on an Ombuds function to provide a confidential and impartial safe space to support employees to resolve workplace issues.
- We launched a new code of professional conduct after extensive consultations. It sets out expected ethical behaviours for all Transport Canada employees.
- We published our Equity, Diversity and Inclusion Action Plan for 2024 to 2027. It provides real and measurable objectives and activities to promote diversity and deeper inclusion and equity.
- We continued to advance the call to action on anti-racism, equity and inclusion by making consequential accountability for progress part of the in-year performance cycle.
- We published our [Accessibility Progress Report for 2024](#). The report outlines what we've done to address some of the barriers identified through consultations with persons with disabilities.
- Restoring employee confidence in pay remained a key priority for us. We did this through accurate and timely pay and benefits administration, and client service excellence. We implemented a prioritization strategy which reduced the transactional backlog by 60%. We also

continued training our compensation advisors to return to a holistic full file pay service delivery model.

Service and digital

Improving cybersecurity and digital resilience

- Transport Canada continues to enhance its cybersecurity to keep the integrity of digital services across offices and field operations. For example, we deployed a Data Loss Prevention solution to prevent unauthorized sharing of protected information. We also scanned external-facing web applications for vulnerabilities and are implementing mitigation efforts.
- We are still securing endpoint devices, including mobile and remote systems, with advanced protection and regular patching in collaboration with SSC and Microsoft. Deploying Government of Canada Secret Infrastructure across regional offices has expanded our secure capacity to manage classified information.

Empowering employees with modern tools and skills

- To reduce burden and modernize service delivery, we launched the TC Aviation Intake Request, a mobile app for pilots to streamline [Aviation Document Booklet requests](#). Over 2,000 requests have been processed, with a 5-star rating on the App Store.
- The department also launched TC Translate, a secure in-house translation tool. We continue to strengthen digital and data capabilities across the workforce through targeted training and innovation initiatives.
- To improve internal workflows, we introduced a digital employee offboarding process. The process reduces repetitive manual tasks, improves transparency, and standardizes procedures across all regions, which improves both operational efficiency and employee experience.
- Two department-wide hackathons led by the Power Apps Centre of Excellence lead to deploying an AI-powered document process automation system. The system is now delivering measurable gains in productivity and data quality for multiple teams. We are also continuing the migration to SharePoint as our corporate information repository, improving knowledge management and governance.
- Lastly, we launched a Digital and Data Fluency program to help employees develop the skills and competencies to use digital and data tools, from basics to advanced fluency. This aligns with the Government of Canada's digital ambition.

Using data and AI responsibly

- We've implemented our data strategy and advanced low-risk AI pilots with strong governance. Projects include chatbots to support employees and classify open-source news about transportation. These pilots are building internal capacity and demonstrating the responsible, scalable use of AI.

Improving air cargo security through AI

- We launched the Pre-screening Air Cargo system to proactively assess air cargo risks. This machine-learning system allows earlier screening, improves security, and improves processing efficiency. This reinforces Canada's trusted air cargo system.

Improving service experience for Canadians

- We continue to modernize how services are delivered to Canadians. We're focusing on efficiency, accessibility, security, and client experience.
- Through the myTC account, users now have a secure single sign-on thanks to integration with Transport Canada's new external user authentication system.

- We've made new digital services such as Aircraft Registration, Aeronautical Obstacles, and improvements to the Marine Medical Hub. These are making it easier for users to access services online, including pilots and marine medical professionals. Adoption is growing. Over 50% of marine submissions are now online.
- To strengthen service performance, the department launched a strategic key performance initiative. The initiative established common performance measures and launched the Enterprise Improvement Target Framework. This ensures consistent tracking and sets a clear path for continuous improvement across all service areas.
- As part of the oneTC Strategy, the department is also combining service channels and aligning technologies to improve consistency and simplify access.

Resources required to achieve results

Table 13: Resources required to achieve results for internal services this year

Table 13 provides a summary of the planned and actual spending and full-time equivalents required to achieve results.

Resource	Planned	Actual
Spending	\$261,334,446	\$288,900,892
Full-time equivalents	1,813	1,732

[The Finances section of the Infographic for Transport Canada on GC Infobase page](#) and the [People section of the Infographic for Transport Canada on GC Infobase page](#) provide complete financial and human resources information related to its program inventory.

Contracts awarded to Indigenous businesses

Government of Canada departments are required to award at least 5% of the total value of contracts to Indigenous businesses every year.

Transport Canada's results for 2024-25:

Table 14 Total value of contracts awarded to Indigenous businesses¹

As shown in Table 14, Transport Canada awarded 8.1 % of the total value of all contracts to Indigenous businesses for the fiscal year.

Contracting performance indicators	2024-25 Results
Total value of contracts awarded to Indigenous businesses ² (A)	\$13,736,946
Total value of contracts awarded to Indigenous and non-Indigenous businesses (B)	\$247,431,055
Value of exceptions approved by deputy head (C)	\$77,795,326

Proportion of contracts awarded to Indigenous businesses [A / (B-C) × 100]	8.1 %
<ul style="list-style-type: none"> - ¹“Contract” is a binding agreement for the procurement of a good, service, or construction and does not include real property leases. It includes contract amendments and contracts entered into by means of acquisition cards of more than \$10,000.00. - ²For the purposes of the minimum 5% target, the data in this table reflects how Indigenous Services Canada (ISC) defines “Indigenous business” as either: <ul style="list-style-type: none"> ○ owned and operated by Elders, band and tribal councils ○ registered in the Indigenous Business Directory ○ registered on a modern treaty beneficiary business list. 	

There were 3 approved exceptions in 2024 to 2025 where there was no indigenous supplier capacity because of the highly technical nature of the contracts. These exceptions include:

- \$42.6M for the interim replacement for the MV Holiday Island ferry
- \$18.8M for the management of the Motor Vehicle Test Centre
- \$16.3M to replace the Aircraft Inventory and Maintenance Management System

Spending and human resources

In this section

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

Spending

This section presents an overview of the department's actual and planned expenditures from 2022–23 to 2027–28.

Refocusing Government Spending

In Budget 2023, the government committed to reducing spending by \$14.1 billion over five years, starting in 2023–24, and by \$4.1 billion annually after that.

As part of meeting this commitment, Transport Canada identified the following spending reductions.

- 2024-25: \$39.4M
- 2025-26: \$70.4M
- 2026-27 and after: \$ 114.8M

During 2024-25, Transport Canada worked to realize these reductions through the following measures:

- Streamlining and right-sizing internal business processes
 - Leveraging early investment in digitization, streamlining IT applications and restructuring internal services to remove duplication and redundancy
- Aligning program operations
 - Restructuring programs, improving and modernizing service delivery through engagement with external service providers
- Aligning Grants & Contributions programs
 - Refocusing its grants and contributions program portfolio to better align with its core mandate and provide tangible benefits to Canadians

Implementation of Transport Canada's Budget 2023 reduction plans is well underway and is being closely monitored on a regular basis through its various level of governance committees. The department remains committed to reducing spending as effectively as possible, while ensuring a safe, secure, efficient, and environmentally responsible transportation system with ever improving service levels to Canadian.

Budgetary performance summary

Table 15: Actual three-year spending on core responsibilities and internal services (dollars)

Table 15 shows the money that Transport Canada spent in each of the past three years on its core responsibilities and on internal services.

Core responsibilities and internal services	2024–25 Main Estimates	2024–25 total authorities available for use	Actual spending over three years (authorities used)
Safe and Secure Transportation System	529,947,503	610,265,243	<ul style="list-style-type: none"> • 2022–23: 471,516,596 • 2023–24: 562,393,506 • 2024–25: 531,624,520
Green and Innovative Transportation System	1,004,235,774	1,628,402,564	<ul style="list-style-type: none"> • 2022–23: 498,895,499 • 2023–24: 969,359,314 • 2024–25: 1,499,450,072
Efficient Transportation System	1,856,311,450	2,008,038,368	<ul style="list-style-type: none"> • 2022–23: 1,049,389,594 • 2023–24: 1,194,273,494 • 2024–25: 1,301,033,946
Subtotal	3,390,494,727	4,246,706,175	<ul style="list-style-type: none"> • 2022–23: 2,010,801,689 • 2023–24: 2,726,026,314 • 2024–25: 3,332,108,537
Internal services	261,334,446	296,599,256	<ul style="list-style-type: none"> • 2022–23: 268,848,795 • 2023–24: 293,217,659 • 2024–25: 288,900,892
Total	3,651,829,173	4,543,305,431	<ul style="list-style-type: none"> • 2022–23: 2,279,650,484 • 2023–24: 3,019,243,973 • 2024–25: 3,621,009,429

Analysis of the past three years of spending

Total actual spending has increased by \$1,341M from 2022-23 to 2024-25 for Transport Canada. This can be explained by an increase in spending for various Grants and Contributions initiatives and increased salary rates related to newly signed collective agreements across all the core responsibilities.

Safe and Secure Transportation System: In addition to collective agreement funding, the increase in spending from 2022-23 to 2023-24 for this core responsibility is mostly related to the Aviation Safety and Security Modernization, the Rail Safety Improvement Program and an increased push to modernize Transport Canada’s service offerings through digital upgrades. However, spending from 2023-24 to 2024-25 decreases mostly related to the one-time retroactive payment for recently negotiated Collective Bargaining agreements materialized in 2023-24 and the Budget 2023 refocusing government spending commitment.

Green and Innovative Transportation System: The increase in spending from 2022-23 to 2024-25 for this core responsibility is primarily due to the increase in the demand for the Zero-Emission Vehicles initiative.

Efficient Transportation System: The increase in spending from 2022-23 to 2024-25 for this core responsibility is largely attributed to the increased scope of the National Trade Corridor Fund and the High-Speed Rail Initiative.

Internal Services: The change in spending for Internal services from 2022-23 to 2024-25 is following the same growth pattern as the initiatives mentioned above in the three core responsibilities.

The [Finances section of the Infographic for Transport Canada on GC Infobase](#) offers more financial information from previous years.

Table 16: Planned three-year spending on core responsibilities and internal services (dollars)

Table 16 shows Transport Canada’s planned spending for each of the next three years on its core responsibilities and on internal services.

Core responsibilities and internal services	2025–26 planned spending	2026–27 planned spending	2027–28 planned spending
Safe and Secure Transportation System	529,949,198	432,807,672	406,819,660
Green and Innovative Transportation System	672,364,390	323,285,316	210,818,143
Efficient Transportation System	1,693,245,655	2,065,509,593	1,053,356,305
Subtotal	2,895,559,243	2,821,602,581	1,670,994,108
Internal services	281,377,220	245,591,304	231,772,990
Total	3,176,936,463	3,067,193,885	1,902,767,098

Analysis of the next three years of spending

Total planned spending will decrease by \$1,274M from 2025-26 to 2027-28 for Transport Canada. This can be explained by a decrease in spending related to commitments in Budget 2023, and to sunsetting funding for various initiatives across all the core responsibilities. Transport Canada will seek to renew sunset funding to continue work on these critical activities through future federal budget exercises.

Safe and Secure Transportation System: The decrease in planned spending for this core responsibility from 2025-26 to 2027-28 is related to sunsetting funding for core initiatives such as the Safety and Security of Railways and the Transportation of Dangerous Goods, the Connected and Automated Vehicles, and the Program for Remotely Piloted Aircraft System.

Green and Innovative Transportation System: The decrease in planned spending for this core responsibility from 2025-26 to 2027-28 is primarily due to reduced or sunsetting funding for items such as the Medium-Heavy Duty Zero-Emission Vehicles initiative, the Oceans Protection Plan, the Green Shipping Corridor Program, funding to Protect and Promote the Health of Canada’s Priority At-risk Whale Populations, and the funding for the administration of the *Canadian Navigable Waters Act*.

Efficient Transportation System: The increase in planned spending for this core responsibility from 2025-26 to 2026-27 is related to increased funding for the Lac Mégantic Rail Bypass project and increased transfer payment funding for the National Trade Corridor Fund. However, planned spending decreases for this core responsibility from 2026-27 to 2027-28 due to reduced or sunsetting funding for the Lac Mégantic Rail Bypass project, the National Trade Corridor Fund, the Ferry Services Contribution Program, and the Remote Passenger Rail Program.

Internal Services: The planned spending for internal services providers decreases from 2025-26 to 2027-28 as funding for the initiatives mentioned above in the three core responsibilities decreases.

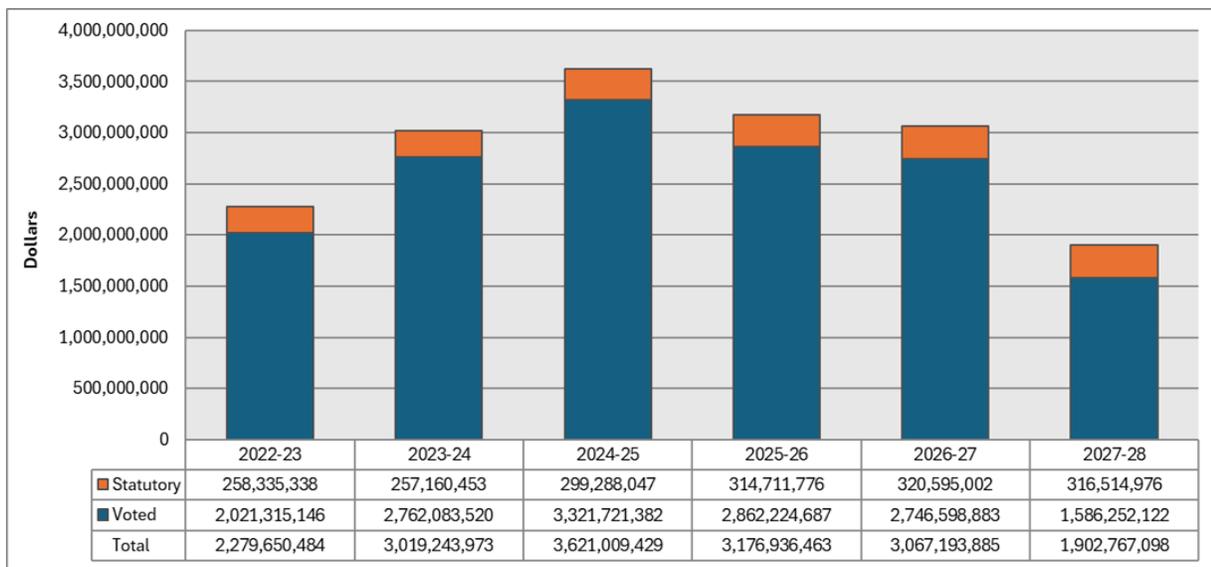
The [Finances section of the Infographic for Transport Canada on GC Infobase](#) offers more financial information from previous years.

Funding

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

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

Graph 1 summarizes the department's approved voted and statutory funding from 2022-23 to 2027-28.



Text version of graph 1

Graph 1 includes the following information in a bar graph:

Fiscal year	Statutory	Voted	Total
2022-23	258,335,338	2,021,315,146	2,279,650,484
2023-24	257,160,453	2,762,083,520	3,019,243,973
2024-25	299,288,047	3,321,721,382	3,621,009,429
2025-26	314,711,776	2,862,224,687	3,176,936,463
2026-27	320,595,002	2,746,598,883	3,067,193,885
2027-28	316,514,976	1,586,252,122	1,902,767,098

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

As illustrated in the departmental approved funding trend graph, Transport Canada’s expenditures increased from fiscal year 2022-23 to 2024-25. This is mainly due to increased transfer payments for the iZEV Program and National Trade Corridor Fund, increased salary costs related to recently signed collective agreements, and the expansion of the High-Speed Rail initiative.

Planned expenditures currently decrease from 2024-25 to 2025-26 mainly related to sunsetting programs that are subject to renewal, namely the iZEV Program. Additionally, funding for the High-Speed Rail initiative was higher in 2024-25 as it included the project's design bid fees.

Spending plans will continue to decrease from 2025-26 to 2027-28 mostly due to reduced or sunsetting funding for the Medium-Heavy Duty Zero-Emission Vehicles initiative, the Lac Mégantic Rail Bypass project, and the National Trade Corridor Fund. Transport Canada will seek to renew funding to continue these critical initiatives.

The planned spending includes reduction commitments made as part of Budget 2023 and excludes expected funding from future budgets exercises.

Consult the [Public Accounts of Canada](#) for further information on Transport Canada’s departmental voted and statutory expenditures.

Financial statement highlights

[Transport Canada’s Financial Statements \(Audited/Unaudited\) for the Year Ended March 31, 2025](#)

Table 17 Condensed Statement of Operations (unaudited or audited) for the year ended March 31, 2025 (dollars)

Table 17 summarizes the expenses and revenues for 2024–25 which net to the cost of operations before government funding and transfers.

Financial information	2024–25 actual results	2024–25 planned results	Difference (actual results minus planned)
Total expenses	3,621,606,937	3,586,590,000	35,016,937
Total revenues	102,931,947	107,372,000	(4,440,053)
Net cost of operations before government funding and transfers	3,518,674,990	3,479,218,000	39,456,990

Analysis of actuals and planned results for expenses and revenues

Table 17 shows an overall increase in Transport Canada’s overall cost of operations versus the planned results. This increase is mainly due to the Incentives for Zero-Emission Vehicles (iZEV) programs actual expenses exceeding the planned results offset by decrease in other areas as described in the present document.

The 2024–25 planned results information is provided in Transport Canada’s [Future-Oriented Statement of Operations and Notes 2024–25](#).

Table 18: Condensed Statement of Operations (unaudited or audited) for 2023-24 and 2024-25 (dollars)

Table 18 summarizes actual expenses and revenues and shows the net cost of operations before government funding and transfers.

Financial information	2024–25 actual results	2023–24 actual results	Difference (2024-25 minus 2023-24)
Total expenses	3,621,606,937	3,149,029,731	472,577,206
Total revenues	102,931,947	98,484,491	4,447,456
Net cost of operations before government funding and transfers	3,518,674,990	3,050,545,240	468,129,750

Analysis of actual expenses and revenues

Table 18 shows an increase in both total revenues and expenses for the year 2024-25 compared to 2023-24 for an increase of \$468 million in the net cost of operations.

While revenues showed a slight increase due to the level of activities, multiple factors contributed to the increase in expenses in 2024-25 compared to 2023-24. A large portion of the increase is attributed to the popularity of the Incentives for Zero-Emission Vehicles (iZEV) program. These increases were partially offset by a reduction in other programs as well as decreases in other operating expenses due in part to budgetary restrictions and updated controls over expenditures.

Table 19 Condensed Statement of Financial Position (unaudited or audited) as at March 31, 2025 (dollars)

Table 19 provides a brief snapshot of the amounts the department owes or must spend (liabilities) and its available resources (assets), which helps to indicate its ability to carry out programs and services.

Financial information	Actual fiscal year (2024–25)	Previous fiscal year (2023–24)	Difference (2024–25 minus 2023–24)
Total net liabilities	1,396,690,525	1,510,537,285	(113,846,760)
Total net financial assets	504,143,097	591,091,447	(86,948,350)
Departmental net debt	892,547,428	919,445,838	(26,898,410)
Total non-financial assets	3,194,827,057	3,030,919,300	163,907,757
Departmental net financial position	2,302,279,629	2,111,473,462	190,806,167

Analysis of actual liabilities and assets

Overall, the department’s net financial position increased by \$190.8 million mainly attributed to an increase in asset acquisitions in the current year due to the replacement of the MV Holiday Island ferry, construction of the Iqaluit hanger, construction of the Commercial Vehicle Laboratory and investments in

the seaway infrastructure as well as a decrease in the Confederation Bridge’s lease obligation following the annual payment.

Human resources

This section presents an overview of the department’s actual and planned human resources from 2022–23 to 2027–28.

Table 20: Actual human resources for core responsibilities and internal services

Table 20 shows a summary in full-time equivalents of human resources for Transport Canada’s core responsibilities and for its internal services for the previous three fiscal years.

Core responsibilities and internal services	2022–23 actual full-time equivalents	2023–24 actual full-time equivalents	2024–25 actual full-time equivalents
Safe and Secure Transportation System	3,385	3,522	3,530
Green and Innovative Transportation System	803	902	917
Efficient Transportation System	580	680	679
Subtotal	4,768	5,104	5,127
Internal services	1,599	1,715	1,732
Total	6,367	6,819	6,859

Analysis of human resources for the last three years

Total actual human resources have increased by 492 full-time equivalents from 2022-23 to 2024-25 for Transport Canada. This can be explained by an increase in human resources requirements for various initiatives across all the core responsibilities:

Safe and Secure Transportation System: The full-time equivalents (FTE) increase for this core responsibility from 2022-23 to 2024-25 is primarily due to Aviation Safety and Security Modernization, and Rail Safety and Security Modernization.

Green and Innovative Transportation System: The FTE increase for this core responsibility from 2022-23 to 2024-25 is primarily due to an expansion of the Oceans Protection Plan and the introduction of the Medium-Heavy Duty Zero-Emission Vehicles initiative.

Efficient Transportation System: The FTE increase for this core responsibility from 2022-23 to 2024-25 is primarily due to the High-Speed Rail initiative and the Lac Mégantic Rail Bypass Project.

Internal Services: The FTE increase for internal services providers from 2022-23 to 2024-25 is commensurate with the increase in funding for the initiatives mentioned in the above three core responsibilities.

Table 21: Human resources planning summary for core responsibilities and internal services

Table 21 shows the planned full-time equivalents for each of Transport Canada’s core responsibilities and for its internal services for the next three years. Human resources for the current fiscal year are forecast based on year to date.

Core responsibilities and internal services	2025–26 planned full-time equivalents	2026–27 planned full-time equivalents	2027–28 planned full-time equivalents
Safe and Secure Transportation System	3,565	3,216	3,193
Green and Innovative Transportation System	908	755	603
Efficient Transportation System	617	607	524
Subtotal	5,090	4,578	4,320
Internal services	1,735	1,582	1,488
Total	6,825	6,160	5,808

Analysis of human resources for the next three years

Total planned human resources are projected to decrease by 1,017 full-time equivalents from 2025-26 to 2027-28 for Transport Canada. This is attributed to Budget 2023 reduction commitments and a decrease in spending for various initiatives including sunseting initiatives across all core responsibilities. As previously mentioned, Transport Canada will seek a renewal of funding for sunset programs to continue these critical priorities.

Safe and Secure Transportation System: The planned FTEs for this core responsibility will decrease from 2025-26 to 2027-28, mostly as a result of sunseting funding at the end of 2025-26 for the Safety and Security of Railways and the Transportation of Dangerous Goods initiative, the Program for Remotely Piloted Aircraft System, and the Connected and Automated Vehicles initiative.

Green and Innovative Transportation System: The planned FTEs for this core responsibility will decrease from 2025-26 to 2027-28, mostly due to reduced or sunseting funding at the end of 2025-26 for the Oceans Protection Plan, the Administration and Implementation of the *Canadian Navigable Waters Act* and Protection of Canada’s Priority At-risk Whale Populations initiatives.

Efficient Transportation System: The planned FTEs for this core responsibility will decrease from 2025-26 to 2027-28, mostly as a result of sunseting funding at the end of 2026-27 for the Lac Mégantic Rail Bypass Project, the Strengthening the Resiliency and Efficiency of Canada’s Supply Chains, and Eastern Canada Ferry Services.

Internal Services: The planned FTEs decrease from 2025-26 to 2027-28 is commensurate with the decrease in funding for the initiatives mentioned in the above three core responsibilities. The planned FTEs do not include expected funding for renewals to be sought through future budget exercises. Should the funding for these initiatives be renewed, plans for future FTE requirements will be adjusted accordingly.

Supplementary information tables

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

- Details on transfer payment programs
 - [Transfer payments under 5M](#)
 - [Transfer payments over 5M](#)
- [Gender-based Analysis Plus](#)
- [Ocean Protection Plan Horizontal initiative](#)
- [Response to Parliamentary committees and external audits](#)
- [Regulatory and Permitting Efficiency for Clean Growth Projects](#)

Federal tax expenditures

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

Corporate information

Departmental profile

Appropriate minister: The Honourable Steven MacKinnon, Minister of Transport and Leader of the Government in the House of Commons

Institutional head: Mr. Arun Thangaraj, Deputy Minister

Ministerial portfolio: Transport Canada

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

Year of incorporation / commencement: 1936

Departmental contact information

Mailing address:

Transport Canada
330 Sparks Street
Ottawa, ON
K1A 0N5

Telephone: 613-990-2309

TTY: 1-888-675-6863

Fax: 613-954-4731

Email: Questions@tc.gc.ca

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

Definitions

Appropriation (crédit)

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

Budgetary expenditures (dépenses budgétaires)

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

Core responsibility (responsabilité essentielle)

An enduring function or role of a department. The departmental results listed for a core responsibility reflect the outcomes that the department seeks to influence or achieve.

Departmental plan (plan ministériel)

A report that outlines the anticipated activities and expected performance of an appropriated department over a 3-year period. Departmental Plans are usually tabled in Parliament in spring.

Departmental priority (priorité)

A plan, project or activity that a department focuses and reports on during a specific planning period. Priorities represent the most important things to be done or those to be addressed first to help achieve the desired departmental results.

Departmental result (résultat ministériel)

A high-level outcome related to the core responsibilities of a department.

Departmental result indicator (indicateur de résultat ministériel)

A quantitative or qualitative measure that assesses progress toward a departmental result.

Departmental results framework (cadre ministériel des résultats)

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

Departmental Results Report (rapport sur les résultats ministériels)

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

Full-time equivalent (équivalent temps plein)

Measures the person years in a departmental budget. An employee's scheduled hours per week divided by the employer's hours for a full-time workweek calculates a full-time equivalent. For example, an employee who works 20 hours in a 40-hour standard workweek represents a 0.5 full-time equivalent.

Gender-based Analysis Plus (GBA Plus) (analyse comparative entre les sexes plus [ACS Plus])

An analytical tool that helps to understand the ways diverse individuals experience policies, programs and other initiatives. Applying GBA Plus to policies, programs and other initiatives helps to identify the

different needs of the people affected, the ways to be more responsive and inclusive, and the methods to anticipate and mitigate potential barriers to accessing or benefitting from the initiative. GBA Plus goes beyond biological (sex) and socio-cultural (gender) differences to consider other factors, such as age, disability, education, ethnicity, economic status, geography (including rurality), language, race, religion, and sexual orientation.

Government priorities (priorités pangouvernementales)

For the purpose of the 2024–25 Departmental Results Report, government priorities are the high-level themes outlining the government’s agenda as announced in the [2021 Speech from the Throne](#).

Horizontal initiative (initiative horizontale)

A program, project or other initiative where two or more federal departments receive funding to work collaboratively on a shared outcome usually linked to a government priority, and where the ministers involved agree to designate it as horizontal. Specific reporting requirements apply, including that the lead department must report on combined expenditures and results.

Indigenous business (entreprise autochtones)

For the purposes of a Departmental Result Report, this includes any entity that meets the Indigenous Services Canada’s criteria of being owned and operated by Elders, band and tribal councils, registered in the [Indigenous Business Directory](#) or registered on a modern treaty beneficiary business list.

Non-budgetary expenditures (dépenses non budgétaires)

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

Performance (rendement)

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

Performance indicator (indicateur de rendement)

A qualitative or quantitative measure that assesses progress toward a departmental-level or program-level result, or the expected outputs or outcomes of a program, policy or initiative.

Plan (plan)

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

Planned spending (dépenses prévues)

For Departmental Plans and Departmental Results Reports, planned spending refers to the amounts presented in Main Estimates. Departments must determine their planned spending and be able to defend the financial numbers presented in their Departmental Plans and Departmental Results Reports.

Program (programme)

An Individual, group, or combination of services and activities managed together within a department and focused on a specific set of outputs, outcomes or service levels.

Program inventory (répertoire des programmes)

A listing that identifies all the department's programs and the resources that contribute to delivering on the department's core responsibilities and achieving its results.

Result (résultat)

An outcome or output related to the activities of a department, policy, program or initiative.

Statutory expenditures (dépenses législatives)

Spending approved through legislation passed in Parliament, other than appropriation acts. The legislation sets out the purpose and the terms and conditions of the expenditures.

Target (cible)

A quantitative or qualitative, measurable goal that a department, program or initiative plans to achieve within a specified time period.

Voted expenditures (dépenses votées)

Spending approved annually through an appropriation act passed in Parliament. The vote also outlines the conditions that govern the spending.