



Transport
Canada

Transports
Canada

Transport Canada **2026–27 Departmental Plan**

The Honourable Steven MacKinnon

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

Canada¹

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Transport Canada's 2026-27 Departmental Plan

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At a glance

This departmental plan details Transport Canada's priorities, plans, and associated costs for the upcoming three fiscal years.

These plans align with the priorities outlined in the [Mandate Letter](#) as well as Transport Canada's [Vision, mission, raison d'être and operating context](#).

Key priorities

Transport Canada identified the following key priorities for 2026-27:

- Continue to enhance and deliver comprehensive transportation safety and security oversight, in part, through the continued modernization of evidence-based regulatory risk frameworks that enable the inclusion of innovation into the transportation system.
- Support more efficient, reliable and future-ready supply chains and trade corridors across Canada so businesses can move goods reliably, advance trade diversification, and help build one Canadian economy.
- Improve the passenger experience for Canadians by addressing affordability issues, enhancing accessibility, and lowering other barriers for travellers.
- Support a cleaner and more competitive transportation sector by helping people and businesses use low-carbon and net-zero technologies through targeted investments, innovative regulations, and working with other jurisdictions.

Comprehensive Expenditure Review

The government is committed to restraining the growth of day-to-day operational spending to make investments that will grow the economy and benefit Canadians.

As part of meeting this commitment, Transport Canada is planning the following spending reductions:

- **2026-27:** \$ 327,095,697
- **2027-28:** \$ 306,074,051
- **2028-29:** \$ 384,233,622

It is anticipated that these spending reductions will involve a decrease of approximately 607 full-time equivalents by 2028-29.

Transport Canada will achieve these reductions by doing the following:

- **Implementing a more modern and flexible regulatory and oversight regime**
 - This change will allow us to respond to rapid technological change, modernize services, facilitate regulatory compliance, and allocate resources more efficiently. These actions will improve efficiency, maintain high safety and security standards, and ensure that resources are aligned with core departmental priorities and the services that deliver the greatest value for Canadians.
- **Deploying advanced technology and automation**
 - This change will allow us to reduce duplication, modernize processes, and more closely align activities to its mandate.

- **Refining program portfolio to better align with core mandates and evolving industry needs**
 - We will phase out, or reduce, selected programs that overlap with initiatives that are better delivered by other departments, or which have successfully fulfilled their objectives. For example, our core aviation services functions and assets will be transferred to the Department of National Defence.
- **Reorienting operations and administrative structures**
 - We will maximize its allocated resources by consolidating management layers, centralizing internal services, and restructuring regional offices.

The figures in this departmental plan reflect these reductions.

Highlights for Transport Canada in 2026-27

Priority initiative 1: Supporting one Canadian economy by delivering the next generation of trade and transportation infrastructure

Transport Canada will launch and deliver federal programming to make Canada’s economy more resilient, trade more competitive, and self-reliant. We will prioritize new programs like the Trade Diversification Corridors Fund and the Arctic Infrastructure Fund.

We will work with partners to update strategic ports, airports, multimodal hubs and key corridors. This includes:

- making gateways stronger, easier to use and able to handle climate change
- sharing data to support real-time supply chain visibility, and
- working with other governments, Indigenous Peoples and industry on long-term plans

This work will help reduce bottlenecks, diversify Canada’s trade connections, grow export capacity, and make sure Canada has efficient, reliable and future-ready transportation networks.

Priority initiative 2: Reducing red tape and modernizing regulatory oversight to make Canada’s transportation system more efficient, reliable, safe and secure.

To improve how the system performs and make Canada more competitive, Transport Canada will speed-up the updates to regulations for all transportation modes. This includes:

- simplifying and updating regulations to reduce paperwork
- bringing Canada’s rules in line with international standards, and
- using faster, more risk-based approaches to oversight by using better data, analytics and digital tools

We will also focus on creating smarter inspection and compliance frameworks and modernize our safety and security programs to address new risks like cyber threats, advanced air mobility (small, “smart” aircraft), autonomous systems (self-driving cars, drones) and dangerous goods.

This work will make Canada’s transportation system safer, more secure, more efficient and more predictable for passengers, businesses and workers.

Priority initiative 3: Modernizing Transport Canada's operations and using new technologies like AI to improve service delivery and oversight and lower costs.

We will continue transforming our operations to be more modern, digital, data-driven and efficient. The department will use AI, automation and advanced analytics to simplify internal processes, deliver services faster, and free-up employees to focus on higher-value work. This includes:

- modernizing our licensing, certification and screening systems
- improving cyber security and digital platforms
- giving our workforce new tools and access to data, and
- combining or redesigning internal services to better reflect demand

By combining new technologies with experts in oversight, we will be able to provide faster, better service to people and businesses. We will also lower operating costs and make sure the department can keep pace with a rapidly evolving transportation system.

In 2026-27, total planned spending (including internal services) for Transport Canada is \$3,940,442,707 and total planned full-time equivalent staff (including internal services) is 6,434.

Summary of planned results

The following provides a summary of the results the department plans to achieve in 2026-27 under its main areas of activity, called “core responsibilities.”

Core responsibility 1: A safe and secure transportation system

We will continue to strengthen safety and security across Canada’s air, marine, rail, and road transportation systems through rigorous oversight and updated regulatory frameworks that reflect emerging risks and evolving technologies. The department will advance initiatives that enhance transportation security, improve emergency preparedness, and reinforce the resilience of critical infrastructure. At the same time, we will modernize regulatory tools, improve data and risk management practices, and work closely with partners to protect Canadians while supporting the secure and efficient movement of people and goods.

Planned spending: \$481,612,975

Planned human resources: 3,383

More information about [A safe and secure transportation system](#) can be found in the full plan.

Core responsibility 2: A green and innovative transportation system

We will lead national efforts to advance a more innovative and efficient transportation system that supports long-term economic growth and contributes to reduce emissions and support cleaner operations across all modes. The department will develop policies and programs that accelerate the safe deployment of new and emerging technologies, strengthen supply chains, and enhance system resilience. We will launch the Electric Vehicle Affordability Program as part of Canada’s new Automotive Strategy, to strengthen domestic demand by making EVs more affordable for Canadians. We will work with industry, Indigenous Peoples, and other jurisdictions to update standards, support innovation, and help expand technologies that make things work better and are

better for the environment. Through this work, we will position Canada's transportation system as a driver of competitiveness, productivity, and sustainable growth.

Planned spending: \$812,162,797

Planned human resources: 899

More information about [A green and innovative transportation system](#) can be found in the full plan.

Core responsibility 3: An efficient transportation system

Transport Canada will focus on making Canada's transportation system more efficient, reliable, and resilient by improving trade corridors, updating major infrastructure and services, and using data to inform decisions. We will work with partners to:

- improve how the system performs
- address bottlenecks, and
- make data-driven decisions across key gateways and trade corridors

We will support projects that connect different types of transportation, share up-to-date information, and help people and goods move more easily in all regions. This work will help make sure that Canada's transportation system can respond to demand, compete internationally, and support a modern and resilient economy.

Planned spending: \$2,411,692,018

Planned human resources: 646

More information about [An efficient transportation system](#) can be found in the full plan.

For complete information on Transport Canada's total planned spending and human resources, read the [Planned spending and human resources section](#) of the full plan.

From the Minister

I am honoured to present Transport Canada's Departmental Plan for 2026–27. This plan sets out priorities for the coming year as we keep our commitment to building a transportation system for Canada that is safe and secure, sustainable and innovative, and more efficient.

Transport Canada remains dedicated to the highest standards of safety, promoting resilient and modern transportation infrastructure, and implementing solutions that strengthen our economy and benefit Canadians. Our efforts support the government in doubling non-US exports, expediting nation building projects, strengthening access with reliable trading partners around the world, and protecting Canadian Sovereignty.



This year, Transport Canada will further advance safety and security across all modes of transportation. For example, we will address global aviation safety challenges by continuing to champion Canada's contributions to the International Civil Aviation Organization's Standards and Recommended Practices. Investments in rail safety remain a priority, with ongoing support for projects under the Rail Safety Improvement Program to protect communities, reduce serious incidents, and build public trust. We will also implement new and updated requirements for the safe transportation of dangerous goods, ensuring our regulations stay aligned with international standards.

Efficiency in our transportation networks is critical for Canada's prosperity.

That is why efforts to support the supply chain will continue, with an ongoing focus on engaging partners, strengthening corridors, sharing data, and encouraging investment to support trade, economic growth and resiliency. We will keep improving our aviation system, attracting investment to enhance airport infrastructure, and supporting it to meet growing demands for passenger and cargo movement.

This will also be supported by the \$5 billion Trade diversification Corridors Fund which will strengthen corridors across airports, ports, rail and roads, ensuring Canadian products move efficiently. Further, the \$1 billion Arctic Infrastructure Fund to support dual-use community and defence transportation projects that reinforce Canada's sovereignty, enable regional economic development, and connect Northern and Indigenous communities.

We are also advancing the high-speed rail network in the Toronto-Ottawa-Montréal-Québec City corridor which will create over 50,000 jobs, contribute up to \$35 billion to our GDP, and deliver on a project of national significance, matching the ingenuity and ambitions of Canadians.

To ensure a sustainable future for Canada, Transport Canada will continue to lead on clean transportation. We are developing a Clean Transportation Strategy to reduce emissions across the

aviation, marine, rail, and road sectors and chart a path to net-zero transportation by 2050. This includes funding the development of green shipping corridors and supporting the transition to clean energy marine hubs. We will work to mitigate and respond to ship-source pollution, protect sensitive marine ecosystems including whales, and address challenges such as invasive species and problem vessels in Canadian waters.

As part of a commitment to a clean, innovative, and inclusive transportation system, Transport Canada will launch the Electric Vehicle Affordability Program (EVAP) as part of Canada's new Automotive Strategy. This program will provide targeted point-of-sale incentives, making electric vehicles more affordable and accessible to Canadians, supporting a transition to a low-emissions future, and strengthening jobs in Canada's auto sector.

Through meaningful consultation and collaboration with Indigenous Peoples, industry, labour, and all levels of government, we will advance a transportation system that is inclusive, resilient, and ready to meet the challenges of the future. I invite you to review this plan to learn more about our priorities and the exciting work underway. Together, we are building Canada strong.

The Honourable Steven MacKinnon

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Plans to deliver on core responsibilities and internal services

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

Indicators, results and targets

This section presents details on the department's indicators, the actual results from the three most recently reported fiscal years, the targets and target dates for a safe and secure transportation system. Details are presented by departmental result.

Table 1: Safe transportation system

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

Departmental Result Indicators	Actual Results	2026–27 Target	Date to achieve target
Ten-year aircraft accident rate (average per year, per 100,000 aircraft movements)	2022-23: 3.0 2023-24: 2.9 2024-25: 2.9	At most 3.1 per 100,000 movements	03-31-2027
Ten-year aircraft fatality rate (average per year, per 100,000 aircraft movements)	2022-23: 0.5 2023-24: 0.5 2024-25: 0.5	At most 0.6 per 100,000 movements	03-31-2027
Ten-year marine accident rate (average per year, per 1,000 commercial vessels)	2022-23: 6.0 2023-24: 6.1 2024-25: 6.1	At most 10 per 1,000 active commercial vessels	03-31-2027
Ten-year marine fatality rate (average per year, per 1,000 commercial vessels)	2022-23: 0.3 2023-24: 0.3 2024-25: 0.4	At most 0.5 per 1,000 active commercial vessels	03-31-2027
Five-year rail accident rate (average per year, per million-train miles)	2022-23: 7.57% reduction 2023-24: 10.35 (23.12% reduction) 2024-25: 10.15 (11.69% reduction)	Equal to or under 10.55	03-31-2027
Five-year rail fatality rate (average per year, per million-train miles)	2022-23: 13.77% increase 2023-24: 0.82 (3.54% increase) 2024-25: 0.71 (8.8% reduction)	Equal to or under 0.73	03-31-2027
Rate of reportable road traffic collisions in Canada (rate per billion vehicle kilometres travelled)	2022-23: 26.7% reduction 2023-24: 10.8% reduction in 2023 as compared to the five-year average (2018-22) 2024-25: 9.8% reduction	At least 1% rate reduction for the current year as compared to the average of the previous five years.	03-31-2027
Rate of serious injuries in reportable road traffic collisions in Canada (rate per billion vehicle kilometres travelled)	2022-23: 17.0% reduction 2023-24: 5.5% reduction in 2023 as compared to the five-year average (2018-22) 2024-25: 0.6% reduction	At least 1% rate reduction for the current year as compared to the average of the previous five years.	03-31-2027
Rate of fatalities in reportable road traffic collisions in Canada (rate per billion vehicle kilometres travelled)	2022-23: 8.6% reduction 2023-24: 1.2% reduction in 2023 as compared to the five-year average (2018-22)	At least 1% rate reduction for the current year as compared to the average of the previous five years.	03-31-2027

Departmental Result Indicators	Actual Results	2026–27 Target	Date to achieve target
	2024-25: 0.3% reduction		

Table 2: Secure transportation system

Table 2 provides a summary of the target and actual results for each indicator associated with the results under a safe and secure transportation system.

Departmental Result Indicators	Actual Results	2026–27 Target	Date to achieve target
Percentage of non-complex Transportation Security Clearances (TSC) Applications processed within published service standards.	2022-23: 97% 2023-24: 97% 2024-25: New Indicator and target. Result available in 2025/26	At least 80%	03-31-2027
Percentage of existing TSC statuses reviewed, in compliance with established risk thresholds, following the receipt of adverse information.	New Result for 2025-26	At least 90%	03-31-2027
Rate of compliance of Canadian aviation regulated entities with TC's security regulations	2022-23: 81% 2023-24: 89.94% 2024-25: 89.6%	At least 80%	03-31-2027

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

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

Departmental Result Indicators	Actual Results	2026–27 Target	Date to achieve target
Percentage of TC safety regulations aligned with international transportation standards (air)	2022-23: 95.1% 2023-24: 65.1% 2024-25: 65.1%	At least 80%	03-31-2027
Percentage of client requests for safety authorizations that meet Transport Canada's service standards (air)	2022-23: 89% 2023-24: 90% 2024-25: 95%	Greater than 85%	03-31-2027
Percentage of domestic vessel inspections and regulated cargo inspections (grain, timber, and concentrates) completed within established service standards	2022–23: 99.99% 2023–24: 99.84% 2024–25: 99.67%	At least 98%	03-31-2027

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

Plans to achieve results

The following section describes the planned results for a safe and secure transportation system in 2026-27.

A safe transportation system

Transport Canada will focus on these planned results for 2026-27:

Operate essential government aircraft services

- The department will continue to provide aviation services in support of government departments and agencies, including services for:
 - Department of Fisheries & Oceans (DFO);
 - Canadian Coast Guard (CCG);
 - Department of National Defence (DND); and
 - others.
- Maintain our fleet of fixed and rotary wing aircraft and a simulator, including:
 - Progress towards operationalization of a Remotely Piloted Aircraft System (RPAS); and
 - Management and operation of Government-owned and leased bases throughout Canada.

Promote and oversee civil aviation safety in Canada

- Continue to deliver the Civil Aviation National Oversight Program and the Aviation Occupational Health and Safety Program to uphold the highest standards of aviation safety.
- Update the department's Safety Management System (SMS) regulatory framework, focusing on:
 - improved alignment with International Civil Aviation Organization (ICAO) Standards and Recommended Practices;
 - expanding safety requirements for the design and manufacturing sectors; and
 - exploration of SMS applicability to additional sectors involved in aircraft operation and maintenance, including voluntary SMS.
- Improve Canada's Quality Management System (QMS) for evidence-based oversight of compliance with international standards, including:
 - improved tools;
 - internal audits and
 - continuous improvement measures.
- Continue to implement Remotely Piloted Aircraft Systems (RPAS) beyond visual line-of-sight regulations, through:
 - advancement of the Drone Management Portal;
 - development of industry guidance; and
 - conduct of surveillance activities.
- Undertake safety-focused research and assessments of emerging aviation technologies, such as Advanced Air Mobility, including international collaboration.
- Continue engagement with international partner authorities to harmonize the certification requirements for Advanced Air Mobility systems.



- Continue to support commercial space launch and re-entry in Canada by:
 - publishing interim requirements;
 - reviewing processes for commercial space launch applicants; and
 - supporting industry space launch applications.

Address global aviation safety issues

- Continue focusing on Canada’s contribution to the ICAO’s [Standards and Recommended Practices](#) to promote a safe, efficient, secure, economically sustainable, and environmentally responsible civil aviation sector.
- Align Canada’s aviation safety and security frameworks with international standards and best practices to make sure they work well with systems from other countries and help Canada comply with ICAO requirements
- Implement corrective measures from ICAO’s 2023 Universal Safety Oversight Audit and prepare for the 2026 ICAO Coordinated Validation Mission.
- Prepare for the 2026–2027 ICAO Universal Security Audit Program.
- Advance the Safer Skies Initiative through continued international leadership, including chairing the Safer Skies Consultative Committee and co-hosting the 5th Safer Skies Forum in 2026.
- Monitor, assess and mitigate risks in or near conflict zones.
- Work with Global Affairs Canada to support Canada’s ongoing response to the downing of Flight PS752 to advance justice and accountability for victims and their families
- Work with other countries to make global air travel safer, more secure and better for the environment by sharing knowledge and building skills
- Make things easier for industry by signing agreements with other countries to cut down on extra rules and work

Strengthen Transport Canada’s emergency management readiness and response

- Continue meeting the department’s legal responsibilities, including those under the [Emergency Management Act](#).
- Prepare for, and respond to, major transportation-related incidents and emergencies, including overseeing transportation safety and security and coordinating support for the 2026 FIFA World Cup events in Canada
- Continue working with other government departments, modal experts, industry stakeholders, provinces/territories and Indigenous Peoples to prepare for emergencies
- Continue working with transportation and security intelligence experts on threat assessments
- Develop a way to emergency management risk methodology that focuses on key vulnerabilities and threats
- Create and update an inventory of authorities and response actions, and major incidents and responses
- Integrate more data and use Geographic Information Systems (GIS) to improve visualization and our understanding of past and potential risk scenarios
- Continue operating our 24/7 operations centres that support incident management:
 - Situation Centre (SitCen) - the department’s focal point for federally regulated transportation incidents and responses impacting safety and security, including for example airspace restrictions, marine spills, train derailments and rail security threats;

- Passenger Protect Program Operations Centre - responsible for implementation of the Enhanced Passenger Protect Program for security measures that limit the movement of travellers of concern, and helps to resolve mistaken identities; and
- [Canadian Transport Emergency Centre \(CANUTEC\)](#) monitors and reports on dangerous goods emergencies and incidents in all modes of transportation on a 24/7 basis.

Provide technical advice on handling dangerous goods and response to emergencies

- Provide technical advice to stakeholders through CANUTEC on a 24/7 basis on the handling of dangerous goods in emergencies and incidents across all transportation modes.
- Promote CANUTEC's safety awareness programs to improve awareness with stakeholders (e.g., municipalities, first responders, etc.) and Indigenous Peoples.
- Increase preparedness and readiness knowledge through incident analysis, simulations, exercises, consultations and research.
- Prepare the next edition of the [Emergency Response Guidebook \(ERG\)](#) and continue to promote and distribute the 2024 edition.
- Assess emergency response assistance plans (ERAPs) for dangerous goods to ensure that industry can respond to an actual or expected release of higher-risk dangerous goods while in transport.
- Continue to send Remedial Measures Specialists to the sites of dangerous goods emergencies to support public safety by assessing and monitoring corrective and mitigation actions.
- Maintain and improve Canada's ability to respond to chemical, biological, radiological, nuclear, and explosive events.

Support safe pilotage and navigation in Canadian waters

- Advance work on the proposed Canadian Marine Pilotage Regulations, 2025 following recent updates to the [General Pilotage Regulations](#), including introducing quality management systems and harmonizing regional requirements.
- Align domestic navigation requirements under the [Arctic Shipping Safety and Pollution Prevention Regulations](#) with international updates to the [Polar Code](#) regarding new navigation safety and voyage planning requirements for non-Safety of Life at Sea (SOLAS) vessels operating in polar regions.
- Advance amendments to the [Navigation Safety Regulations, 2020](#) to align with recent updates to the International Maritime Organization and Safety of Life at Sea (SOLAS) Convention, including:
 - modernization of references;
 - updating of performance standards;
 - revision of automatic identification system carriage rules;
 - enabling of Electronic Chart Systems for smaller vessels; and
 - mandating key safety equipment.

Modernize cargo and port state control

- Advance Port State Control and National Cargo Inspection work to support an effective and predictable regulatory/operational environment, including:
 - exploration of options to strengthen required Information Technology applications;
 - promotion of national consistency;
 - strengthening cost recovery; and
 - informing risk-based decision making with data.

Modernize the regulation of pleasure craft

- Update the [Competency of Operators of Pleasure Craft Regulations](#) to address regulatory gaps, and give the Minister of Transport the authority to suspend or revoke Pleasure Craft Operator Cards in some situations.

Update regulations and measures governing seafarers

- Proceed with proposed Marine Personnel Regulations to:
 - align Canada with international requirements;
 - modernize the regulations; and
 - ensure consistency and best practices in the marine industry.
- Continue to implement national consistency and oversight related to issuance of Safe Manning Documents.
- Continue the Marine Medical Modernization and Seafarer Certification Services Modernization projects to improve delivery of seafarer certification services, including use of cloud based digital applications to modernize and streamline services.

Promote safety of domestic vessels

- Implement the [Marine Safety Management System Regulations](#) (MSMSR) requirements, including:
 - initiation of Safety Management Systems (SMS) certification;
 - reviewing vessel documents related to the regulations; and
 - helping operators develop and document their safety management systems.
- Continue efforts to increase safety of small vessels through advancement of regulatory work of the [Fishing Vessel Safety Regulations](#) and [Small Vessel Regulations](#), and provision of associated tools and guidance.
- Improve regulatory compliance by:
 - reviewing how often inspections happen;
 - monitoring recognized organizations;
 - updating how we oversee domestic vessels; and
 - making sure that pleasure craft operating as passenger vessels follow the regulations.
- Continue supporting projects that promote boating safety or research on the best ways to change boating behaviours in Canada, through the [Boating Safety Contribution Program](#).



Improve motor vehicle and passenger safety

- Continue inspecting vehicles and making sure they follow safety requirements, including:
Testing vehicles, child car seats and tires;
 - testing vehicles, child car seats and tires
 - auditing manufacturers and importers
 - overseeing safety recalls, and
 - analyzing safety complaints to identify safety defects and make sure recalls are issued, when needed

- Continue adapting Canada’s safety regime in response to new vehicle technologies. Support the safe use of technologies without adding unnecessary rules or work for industry, including:
 - researching safety before developing any new regulations
 - participating in international standard-setting bodies
 - updating non-regulatory guidance and regulatory standards, and
 - engaging with stakeholder engagement and teaching consumers about new technologies
- Address issues related to increased vehicle automation and connectivity, including:
 - working with partners to address the security risks in vehicles
 - participating in international standard-setting fora on vehicle cyber security, and
 - supporting the government’s National Action Plan on Combatting Auto Theft
- Continue supporting provinces, territories, and the Canadian Council of Motor Transport Administrators by maintaining and enforcing National Safety Code standards, through the Road Safety Transfer Payment Program
- Finalize the Enhanced Road Safety Transfer Payment Program’s investments in projects that focus on priority areas, like:
 - road collisions including impaired, distracted, and aggressive driving
 - excessive speed
 - innovative design, testing and integrating connected and automated vehicles
 - training, testing, and improving advanced driver assistance system



Improve safety and security compliance through the National Enforcement Program

- Continue taking enforcement action against non-compliance of transportation safety laws and regulations.
- Continue working with all transportation modes to make sure regulated entities meet regulatory requirements, including finding issues early to encourage compliance.
- Simplify and strengthen our approach to enforcement by:
 - setting minimum requirements for assessing non-compliance;
 - providing guidance on enforcement activities, including using discretion;
 - delivering comprehensive enforcement-specific training to make sure oversight and enforcement is effective;
 - doing administrative and penal investigations into alleged non-compliance; and
 - improving enforcement reporting capabilities to prove better data analytics to identify safety and security risks and improve data-driven decision making.
- Continue delivering administrative monetary penalties (fines) under the [Canada Marine Act](#).

Invest in rail safety improvement

- Continue supporting projects under the [Rail Safety Improvement Program](#) to improve safety at high-risk crossings and along rail lines, reduce deaths and serious injuries.
- Implement recommendations from the 2025–2026 program evaluation to address gaps in program performance and oversight.
- Continue making progress on enhanced train control regulations, guided by consultation with industry and unions.
- Update the [Railway Safety Administrative Monetary Penalties Regulations](#) to include new and updated regulations.
- Update the [Railway Safety Management System Regulations](#), 2015 including adding requirements for fatigue management systems.
- Replace the [Railway Employee Qualification Standards Regulations](#) with updated guidance material on the [Railway Personnel Training and Qualifications Regulations](#).
- Support government projects to reduce red tape in the transportation sector.



Implement initiatives for safe transportation of dangerous goods (TDG) across Canada

- Help reduce regulatory burden, diversify trade develop major projects to build one Canadian economy and sustain Canada’s global competitiveness, including:
 - updating and keeping the [Transportation of Dangerous Goods Regulations](#) in line with international requirements;
 - adding new or updated containment standards that reflect domestic needs; and
 - working with international fora to harmonize regulations and standards.
- Do risk assessments and technical reviews to guide policies and evidence-based updates to regulations.
- Provide technical expertise on regulatory requirements, including classification, testing criteria and containment selection.
- Focus on technical research in key areas, including:
 - battery and energy storage technologies;
 - transportation of dangerous goods in Canada’s energy and trade corridors;
 - new types of containers and methods for testing containers, for transportation of dangerous goods; and
 - emergency response planning.

Enhance transportation safety, compliance and oversight

- Keep using a risk-informed approach to planning inspections by focusing on high-priority sites.

- Improve modal accountability by:
 - providing inspectors with training, standards and technical resources; and
 - realigning core inspection functions.
- Reinforce emergency preparedness and response, through:
 - working closely with the Canadian Transport Emergency Centre (CANUTEC) and Remedial Measures Specialists (RMS); and
 - using an integrated approach to readiness for TDG-related emergencies, including: lithium battery incidents; and chemical, biological, radiological, nuclear, and explosive events.
- Provide and improve data and systems for managing how dangerous goods are transported, including:
 - developing a Transportation of Dangerous Goods Core System;
 - improve the Client Identification Database (CID); and
 - moving from legacy systems to modern digital platforms.
- Continue working with all levels of government, Indigenous Peoples and key stakeholders, including:
 - industry;
 - municipal, provincial, and territorial governments;
 - international partners, including the United States;
 - first responders; and
 - the public.
- Advance work on the [National Inquiry into Missing and Murdered Indigenous Women and Girls](#) (MMIWG) final report’s [calls for justice](#) related to transportation, including:
 - [Call for Justice # 4.8](#): “Ensure safe and affordable transit and transportation services and infrastructure for Indigenous women, girls, and 2SLGBTQIA people living in remote or rural communities”;
 - Call for Justice # 8.1: “Transportation service providers and the hospitality industry undertake training to identify and respond to sexual exploitation and human trafficking, as well as the development and implementation of reporting policies and practices”;
 - [Call for Justice # 17.9](#): “Provide safe transportation options for Métis women, girls, and 2SLGBTQI+ people.”



Secure transportation system

Transport Canada will focus on these planned results for 2026-27:

Improve air screening systems and technologies

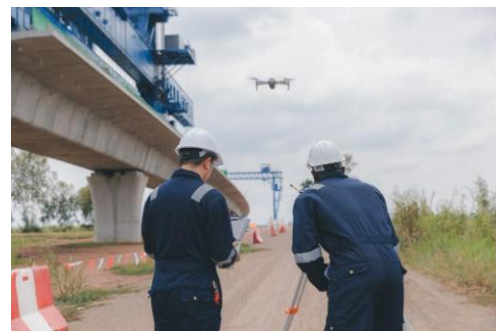
- Transfer the task of certifying Explosives Detection Dog and Handler Teams to approved third-parties to:
 - grow Canada’s capacity to screen air cargo
 - improve access to certification services
 - help goods move securely to global markets, and



- keep the program strong through audits and checks
- Continue implementing the In-Flight Supplies Security Program that requires all in-flight supplies on international, transborder, and high-risk domestic flights to be secured.
- Make sure that that program participants who screen, store, or transport secure in-flight supplies comply with Canada’s new requirements.
- Continue focusing on the Security Programs for Air Carriers initiative to make sure it aligns with ICAO Annex 17 Standards and promote a comprehensive, coordinated, and integrated approach to air carrier security through clear documentation of roles, responsibilities, training, and risk assessments.
- Improve the Pre-Load Air Cargo Targeting Program, which uses AI to identify high-risk cargo before loading, enhancing economic resiliency and public confidence.
- Work with with the Canada Border Services Agency and industry partners to streamline air cargo data submissions and adopt a “Tell Us Once” approach consistent with ICAO and the World Customs Organization.

Address security issues with drones

- Continue developing policy frameworks to address drone security risks at airports, prisons, and other critical infrastructure.
- Support the safe and responsible use of counter-drone technology to help make sure Canada’s drone operations stay secure.



Improve how we regulate and oversee marine security

- Continue updating the [Marine Transportation Security Regulations](#), to:
 - align with other acts and regulations;
 - address regulatory gaps; and
 - align with the International [Ship and Port Facility Security Code](#).
- Update the [Marine Transportation Security Act](#) to:
 - modernize Canada’s marine security framework;
 - add powers to introduce interim orders;
 - enter into third-party agreements, and limit vessel operations to address security situations; and
 - address security threats to public health.
- Develop a Marine Security National Risk Context Statement to provide an evidence-based understanding of key marine security threats and improve how Canada monitors and manages marine security.
- Improve port security by working with partners to develop initiatives to address criminality and other emerging risks.
- Help domestic and international partners address emerging maritime security threats like the global shadow fleet and protecting critical undersea infrastructure.
- Help develop the International Maritime Organization’s cyber security standards.

Protect the transportation system from security threats

- Work with federal and international partners to improve intelligence on threats and coordinate responses to security threat to the national transportation system.
- Tell industry about emerging security threats to the transportation system and affected sectors.

- Work with intradepartmental experts to support evidence-based decisions and develop programs on potential national security risks and ways to manage them.
- Support Canada's contributions to international defence and national security work for transportation, including working with NATO.

Help make Canada's railway system more secure

- Continue inspecting the security of railway sites, stations and facilities.
- Continue developing railway security policies, standard operating procedures and tools to address risks and incidents like tampering, interference with railway operations or other suspicious events.
- Continue working with security intelligence partners to acquire and provide security education and awareness information to industry.
- Pursue a coordinated program of railway security measures, including:
 - new tools, as necessary, within the rail security framework;
 - improving how railways are policed;
 - developing risk-based business and national oversight plans for the Passenger Rail Security, TDG Rail Security, IBT Security, and TDG Rail Safety programs;
 - hosting training and information sessions for regulated entities, inspectors and regional managers;
 - developing cybersecurity policies for railways;
 - researching new policy initiatives and railway security trends;
 - working with provincial and territorial governments, Indigenous Peoples and industry to protect critical trade transportation corridors and infrastructure; and
 - investing in the Regulatory Oversight Management (ROM) system to make operations more efficient, drive innovation, improve data analytics to manage future security risks, and help us make data-driven decisions.

Quickly and effectively screen workers in the transportation sector

- Make sure Transportation Security Clearance applications are processed within our service standards.
- Automate and reduce manual security clearance processes by focusing on user experience and meeting industry demands and requirements.
- Work with federal security partners to increase access to criminal intelligence to improve decision making on people with known ties to organized crime.
- Maintain and improve relationships and procedures with federal security partners, including making it simpler to manage volumes, complexity and decision making.
- Help security partners (Public Safety, RCMP, CBSA, police) to:
 - manage insider threats in new ways and using best practices; and
 - create a new system for preclearance access
- Analyze security trends to enhance due diligence with security partners.

A modern safety and security regime that supports economic growth

Transport Canada will focus on these planned results for 2026-27:

Reduce Red Tape across regulatory frameworks

- Advance regulatory modernization and innovation by supporting Government of Canada priorities to reduce red tape, enhance evidence-based decision making, and promote regulatory efficiency.

Update Canada’s aviation safety and security regimes

- Continue adding to our online services by digitizing and automating services, including:
 - aeronautical product services;
 - student pilot permits;
 - licence applications;
 - drone type ratings;
 - special flight operations certificates for drones;
 - digital personnel licences (digital credential)
 - pilot flight test reports; and
 - air operator certification.
- Improve workload management tools that help deliver services by:
 - improving efficiency;
 - accelerating service delivery; and
 - connecting better with other systems.
- Launch a contact centre and virtual agent to provide seamless self-service access to information and guidance on pilot licensing.
- Work with the National Research Council to invest in research projects that could inform drone-related policies and regulations.
- Continue improving the aviation medical certificate process to be more efficient and provide better service.
- Develop modern effective training for medical examiners to address key industry concerns, like mental health.
- Continue with international partners to test, refine, and implement the Air Right Touch Initiative to support rule changes that would allow airlines to use biometric and digital credential technologies to verify passenger identities.
- Facilitate cost recovery for certification activities through modernized billing and time-tracking systems.
- Continue to modernize oversight and service delivery by transitioning to a data-driven, risk-based oversight model, and updating internal business processes and surveillance tools.

Improve marine safety

- Update the [Marine Safety Fees Regulations](#) to:
 - identify and centralize marine safety fees in one place;
 - reduce the number of fees for domestic vessel inspections; and
 - tell vessel owners and crews to prepare for quicker and fewer repeat inspections.
- Continue developing policy and program work on the department’s [Marine Training Program](#).
- Continue to digitalize operations to enhance service delivery and operational efficiency.



Improve how we oversee rail safety

- Revise the department’s Rail Safety and Security Management Systems Program to be more efficient.
- Improve Transport Canada’s ability to consistently oversee rail safety, monitor compliance and enforce regulations.
- Use data to improve oversight, by:
 - combining data systems to work better and reduce outdated technology; and
 - utilizing digital analytics to help guide programs and oversight decisions.
- Continue looking at new technologies, including:
 - remote safety inspection portals;
 - hydrogen- and battery-powered locomotives;
 - wayside inspection systems; and
 - distributed power train operations.

Gender-based analysis plus

Core Responsibility 1: A safe and secure transportation system

Our data collection includes:

- internal workforce demographics
- operational and certification databases
- external statistical sources
- stakeholder engagement
- project reports, and
- geographical or incident-level information, with extra analysis through regulatory and policy reviews

Planned resources to achieve results

Table 4: Planned resources to achieve results for a safe and secure transportation system

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

Resource	Planned
Spending	\$481,612,975
Full-time equivalents	3,383

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

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
- 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
- National Enforcement Program
- National Security and Intelligence Program
- Rail Safety Improvement Program
- Rail Safety Oversight
- Rail Safety Regulatory Framework
- Rail Security Program
- Security Clearances
- 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](#).

Summary of changes to reporting framework since last year

- The indicator “Percentage of safety regulatory authorizations of certificated entities that were completed in accordance with established service standards (marine)” was refined to better align with the departmental result by recognizing the economic impact of completing vessel inspections within established service standards. In addition, cargo inspections were included to broaden the scope and more accurately reflect the department’s activities.

Core responsibility 2: A green and Innovative Transportation System

In this section

- [Description](#)
- [Quality of life impacts](#)
- [Indicators, results and targets](#)
- [Plans to achieve results](#)
- [Gender-based Analysis Plus](#)
- [Planned resources to achieve results](#)
- [Program inventory](#)
- [Summary of changes to reporting framework since last year](#)

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:

Domain: Environment

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

Indicators, results and targets

This section presents details on the department’s indicators, the actual results from the three most recently reported fiscal years, the targets and target dates for a green and innovative transportation system. Details are presented by departmental result.

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

Table 5 provides a summary of the target and actual results for each indicator associated with the results under a green and innovative transportation system.

Departmental Result Indicators	Actual Results	2026–27 Target	Date to achieve target
Percentage change in emissions of GHGs from the transportation sector	2022-23: No change compared to 2005 levels in 2022 2023-24: 2023 transportation emissions increased 0.24% compared to 2005 levels 2024-25: 2024 results will be available in April 2026	At least a 1% annual reduction in transportation emissions compared to 2005 levels. Transportation emission reductions help Canada move toward the national 40–45% reduction target.	03-31-2027

Table 6: Canada’s oceans and marine environments are protected from marine shipping impacts

Table 6 provides a summary of the target and actual results for each indicator associated with the results under a green and innovative transportation system.

Departmental Result Indicators	Actual Results	2026–27 Target	Date to achieve target
Volume of oil spills over 10 litres detected.	2022-23: New indicator in 2023-24	Less than 6,490 litres	03-31-2027

Departmental Result Indicators	Actual Results	2026–27 Target	Date to achieve target
	2023-24: 739 litres 2024-25: 1401 litres		
Percentage of vessels that are compliant with slowdown measures that mitigate the impacts of vessel traffic on marine species	2022-23: 99.94% 2023-24: 99.97% 2024-25: 99.97%	At least 85%	03-31-2027

Table 7: A transportation system that supports innovation

Table 7 provides a summary of the target and actual results for each indicator associated with the results under a green and innovative transportation system.

Departmental Result Indicators	Actual Results	2026–27 Target	Date to achieve target
Number of projects, evaluations, studies and analysis of new and emerging transportation technologies which provide evidence to support policy and regulatory decision making	2022-23: New indicator in 2023-24 2023-24: 33 2024-25: 35	At least 30	03-31-2027

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

Plans to achieve results

The following section describes the planned results for a green and innovative transportation system in 2026-27.

Harmful air emissions from transportation in Canada are reduced

Transport Canada will focus on these planned results for 2026-27:

Support Canada’s climate performance and competitiveness

- Develop a clean transportation strategy to:
 - o reduce emissions for the aviation, marine, rail and on-road sectors;
 - o set a path to net-zero by 2050;
 - o enable clean growth; and
 - o drive investment and support trade and resilient communities.
- Finalize a sustainable aviation fuels blueprint for Canada.
- Launch the Electric Vehicle Affordability Program, providing targeted point-of-sale incentives to Canadian consumers and businesses, helping them make the transition to a low-emissions future.
- Work with global partners to reduce the environmental impacts of international transportation, including:
 - o sustainable aviation at the International Civil Aviation Organization (ICAO); and



- marine shipping at the International Maritime Organization (IMO).
- Continue working with the Railway Association of Canada to reduce locomotive emissions and track progress through the annual Locomotive Emissions Monitoring report.
- Promote the shift to low- and zero-emission transportation by helping the market get ready to adopt clean fuels and technologies across all modes.
- Monitor progress toward national climate targets by tracking the adoption of clean technologies (like electric vehicles) and reductions in greenhouse gas emissions from transportation.

Support emissions regulations, technologies, standards and methods

- Support clean technologies through targeted funding by developing standards.
- Develop and maintain analytical tools to inform regulatory approaches to speed the shift to a low-carbon and zero-emission transportation system for all modes.
- Research safety guidelines and standards for medium- and heavy-duty zero-emission vehicles (MHZEVs).

Create green shipping corridors and clean energy marine hubs

- Develop green shipping corridors domestically and to international ports, including funding projects to reduce domestic emissions from ports and vessels through the [Green Shipping Corridor Program](#).

Promote and support zero emission trucking on Canadian roads

- Continue the Zero-Emission Trucking Program to speed the safe deployment of medium- and heavy-duty zero emission vehicles on Canadian roads, including:
 - funding zero emission truck deployments with testing in in Quebec, Alberta and British Columbia; and
 - collecting and analyzing real-world performance data of these vehicles in Canadian conditions.



Explore and demonstrate the feasibility of marine decarbonization technologies

- Fund 2 biodiesel and electric tugboat trials under the Clean Marine research and development program.
- Support 14 clean marine technology feasibility studies under [Clean Vessel Demonstration grant program](#).
- Continue supporting the [2023 International Maritime Organization's Greenhouse Gas \(GHG\) Strategy](#), including:
 - a global goal-based marine fuel standard; and
 - an international pricing system for maritime greenhouse gas emissions.
- Promote alternative fuels that support GHG reduction commitments and meet air contaminant standards.

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

Transport Canada will focus on these planned results for 2026-27:

Strengthen the scope, effectiveness and efficiency of navigation protection in Canada

- Update and add classes of minor works to the [Minor Works Order](#) for navigable waters that don't require Transport Canada approval.
 - this will allow us to focus on works with greater potential impacts.
- Modernize the [Navigable Waters Works Regulations](#) and the [Navigable Waters Bridges Regulations](#) to:
 - merge them into a single efficient regulation;
 - update requirements for works built or placed in navigable waters; and
 - clarify when the [Canadian Navigable Waters Act](#) (CNWA) applies.
- Introduce remotely piloted aircraft systems (drones) to make inspecting remote and challenging areas more effective, safe and efficient.
- Create *Administrative Monetary Penalties Regulations* to improve compliance through fair, transparent and predictable enforcement.
- Modernize officer training guidance under the CNWA by updating learning materials and operational tools.

Advance coordinated protection of Canada's oceans and waterways

- Provide advice on marine transportation in federal marine protected areas to support Canada's ocean conservation targets of 30% by 2030.
- Study and reduce the cumulative effects of marine shipping on coastal ecosystems and the people that depend on them.
- Develop a national approach to domestic vessel oversight.
- Develop regulations to strengthen preparedness and response to spills and enable faster, more consistent access to marine emergency services.
- Work with other federal departments, industry and Indigenous Peoples to identify opportunities to enhance Canada's ability to respond to marine spills.
- Support Indigenous and northern communities through the [Safety Equipment and Basic Marine Infrastructure in Northern Communities](#) initiative by funding the improvement of marine infrastructure and the procurement and delivery of marine safety equipment.
- Deliver marine training and education to underrepresented groups in the marine sector, including women, Northerners, and Indigenous Peoples by supporting marine training institutions.
- Funding for 34 First Nations, Inuit and Métis partners in the Oceans Protection Plan and other marine initiatives through the Indigenous Marine Coordinator contribution program.
- Implement the Indigenous Regulatory Roundtable with Indigenous organizations in all coastal regions to secure Indigenous input and advice on marine safety and environmental regulations.



Prevent and manage the risks of invasive species

- Support projects through the Ballast Water Innovation Program (BWIP) to help industry operate [Ballast Water Management Systems](#) in challenging water conditions in the Great Lakes and St. Lawrence River region.

- Work internationally on ballast water management initiatives, including:
 - updating the International Convention for the Control and Management of Ships' Ballast Water and Sediments (International Ballast Water Management Convention);
 - implement and monitor the international ballast water performance standard
 - working with the United States to make sure our ballast water management regulations work together.
- Support new science and technology to understand and address the risks of aquatic invasive species from vessel biofouling.
- Help develop an international legal framework on biofouling at the International Maritime Organization.

Address problem vessels in Canadian waters

- Reduce marine risks and remove vessels of concern by enforcing the [Wrecked, Abandoned or Hazardous Vessels Act](#).
- Work with the Canadian Coast Guard and the single-window process to improve communication and information on implementation of the Act.



Reduce and eliminate plastic litter from ships

- Improve international measures to reduce plastic pollution from shipping and maritime activities with the International Maritime Organization.

Prevent and respond to pollution

- Continue enforcing the [Canada Shipping Act, 2001](#) and its updated regulations so we're prepared to respond to oil from ships and other hazardous and noxious substance spills.
- Update the [Vessel Pollution and Dangerous Chemical Regulations](#) to match the International Maritime Organization requirements.
- Improved restrictions on vessel discharges within new federal marine protected areas, including:
 - oily engine bilge;
 - greywater;
 - sewage;
 - food waste; and
 - wash water from exhaust gas cleaning systems.

Protect whales in Canadian waters

- Protect Southern Resident killer whales through:

- o mandatory and voluntary vessel management measures on the West Coast, (including vessel restricted zones and speed restrictions), to reduce underwater noise and physical disturbances in key habitats; and
- o industry-led voluntary measures and research partnerships, such as the Vancouver Fraser Port Authority’s [Enhancing Cetacean and Habitat Observation \(ECCHO\) Program](#).
- Protect North Atlantic right whales through:
 - o vessel traffic management measures on the East Coast to reduce the risk of ship strikes, including mandatory and voluntary slowdowns, and a restricted area; and
 - o surveillance and detection technologies, including aerial and underwater acoustic monitoring, to support timely implementation of protective measures.
- Reduce underwater noise from shipping by:
 - o supporting international efforts through a West Coast pilot project; and
 - o working with the International Maritime Organization, including technical contributions to global guidelines, and co-leading the [High Ambition Coalition for a Quiet Ocean](#).



A transportation system that supports innovation

Transport Canada will focus on these planned results for 2026-27:

Support environmental and safety innovation in the transportation sector

- Continue the Zero Emissions Trucking Program (ZETP) with the Canadian trucking research community to:
 - o help understand Canadian truck flows in support of evidence-based policies, programs, and infrastructure planning; and
 - o fund phase 2 of a Trailer of the Future Challenge that invites Canadian innovators to develop a next-generation aerodynamic trailer prototype.
- Deliver two regulatory testbeds in collaboration with industry to find potential risks, ways to mitigate them adaptive safety oversight approaches for:
 - o hydrogen and battery-powered locomotives; and
 - o Maritime Autonomous Surface Ships (MASS).
- Use the testbed results to help create regulations for zero-emissions locomotives and a MASS Code at the International Maritime Organization

Gender-based Analysis Plus

Core Responsibility 2: A green and innovative transportation system

- Our data collection includes:
 - o voluntary recipient questionnaires (iZEV and iMHZEV programs)
 - o research studies
 - o stakeholder and Indigenous engagement

- institutional reporting from partner organizations
- impact assessments
- technical research such as crashworthiness studies
- We also use data from the Indigenous Partnerships and Engagement (IPE) program and our Engagement and Consultation Hub
- We track the Marine Training Program (MTP) performance targets to make sure the Canadian marine industry workforce is becoming more diverse

Planned resources to achieve results

Table 8: Planned resources to achieve results for a green and innovative transportation system

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

Resource	Planned
Spending	\$812,162,797
Full-time equivalents	899

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

Program inventory

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

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

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

Summary of changes to reporting framework since last year

- The indicator “Percentage of vessels 20 meters and greater that are compliant with slowdown measures that mitigate the impacts of vessel traffic on marine species” was updated by removing the reference to “vessels 20 meters and greater” as it is no longer applicable.

Core responsibility 3: An Efficient transportation system

In this section

- [Description](#)
- [Quality of life impacts](#)

- [Indicators, results and targets](#)
- [Plans to achieve results](#)
- [Gender-based Analysis Plus](#)
- [Planned resources to achieve results](#)
- [Program inventory](#)
- [Summary of changes to reporting framework since last year](#)

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

Indicators, results and targets

This section presents details on the department’s indicators, the actual results from the three most recently reported fiscal years, and the targets and target dates for an efficient transportation system. Details are presented by departmental result.

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

Table 9 provides a summary of the target and actual results for each indicator associated with the results under an efficient transportation system.

Departmental Result Indicators	Actual Results	2026–27 Target	Date to achieve target
End-to-end, rail transit time of containers along the trade corridor from Canadian west coast ports to Chicago, including border crossing time	2022-23: 6.6 days 2023-24: 6.8 days 2024-25: 7.0 days	6.8 days	03-31-2027
End-to-end, Canada-side, truck transit time of general freight along the Toronto to United States trade corridor, including border crossing time	2022-23: 3.4 hours 2023-24: 3.4 hours 2024-25: 3.3 hours	At most 3.5 hours	03-31-2027
End-to-end transit time of containerized freight arriving from ports in Asia	2022-23: 39.9 days 2023-24: 35.0 days 2024-25: 33.6 days	At most 30.0 days	03-31-2027

Departmental Result Indicators	Actual Results	2026–27 Target	Date to achieve target
End-to-end transit time of bulk Canadian grain exports from the prairies to Asia	2022-23: 37.9 days 2023-24: 36.7 days 2024-25: 38.3 days	At most 39.0 days	03-31-2027

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

Table 10 provides a summary of the target and actual results for each indicator associated with the results under an efficient transportation system.

Departmental Result Indicators	Actual Results	2026–27 Target	Date to achieve target
Percentage of international air services requests/issues addressed	2022-23: 100% (6 out of 6) 2023-24: 100% (11 out of 11) 2024-25: 100% (6 out of 6)	100%	03-31-2027

Table 11: Transport Canada manages its assets effectively

Table 11 provides a summary of the target and actual results for each indicator associated with the results under an efficient transportation system.

Departmental Result Indicators	Actual Results	2026–27 Target	Date to achieve target
Availability of TC owned and managed airports	2022-23: 100% 2023-24: 100% 2024-25: 100%	Exactly 100% (*certain types of events are excluded from the calculation)	03-31-2027
Availability of TC owned and managed ports	2022-23: 100% 2023-24: 100% 2024-25: 100%	Exactly 100% (*certain types of events are excluded from the calculation)	03-31-2027
Availability of TC owned and managed ferries	2022-23: 100% 2023-24: 100% 2024-25: 90%	Exactly 100% (*certain types of events are excluded from the calculation)	03-31-2027

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

Plans to achieve results

The following section describes the planned results for an efficient transportation system in 2026-27.

Transportation corridors enable efficient movement of products to market

Transport Canada will focus on these planned results for 2026-27:

Maintain and improve Canada's trade corridors and supply chains

- Create the Trade Diversification Corridors Fund and Arctic Infrastructure Fund programs.
- Continue supporting the supply chain.
- Engage stakeholders on logistics, performance, disruptions, and long-term needs and challenges.
- Deepen the Government of Canada's priority regulatory, policy, digital and investment requirements.
- Work strategically with transportation and logistics stakeholders to:
 - share operational and supply chain performance data; and
 - support timely and reliable shipping decisions.
- Monitor contribution agreements with [National Trade Corridors Fund](#) recipients to make sure they deliver projects.
- Work with railway companies to cut freight rates for transporting Canadian steel and lumber interprovincially beginning in Spring 2026.



Improve Canada's aviation system and infrastructure

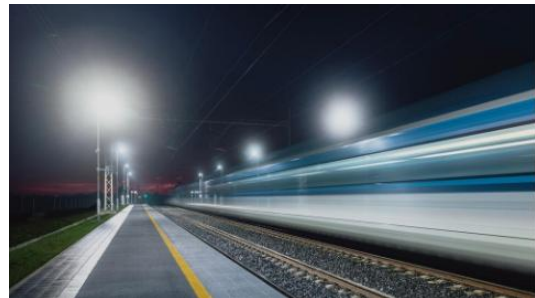
- Continue implementation of the Government's National Airports System investment strategy.
- Attract more investment from private and third-party investment at airports, including:
 - extending leases with airport authorities;
 - allowing for more economic development activities on airport land;
 - reviewing the rent formulas for airport ground leases; and
 - consider options for the privatization of airports.
- Improve the capacity, efficiency and resiliency of infrastructure, equipment and technology.
- Keep pace with growing demand for passenger and cargo traffic.

Promote air sector competitiveness and economic growth, while ensuring travel costs remain economical

- Continue ensuring that regional and remote communities, including Northern Canada, have air traffic and infrastructure needed for transporting essential goods.
- Support safety-related infrastructure projects and upgrades through the [Airports Capital Assistance Program](#).
- Share data with air sector stakeholders to support smooth operations and help stakeholders make more responsive, transparent, and timely decisions.
- Collect and analyze transportation network data and socio-economic trends, to:
 - assess system performance and efficiency;
 - finding changing capacity needs, challenges and opportunities; and
 - guide system planning and investments.

Launch a high-speed passenger rail system in the Toronto-Ottawa-Montréal-Québec City corridor

- Plan and prepare for the construction of Canada's 1,000 km High-Speed Rail initiative.
 - the initiative is a new dedicated electric passenger rail system in the most densely populated corridors of Ontario and Québec.
- Work with the Private Developer Partner (PDP) Cadence, to co-develop, design, finance, build, operate, and maintain the system.
 - the Crown corporation Alto is overseeing this development
- Serve as owner/investor, legislator, regulator, and facilitator, during the co-development phase, to ensure alignment with project outcomes, including:
 - advise the Minister and preparation of government decision documents at key milestones;
 - guide Alto on following Government decisions;
 - communicate policy positions;
 - determine the strategy on enabling activities;
 - advance regulatory requirements, including as they relate to impact assessment, navigation protection, and rail safety;
 - support the land acquisition strategy; and
 - transition plans for VIA Rail corridor services.
- Use the Buy Canadian Policy Framework by prioritizing Canadian materials and suppliers, and help Alto apply it in planning and procurement, in line with federal priorities.
- Develop options to support Alto's accelerated timeline to start construction of the Ottawa-Montréal segment in 2029, as announced by the Prime Minister and the Minister of Transport.
- Support the progress of the High-Speed Rail Network Act (introduced in Budget Implementation Act 2025, Bill C-15) as it moves through Parliament.
- If passed, the Act would set out the rules and tools needed to deliver the high-speed rail project efficiently and on time.
- Key measures in the Act would improve efficiency and help address land acquisition challenges linked to the project's size and complexity.



Support evidence-based decisions on transportation system needs and efficiencies

- Provide real-time performance tracking and analysis of transportation mode and trade corridor efficiency
- Monitor and assess the impact of major disruptions on the national transportation network, its users, and the overall economy.
- Provide transportation analysis, projections, and scenarios to inform policy, regulatory, and investment decisions.
- Improve collaboration across jurisdictions and industry partners on transportation analysis and modelling.

- Use innovative technologies to make the transportation system efficient.
- Support transportation research and decision making through the Transportation Data and Information Hub (TDIH).

Continue making progress on the Lac-Mégantic rail bypass project

- Work with rail bypass project stakeholders in planning and implementing the project, including:
 - the Government of Québec;
 - municipalities of Frontenac, Lac-Mégantic and Nantes;
 - Indigenous Peoples;
 - Canadian Pacific Kansas City (CPKC) railway; and
 - public utility companies and landowners.
- Complete regulatory processes and prepare for construction once all regulatory approvals are secured.
- Transfer lands needed for the bypass to the CPKC railway.
- Continue working with stakeholders to create mitigation measures.

Canadian travellers and freight operators benefit from choice and improved service

Transport Canada will focus on these planned results for 2026-27:

Improve conditions for air passenger rights

- Continue to simplify the air passenger rights regime and make processing of air travel complaints more efficient.

Improve Canada’s air links to the world

- Continue to facilitate people-to-people ties, trade and tourism by negotiating new and expanded air transport agreements with other countries.



Advance barrier-free travel for persons with disabilities

- Strengthen accessibility across Canada’s transportation system.
- Promote common standards and greater collaboration.
- Support government leadership on accessibility internationally.

Work with Indigenous Peoples on transportation issues of concern

- Fully meet out legal obligations towards Indigenous Peoples by:
 - Realigning Indigenous Partnerships and Engagement operations to improve capacity to meaningfully engage and consult with Indigenous Peoples on transportation-related issues and projects;
 - Providing education and awareness training to staff to ensure Indigenous considerations are integrated into departmental actions;
 - Launching tools, such as a streamlined Indigenous Relations intake and assessment model, to deliver more consistent, timely and coordinated services to Indigenous Peoples; and
 - Streamlining engagement processes to reduce consultation fatigue.

Transport Canada manages its assets effectively

Transport Canada will focus on these planned results for 2026-27:

Maintain and improve transportation assets for safe, reliable, efficient and sustainable operations

- Make sure the airports and ports we own and manage follow regulations
- Prioritize health, safety and climate change in our maintenance and capital investment projects
- Continue supporting the use and maintenance of the 3 federally supported ferries in eastern Canada
- Continue supporting the operations, maintenance and capital investments of vital passenger rail services with indigenous-owned rail operators that serve remote regions



Gender-based analysis plus

Core Responsibility 3: An efficient transportation system

Our data collection for core responsibility 3 includes:

- federal partners such as Statistics Canada; Employment and Social Development Canada; Immigration, Refugees and Citizenship Canada and transportation sector stakeholders
- voluntary self-identification by federal appointees
- compliance monitoring where direct demographic data is unavailable

Across all 3 core responsibilities, these approaches combine quantitative and qualitative sources and intersectional data to help us learn about economic, social, and equity impacts

- This data lets us strengthen inclusivity, evidence-based decision-making, and program effectiveness

Planned resources to achieve results

Table 12: Planned resources to achieve results for an efficient transportation system

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

Resource	Planned
Spending	\$2,411,692,018
Full-time equivalents	646

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

Program inventory

An efficient transportation system is supported by the following programs:

- National Trade Corridors

- Transportation Analysis
- Transportation Infrastructure
- Transportation Marketplace Frameworks

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

Summary of changes to reporting framework since last year

- The indicator “End-to-end transit time of a select grouping of commodities, such as grains, departing from Canada to Asia” was clarified to define what is being measured, focusing specifically on (grain export transit times).

Internal services

In this section

- [Description](#)
- [Plans to achieve results](#)
- [Planned resources to achieve results](#)
- [Planning for contracts awarded to Indigenous businesses](#)

Description

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

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

Plans to achieve results

This section presents details the department’s plans to achieve results and meet targets for internal services.

Reinforce public and staff awareness, confidence and engagement

- Deliver clear, timely, and accessible communications to show we’re a trusted regulator that helps keep Canada’s transportation system safe, secure, green and reliable while supporting Canada’s economy.
- Implement the department’s misinformation and disinformation strategy, with a focus on countering false or misleading information, particularly during high-profile events and emergencies.
- Continue implementing our accessibility plan.

- Support Reconciliation by educating employees on the history of Indigenous Peoples.

Modernize and enhance communications methods and tools

- Improve our digital presence through:
 - a modernized internal website and a consistently refreshed external web presence;
 - improved accessibility; and
 - digital storytelling.
- Align with Government of Canada standards for accessibility, usability, official languages and data-driven communications.
- Work and engage with staff and stakeholders through audience-focused communications that follow our priorities.
- Use data and evidence to keep improving how we communicate and engage with audiences.
- Create new ways for senior leaders and employees to talk openly and listen to each other.

Continue modernizing the department's operations and services

- Expand the use of robotic process automation (RPA), data analytics and other modern technologies to:
 - enhance productivity;
 - strengthen internal controls;
 - improve service; and
 - support informed decision making.
- Optimize the department's fleet by:
 - promoting rightsizing;
 - acquiring zero-emission vehicles
 - investing in charging stations; and
 - equipping more light-duty vehicles with telematics to optimize fleet operations.
- Consult with stakeholders and continue to modernize service delivery focused on:
 - streamline processes;
 - establish and revision of fees; and
 - improve and expand online services.



Support a safe, respectful, inclusive and productive workplace

- Promote a positive culture, focused on:
 - improving workplace accessibility and employee accommodations;
 - continued progress on anti-racism, equity, diversity and inclusion; and
 - support to managers for a psychologically safe workplace.
- Advance organizational readiness for the governments' human resources (HR) and pay transformation.
- Simplify HR services to gain efficiency and better support rapidly changing work force and workplace needs.
- Support Transport Canada's workforce objectives aligned with the implementation of the Comprehensive Expenditure Review.

Use technology to make our organization more modern, secure, and data-driven

- Use AI to:
 - empower employees;
 - improve service delivery;

- strengthen cyber security;
- optimize data use; and
- support departmental priorities.
- Expand enterprise platforms and strengthen digital and data literacy.
- Increase digital channels, improve accessibility, and strengthen performance measurement, aligned with the [Policy on Service and Digital](#), to simplify client interactions and enhance the service experience for Canadians and industry.
- Continue to reinforce cyber resilience by:
 - advancing threat detection;
 - improving incident response;
 - promoting a strong security culture; and
 - exploring AI-based solutions.

Use data and technology to plan, guide and monitor the services we deliver

- Use our Data Strategy to strengthen governance, accessibility, and analytics in support of evidence-based decisions and improved service delivery.
- Refine approaches to the planning and management of integrate management and information technology investments, focused on:
 - agility;
 - meet our needs and priorities; and
 - value for money.

Planned resources to achieve results

Table 13: Planned resources to achieve results for internal services this year

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

Resource	Planned
Spending	\$234,974,917
Full-time equivalents	1,506

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

Planning for contracts awarded to Indigenous businesses

Transport Canada remains committed to advancing economic reconciliation through federal procurement, in alignment with the Government of Canada’s mandatory target of awarding at least 5% of the total value of contracts to Indigenous businesses annually. This target is now fully implemented across all departments.

Departmental Planning and Implementation:

- All our organizations and programs must allocate at least 5% of the total value of planned procurements to Indigenous suppliers in their annual procurement plans.
- All procurement activities must consider Indigenous business capacity
 - this includes using tools such as the Indigenous Business Directory, modern treaty beneficiary lists, and engaging with Indigenous partners
- Monitor and report our progress on the 5% target following the Directive on the Management of Procurement

- this includes any approved exceptions and capacity gaps, in accordance with the [Directive on the Management of Procurement](#).
- Submit procurement planning and performance reports to Indigenous Services Canada (ISC) for transparency and accountability

Table 14: Percentage of contracts planned and awarded to Indigenous businesses

Table 14 presents the current, actual results with forecasted and planned results for the total percentage of contracts the department awarded to Indigenous businesses.

5% Reporting Field	2024-25 Actual Result	2025-26 Forecasted Result	2026-27 Planned Result
Total percentage of contracts with Indigenous businesses	8.1 %	5 %	5 %

Department-wide considerations

- [Related government priorities](#)
- [Key risks](#)

Related government priorities

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

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](#).

Artificial Intelligence

Use of AI effectively

- Use AI and automation to increase efficiency and free employees to focus on more complex and non-repetitive tasks.
- Guide employees on how to use AI tools ethically and responsibly.

Key risks

Canada’s transportation system is vital to daily life and economic prosperity. Like all complex systems, it faces pressures from global events, technological change, and the environment. We help make sure the transportation system remains safe, secure, sustainable, and efficient.

Our risk management process and the annual update of the Departmental Risk Profile tracks and responds to risks. Identifying and addressing these risks strengthens resilience and ensures continuity for Canadians and businesses.

There are risks across the department’s core responsibilities. For example:

- Safety and security are at the core of our mandate, but major accidents and incidents are a risk in any transportation system.

- Strong oversight, enforcement, and compliance keeps Canadians safe and confident in the transportation network
- Canada’s leadership in international transportation standards keeps us competitive and integrated with global markets. Falling behind these standards could hurt our global credibility and ability to operate smoothly
- Cybersecurity and data protection are more important than ever. Growing cyber threats could compromise sensitive information and disrupt operations

Our comprehensive risk monitoring and reporting practices make sure we reduce and mitigate risks to Canadians and the department as effectively as possible.

We collaborate with stakeholders and partners to create robust and effective responses to risk. We’re improving planning and decision-making across all modes of transport through evidence-based policy development, strategic risk mitigation, and advanced information systems. This creates an efficient and reliable transportation network that supports Canada’s economic competitiveness.

Planned spending and human resources

This section provides an overview of Transport Canada’s planned spending and human resources for the next three fiscal years and of planned spending for 2026-27 with actual spending from previous years.

In this section

- [Spending](#)
- [Funding](#)
- [Future-oriented condensed statement of operations](#)
- [Human resources](#)

Spending

This section presents an overview of the department's planned expenditures from 2023-24 to 2028-29.

Budgetary performance summary

Table 15 Three-year spending summary for core responsibilities and internal services (dollars)

Table 15 presents Transport Canada’s spending over the past three years to carry out its core responsibilities and for internal services. Amounts for the 2025–26 fiscal year are forecasted based on spending to date.

Core responsibilities and Internal services	2023-2024 Actual Expenditures	2024-25 Actual Expenditures	2025-2026 Forecast Spending
Safe and secure transportation system	562,393,506	531,624,520	487,023,269

Core responsibilities and Internal services	2023-2024 Actual Expenditures	2024-25 Actual Expenditures	2025-2026 Forecast Spending
Green and innovative transportation system	969,359,314	1,499,450,072	428,382,102
Efficient transportation system	1,194,273,494	1,301,033,946	1,285,756,414
Subtotal (s)	2,726,026,314	3,332,108,537	2,201,161,785
Internal services	293,217,659	288,900,892	275,105,425
Total (s)	3,019,243,973	3,621,009,429	2,476, 267,210

Analysis of the past three years of spending

Total spending has increased by \$602M from 2023-24 to 2024-25 largely due to an increase in payments for the Zero-Emission Vehicles program. Total spending is forecasted to decrease by \$1,145M from 2024-25 to 2025-26 as the Zero-Emission Vehicle program sunsetted at the end of 2024-25.

Safe and Secure Transportation System: Spending from 2023-24 to 2025-26 decreased predominately due to one-time retroactive salary payments that occurred in 2023-24 for updated collective bargaining agreements and, savings from the Budget 2023 Refocusing Government Spending commitment.

Green and Innovative Transportation System: The increase in spending from 2023-24 to 2024-25 is primarily due to the increase in demand for the Zero-Emission Vehicles initiative. The decrease in spending from 2024-25 to 2025-26 is due to the sunseting of the Zero-Emission Vehicles incentive program at the end of March 2025.

Efficient Transportation System: The increase in spending from 2023-24 to 2024-25 for this core responsibility is largely attributed to the National Trade Corridor Fund transfer payment program and the High-Speed Rail Initiative. Spending is forecasted to remain the same from 2024-25 to 2025-26.

Internal Services: The decrease in spending for Internal services from 2023-24 to 2025-26 can be attributed to the Budget 2023 Refocusing Government Spending commitment.

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

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

Table 16 presents Transport Canada’s planned spending over the next three years by core responsibilities and for internal services.

Core responsibilities and Internal services	2026-27 Planned Spending	2027-28 Planned Spending	2028-29 Planned Spending
Safe and secure transportation system	481,612,975	455,043,112	435,017,012
Green and innovative transportation system	812,162,797	658,622,908	563,318,010
Efficient transportation system	2,411,692,018	2,845,983,386	2,050,923,910
Subtotal	3,705,467,790	3,959,649,406	3,049,258,932
Internal services	234,974,917	220,813,079	195,993,523
Total	3,940,442,707	4,180,462,485	3,245,252,455

Analysis of the next three years of spending

Total planned departmental spending will increase by \$240M from 2026-27 to 2027-28. This increase is predominately due to two newly created transfer payment programs: the Trade Diversification Corridor Fund and the Arctic Infrastructure Fund. Total spending will decrease by \$935M from 2027-28 to 2028-29 due to a decrease in planned spending for the National Trade Corridor Fund and due to implementation of budget reductions from the Comprehensive Expenditure Review.

Planned spending does not include funding from future budgets, sunsetter renewals or off-cycle funding exercises.

Safe and Secure Transportation System: The decrease in planned spending from 2026-27 to 2028-29 is mainly related to the sunsetting of the Modernizing Rail Safety and Security Initiative and reductions from the Comprehensive Expenditure Review.

Green and Innovative Transportation System: The decrease in planned spending from 2026-27 to 2028-29 is primarily due to reduced funding, to match forecasted requirements, or sunsetting funding for items such as the Electric Vehicle Affordability Program, the Oceans Protection Plan, the Green Shipping Corridor Program, and the Federal Contaminated Sites Action Plan.

Efficient Transportation System: The increase in planned spending from 2026-27 to 2027-28 is due to two newly created transfer payment programs: the Trade Diversification Corridor Fund and the Arctic Infrastructure Fund. The decrease in planned spending from 2027-28 to 2028-29 is predominately due to a decrease in planned spending for the National Trade Corridor Fund.

Internal Services: Planned spending for internal services decreases from 2026-27 to 2028-29 in alignment with decreases in funding for the initiatives and core responsibilities mentioned above, including budget reductions from the Comprehensive Expenditure Review.

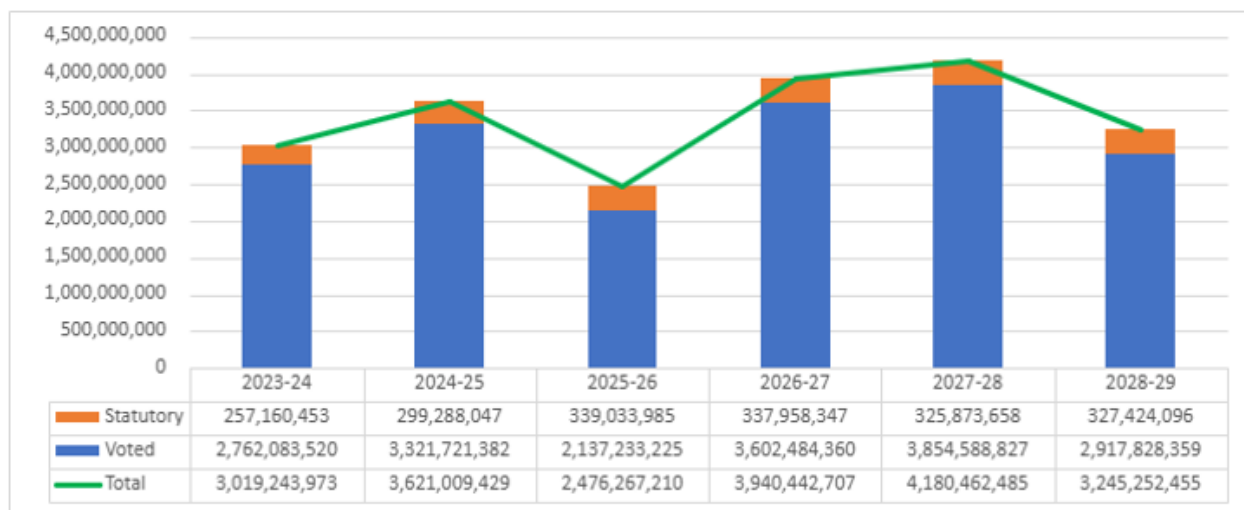
More [detailed financial information on planned spending](#) is available on the Finances section of GC Infobase.

Funding

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

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

Graph 1 summarizes the department's approved voted and statutory funding from 2023-24 to 2028-29.



Text description of graph 1

Fiscal year	Total	Voted	Statutory
2023-24	3,019,243,973	2,762,083,520	257,160,453
2024-25	3,621,009,429	3,321,721,382	299,288,047
2025-26	2,476,267,210	2,137,233,255	339,033,985
2026-27	3,940,442,707	3,602,484,360	337,958,347
2027-28	4,180,462,485	3,854,588,827	325,873,658
2028-29	3,245,252,455	2,917,828,359	327,424,096

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 2023-24 to 2024-25. This is mainly due to increased transfer payments for the Incentives for Zero-Emission Vehicles Program and the National Trade Corridor Fund.

Expenditures are forecasted to decrease from 2024-25 to 2025-26 mostly due to the sunsetting of the Incentives for Zero-Emission Vehicles Program.

Planned expenditures from 2025-26 to 2027-28 are increasing mainly because of the introduction of two newly created transfer payment programs: the Trade Diversification Corridor Fund and the Arctic Infrastructure Fund as well as the creation of the Electric Vehicle Affordability Program.

Spending plans will decrease from 2027-28 to 2028-29 mainly because of a decrease in planned spending for the National Trade Corridor Fund.

The planned spending includes reduction commitments made as part of the Comprehensive Expenditure Review and excludes funding from future budgets, sunsetter renewals or off-cycle funding exercises.

For further information on Transport Canada’s departmental appropriations, consult the [2026-27 Main Estimates](#).

Future-oriented condensed statement of operations

The future-oriented condensed statement of operations provides an overview of Transport Canada’s operations for 2025-26 to 2026-27.

Table 17 Future-oriented condensed statement of operations for the year ended March 31, 2027 (dollars)

Table 17 summarizes the expenses and revenues which net to the cost of operations before government funding and transfers for 2025-26 to 2026-27. The forecast and planned amounts in this statement of operations were prepared on an accrual basis. The forecast and planned amounts presented in other sections of the Departmental Plan were prepared on an expenditure basis. Amounts may therefore differ.

Financial information	2025-26 Forecast results	2026-27 Planned results	Difference (Planned results minus forecasted)
Total expenses	2,492,265,503	4,030,757,146	1,538,491,643
Total revenues	112,688,742	139,298,165	26,609,423
Net cost of operations before government funding and transfers	2,379,576,761	3,891,458,981	1,511,882,220

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

Analysis of forecasted and planned results

The explanations of variances in this document also apply to the Future-oriented condensed statement of operations.

A more detailed Future-Oriented Statement of Operations and associated Notes for 2026-27 including a reconciliation of the net cost of operations with the requested authorities, is available on Transport Canada’s website: [Financial Reports of Transport Canada](#).

Human resources

This section presents an overview of the department’s actual and planned human resources from 2023-24 to 2028-29.

Table 18: Actual human resources for core responsibilities and internal services

Table 18 shows a summary of human resources, in full-time equivalents, for Transport Canada’s core responsibilities and for its internal services for the previous three fiscal years. Human resources for the 2025–26 fiscal year are forecasted based on year to date.

Core responsibilities and internal services	2023-24 Actual full-time equivalents	2024-25 Actual full-time equivalents	2025-26 Actual full-time equivalents
Safe and secure transportation system	3,522	3,530	3,411
Green and innovative transportation system	902	917	861
Efficient transportation system	680	679	613
Subtotal	5,104	5,127	4,885
Internal services	1,715	1,732	1,649
Total	6,819	6,859	6,534

* Internal services may include FTEs that directly support programs in the other core responsibilities.

Analysis of human resources over the last three years

Total actual human resources have decreased by 285 full-time equivalents from 2023-24 to 2025-26 for Transport Canada. This can be explained by savings from the Refocusing Government Spending initiative that implicated all core responsibilities including internal services. In addition, the decrease in human resources requirements can be attributed to a number of initiatives detailed below by core responsibility.

Safe and Secure Transportation System: The full-time equivalents (FTE) decrease from 2023-24 to 2025-26 primarily due to the sunseting of the Aviation Safety and Security Modernization initiative.

Green and Innovative Transportation System: The FTE decrease for this core responsibility from 2023-24 to 2025-26 is primarily due to the sunseting of the Zero-Emission Vehicles incentive program at the end of March 2025.

Efficient Transportation System: The FTE decrease for this core responsibility from 2023-24 to 2025-26 is primarily due to a decrease in planned spending for the National Trade Corridor Fund.

Internal Services: The FTE decrease for internal services providers from 2023-24 to 2025-26 is commensurate with the decrease in FTEs in the above three core responsibilities; as internal services providers are enabling functions for programs, their requirements fluctuate in tandem with program requirements.

Table 19: Human resources planning summary for core responsibilities and internal services

Table 19 shows information on human resources, in full-time equivalents, for each of Transport Canada’s core responsibilities and for its internal services planned for the next three years.

Core responsibilities and internal services	2026-27 Planned full-time equivalents	2027-28 Planned full-time equivalents	2028-29 Planned full-time equivalents
Safe and secure transportation system	3,383	3,081	2,935
Green and innovative transportation system	899	721	679
Efficient transportation system	646	569	534
Subtotal	4,928	4,371	4,148
Internal services	1,506	1,344	1,202
Total	6,434	5,715	5,350

Analysis of human resources for the next three years

Total planned human resources are projected to decrease by 1,084 full-time equivalents from 2026-27 to 2028-29 for Transport Canada. This is attributed to the Comprehensive Expenditure Review reduction commitments that implicated all core responsibilities including internal services. In addition, the planned decrease in human resources requirements can be attributed to a number of initiatives detailed below by core responsibility.

The planned FTEs do not include salary funding from future budgets, sunsetter renewals or off-cycle funding exercises. Should funding result from these requests, plans for future FTE requirements will be adjusted accordingly.

Safe and Secure Transportation System: The sunseting of the Aviation Safety and Security Modernization initiative.

Green and Innovative Transportation System: Sunseting funding for the Oceans Protection Plan as the initiative reaches steady state.

Efficient Transportation System: A decrease in planned spending for the National Trade Corridor Fund, Lac-Megantic Rail Bypass Project and the Eastern Ferry Services Program.

Internal Services: The planned FTE decrease from 2026-27 to 2028-29 is commensurate with the decrease in FTEs in the above three core responsibilities; as internal services providers are

enabling functions for programs, their requirements fluctuate in tandem with program requirements.

Supplementary information tables

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

- [Details on transfer payment programs – over \\$5M](#)
- [Details on transfer payment programs – under \\$5M](#)
- [Horizontal Initiatives – Oceans Protection Plan](#)
- [Regulatory and Permitting Efficiency for Clean Growth Projects](#)

Information on Transport Canada's departmental sustainable development strategy can be found on [Transport Canada's website](#).

Federal tax expenditures

Transport Canada's Departmental Plan does not include information on 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(s): 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

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

Departmental Plan (plan ministériel)

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

departmental result (résultat ministériel)

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

departmental result indicator (indicateur de résultat ministériel)

A quantitative measure of progress on a departmental result.

departmental results framework (cadre ministériel des résultats)

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

Departmental Results Report (rapport sur les résultats ministériels)

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

full-time equivalent (équivalent temps plein)

A measure of the extent to which an employee represents a full person-year charge against a departmental budget. For a particular position, the full-time equivalent figure is the ratio of number of hours the person actually works divided by the standard number of hours set out in the person's collective agreement.

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

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

Using GBA Plus involves taking a gender- and diversity-sensitive approach to our work. Considering all intersecting identity factors as part of GBA Plus, not only sex and gender, is a Government of Canada commitment.

government priorities (priorités gouvernementales)

For the purpose of the 2026-27 Departmental Plan, government priorities are the high-level themes outlining the government's agenda in the [2025 Speech from the Throne](#).

horizontal initiative (initiative horizontale)

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

Indigenous business (entreprise autochtones)

Requirements for verifying Indigenous businesses for the purposes of the departmental result report are available through the Indigenous Services Canada [Mandatory minimum 5% Indigenous procurement target](#) website.

non-budgetary expenditures (dépenses non budgétaires)

Non-budgetary authorities that comprise assets and liabilities transactions for loans, investments and advances, or specified purpose accounts, that have been established under specific statutes or under non-statutory authorities in the Estimates and elsewhere. Non-budgetary transactions are those expenditures and receipts related to the government's financial claims on, and obligations to, outside parties. These consist of transactions in loans, investments and advances; in cash and accounts receivable; in public money received or collected for specified purposes; and in all other assets and liabilities. Other assets and liabilities, not specifically defined in G to P authority codes are to be recorded to an R authority code, which is the residual authority code for all other assets and liabilities.

performance (rendement)

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

performance indicator (indicateur de rendement)

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

plan (plan)

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

planned spending (dépenses prévues)

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

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

program (programme)

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

program inventory (répertoire des programmes)

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

result (résultat)

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

statutory expenditures (dépenses législatives)

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

target (cible)

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

voted expenditures (dépenses votées)

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