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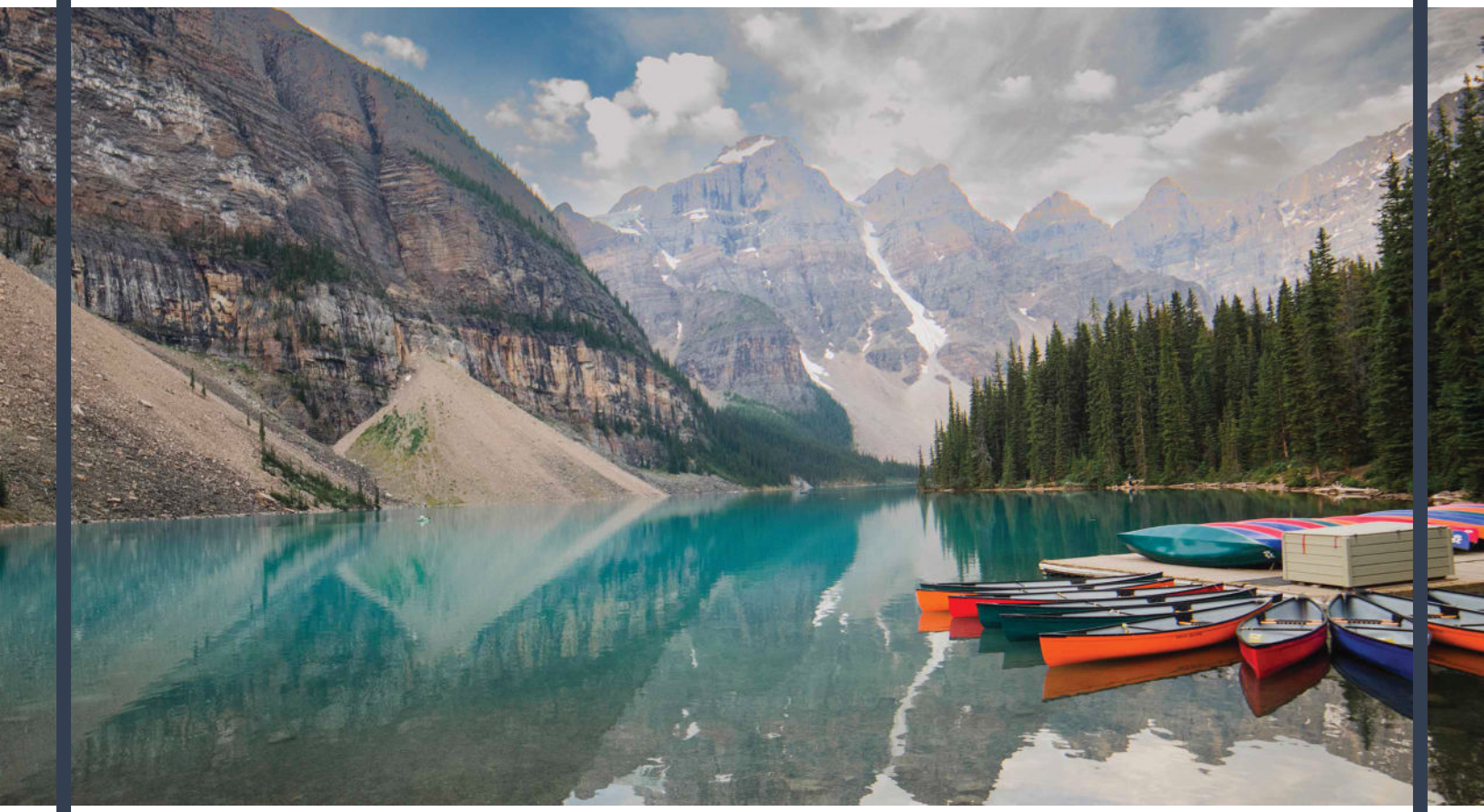

2024-2025 Departmental Sustainable Development Strategy Report

Transport Canada

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Introduction to the 2025 to 2026 Departmental Sustainable Development Strategy Report

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

In keeping with the purpose of the Act to make decision-making related to sustainable development more transparent and accountable to Parliament, Transport Canada supports the goals laid out in the FSDS through the activities described in Transport Canada's 2023 to 2027 Departmental Sustainable Development Strategy (DSDS).

The *Federal Sustainable Development Act* also sets out 7 principles that must be considered in the development of the FSDS as well as the DSDS. These basic principles have been considered and incorporated into Transport Canada's DSDS.

To promote coordinated action on sustainable development across the Government of Canada, Transport Canada's departmental strategy reports on Canada's progress towards implementing the 2030 Agenda and advancing the SDGs, supported by *the Global Indicator Framework (GIF)* and *Canadian Indicator Framework (CIF)* targets and indicators. The Report also now captures progress on SDG initiatives that fall outside the scope of the FSDS.

Commitments for Transport Canada

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

FSDS Context:

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

Target theme:

Advancing reconciliation with First Nations, Inuit, and the Métis communities

Target:

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

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Implement the *United Nations Declaration on the Rights of Indigenous Peoples Act*	Provide Indigenous awareness throughout Transport Canada on the United Nations Declaration on the Rights of Indigenous Peoples **Program:** Indigenous Partnerships and Engagement	**Starting point:** In 2023-2024, 12 presentations were held. **Indicator:** Number of training/awareness sessions held throughout Transport Canada **Target:** 10 presentations by March 31, 2025 (6 presentations have been held so far this Fiscal Year)	**Indicator result:** 11 UNDA presentations were completed in FY 24/25 **Notes:** This includes presentations that were also attended by other government departments.	Transport Canada Programs provide services such as awareness and training to advance the Department's Indigenous reconciliation efforts to increase employee knowledge of the UN Declaration and their awareness of First Nations, Inuit and Métis in Canada culture, history and perspectives This action contributes to the development of necessary knowledge and skills to implement the UN Declaration **Relevant targets or ambitions:** *GIF Target 10.3*: Ensure equal opportunity and reduce inequalities of outcome, including by eliminating discriminatory laws, policies and practices and promoting appropriate legislation, policies and action in this regard
	Review of laws to ensure alignment with the UN Declaration in consultation and cooperation with Indigenous Peoples **Program:**	**Starting point:** Although Transport Canada began completing *United Nations Declaration on the Rights of Indigenous People Act*	**Indicator result:** 100% of new/amended legislative and regulatory proposals submitted to the Indigenous Relations' UNDA Implementation Team were assessed for	With the passage of the UN Declaration Act, the Government of Canada must, in consultation and collaboration with Indigenous peoples, take all measures necessary to ensure that the laws

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
	Indigenous Partnerships and Engagement	(UNDA)assessments in the Fall of 2022, the Indicator will begin as of March 2023 **Indicator:** Percentage of new/amended legislation and regulations that have undergone a UNDA assessment **Target:** 100% (annual) of new/amended legislative and regulatory proposals submitted to the Indigenous Relations' UNDA Team will be assessed for potential intersections with the UN Declaration	consistency with the UN Declaration. **Notes:** Pursuant to section 5 of the UNDA, assessing consistency with the UN Declaration is mandatory for all cabinet documents at Transport Canada.	of Canada are consistent with *UN Declaration on the Rights of Indigenous Peoples* **Relevant targets or ambitions:** *GIF Target 10.3*: Ensure equal opportunity and reduce inequalities of outcome, including by eliminating discriminatory laws, policies and practices and promoting appropriate legislation, policies and action in this regard

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

FSDS Context:

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

Target theme:

Air Quality

Target:

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

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Develop, administer and enforce measures addressing air pollution	Under the Rail Sector Regulatory Initiative, limit criteria air contaminant (or air pollutant) emissions from the rail sector through the Locomotive Emissions Regulations **Program:** Climate Change and Clean Air	**Starting point:** The Locomotive Emissions Regulations entered into force in June 2017 **Indicator 1:** Percentage of railway companies (regulatees) who comply with the reporting requirements under the Locomotive Emissions Regulations by filing Annual Reports and In-use Test Reports with Transport Canada **Target 1:** 100% of railway companies (regulatees) per year that comply with the reporting requirements under the Locomotive Emissions Regulations	**Indicator 1 result:** By March 31, 2025, 100% of regulatees complied with reporting requirements under the Locomotive Emissions Regulations. 15/15 railway companies required to report under the Regulations submitted an Annual Report to Transport Canada that included information on locomotive's Tier of standards (or emission standards level) and annual fleet changes to address air pollutant emissions. 2/2 railway companies required to provide emission testing results under the Regulations did so through In-use Test Reports provided to Transport Canada.	Contributes to reducing air pollutant emissions from locomotives by promoting, monitoring and enforcing compliance with the Locomotive Emissions Regulation, which is good for the health and quality of life of all Canadians To comply with the Locomotive Emissions Regulations, railway companies must meet regulatory requirements, including emission standards for new locomotives, carry out emission testing and file reports with Transport Canada **Relevant targets or ambitions:** *GIF Target 3.9*: By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination
		Indicator 2: Percentage of locomotives operated by railway companies (regulatees) that meet	**Indicator 2 result:** 91.5% of locomotives operated by railway companies (regulatees) met an emission	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		an emission standard, based on the information reported to Transport Canada in the Annual Reports **Target 2:** Positive change (increase) per year in the percentage of locomotives that meet an emission standard	standard, based on the information reported to Transport Canada in the 2024 Annual Reports. This represents an increase of 0.7% over last year	*GIF Target 11.6*: By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management

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

FSDS Context:

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

These measures include:

- Making zero-emission vehicles more affordable by providing a point-of-sale purchase incentive towards the purchase/lease of eligible zero-emission vehicles through the Incentives for Zero-Emission Vehicles Program and the Incentives for Medium- and Heavy-Duty Zero-Emission Vehicles Program

- Accelerating readiness for the integration of medium- and heavy-duty zero-emission vehicles through Zero Emission Trucking Program testing and deployments through testbeds.
- Engaging with domestic partners and stakeholders such as industry, academia, non-governmental organizations, and other governmental departments through the newly launched Zero-Emission Vehicle Council and Canada's Federal-Provincial-Territorial Zero-Emission Vehicle Working Group to help advance the uptake of zero-emission vehicles in Canada.

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

These measures include:

Undertaking non-hazardous waste audits (including plastics) and requiring construction and demolition project proponents to prepare waste plans and report waste diversion rates in order to inform strategies that aim to increase waste diversion

Supporting departmental green procurement through training new procurement specialists and acquisition cardholders on green procurement and developing guidance material to support green procurement

Transitioning Transport Canada's light-duty fleet by committing to purchasing only zero-emission vehicles (ZEVs) where operationally feasible

Target theme:

Zero-Emission Vehicles

Target:

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

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Develop regulations and programs that support light-duty zero-emission vehicles	Support increased adoption of zero-emission vehicles (ZEVs) by Canadians and Canadian businesses through Transport Canada's Incentives for Zero-Emission Vehicles (iZEV) Program **Program:** Climate Change and Clean Air	**Starting point:** 8.9% in 2022 **Indicator:** Percentage of new light-duty vehicle registrations[1] that are ZEVs **Target:** Increase year-over-year market share penetration of light-duty ZEVs towards Canada's proposed light-duty ZEV sales **Targets:** • At least 20% of new light-duty vehicles offered for sale are ZEVs by model year 2026 • At least 60% of new light-duty vehicles offered for sale are ZEVs by model year 2030	**Indicator result:** 1.4% (in 2024) **Notes:** Combined with other federal, provincial, and territorial measures, the iZEV Program helped Canada to reach a new light-duty EV market share of 15.4% in 2024, up from 3.1% in 2019. The iZEV Program was paused on January 12, 2025, after funds were fully committed due to higher-than-expected demand and ended on March 31, 2025.	Higher upfront costs continue to be a major barrier to ZEV adoption. By providing point of sale incentives, the iZEV Program lowers the upfront costs of ZEVs, making them more affordable for Canadians and Canadian businesses and aids in their adoption. Increasing the adoption of ZEVs will help to reduce emissions from the transportation sector. **Relevant targets or ambitions:** *CIF Ambition 12*: Canadians consume in a sustainable manner. *CIF Indicator 12.1.1*: Proportion of new light-duty vehicle registrations that are zero-emissions vehicles. *GIF Target 12.1*: Implement the 10-Year Framework of Programmes on Sustainable Consumption and Production Patterns, all countries taking action, with developed countries taking the lead, taking into account the development and

[1] TC tracks new vehicle registrations instead of vehicle sales.

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
				capabilities of developing countries
Other	Collaborate with domestic partners in the transportation sector through fora such as the ZEV Council and Federal-Provincial-Territorial Zero-Emission Vehicle Working Group (FPT ZEV Working Group) to advance the uptake of both light-duty and medium- and heavy-duty zero-emission vehicles in Canada **Program:** Climate Change and Clean Air	**Starting point:** The ZEV Council was established in March 2023 and meets quarterly. It has also established four Working Groups that focus on priority areas agreed upon by Council members. The FPT ZEV Working Group was formally established in 2017 to support the adoption of ZEVs through sharing best practices, collaborating on activities and working towards alignment of federal, provincial and territorial initiatives. **Indicators:** Number of ZEV Council meetings Number of FPT ZEV WG meetings **Targets:** At least two ZEV Council meetings per year to share information on and status of research, studies, pilot projects, implementation of best practices, policy options and other strategies that support the adoption of	**Indicator result:** ZEV Council Meetings: 3 FPT ZEV WG Meetings: 3 **Notes:** ZEV Council meetings are typically held quarterly. This year, there were three meetings, with one meeting that was held in-person in Ottawa, Ontario. This was a full day meeting that provided an opportunity for the ZEV Council members to meet and collaborate in person. The ZEV Council also published the first-ever Progress Report on its web page that highlights the research and other initiatives that the Council and its Working Groups have undertaken since its establishment. FPT ZEV WG Meetings are typically held quarterly. The FPT ZEV Working Group met three times this year.	Working with partners both in the private sector and across other orders of government Canada can ensure alignment and complementarity of policies and programs across the jurisdictions, where appropriate, to support greater adoption of ZEVs across Canada. Increasing the adoption of ZEVs will help to reduce emissions from the transportation sector. Working collaboratively with industry and NGOs to address opportunities and challenges to increase ZEV adoption, inform implementation measures, and improve customer experience will also help Canada meet its ZEV sales targets. **Relevant targets or ambitions:** *CIF Ambition 12*:Canadians consume in a sustainable manner *CIF Indicator 12.1.1*: Proportion of new light-duty vehicle registrations that are zero-emissions vehicles

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		light-duty and medium-duty ZEVs in Canada. At least two FPT ZEV WG meetings per year to provide progress updates to the Council of Deputy Ministers and Council of Ministers on the best practices, policy options and other strategies being generated and/or implemented across the country to better support the adoption of ZEVs		*GIF Target 12.1*: Implement the 10-Year Framework of Programs on Sustainable Consumption and Production Patterns, all countries taking action, with developed countries taking the lead, taking into account the development and capabilities of developing countries

Target:

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

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Accelerate the safe adoption of medium-duty and heavy-duty zero-emission vehicles through the Zero-Emission Trucking Program	Provide support to provinces, territories and other stakeholders to develop, modernize, and align codes, standards and regulations for zero-emission trucking Support heavy-duty zero-emission vehicle deployments to evaluate the technologies in Canadian conditions Address data and knowledge gaps to remove barriers to the introduction of zero-emission trucks in the Canadian marketplace Undertake safety research to inform the development of new safety requirements **Program:** Climate Change and Clean Air	Starting point: 0% (new program) Indicator: % of research projects that provide evidence for the development of MHZEV guidelines, regulations, codes and standards Target: 50% of research projects provide direct evidence to develop MHZEV guidelines, regulations, codes and/or standards	**Indicator result:** 86% - RD& D 71% - Gs&Cs Combined 84% **Notes:** In 2024–2025, the ZETP funded seven RD&D projects, six of which are actively generating evidence to support the development of MHZEV-related guidelines, regulations, codes, and standards. These projects address key knowledge gaps—from testing low-speed sound emissions of MHZEVs to analyzing freight patterns across Canadian trucking routes—helping advance the safe and effective deployment of MHZEV technology in Canada In addition to the RD&D projects above, out of seven approved contribution projects, five projects (or 71%) are providing direct evidence to develop MHZEV guidelines, regulations, codes and/or standards.	The Zero Emission Trucking Program (ZETP) contributes to Goal 12: *Reduce waste and transition to Zero-Emission vehicles*. Through its research, deployments, and generation of publicly available data, the ZETP is creating the right conditions for increased adoption of Medium- and Heavy-Duty Zero Emission Vehicles and associated recharging and refuelling infrastructure on Canadian roads **Relevant targets or ambitions:** *CIF Ambition 12*: Canadians consume in a sustainable manner

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Make zero-emission vehicles more affordable and improve supply	Support increased adoption of medium-duty and heavy-duty zero-emission vehicles (MHZEVs) by Canadian businesses through Transport Canada's Incentives for Medium- and Heavy-Duty Zero-Emission Vehicles (iMHZEV) Program **Program:** Climate Change and Clean Air	**Starting point:** 0.21% in 2021 **Indicator:** Percentage of new medium- and heavy-duty vehicle registrations[2] that are ZEVs **Target:** Increase year-over-year market share penetration of medium- and heavy-duty ZEVs towards Canada's MHZEV sales targets. **Targets:** 35% of total new MHDV sales are ZEVs by 2030; and 100% of new MHDV sales are ZEVs by 2040 for a subset of vehicle types based on feasibility	**Indicator result:** 1.4% (2024) **Notes:** The Incentives for Medium- and Heavy-Duty Zero-Emission Vehicles (iMHZEV) Program incentivized the purchase of over 6,700 MHZEVs by Canadian businesses and organizations in 2024-2025.	Higher upfront costs continue to be a major barrier to MHZEV adoption. By providing point of sale incentives, the iMHZEV Program lowers the upfront costs of MHZEVs, making them more affordable for Canadian businesses and aids in their adoption. Increasing the adoption of MHZEVs will help to reduce emissions from the transportation sector **Relevant targets or ambitions:** *CIF Ambition 12*: Canadians consume in a sustainable manner *GIF Target 12.1*: Implement the 10-Year Framework of Programmes on Sustainable Consumption and Production Patterns, all countries taking action, with developed countries taking the lead, taking into account the development and capabilities of developing countries

Target theme:

Federal Leadership on Responsible Consumption

2Similar to language change related to iZEV, TC tracks vehicle registrations and not actual sales. As such, changing it to "registrations".

Target:

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

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Maximize diversion of waste from landfill	Conduct waste audits and report waste diversion rates for non-hazardous operational waste from landfill for facilities that: • have a floor area of over 10,000 m2 • are situated in a municipality or municipal equivalent with a population of over 100,000 • have waste diversion services available **Programs:** Aircraft Services and Environmental Stewardship of Transportation	**Starting point:** 36% of nonhazardous operational waste diverted from landfill **Indicator:** Percentage (%) of nonhazardous operational waste diversion from landfill by weight **Target:** By 2030, divert at least 75% of non-hazardous operational waste from landfills by weight	**Indicator result:** Transport Canada conducted a waste audit in November 2023 at the Ottawa Hangar and reported non-hazardous waste diversion rates through Treasury Board Secretariat's annual Greening Government Inventory process. The audit results indicated that 22% of nonhazardous operational waste by weight is being diverted from landfill.	Through waste audits, Transport Canada can characterize waste generated and identify waste diversion opportunities. This will contribute to waste diversion from landfills and the reduction of environmental impacts associated with waste, including emissions from transportation of waste and landfill emissions **Relevant targets or ambitions:** *CIF Ambition 12*: Canadians consume in a sustainable manner *CIF Indicator 12.3.1*: Total waste diversion per capita *GIF Target: 12.5*: By 2030, substantially reduce waste generation through prevention, reduction, recycling and reuse

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Maximize diversion of waste from landfill	Conduct waste audits and report waste diversion rates for plastic waste from landfill for facilities that: • have a floor area of over 10,000 m2 • are situated in a municipality or municipal equivalent with a population of over 100,000 • have waste diversion services available **Programs:** Aircraft Services and Environmental Stewardship of Transportation	**Starting point:** 15% of plastic waste diverted from landfill **Indicator:** Percentage (%) of plastic waste diversion from landfill by weight **Target:** By 2030, divert at least 75% of plastic waste from landfills by weight	**Indicator result:** Transport Canada conducted a waste audit in November 2023 at the Ottawa Hangar and reported plastic waste diversion rates through Treasury Board Secretariat's annual Greening Government Inventory process. The audit results indicated that 17% of plastic waste by weight is being diverted from landfill.	Through waste audits including plastic, Transport Canada can characterize waste generated and identify waste diversion opportunities. This will contribute to the diversion of waste from landfills and reduction of environmental impacts associated with plastic as well as emissions from transportation of plastics and landfill emissions **Relevant targets or ambitions:** *CIF Ambition 12*: Canadians consume in a sustainable manner *CIF Indicator 12.3.1*: Total waste diversion per capita *GIF Target 12.5:* By 2030, substantially reduce waste generation through prevention, reduction, recycling and reuse

Target:

By 2030, the Government of Canada will divert from landfill at least 90% by weight of all construction and demolition waste (All Ministers)

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Maximize diversion of waste from landfill	Implement measures to effectively divert waste from landfill in order to support the departmental waste diversion targets. **Programs:** Aircraft Services and Environmental Stewardship of Transportation	**Starting point:** Recycling stations have been implemented in order to divert recyclable materials from the landfill **Indicator:** The development of measures to increase the diversion of waste from landfills **Target:** By 2027, implement measures to divert waste from landfill to support the departmental waste diversion targets	**Indicator result:** The waste audit has not been conducted yet since the program is new and we need to get sufficient data to compare diversion rates. However, between September 2024 and March 2025, 6080 kg of organic waste was produced at the facilities that are part of the program, T-58 and O-276. **Notes:** New composting bins were purchased and installed at 12 locations throughout T-58 and O-276 including the T-58 cafeteria and O-276 lounge in September 2024. Identification signs were designed and printed for the containers.	Transport Canada will implement measures that contribute to diverting waste from landfills and reducing the environmental impacts associated with waste, including emissions from waste transportation and landfill emissions **Relevant targets or ambitions:** *CIF Ambition 12*: Canadians consume in a sustainable manner *CIF Indicator 12.3.1*: Total waste diversion per capita *GIF Target 12.5:* By 2030, substantially reduce waste generation through prevention, reduction, recycling and reuse

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
			There is one main collection site for both T-58 and O-276. The 60 litre compost collection bins at each station are emptied manually by the building cleaners and to better accommodate the quantity of organic material available. Two 10x 68-gallon containers were added to the pump house for a weekly pickup.	
Maximize diversion of waste from landfill	Require construction and demolition project proponents to prepare waste diversion plans, and to track and disclose construction and demolition waste diversion rates for projects with a total value over $5 million, and in areas with commercial waste services **Programs:** All programs undertaking construction and/or demolition projects with support and advice from Environmental Stewardship of Transportation	**Starting point:** New initiative **Indicator:** Percentage (%) of construction and demolition waste diverted from landfill by weight **Target:** By 2030, divert at least 90% of all construction and demolition waste by weight	**Indicator result:** In fiscal year 2024-2025, no projects reported construction, renovation and demolition waste diversion rates. **Notes:** Transport Canada is developing tools to ensure that future projects integrate waste tracking and reporting into their requirements	Including waste requirements in construction and demolition projects will contribute to diverting waste from landfill and reducing environmental impacts associated with waste, including emissions from transportation of waste and landfill emissions **Relevant targets or ambitions:** *CIF Ambition 12*:Canadians consume in a sustainable manner *CIF Indicator 12.3.1*: Total waste diversion per capita

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
				GIF Target 12.5: By 2030, substantially reduce waste generation through prevention, reduction, recycling and reuse

Target:

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

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Transform the federal light-duty fleet	100% of new light-duty fleet vehicle purchases will be zero-emission vehicles (ZEVs) where operationally feasible, with the objective that Transport Canada's light-duty fleet is comprised of 100% ZEVs by 2030 **Program:** All light duty fleet-owning programs with support and advice from Materiel Management	**Starting point 1:** As of 2021 to 2022, Transport Canada's light-duty fleet is composed of 23% ZEVs **Indicator 1:** • Percentage (%) of ZEVs in Transport Canada's light-duty fleet as calculated by: • number of Transport Canada's light-duty fleet in the current year = [X] • number of ZEVs in light-duty fleet in the current year = [Y]	**Indicator result:** • number of light-duty fleet in 2024-2025 = 359 • number of light-duty ZEVs in 2024-2025 = 184 • percentage (%) of light-duty ZEVs in 2024-2025= 51% **Notes:** Transport Canada has made strong progress since 2021–22, increasing its light-duty ZEV fleet from 23% to 51%. This shows	As conventional vehicles are replaced by ZEVs over time and Ecodriving training is implemented, Transport Canada will reduce GHG emissions from its light-duty fleet **Relevant targets or ambitions:** *CIF Ambition 12*: Canadians consume in a sustainable manner *CIF Indicator 12.1.1*: Proportion of new light-duty vehicle

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		percentage (%) ZEVs in Transport Canada's light-duty fleet = [Y/X] % **Target 1:** By 2030, 100% of Transport Canada's light-duty fleet will be ZEVs where operationally feasible	ongoing efforts to purchase ZEVs.	registrations that are zero-emission vehicles *GIF Target 12.1*: Implement the 10-Year Framework of Programmes on Sustainable Consumption and Production Patterns, all countries taking action, with developed countries taking the lead, taking into account the development and capabilities of developing countries
Transform the federal light-duty fleet		**Starting point 2:** Transport Canada annually purchases ZEVs to support departmental targets **Indicator 2:** • Percentage (%) of light-duty fleet purchased that are ZEVs as calculated by: • number of light-duty fleet purchased in the year = [X] • number of ZEVs purchased in the year = [Y] • percentage (%) new light-duty purchased that are ZEVs = [Y/X] % **Target 3:** 100% of Transport Canada's new purchases of light-duty fleet will be ZEVs where operationally feasible, and where a suitable	**Indicator result:** • number of light-duty fleet purchased in 2024-2025 = 44 • number of ZEVs purchased in 2024-2025 = 43 • percentage (%) of light-duty ZEVs purchased in 2024-2025 = 98% **Notes:** Transport Canada purchased 44 light-duty vehicles, 43 of which are Zero-Emission Vehicles (ZEVs). The non-ZEV vehicle was acquired to meet specific operational needs for which no suitable ZEV option was available.	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		model is available on mandatory PSPC Standing Offers		
Transform the federal light-duty fleet	Starting in 2023, Transport Canada will work to develop and implement a system which tracks the completion of the online Ecodriving course amongst departmental fleet users **Program:** Materiel Management	**Starting point:** EcoDriving course is available on a voluntary basis but is not mandatory. As of fall 2023 when this Strategy was first tabled, Transport Canada had no means of tracking which fleet users had completed the course and aimed to implement a system by 2026 A system was implemented in 2024 **Indicator:** A system is implemented which allows Transport Canada to determine which fleet users have completed the Ecodriving course, with the aim of increasing the overall percentage of fleet users who have done so **Target:** Increase the overall percentage of fleet users who have completed the Ecodriving course each year	**Indicator result:** 2% of fleet users have confirmed completion of the EcoDriving course. **Notes:** A system was implemented in 2023-2024, to allow Transport Canada to determine which fleet users have completed the EcoDriving course. Additional communication efforts are planned to enhance awareness and participation in the EcoDriving course.	As the Ecodriving training is implemented, Transport Canada will reduce GHG emissions from its light-duty fleet **Relevant targets or ambitions:** *CIF Ambition 12*: Canadians consume in a sustainable manner *CIF Indicator 12.2.1*: Proportion of businesses that adopted selected environmental protection activities and management practices *GIF Target 12.1*: Implement the 10-Year Framework of Programmes on Sustainable Consumption and Production Patterns, all countries taking action, with developed countries taking the lead, taking into account the development and capabilities of developing countries

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Transform the federal light-duty fleet	Progressively increase the percentage of Transport Canada's light duty fleet equipped with telematics devices from 2024 to 2027 **Program:** Materiel Management	**Starting points:** Transport Canada light-duty fleet are generally not equipped with telematics devices **Indicator:** Percentage (%) composition reflecting the proportion of Transport Canada's light-duty fleet equipped with telematic devices **Target:** Increase Transport Canada's light-duty fleet equipped with telematics devices by at least 10% per year, starting in 2024, where operationally feasible	**Indicator result:** 20% of Transport Canada light-duty fleet are now equipped with telematics devices. **Notes:** Transport Canada has exceeded the target by implementing telematics in 20% of its light-duty fleet, within the first year.	Telematics will be used to inform the best suited replacement of on-road vehicles and optimize fleet management. Transport Canada will reduce GHG emissions from its light-duty fleet **Relevant targets or ambitions:** *CIF Ambition 12*: Canadians consume in a sustainable manner *CIF Indicator 12.1.1*: Proportion of new light-duty vehicle registrations that are zero-emission vehicles *GIF Target 12.1*: Implement the 10-Year Framework of Programmes on Sustainable Consumption and Production Patterns, all countries taking action, with developed countries taking the lead, taking into account the development and capabilities of developing countries

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Transform the federal light-duty fleet	Transport Canada commits to increase its number of chargepoints[3] by 8 per Fiscal Year for the next 3 Fiscal Years, in locations under the control and responsibility of Transport Canada **Program:** Real Property Management	**Starting point:** 18 new chargepoints were completed in 2022 to 2023 **Indicator:** Calculations will be based on the total number of new Transport Canada chargepoints within the Fiscal Year **Target:** Increase the number of chargepoints at Transport Canada locations by at least 8 in the next 2 subsequent Fiscal Years	**Indicator result:** 8 new charging points were completed in 2024-2025 (2 in Moncton, NB; 6 in Dartmouth, NS) **Notes:** To date, 80 Transport Canada charging points have been installed across Canada. Challenges to future installations include: • office moves and closures over the next few years • competing GC priorities and financial restraints • unable to install in PSPC Crown owned buildings • limited electrical grid capacity; etc.	Providing access to workplace electric vehicle charging in accordance with the increase of Transport Canada's electric vehicles, while reducing GHG emissions **Relevant targets or ambitions:** *CIF Ambition 12*: Canadians consume in a sustainable manner *CIF Indicator 12.1.1*: Proportion of new light-duty vehicle registrations that are zero-emission vehicles *GIF Target 12.1*: Implement the 10-Year Framework of Programmes on Sustainable Consumption and Production Patterns, all countries taking action, with developed countries taking the lead, taking into account the development and capabilities of developing countries

[3] A charge point is defined as an electrical plug-in for 1 vehicle. A typical charging station includes two plug-in devices; this would count as 2 chargepoints.

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Strengthen green procurement criteria	Train new procurement specialists and acquisition cardholders on green procurement using the Canada School of Public Services Green Procurement course **Program:** Acquisition Management	**Starting point:** As of 2019 to 2020, 100% of Transport Canada procurement specialists and cardholders have completed training on green procurement **Indicator:** Percentage of new procurement specialists and cardholders who have completed training on green procurement **Target:** 100% of procurement specialists and cardholders have taken the course	**Indicator result:** • 96% of procurement specialists have taken green procurement training • 100% of acquisition cardholders have taken green procurement training **Notes:** Since 2022-23, the Canada School of Public Services (CSPS) Green Procurement Course (COR405 or its equivalent) has been a mandatory requirement for all new Procurement Specialists. All procurement officers who have not yet completed this training have been notified, and are required to complete it within 2 months. Acquisition cards are not issued until the mandatory CSPS Green Procurement Course (COR405) certificate is submitted during the application process.	Ongoing departmental outreach will raise awareness of the availability of green procurement training courses and materials. Target audiences include procurement functional specialists and acquisition cardholders (Primary) and, business owners (internal clients) (Secondary) **Relevant targets or ambitions:** *CIF Ambition 12*: Canadians consume in a sustainable manner *CIF Indicator 12.2.1:* Proportion of businesses that adopted selected environmental protection activities and management practices *CIF Indicator 12.3.1*: Canadians consume in a sustainable manner *GIF Target 12.7*: Promote public procurement practices that are sustainable, in accordance with national policies and priorities

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Strengthen green procurement criteria	Develop guidance material to support green procurement at Transport Canada **Program:** Acquisition Management	**Starting point:** As of 2022, Transport Canada has developed and offers green procurement tools and guidance for Procurement Officers Transport Canada has also included green procurement considerations in our monthly training offered to Clients **Indicator:** Guidance material supporting green procurement is developed **Target:** Ongoing development of tools and awareness on green procurement for our Procurement Officers and Clients as necessary	**Indicator result:** Guidance Materiel is available to all Transport Canada Procurement Officers and Clients. **Notes:** Transport Canada continues to provide awareness on green procurement and green procurement training with Procurement Officers and Clients.	Through the development and provision of ongoing training, tools, and opportunities, business owners' green procurement competencies are continuously strengthened. Business owners can integrate green procurement considerations in their procurements' requirements and criteria This guidance has raised awareness of green procurement, and promotes Transport Canada's commitment to advancing sustainable development A multifocal approach allows for a broader outreach to various stakeholders. The target audience includes business owners (internal clients) who define departmental procurement requirements and criteria and procurement functional specialists **Relevant targets or ambitions:**

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
				GIF Target 12.7: Promote public procurement practices that are sustainable, in accordance with national policies and priorities

Implementation strategies supporting the goal

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

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Remediate high-priority contaminated sites	Demonstrate leadership on remediating contaminated sites Implement the Federal Contaminated Sites Action Plan (FCSAP) and complete remediation and risk management activities at known high-priority federal contaminated sites owned by Transport Canada Transport Canada contributes to an environmentally responsible and resilient national transportation	**Starting point:** From 2020 to 2023 (FCSAP Phase IV first 3 years), 15% of Transport Canada FCSAP-funded sites completed remediation/risk management work **Indicator:** Percentage of Transport Canada FCSAP-funded sites during Phase IV that have completed remediation/risk management work **Target:**	**Indicator result:** During FCSAP Phase IV, 22% of Transport Canada FCSAP-Funded sites completed remediation/risk management work.	Transport Canada contributes to protection of the environment from harmful substances. The management of federal contaminated sites requires government wide collaboration to administer environmental standards, guidelines, regulations, policies and other risk management instruments to reduce levels of contaminants in the environment **Relevant targets or ambitions:**

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
	system by ensuring that we: reduce risks to human health and the environment as more contaminated sites are remediated; and reduce environmental liability at the department's highest priority federal contaminated sites by reducing the risk to human health or the environment **Program:** Environmental Stewardship of Transportation	By March 31, 2025, 25% of Transport Canada FCSAP-funded sites during Phase V have completed remediation/risk management work		*GIF Target 3.9*: By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination *GIF Target 6.3*: By 2030, improve water quality by reducing pollution, eliminating dumping and minimizing release of hazardous chemicals and materials, halving the proportion of untreated wastewater and substantially increasing recycling and safe reuse globally *GIF Target 12.4*: By 2020, achieve the environmentally sound management of chemicals and all wastes throughout their life cycle, in accordance with agreed international frameworks, and significantly reduce their release to air, water and soil in order to minimize their adverse impacts on human health and the environment *GIF Target 16.6*: Develop effective, accountable, and transparent institutions at all levels
Research innovative solutions for plastics	Fund Innovative Solutions Canada (ISC)	**Starting point:**	**Indicator result:**	As knowledge and awareness of plastic

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
	challenges to foster private sector research innovation and prototype development related to marine plastic waste Monitor industry innovation related to marine plastic waste litter (ongoing) Program: Protecting Oceans and Waterways	One ISC challenge has been completed to date, one is underway **Indicator:** Innovative prototype development funded to develop technologies to prevent and reduce marine transportation sector's contribution to marine plastic litter **Target:** 2 ISC Challenges funded by 2027	2 **Notes:** One ISC challenge has been funded and completed. The second phase of the challenge is nearing completion; it is expected to be completed in 2026.	pollution from the marine transportation sector is expanded, private sector innovation will play an important role in developing technology to recycle, contain or mitigate microplastic pollution Relevant targets or ambitions: GIF Target 14.1: By 2025, prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities, including marine debris and nutrient pollution

Goal 13: Take action on climate change and its impacts

FSDS Context:

Transport Canada is working with key partners to advance decarbonization efforts for the aviation, marine and rail sectors. In conjunction with ECCC and NRCan, it will develop a multi-modal plan to decarbonize the transportation system that will include comprehensive assessments of every mode, including the on- and off-road sectors.

In the aviation sector, the department will collaborate with stakeholders through the Sustainable Aviation Task Force to develop the aviation section of the multi-modal plan to decarbonize the transportation system. Transport Canada will also continue to work with partners through the International Civil Aviation Organization (ICAO) to reduce environmental impacts from international air transportation.

In the marine sector, Transport Canada is administering the Green Shipping Corridor Program and the various contribution agreements under it. The department will continue to work with partners through the International Maritime Organization (IMO) to reduce environmental impacts from international marine transport, including negotiating mid-term measures under the 2023 IMO GHG Strategy, and will address greenhouse gas and other air emissions from domestic maritime shipping under the Vessel Pollution and Dangerous Chemicals Regulations, and other voluntary and mandatory measures. Additionally, Transport Canada will work towards reducing emissions from its own ferries through the use of low carbon fuel, innovative vessel design and the use of clean technologies in two new ferries, as well as exploring options to supply shore power at its ferry terminals.

In the rail sector, the department will continue to collaborate with partners through its longstanding Memorandum of Understanding to reduce locomotive emissions, and will work with stakeholders and key experts to develop the rail component of the multi-modal plan to decarbonize the transportation system.

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

- Building to net-zero or net-zero carbon readiness, conducting life-cycle cost benefit analyses for major renovations as well as renovating facilities to be more energy efficient
- Transitioning vehicles outside of the light-duty fleet to ZEVs or low-carbon
- Increasing the amount of low-carbon fuel used in aircrafts and marine fleet

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

Target theme:

Climate Change Mitigation and Adaption

Target:

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

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Continue to implement Canada's climate plans and actions	Work with industry, governments, academia and other aviation industry experts on the Sustainable Aviation Task Force to continue to advance decarbonization efforts, including the development of an Aviation Chapter in support of a plan to decarbonize the transportation system **Program:** Climate Change and Clean Air	**Starting point:** Transport Canada is leading the Sustainable Aviation Task Force to oversee and guide implementation of the decarbonization measures in Canada's Aviation Climate Action Plan (2022-2030). **Indicator 1:** Development of a Sustainable Aviation Fuels (SAF) Blueprint outlining the measures needed from both the public and private sectors to ensure sufficient availability and access to clean fuels to meet the aspirational 10% SAF use by 2030—a goal outlined in Canada's Aviation Climate Action Plan. The SAF Blueprint will be used to support the development of the Aviation Chapter in the plan to decarbonize the transportation system.	**Indicator 1 result:** Ongoing **Notes:** Collaboration is ongoing through the Sustainable Aviation Task Force and industry workshops to develop the Sustainable Aviation Fuel (SAF) Blueprint. These efforts aim to identify key challenges and opportunities in establishing a Canadian SAF market capable of meeting the aspirational target of 10% SAF usage by 2030.	Working with stakeholders to partners both in the private aviation sector and across other orders of government, Canada can ensure alignment and complementarity of policies and programs across the jurisdictions, where appropriate, to support the development of measures and targets to decarbonize Canada's aviation sector **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40 to 45% relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		Target 1: Publication of the Sustainable Aviation Fuels Blueprint in 2025		*GIF Target 13.2*: Integrate climate change measures into national policies, strategies and planning
		Indicator 2: Generation of annual reports on activity and deliverables by the Sustainable Aviation Task Force, as per the planned actions outlined in the Aviation Climate Action Plan. **Target 2:** Publication of GHG Progress Reports	**Indicator 2 result:** Ongoing **Notes 3:** Collaboration is ongoing through the Sustainable Aviation Task Force for the data collection and analysis of aircraft and airport activity, for the drafting of the Annual Report.	
		Indicator 3: Development of interim emissions targets for the aviation sector **Target 3:** Establishing interim emissions reduction target(s) for 2030 and/or additional years for inclusion in the Aviation Chapter (March 2026)	**Indicator 3 result:** Ongoing **Notes 3:** Analysis and research initiated to plan and begin development of a multi-modal clean transportation strategy to address greenhouse gas emissions from the transportation sector across all modes, including aviation.	
Continue to implement Canada's climate plans and actions	Advance decarbonization efforts for the marine sector in parallel to the development of a plan to decarbonize the transportation system.	**Starting point:** Transport Canada's $165.4 million (M) Green Shipping Corridor Program was officially	**Indicator 1 result:** In Progress **Notes 1:** In 2024-2025, 12 projects under the Clean Ports Streams of the	Budget 2023 announced $165.4 million for a new Green Shipping Corridor Program. The program will advance the establishment of green shipping corridors and

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
	Program: Climate Change and Clean Air	launched December 2023 **Indicator 1:** Number of Green Shipping Corridor Program projects that support development, testing and uptake of zero-emission fuels and supporting technologies **Target 1:** Contribution agreements are established for approved projects (under both streams, Clean Ports and Clean Vessel Demonstration) by the end of 2025-2026	program were approved and announced. Contribution Agreements under both streams of the program are being established. Projects with signed contribution agreements have only recently commenced, and as defined in the Treasury Board Submission, operational activities have not yet begun. This represents an interim result for 2024-2025.	the decarbonization of the marine sector by removing barriers to the adoption of clean fuels and technologies, incentivizing industry led partnerships and de-risking investments to increase the technology-readiness level of low-carbon and zero-emission ship technology and marine fuels for the domestic vessel fleet International Green shipping corridors (defined as "zero-emission maritime routes between two or more ports") are a voluntary, industry-led strategy to accelerate the adoption of zero-emission technologies to decarbonize marine shipping **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45% relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions *GIF Target 13.2:* Integrate climate change measures into national
		Indicator 2: Number of Green Shipping Corridor Program projects that support development, testing and uptake of zero-emission fuels and supporting technologies **Target 2:** At least 2 Green Shipping Corridors demonstrating zero-emissions fuels and supporting technologies by the end of 2027	**Indicator 2 result:** In Progress **Notes:** Projects with signed contribution agreements have only recently commenced, and as defined in the Treasury Board Submission, operational activities have not yet begun. This represents an interim result for 2024-2025.	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
				policies, strategies and planning
	Work with partners to implement voluntary agreements to reduce locomotive emissions. **Program:** Climate Change and Clean Air	**Starting point:** Since 1995, Transport Canada and the Railway Association of Canada (RAC) have collaborated through a series of Memoranda of Understanding (MOUs) to reduce emissions from Canada's rail sector. The latest MOU expired at the end of 2022. Transport Canada and the RAC are working together to renew the MOU for the 2023 to 2030 period **Indicator 1:** Renew MOU with Railway Association of Canada to set priorities for collaborative efforts to reduce rail sector emissions **Target 1:** Renew the MOU by end of 2023	**Indicator 1 result:** Completed **Notes:** In December 2023, Transport Canada and the RAC published a new MOU to cover the 2023-2030 period.	The MOU provides a framework for the Government of Canada and the rail sector to collaborate to reduce emissions and communicate progress to Canadians through an annual reporting process **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40 to 45% relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		Indicator 2: Generation of annual reports on rail emissions and decarbonization activities under the MOU **Target 2:** Publication of locomotive emissions monitoring reports on an annual basis	**Indicator 2 result:** Ongoing **Notes:** In September 2024, the 2022 Locomotive Emissions Monitoring (LEM) report was published.	
Other	Address greenhouse gas (GHG) and other air emissions from maritime shipping under the Vessel Pollution and Dangerous Chemicals Regulations, and other voluntary and mandatory measures **Program:** Climate Change and Clean Air	**Starting point:** 94% (actual from 2019 to 2020) **Indicator:** Percentage of fuel oil tests found to be in compliance with emissions regulations **Target:** 100%	**Indicator result:** Fuel testing results have a 100% compliance rate.	This action contributes to the reduction of air pollutant emissions, which supports FSDS Goal 13: Take action on climate change and its impacts **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40 to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions *CIF Indicator 13.1.1*: Greenhouse gas emissions *GIF Target 13.2*: Integrate climate change measures into national policies, strategies and planning
Other		**Starting point:**	**Indicator 1 result:**	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
	Work with partners through the International Civil Aviation Organization (ICAO) to reduce environmental impacts from international air transportation **Program:** Climate Change and Clean Air	Transport Canada actively leads the Government of Canada's participation at ICAO on the development of environmental standards and on topics related to reducing the impact of aviation on the environment, including contributing to the implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) Domestic regulatory instruments to reduce GHG emissions (CO2 Emissions Standard for airplanes and CORSIA) align with the ICAO international standards **Indicator 1:** Percent of regulatees (manufacturers) who comply with the CO2 Emissions Standard for airplanes **Target 1:** 100% compliance by airplane manufacturers to the CO2 Emissions Standard	100% compliance achieved. **Notes:** Airplanes are certified to meet this standard. 100% compliance, all the time.	Working with international partners through ICAO helps to reduce the impact of global aviation on the environment. Compliance with ICAO standards for GHG emissions will lead to reduced CO2 emissions attributed to Canadian operators **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40 to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions. *GIF Target 13.2*: Integrate climate change measures into national policies, strategies and planning
		Indicator 2: Percent of regulatees (airline operators) who comply with CORSIA **Target 2:**	**Indicator 2 result:** 100% compliance achieved **Notes:**	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		100% compliance to CORSIA by Canadian airline operators	100% compliance to CORSIA by Canadian airline operators	
Other	Work with partners through the International Maritime Organization (IMO) to reduce environmental impacts from international marine transport **Program:** Climate Change and Clean Air	Transport Canada actively leads the Government of Canada's participation at IMO on the development of environmental standards and on topics related to reducing the impact of shipping on the environment, including the IMO's Strategy and measures for reducing greenhouse gas emissions on ships Member States are required to give full and complete effect to IMO regulations and/or establish equivalent regulations at the domestic level **Starting point 1:** Canada co-sponsored two submissions on GHGs in 2022 **Indicator 1:** Number of submissions to the IMO on greenhouse gases that are co-sponsored by Canada **Target 1:** At least one written submission on GHGs per calendar year	**Indicator 1 result:** Transport Canada submitted / co-sponsored two working papers for consideration at the IMO Marine Environment Protection Committee (MEPC) 83 in support of the development of the GHG mid-term measures. **Notes:** Results of MEPC 83 (April 2025) will be provided in the 2025/26 DSDS progress report.	Working with international partners to reduce emissions from international shipping will also help set the stage for emission reductions from the domestic marine sector, particularly by encouraging the production and use of zero- and near-zero GHG marine fuels and technologies **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40 to 45% relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Other	Address greenhouse gas (GHG) and air pollutant emissions from aviation, marine and rail transportation through targeted research on emerging technologies, innovative practices, sustainable energy sources and climate science Between 2023 and 2027, the following projects will be advanced in the various modes: • Road, rail and marine research projects will advance RD&D to support the decarbonization of Canada's transportation sector, including battery electric, fuel cell and low carbon fuel vehicles / codes & standards / infrastructure, in addition to advancing solutions to address criteria air contaminants • Aviation research projects will advance R&D to support reduced emissions from the aviation sector including studying hydrogen-technology on aircraft and at Canadian airports, the impact of contrails on climate	**Starting point:** The Clean Transportation Sector – Research and Development (CTS-RD) program's objective is to advance scientific knowledge and the development of technologies that reduce greenhouse gas (GHG) and/or criteria air contaminants (CAC) emissions from the aviation, marine, and rail sectors. To date the program has provided 32 grants to support projects in the three modes. The program's grant budget for 2023 to 2024 has been fully committed By March 2023, Transport Canada's Innovation Centre supported over 10 marine RD&D projects to advance research, development and testing of low carbon fuels and zero emission propulsion technologies, which included battery-electric pilots for small fishing vessel and pleasure craft, demonstration of Low-Carbon Hydrogen-Derived Renewable Diesel (HDRD) Fuel for commercial tugboat, design and deployment of a battery Electric	**Indicator 1 result:** 79% (1.5M of 1.9M) of the Transport Canada RD&D envelope invested during fiscal year 2024-2025. • Aircraft engine non-volatile particulate matter measurement • Support for the development of a contrail avoidance tool • Testing of unleaded aviation gasoline **Marine RD&D projects included:** • Seaforth Environmental Services: Demonstration of a battery electric tugboat designed in Canada for the routine deployment of containment boom for ships loading/unloading cargo in coastal BC. • Llyods's Register: Demonstration of HDRD fuel for a tug application in Montreal • Seaspan Ferries: Demonstration of B100 biofuel for tugboat operating in Vancouver. • Glas Ocean: Demonstration of a	By collaborating with research partners, Transport Canada will contribute to improved air quality in Canadian communities and reduced GHG emissions, by supporting research that improves the measurement, impact assessment and mitigation of aviation, marine and rail emissions **Relevant targets or ambitions:** *GIF Target 3.9*: By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination *GIF Target 9.4:*By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities

	change, measurement of pollutant emissions (e.g., non-volatile particulate matter), and other emerging aviation technologies **Program:** Climate Change and Clean Air	Tugboat and fuel cell safety assessment for a cruise vessel For rail, over 5 rail RD&D projects were supported to advance research, development and testing of low carbon fuels and zero emission propulsion technologies. These projects included: assessing the impact of higher concentration (up to 100%) lignin-derived diesel fuel blends on diesel engine exhaust emissions; design of an on-locomotive catalytic converter that can simultaneously reduce NOx and PM emissions while not reducing the power output of locomotive engines; assessing the design and deployment characteristics and requirements for a hydrogen fuel cell switcher locomotive operating within a trainyard with supporting fuel infrastructure; studying of the viability of transitioning from a diesel driven railway industry in Canada to a railway system centered around hydrogen; and assessing the risks and hazards of operating hydrogen fuel cell locomotives, including the best practices for mitigating those risks, and an assessment of the existing codes and standards regime in Canada for hydrogen-powered trains Aviation research projects have advanced	zero-emission propulsion system-battery electric conversion kit for a small fishing vessel • NRC: Characterizing marine black carbon emissions for the development of an accurate measurement method **Rail RD&D projects included:** • Hydrail: Assessment of Risks, Mitigation Strategies, and Analysis of Applicable Standards • Hydrogen-battery locomotive propulsion regulatory gap analysis • Technology scan and assessment of emerging trends in the rail sector, including alternative propulsion systems • Analysis of hydrogen rail systems hazards in tunnels • Assessing crashworthiness of battery powered rail systems	*GIF Target 13.2*: Integrate climate change measures into national policies, strategies and planning

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		the scientific understanding of aviation emissions at altitude and at ground level when using conventional and sustainable aviation fuels, and have contributed to the development of new emissions standards **Indicator 1:** Percentage of the Transport Canada RD&D funding envelope invested to address GHG and air pollutant emissions from aviation, marine and rail transportation, through calls for proposals for research on emerging technologies and innovative practices **Target 1:** Annually, 80% of the Transport Canada RD&D envelope invested		
		Indicator 2: Percentage of funded research projects that provide evidence used to support policy making, regulatory development, and the development of negotiating positions **Target 2:** Annually, 80% of projects have supported	**Indicator 2 result:** 100% of ecoTECHNOLOGY for Vehicles (eTV) research projects support the development of regulations, policy making, and international codes and standards development.	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		policy making, regulatory development, and the development of negotiating positions	100% (5/5) of the rail research projects support the development of regulations, policy making, and international codes and standards. 100% (5/5) of aviation research projects support the development of regulations, policy making, and international codes and standards. 100% (5/5) of marine research projects support the development of regulations, policy making, and international codes and standards.	
		Indicator 3: Clean RD&D investments advance the department's regulatory readiness for one (1) technology in each mode (rail, aviation, marine, road) that decrease GHGs by at least one Technology Readiness Level (TRL) over a three-year period **Target 3** Between 2023 to 2024 and 2025 to 2026, a minimum of one	**Indicator 3 result:** The aviation program is supporting a study to optimize the use of hydrogen energy at Canadian airports. set to be completed in the next fiscal year Clean RD&D investment under the rail program have advanced the departments regulatory readiness level for two technologies (hydrogen	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		technology per mode has advanced by one level	and battery powered rail systems)	
Other	Conduct research to generate technical evidence required to support legislative and regulatory approaches to reducing greenhouse gas (GHG) and air pollutant emissions, and to promote the adoption of clean technologies across several modes of transportation **Program:** Climate Change and Clean Air	**Starting point:** In 2022 to 2023, Transport Canada's Innovation Centre supported over 100 projects across all modes to advance research, development and testing of clean technology solutions for Canada's transportation system Multiple road research projects were conducted in 2022 to 2023, including: • testing the aerodynamic benefits and dynamic performance of cooperative truck platooning systems • occupant protection performance testing in electric and conventional vehicles • studying the safety and environmental benefits of low rolling resistance tires • on-board sensor testing for measuring heavy duty vehicle NOx emissions • gathering data from zero emission bus deployments to develop guidelines for	**Indicator result:** 91% of the research budget under Road RD&D was spent in FY 2024-2025 related to projects on clean vehicle technologies such as advanced powertrains, aerodynamics, improved tire performance, and improving road transportation efficiency.	Transport Canada's Innovation Centre conducts research to generate technical evidence required to support legislative and regulatory approaches to reducing GHG emissions, and to promote the adoption of clean technologies across several modes of transportation **Relevant targets or ambitions:** *GIF Target 3.9*: By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination *GIF Target 7.3:* By 2030, double the global rate of improvement in energy efficiency *GIF Target 9.4:* By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		transit agencies • and evaluating the long term performance and durability of electric vehicle batteries **Indicator:** Percentage of the total research budget for testing and evaluation projects committed or spent **Target:** 90% of total research budget committed or spent		with their respective capabilities *GIF Target 11.5:* By 2030, 22% of commuters adopt shared or active transportation *GIF Target 13.2*: Integrate climate change measures into national policies, strategies, and planning

Target theme:

Federal Leadership on Greenhouse Gas Emissions Reductions and Climate Resilience

Target:

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

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Implement the Greening Government Strategy	Reduce GHG emissions from facilities and fleets	**Starting point:**	**Indicator result:**	Reducing GHG emissions from facilities and fleet

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations	by 40% below 2005 levels by 2025 and 90% below 2005 levels by 2050 **Programs:** All facility and fleet-owning programs	64.3 kilotonnes of carbon dioxide equivalent (ktCO2e) for Transport Canada's facilities and fleet as of 2005 to 2006 baseline year **Indicator:** Percentage (%) change in GHG emissions from Transport Canada's facilities and fleet as calculated by: • GHG emissions in Fiscal Year 2005 to 2006 (baseline year4): = [X] ktCO2e • GHG emissions in current reporting Fiscal Year = [Y] ktCO2e • percentage (%) change in GHG emissions from Fiscal Year 2005 to 2006 to current reporting Fiscal Year = [Y-X]/X % **Target:** Reduce GHG emissions from Transport Canada's facilities and fleet by 40% by 2025 (37.8 ktCO2e) and 90% by 2050 (6.3 ktCO2e)	In fiscal year 2024-2025, Transport Canada reported 50.85 ktCO2e from its facilities and its fleets. This represents a 21.0% decrease in GHG emissions compared to the 2005-2006 baseline year. Percentage (%) change in GHG emissions from all facilities and fleet as calculated by: • GHG emissions in fiscal year 2005-06 (baseline year): = 64.3 ktCO2e • GHG emissions in current reporting fiscal year = 50.85 ktCO2e • Percentage (%) change in GHG emissions from fiscal year 2005-06 to current reporting fiscal year = -21.0 %	contributes national and international GHG emissions reduction targets in an attempt to take action against climate change **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions *GIF Target 13.2*.2: Total greenhouse gas emissions per year

[4] Baseline GHG emissions are subject to change

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations	Reduce GHG emissions from facilities to support departmental GHG emissions reductions targets See implementation strategy "Modernize through net-zero carbon buildings" and "Apply a greenhouse gas reduction life-cycle cost analysis for major building retrofits' for additional departmental actions reducing greenhouse gas emissions from facilities **Programs:** All facility-owning programs with support and advice from Environmental Stewardship of Transportation	**Starting point:** 6.7 $ktCO_2e$ for facilities as of 2005 to 2006 baseline year **Indicator:** Percentage (%) change in GHG emissions from facilities as calculated by: • GHG emissions in Fiscal Year 2005-06 (baseline year): = [X] ktCO2e • GHG emissions in current reporting Fiscal Year = [Y] ktCO2e • percentage (%) change in GHG emissions from Fiscal Year 2005-06 to current reporting Fiscal Year = [Y-X]/X % **Target:** Reduce GHG emissions from facilities to support the departmental target of 40% GHG reduction by 2025 and at least 90% by 2050	**Indicator result:** In fiscal year 2024-2025, Transport Canada reported 4.10 ktCO2e from its facilities. This represents a 39.6% decrease in GHG emissions for facilities compared to the 2005-2006 baseline year. Percentage (%) change in GHG emissions from facilities as calculated by: • GHG emissions in fiscal year 2005-06 (baseline year): = 6.79 ktCO2e • GHG emissions in current reporting fiscal year = 4.10 ktCO2e • Percentage (%) change in GHG emissions from fiscal year 2005-06 to current reporting fiscal year = -39.6%	Reducing GHG emissions from facilities contributes to national and international GHG emissions reduction targets to take action against climate change **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions *GIF Target 13.2*.2: Total greenhouse gas emissions per year
Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and	Review project implementation tools to ensure Greening Government considerations to transition to net-zero	**Starting point:** Transport Canada's project management framework integrates environmental considerations in decision making	**Indicator result:** Transport Canada has developed project management tools and actions to transition to net-zero operations in decision making.	Ensuring that Greening Government considerations are included in project implementation tools contributes to achieving

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
green the government's overall operations	operations for facilities are effectively integrated **Program:** Environmental Stewardship of Transportation	**Indicator:** Integration of project management tools and actions implemented to transition to net-zero operations in decision making **Target:** By 2027, ensure that Greening Government considerations are embedded within the project management framework which support the transition of facilities toward net-zero operations	Progress to date has seen the development of tools including a greening government checklist and questionnaire. These tools will be leveraged to ensure that Greening Government requirements are incorporated into new projects. Continuous engagement with Transport Canada's investment groups will spur further actions to ensure net-zero operations are incorporated in future decision making.	net-zero carbon operations for facilities **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45% relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions *GIF Target 13.2*: Integrate climate change measures into national policies, strategies, and planning *GIF Target: 13.2.2* Total greenhouse gas emissions per year
Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations	Reduce GHG emissions from light-duty fleet to support departmental GHG emissions reductions targets See implementation strategy "Transform the federal light-duty fleet" for additional departmental actions reducing greenhouse gas emissions from light-duty fleet **Program:** All light duty fleet-owning programs with	**Starting point:** 1.3ktCO2e for light-duty fleet as of 2005 to 2006 baseline year **Indicator:** Percentage (%) change in GHG emissions from light-duty fleet as calculated by: • GHG emissions in Fiscal Year 2005-06 (baseline year): = [X] ktCO2e • GHG emissions in current reporting Fiscal Year = [Y]	**Indicator result:** In fiscal year 2024-2025, Transport Canada reported 1.04 ktCO2e for its light-duty fleet. This represents a 20% decrease in CO2e for light-duty vehicles compared to the 2005-2006 baseline year. • Percentage (%) change in GHG emissions from the light-duty fleet as calculated by: • GHG emissions in fiscal year 2005-06	Reducing GHG emissions from light-duty fleet contributes to national and international GHG emissions reduction targets to take action against climate change **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
	support and advice from Materiel Management	ktCO2e • percentage (%) change in GHG emissions from Fiscal Year 2005-06 to current reporting Fiscal Year = [Y-X]/X % **Target:** Reduce GHG emissions from light-duty fleet to support the departmental target of 40% GHG reduction by 2025 and at least 90% by 2050	(baseline year): = 1.30 ktCO2e • GHG emissions in current reporting fiscal year = 1.04 ktCO2e • Percentage (%) change in GHG emissions from fiscal year 2005-06 to current reporting fiscal year = -20 % **Notes:** The reduction in GHG emissions from Transport Canada's light-duty fleet compared to the 2005–06 baseline reflects continued progress in fleet decarbonization. This improvement aligns with the growing fleet of zero-emission vehicles and supports the departmental GHG emissions reductions targets.	net-zero greenhouse gas emissions *CIF Indicator 13.1.1*: Greenhouse gas emissions *GIF Target 13.2.2*: Total greenhouse gas emissions per year
Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations	Reduce GHG emissions from medium and heavy-duty fleet to support departmental GHG emissions reductions targets **Programs:** Medium and heavy-duty fleet-owning programs with support and advice from Environmental	**Starting point:** 0.41 ktCO2e for medium and heavy-duty fleet as of 2005 to 2006 baseline year **Indicator:** Percentage (%) change in GHG emissions from medium and heavy-duty fleet as calculated by: • GHG emissions in	**Indicator result:** In fiscal year 2024-2025, Transport Canada reported 0.75 0. ktCO2e for its medium and heavy-duty fleet. This represents an 83% increase in GHG emissions for medium and heavy-duty vehicles	Reducing GHG emissions from medium and heavy-duty fleet contributes to national and international GHG emissions reduction targets to take action against climate change **Relevant targets or ambitions:**

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
	Stewardship of Transportation	Fiscal Year 2005-06 (baseline year): = [X] ktCO2e • GHG emissions in current reporting Fiscal Year = [Y] ktCO2e • percentage (%) change in GHG emissions from Fiscal Year 2005-06 to current reporting Fiscal Year = [Y-X]/X % **Target:** Reduce GHG emissions from medium and heavy-duty fleet to support the departmental target of 40% GHG reduction by 2025 and at least 90% by 2050	compared to the 2005-2006 baseline year. Percentage (%) change in GHG emissions from the medium and heavy-duty fleet as calculated by: • GHG emissions in fiscal year 2005-06 (baseline year): = 0.41 ktCO2e • GHG emissions in current reporting fiscal year = 0.75 ktCO2e • Percentage (%) change in GHG emissions from fiscal year 2005-06 to current reporting fiscal year = 83% **Notes:** Increase in emissions is a result of improved data management. Government Motor Vehicle Ordering Guide (GMVOG) codes have been used to properly identify medium and heavy-duty vehicles in line with TBS land vehicle definitions.	*CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions *GIF Target 13.2.2*: Total greenhouse gas emissions per year
Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and	Implement measures to encourage an overall increase in medium and heavy-duty fleet that are ZEVs and/or low-carbon	**Starting point:** Transport Canada does not have any measures in place to encourage the transition of the medium	**Indicator result:** Measures to encourage the transition of the medium and heavy-duty fleet to ZEV and/or low	Implementing measures that encourage an increase in medium and heavy-duty ZEV and/or low-carbon fleet contributes to national and international GHG

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
green the government's overall operations	fleet where operationally feasible **Program:** Environmental Stewardship of Transportation	and heavy-duty fleet to ZEV or low-carbon **Indicator:** The development of measures or measures implemented to encourage the transition of the medium and heavy-duty fleet to ZEV or low-carbon **Target:** By 2027, have measures implemented which support the transition of the medium and heavy-duty fleet to ZEV or low-carbon	carbon are currently in development.	emissions reduction targets to take action against climate change **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions *GIF Target 13.2*.2: Total greenhouse gas emissions per year
Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations	Transition the medium and heavy-duty fleet to ZEVs and/or low-carbon fleet where operationally feasible **Programs:** Medium and heavy-duty fleet-owning programs with support and advice from Environmental Stewardship of Transportation	**Starting point:** As of 2021 to 2022, Transport Canada's medium and heavy-duty fleet comprise 61 medium or heavy-duty vehicles of which 2 (3.2%) are ZEVs **Indicator:** Percent (%) composition of the medium- and heavy-duty fleet reflecting the proportion of ZEVs and low-carbon medium and heavy-duty vehicles **Target:** Increase the proportion of ZEV and low-carbon	**Indicator result:** As of 2025, Transport Canada's medium and heavy-duty fleet comprise 119 medium or heavy-duty vehicles, of which 2 (1.7%) are ZEVs. **Notes:** The increase in number of vehicles identified in this category is a result of improved data management. GMVOG Spec codes have been used to properly identify medium and heavy-duty vehicles in line with TBS land vehicle definitions.	As medium and heavy-duty ZEV and/or low-carbon fleet increases over time, Transport Canada's fleet-related GHG emissions will decrease, contributing to national and international GHG emissions reduction targets to take action against climate change **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		vehicles in the medium and heavy-duty fleet		net-zero greenhouse gas emissions *GIF Target 13.2.2*: Total greenhouse gas emissions per year
Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations	Reduce GHG emissions from aircraft fleet to support departmental GHG emissions reductions targets **Programs:** Aircraft Services and Protecting Oceans and Waterways	**Starting point:** 15.1 ktCO2e for aircrafts as of 2005 to 2006 baseline year **Indicator:** Percentage (%) change in GHG emissions from aircrafts as calculated by: • GHG emissions in Fiscal Year 2005-06 (baseline year): = [X] ktCO2e • GHG emissions in current reporting Fiscal Year = [Y] ktCO2e • percentage (%) change in GHG emissions from Fiscal Year 2005-06 to current reporting Fiscal Year = [Y-X]/X % **Target:** Reduce GHG emissions from aircraft fleet to support the departmental target of 40% GHG reduction by 2025 and at least 90% by 2050	**Indicator result:** In fiscal year 2024-2025, Transport Canada reported 5.1 ktCO2e for its aircraft fleet. This represents a 66.2% decrease in GHG emissions for aircraft compared to the 2005-2006 baseline year. Percentage (%) change in GHG emissions from the aircraft fleet as calculated by: • GHG emissions in fiscal year 2005-06 (baseline year): = 15.1 ktCO2e • GHG emissions in current reporting fiscal year = 5.1 ktCO2e • Percentage (%) change in GHG emissions from fiscal year 2005-06 to current reporting fiscal year = -66.2%	Reducing GHG emissions from aircraft contributes to national and international GHG emissions reduction targets to take action against climate change **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions *GIF Target 13.2.2*: Total greenhouse gas emissions per year

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations	By 2030, 3% (by volume) of aircraft fuel used in Transport Canada's aircraft will be low carbon (subject to availability) **Programs:** Aircraft Services and Protecting Oceans and Waterways	**Starting point:** New initiative **Indicator:** Percentage (by volume) of low-carbon fuel used in Transport Canada's aircrafts **Target:** By 2030, 3% (by volume) of aircraft fuel used in Transport Canada's aircraft is low carbon	**Indicator result:** Under the 24 aircraft owned by Transport Canada (in 2024 to 2025), and operated by the Aircraft Services Directorate (ASD), the aircraft had consumed 1,969,808L of fuel. The Standing Offer states that ASD buy Aviation Turbine Fuel (Grade Jet A-1), and most often had the Additive FSII included. Low carbon fuel was not available at the airports operated by ASD. In the future, as low carbon fuel becomes available, Transport Canada-ASD will ensure to take advantage of the opportunity Under the 24 aircraft owned by Transport Canada (in 2024-2025), and operated by ASD, the aircraft had consumed 1,969,808L of fuel. The Standing Offer states that we buy Aviation Turbine Fuel (Grade Jet A-1), and we most often had the Additive FSII included. **Notes:** Low carbon fuel was not available at the airports operated by ASD. In the future, as low carbon fuel becomes available,	Switching to low-carbon-intensity aviation fuel which releases fewer GHG emissions than the conventional fossil-based fuel contributes to national and international GHG emissions reduction targets to take action against climate change **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions. *GIF Target 13.2*.2: Total greenhouse gas emissions per year

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
			Transport Canada-ASD will ensure to take advantage of the opportunity.	
Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations	Reduce GHG emissions from marine fleet to support departmental GHG emissions reductions targets **Programs:** Ferry Services Contribution Program	**Starting point:** 35.5ktCO2e for marine fleet as of 2005 to 2006 baseline year **Indicator:** Percentage (%) change in GHG emissions from marine fleet as calculated by: • GHG emissions in Fiscal Year 2005-06 (baseline year): = [X] ktCO2e • GHG emissions in current reporting Fiscal Year = [Y] ktCO2e • percentage (%) change in GHG emissions from Fiscal Year 2005-06 to current reporting Fiscal Year = [Y-X]/X % **Target:** Reduce GHG emissions from marine fleet to support the departmental target of 40% GHG reduction by 2025 and at least 90% by 2050	**Indicator result:** In fiscal year 2024-2025, Transport Canada reported 39.0 ktCO2eq for marine vessels. This represents a 10.0 % increase in GHG emissions compared to the 2005-06 baseline year. Percentage (%) change in GHG emissions from marine fleet as calculated by: • GHG emissions in fiscal year 2005-06 (baseline year): = 35.5 ktCO2e • GHG emissions in current reporting fiscal year = 39.0 ktCO2e • Percentage (%) change in GHG emissions from fiscal year 2005-06 to current reporting fiscal year = 10.0% **Notes:** Overall, ferry vessels efficiency, measured in diesel consumption per hour of operations, improved by approximately 24%	Reducing GHG emissions from the marine fleet contributes to national and international GHG emissions reduction targets to take action against climate change **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions *GIF Target 13.2*.2: Total greenhouse gas emissions per year

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
			compared to 2005-06. However, an increase in the number of sailings by more than over 60% over the same period, has resulted in a net increase in fuel consumption. The additional sailings reflect the introduction of winter service on the Îles -de-la-Madeleine – Souris service in 2009-10.	
Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations	By 2030, 40% (by volume) of marine fuel used in Transport Canada's ferries will be low carbon **Program:** Ferry Services Contribution Program	**Starting point:** New initiative **Indicator:** Percentage (by volume) of low carbon fuel used in Transport Canada's ferries **Target:** By 2030, 40% (by volume) of marine fuel used in Transport Canada's ferries is low carbon	**Indicator result:** As of fiscal year 2023-2024, 0% of the marine fuel used in Transport Canada's ferries is low carbon. **Notes:** Transport Canada and the private ferry operators are exploring opportunities to procure low carbon marine fuels by leveraging the Low-Carbon Fuel Procurement Program (LCFPP). Operated by the Treasury Board of Canada Secretariat's Centre for Greening Government, the LCFPP provides funding to federal air and marine fleet departments to help offset the extra costs of purchasing these fuels.	Reducing GHG emissions from the marine fleet contributes to national and international GHG emissions reduction targets to take action against climate change **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions *GIF Target 13.2*.2: Total greenhouse gas emissions per year

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations	Reduce GHG emissions from other mobile equipment to support departmental GHG emissions reductions targets **Programs:** Other mobile equipment-owning programs with support and advice from Environmental Stewardship of Transportation	**Starting point:** 5.3ktCO2e for other mobile equipment as of 2005 to 2006 baseline year **Indicator:** Percentage (%) change in GHG emissions from other mobile equipment as calculated by: • GHG emissions in Fiscal Year 2005-06 (baseline year): = [X] ktCO2e • GHG emissions in current reporting Fiscal Year = [Y] ktCO2e • percentage (%) change in GHG emissions from Fiscal Year 2005-06 to current reporting Fiscal Year = [Y-X]/X % **Target:** Reduce GHG emissions from other mobile equipment to support the departmental target of 40% GHG reduction by 2025 and at least 90% by 2050	**Indicator result:** In fiscal year 2024-2025, Transport Canada reported 0.85 ktCO2e for its other mobile equipment (OME). This represents an 84.0% decrease in CO2e emissions for OME compared to the 2005-2006 baseline year. Percentage (%) change in GHG emissions from OMEs as calculated by: • GHG emissions in fiscal year 2005-06 (baseline year): = 5.30 ktCO2e • GHG emissions in current reporting fiscal year = 0.85 ktCO2e • Percentage (%) change in GHG emissions from fiscal year 2005-06 to current reporting fiscal year = -84.0% **Notes:** The reported emissions reductions are higher compared to previous years primarily due to the to the identification of medium- and heavy-duty vehicles within the OME fleet. These emissions have since been reclassified under	Reducing GHG emissions from other mobile equipment contributes to national and international GHG emissions reduction targets to take action against climate change **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions *GIF Target 13.2.2*: Total greenhouse gas emissions per year

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
			the medium- and heavy-duty vehicle category.	
Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations	Implement measures to encourage an overall increase in other mobile equipment fleet that are ZEVs and/or low-carbon fleet where operationally feasible **Program:** Environmental Stewardship of Transportation	**Starting point:** Transport Canada does not have any measures in place to encourage the transition of the other mobile equipment fleet to ZEV or low-carbon **Indicator:** The development of measures or the measures implemented to encourage the transition of the other mobile equipment fleet to ZEV or low-carbon **Target:** By 2027, have measures implemented which support the transition of the other mobile equipment fleet to ZEV or low-carbon	**Indicator result:** Measures to encourage the transition of the other mobile equipment fleet to ZEV and/or low carbon are currently in development.	Implementing measures that encourage an increase in other mobile equipment that are ZEVs and/or low-carbon fleet contributes to national and international GHG emissions reduction targets to take action against climate change. **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions. *GIF Target 13.2*.2: Total greenhouse gas emissions per year
Implement the Greening Government Strategy through measures that reduce greenhouse gas emissions, improve climate resilience, and green the government's overall operations	Transition other mobile equipment to low-carbon where operationally feasible **Programs:** Other mobile equipment-owning programs with support and advice from Environmental Stewardship of Transportation	**Starting point:** As of 2021 to 2022, Transport Canada's other mobile equipment fleet is 223 of which 13 (5.8%) are ZEVs or low-carbon **Indicator:** Percent (%) composition of the other mobile equipment reflecting the proportion of low-	**Indicator result:** As of 2025, Transport Canada's other mobile equipment (OME) fleet comprised of 319 OME, of which 19 (5.9%) are ZEVs. **Notes:** The number of OME in the fleet has decreased compared to last year as a result of Transport	As other mobile equipment that are ZEV and/or low-carbon fleet increases over time, Transport Canada's fleet-related GHG emissions will decrease, contributing to national and international GHG emissions reduction targets to take action against climate change

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		carbon other mobile equipment **Target:** Increase the proportion of low-carbon equipment in the other mobile equipment fleet	Canada working on improving the accuracy of its inventory.	**Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions *GIF Target 13.2*.2: Total greenhouse gas emissions per year
Modernize through net-zero carbon buildings	All new buildings will be constructed to be net-zero carbon unless a lifecycle cost-benefit analysis indicates net-zero carbon ready construction **Programs:** All programs undertaking new building construction projects with support and advice from Environmental Stewardship of Transportation	**Starting point:** New initiative **Indicator:** Percentage of new buildings over 50m2 constructed to be net-zero carbon **Target:** 100% of new buildings over 50m2 are constructed to be net-zero carbon[5]	**Indicator result:** In 2024-2025, Transport Canada did not complete the construction of any new buildings. **Notes:** New and ongoing projects are assessed to ensure that the net-zero requirement for new buildings is applied if applicable.	Prioritizing low-carbon investment in new buildings will allow Transport Canada to reduce its energy consumption and associated GHG emissions from its real property portfolio and improve the environmental performance of its buildings **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide

[5] Minimum floor area of 50 m2 is from the Survey of Commercial and Institutional Energy Use: https://www23.statcan.gc.ca/imdb/p2SV.pl?Function=getSurvey&SDDS=5034

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
				net-zero greenhouse gas emissions *GIF Target 13.2*: Integrate climate change measures into national policies, strategies and planning *GIF Target 13.2*.2: Total greenhouse gas emissions per year
Apply a greenhouse gas reduction life-cycle cost analysis for major building retrofits	All major renovations where the construction value is 50% or more of the assessed value will conduct a life-cycle cost benefit analysis to determine the optimal GHG savings **Programs:** All programs undertaking major renovation projects with support and advice from Environmental Stewardship of Transportation	**Starting point:** New initiative **Indicator:** Percentage of all major renovations over 50m2 where the construction value is 50% or more of the assessed value conducted a life-cycle cost benefit analysis **Target:** 100% of all major renovations over 50m2 where the construction value is 50% or more of the assessed value conducted a life-cycle cost benefit analysis	**Indicator result:** In 2024-2025, no major renovations to Transport Canada buildings were completed. **Notes:** New and ongoing projects are assessed to ensure that the life cycle cost benefit analysis requirement for major building renovations is applied if applicable.	Requiring GHG reduction life-cycle cost benefit analysis for major building retrofits will determine optimal GHG savings to reduce GHG emissions which will contribute to the commitment to take action on climate change **Relevant targets or ambitions:** *CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40% to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions *GIF Target 13.2*: Integrate climate change measures into national policies, strategies and planning

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
				GIF Target 13.2.2: Total greenhouse gas emissions per year

Target:

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

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Reduce risks posed by climate change to federal assets, services and operations	Develop or facilitate departmental activities that help strengthen Transport Canada's climate change adaptation knowledge and capacity **Program:** Climate Change and Clean Air	**Starting point 1:** Since 2015, Transport Canada has been hosting transportation adaptation webinars, which have attracted over 1,000 participants from all levels of government (including Transport Canada), industry, academia and non-governmental organizations. Many of Transport Canada's climate change knowledge and capacity activities, such as the webinar series, extend to external transportation stakeholders, thus fostering both internal and external capacity. In 2022 to 2023, Transport	**Indicator result:** Between April 1, 2024, and March 31, 2025, Transport Canada held two adaptation webinars, a total of 24 Transport Canada employees attended, with 99 attendees. No webinars were held for 2023-2024. 85 Transport Canada employees attended the webinar series in 2022-2023. Therefore, the target of increase in the number of Transport Canada attendees was not achieved, due to capacity constraints.	Increasing Transport Canada's climate change adaptation knowledge and capacity is a key step in understanding the risks to the department's assets, services, and operations, and taking action to reduce those risks. The transportation adaptation webinars are open to the public, as well as Transport Canada employees, allowing for further opportunities to increase the adaptation knowledge of the transportation sector and Canadians

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		Canada hosted 3 adaptation webinars that were attended by 85 Transport Canada employees and 342 total attendees **Indicator 1:** Percentage of Transport Canada employees who attended transportation adaptation webinars **Target 1:** Increase in the percentage of Transport Canada attendees, per year		**Relevant targets or ambitions:** *GIF Target 13.3:* Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning
		Starting point 2: In 2022 to 2023, Transport Canada hosted 3 adaptation webinars. 100% of attendees who responded to the post-webinar survey indicated a moderate or significant increase in their adaptation knowledge **Indicator 2:** Percentage of Transport Canada employees whose knowledge increased as a result of the information they acquired by attending a transportation adaptation webinar	**Indicator result:** 100% of webinar survey respondents, per webinar, indicated a moderate or significant increase in their adaptation knowledge.	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		Target 2: 80% of webinar survey respondents, per webinar, indicated a moderate or significant increase in their adaptation knowledge		
Reduce risks posed by climate change to federal assets, services and operations	Develop or facilitate departmental activities that help strengthen Transport Canada's climate change adaptation knowledge and capacity **Program:** Climate Change and Clean Air	**Starting point:** Transport Canada's first climate change adaptation plan sunset in March 2016. In early 2020, Transport Canada completed a climate risk assessment, by identifying and evaluating climate risks and opportunities in areas such as Transport Canada's: assets and operations, regulatory role, policies and programs. This work helped inform the development of the department's second climate change adaptation plan (between 2020 to 2021 and 2024 to 2025), which was approved in Spring 2021 **Indicator:** Deliver the actions in Transport Canada's second climate change adaptation plan **Target:**	**Indicator result:** As of March 2023, 27 of 36 actions were underway (or delivered), 6 were delayed, and for 2 actions the status was not available. Additionally, 4 new actions were proposed since the Plan was approved and are underway. This means that 78% of actions are underway or delivered	Delivering the actions in Transport Canada's second Adaptation Plan, informed by a comprehensive departmental climate risk assessment, will build the climate resilience of the department, and help spur adaptation actions across the broader transportation sector **Relevant targets or ambitions:** *GIF Target 13.1*: Strengthen resilience and adaptive capacity to climate related hazards and natural disasters in all countries *GIF Target 13.2*: Integrate climate change measures into national policies, strategies, and planning

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		100% of actions in Transport Canada's second climate change adaptation plan are underway or delivered by 2024 to 2025		

Implementation strategies supporting the goal

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

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Other	Continue on-going implementation of the National Trade Corridors Fund (NTCF), Transport Canada's 11-year competitive and merit-based program, which has committed $4.1B in trade-enabling transportation infrastructure projects to improve the fluidity, reliability, and performance of Canada's supply chains while strengthening the resiliency of the transportation system in a changing climate	**Starting point:** In 2022, the Minister of Transport announced the allocation of NTCF funding from three separate calls for proposals, including: • nearly $369M to 14 projects, leveraging total investments of over $1B under the Continuous call for proposals, which launched in January 2019 and closed in December 2021 • $4.6M to two projects, leveraging investments of more	**Indicator result:** Since 2022, the NTCF has launched and closed two calls for proposals, the Relieving Supply Chain Congestion at Canadian Ports call and Advancing Supply Chain Digitalization call As of March 2025, the Minister of Transport has approved 214 projects under the National Trade Corridors Fund for a total federal contribution of $4.1 billion for nationwide projects involving all modes of transportation.	Transport Canada requires project proponents to consider how their project will increase the resilience of the transportation system to a changing climate in their proposals, as well as how the project would promote sustainable transportation by reducing environmental impacts, including GHG and air contaminant emissions

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
	The initial $1.9B funding envelope for the NTCF has since been topped up three times since 2017: Budget 2019 provided an additional $400M dedicated to Arctic and Northern regions, Budget 2021 provided an additional $1.8B to the fund, and Budget 2022 provided an additional $450M to support supply chain projects. **Program:** National Trade Corridors	than $9.4M under the Arctic and Northern call for proposals, which launched in October 2020 and closed in March 2021 • $9.9M to two projects, leveraging nearly $20M in total investments under the Relieving Supply Chain Congestion at Canadian Ports call for proposals, which launched and closed in early 2022 **Implementation:** Implementation of the program continued in 2023-2024. The Minister of Transport announced the allocation of NTCF Funding from four (4) separate calls for proposals, which resulted in the funding for 28 projects committing $682M and leveraging over $2.4B in total investment To date, Transport Canada has launched seven calls for proposals, six of which have concluded. Transport Canada officials are currently evaluating proposals submitted under the Increasing the Fluidity of Canada's Supply Chains call for proposals (closed in June	In March 2025 (FY 2024-2025), the Minister approved $8.2M in federal funding for the Port of Montreal Port Authority – Hangar 43 project under the NTCF.	By incorporating resilience criteria in NTCF project evaluation and selection processes, the program can encourage proponents to include climate resilience components in their project design at the outset. This is especially important in the northern project proposals due to the increased impacts of climate change on northern transportation infrastructure The NTCF is a transportation infrastructure contribution program, which funds trade-enabling transport projects that, in turn, increase overall economic growth across the country. **Relevant targets or ambitions:** *CIF Ambition 8.5*: Canadians contribute to and benefit from sustainable economic growth *CIF Ambition 13.1*: Canadians reduce their greenhouse gas emissions

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		2022) targeting projects that strengthen Canada's connections to global markets and building internal trade corridors **Indicator:** Number of calls for proposals launched, implemented, and/or closed **Target:** Implementation and closure of the Relieving Supply Chain Congestion at Canadian Ports), Increasing the Fluidity of Canada's Supply Chains, and Advancing Supply Chain Digitalization calls for proposals		*CIF Target 13.1*: By 2030, reduce Canada's total greenhouse gas emissions by 40 to 45%, relative to 2005 emission levels. By 2050, achieve economy-wide net-zero greenhouse gas emissions *GIF Target 9.1*: Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all
Other	Provide federal funding to support projects that help Canada's rail sector research, develop, and implement innovative technologies, tools, and approaches to address climate change risks to rail safety **Program:** Rail Safety Improvement Program	**Starting point:** New component of the Rail Safety Improvement Program. As of April 1, 2023 **Indicator:** Number of completed projects (that completed risk assessments, or developed, tested, or implemented monitoring technologies, or that implemented mitigation measures) **Target:** By March 31, 2027, 20 projects completed	**Indicator result:** As of March 31, 2025, 18 projects have been completed. **Notes:** The completed projects addressed climate change risks in the rail sector through a variety of activities such as the deployment of flood monitoring systems, updating geohazard management systems, upgrading bridges and culverts, piloting new sustainable track	By assessing the risks of climate change on Canada's critical rail infrastructure and developing effective solutions to address those risks, Canada's rail sector will be more resilient to future climate change impacts **Relevant targets or ambitions:** *GIF Target 13.1*: Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
			materials, and fire risk research.	
Other	Provide federal funding to support projects that address climate change resilience through the rehabilitation, mitigation and/or prevention of the impacts of climate change and extreme weather along rail lines and rail property **Program:** Rail Safety Improvement Program	**Starting point:** New component of the Rail Safety Improvement Program; as of April 1, 2023, 0 projects completed **Indicator:** Number of completed projects (that rehabilitated rail infrastructure impacted by climate change or extreme weather events, and/or implemented measures to mitigate/prevent future climate change impacts) **Target:** By March 31, 2027, 39 projects completed	**Indicator result:** As of March 31, 2025, 23 projects have been completed. **Notes:** The completed projects increased climate change resilience in the rail sector through activities such as bridge and culvert replacement to withstand future flood events, deployment of secondary power systems to ensure continued safe operations during power outages, and erosion control to stabilize areas impacted by flooding and wildfires.	By supporting projects that address climate change impacts on rail infrastructure and operations, Canada's rail sector will be more prepared for extreme weather events and future impacts, ensuring the ongoing movement of people and goods across the country **Relevant targets or ambitions:** *GIF Target 13.1*: Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries

Goal 14: Conserve and protect Canada's oceans

FSDS Context:

Since 2016, the Oceans Protection Plan (OPP) has enhanced Canada's marine safety and environmental protection system, supporting ocean stewardship in partnership with marine stakeholders and Indigenous Peoples. In 2022, the government committed a further $2 billion to the OPP, bringing the total funding allocated to the plan to $3.5 billion. Renewal has extended the program until 2031, with the goal of building upon results achieved during the first five years of the program and expanding into new areas, such as preparedness for marine incidents of all types (not just oil spills). New initiatives will focus on improving efficiency, safety, and sustainability, while mitigating the impact of vessel traffic on the environment, through direct measures and by advancing research on marine pollution and ecosystems.

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

Over 550 vessels or wrecks have been addressed by Transport Canada's Navigation Protection Program under this Act; in addition to approximately 484 vessels or wrecks that have been removed and disposed to date under the Department of Fisheries and Oceans Small Craft Harbour Abandoned and Wrecked Vessel Removal Program, or under Transport Canada's Abandoned Boats Program. To facilitate the funding of future vessel removals, Budget 2023 signalled the Government's intention to bring forward the Vessel Remediation Fund (Vessel Remediation Fund), an owner-financed program which will be used to provide a stable source of long-term funding. Transport Canada is in the process of developing regulations which will allow the department to introduce a regulatory charge that will enable the department to capitalize the Vessel Remediation Fund.

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

Since 2019, annual and seasonal management measures, such as the 400m approach distance, interim sanctuary zones and speed restricted zones, are implemented and enforced to provide marine mammals protection from physical and acoustic disturbances generated by vessels in Canadian waters, including the risk of vessel collisions.

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

Target theme:

Ocean Protection and Conservation

Target:

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

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Protect, manage, and restore marine and coastal areas	Participate in Marine Protected Area (MPA) governance and establishment discussions in order to proactively identify potential risks from marine transportation in new MPAs	**Starting point:** To date, no new MPAs have been established as they remain in development by conservation departments, but discussions around mitigation measures with Transport Canada are ongoing (of note: Transport Canada is not a conservation	**Indicator result:** 100% **Notes:** Transport Canada has continued to support the establishment discussions around 3 new MPAs and NMCAs. Two new MPAs were established (Tang.g̱wan – ḥačx^{w}iqak – Tsig̱is MPA and Tuvaijuittuq MPA)	These actions contribute to conserving and protecting Canada's oceans. As risks are identified, Transport Canada will provide mitigation advice through regulatory measures. Transport Canada supports and follows the pace of establishing departments

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
	Participate in DFO-led Inuit Impact and Benefit Agreements negotiations on marine transportation related matters for the establishment of new MPAs in the Arctic **Program:** Protecting Oceans and Waterways	department and does not control the design nor timing of when MPAs are created. This is led by federal conservation departments ECCC, DFO, and Parks Canada) **Indicator:** Percentage of Marine Protected Areas and Other Effective area-based Conservation Measures (OECMs) established or expanded after 2019 in which marine transportation is identified as a risk or negative impact on conservation and protection objectives, that have measures in place to reduce the impacts of vessel traffic while maintaining safe and efficient marine transportation **Target:** 100%	but marine transportation was not identified as a risk in these sites.	**Relevant targets or ambitions:** *GIF Target 14.2:* By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their restoration in order to achieve healthy and productive oceans *GIF Indicator 14.5.1:* Coverage of protected areas in relation to marine areas

Implementation strategies supporting the goal

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

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Reduce marine litter and support the Canada-wide Strategy on Zero Plastic Waste	Transport Canada will: • Participate in Marine Environmental Protection Committee (MEPC) meetings at the International Maritime Organization (IMO) to lend Canadian perspective on marine plastic litter • Collaborate with ECCC to close knowledge gaps by 2025 in areas of mutual interest related to marine plastic litter • Fund new research around marine plastic litter to establish best practices around waste management and the marine sector's contribution to plastic waste **Program:** Protecting Oceans and Waterways	**Starting point:** Three (3) studies were completed as of 2023 to 2024. Transport Canada is currently undertaking a 4th study. Transport Canada's MOU with Environment and Climate Change Canada is now in 2nd year with six (6) studies underway **Indicator:** Undertake studies to support the development of a national policy framework to prevent and reduce marine transportation sector's contribution to marine plastic litter **Target:** Ten (10) studies completed by March 2027, including six in collaboration with ECCC	**Indicator result:** Four (4) total studies completed **Notes:** One (1) additional study - a Port Waste Study at Canadian ports to assess waste management capacity and practices - was completed in 2024-2025, for a total of four (4) completed studies to date	As knowledge and awareness of plastic pollution from the marine transportation sector is expanded, this will support the development of policies towards prevention and reduction of marine pollution **Relevant targets or ambitions:** *GIF Target 14.1*: By 2025, prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities, including marine debris and nutrient pollution
Support the recovery and protection of Canada's endangered whales	Continue to partner with the Vancouver Fraser Port Authority's Enhancing Cetacean Habitat and Observation (ECHO) program to implement vessel slowdowns in Haro Strait and Boundary Pass in the Salish Sea **Program:**	**Starting point 1:** 57% reduction in ambient underwater noise in Haro Strait and 52% reduction in ambient underwater noise in Boundary Pass compared to the pre-slowdown baseline period **Indicator 1:**	**Indicator result:** 34% **Notes:** The 34% reduction in ambient underwater noise is slightly lower than in previous years, primarily due to slower baseline ship speeds and slightly higher ship speeds during the slowdown period in	Transport Canada is conducting research on underwater noise and supporting development of technologies for detection and monitoring of endangered whales to support their protection and recovery **Relevant targets or ambitions:**

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
	Protecting Oceans and Waterways	Underwater noise reduction greater than the pre-slowdown baseline period **Target 1:** 45% -50% annual reduction in underwater noise, compared to the pre-slowdown baseline period	Haro Strait and Boundary Pass.	*GIF Target 14.2*: By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their restoration in order to achieve healthy and productive oceans. *GIF Target 14.c*: Enhance the conservation and sustainable use of oceans and their resources by implementing international law as reflected in the United Nations Convention on the Law of the Sea, which provides the legal framework for the conservation and sustainable use of oceans and their resources, as recalled in paragraph 158 of "The future we want"
		Starting point 2: 95% of ships transiting the area (2,074 of 2,295 transits) slowed to the target speed, over the 26 weeks and 1 day of the vessel slowdown initiative implemented from June 1, 2022, until November 30, 2022 **Indicator 2:** Percentage of ships transiting in the speed restriction area that slow to the target speed **Target 2:** 100%	**Indicator result:** 86% **Notes:** 86% of ships transiting the area (2,434 of 2,839 transits) slowed to the target speed, over the 23 weeks and 6 days of the vessel slowdown initiative implemented from June 1, 2024, until November 15, 2024. Instances where ships were not able to participate were primarily due to weather, tidal and current concerns, or scheduling.	
Support the recovery and protection of Canada's endangered whales	Implement and enforce annual mandatory vessel management measures to support the reduction of physical and acoustic disturbance of the Southern Resident killer whale (SRKW) population. **Program:**	**Starting point 1:** 2023 count of incident reports for vessels with Automated Identification Systems (AIS) in sanctuary zones: 1,076 **Indicator 1:** Decrease in the number of vessel incidents reports for vessels with	**Indicator result:** 2024 count of incident reports for vessels with AIS in sanctuary zones: 1,042 a 3% reduction from 2023 **Notes:** 2024 represented the strongest year of enforcement to date.	These actions contribute to the protection of the endangered Southern Resident Killer Whale **Relevant targets or ambitions:** *GIF Target 14.2*: By 2020, sustainably manage and protect marine and coastal ecosystems to

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
	Protecting Oceans and Waterways	AIS in the sanctuary zones (SRKW) **Target 1:** 2% decrease per year	Enforcement efforts nearly doubled in 2024 when compared to 2023 and the number of Administrative Monetary Penalties issued in 2024 will be equal to nearly all other SRKW interim orders combined. For SRKW protection, 2107 incidents occurred and were reviewed. This led to 526 whale protection advisories, 314 warning letters, and 95 Administrative Monetary Penalties issued.	avoid significant adverse impacts, including by strengthening their resilience, and take action for their restoration in order to achieve healthy and productive oceans *GIF Target 14*.c.1: Number of countries making progress in ratifying, accepting and implementing through legal, policy and institutional frameworks, ocean-related instruments that implement international law, as reflected in the United Nations Convention on the Law of the Sea, for the conservation and sustainable use of the oceans and their resources *CIF Target 15.1*: Canada ensures all species have healthy and viable populations *CIF Indicator 15.1.1*: Proportion of native wild species ranked secure or apparently secure according to the national extinction risk level *GIF Target 15.5*: Take urgent and significant action to reduce the degradation of natural habitats, halt the loss of biodiversity and, by
		Starting point 2: 2023 count of incident reports for vessels with AIS in speed restricted zones: 293 **Indicator 2:** Decrease in number of vessel incident reports for vessels with AIS in the speed restricted zones (SRKW). **Target 2:** 2% decrease per year	**Indicator result:** 2024 count of incident reports for vessels with AIS in speed restricted zones: 268 a 4% reduction from 2023 **Notes:** Exempt vessels have been removed from the totals. Protection of Southern Resident Killer Whales (SRAKW) was also maintained through the https://tc.canada.ca/en/interim-order-protection-killer-whale-orcinus-orca-waters-southern-british-columbia. The order included year-round distance prohibitions for	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
			all killer whales, accompanied by a prohibition against positioning vessels in the path of killer whales. The Speed-Restricted Zone at Swiftsure Bank off the coast of British Columbia, crucial for the foraging of SRKW, continued to be mandatory during the season (June 1st to November 30th). This measure complements two existing Interim Sanctuary Zones in the Gulf Islands, operating during the same period to provide a disturbance-reduced foraging environment. There was a continuation of measures for large commercial vessels, such as slowdowns and rerouting tug vessel traffic away from foraging locations along the coast of the Strait of Juan de Fuca.	2020, protect and prevent the extinction of threatened species
	Continuing with the support and protection of the Right Whale (NARW) population, Transport Canada implements annual mandatory and voluntary vessel	**Starting point 1:** Over 99% of vessel transiting the areas (10,600 of 10,606) were compliant with the NARW 2022 mandatory management measures	**Indicator result:** 99.97% **Notes:** 99.97% of vessels transiting the areas (9,310 of 9,313) were compliant with the NARW 2024 mandatory management measures	These actions contribute to the protection of the endangered North Atlantic Right Whale and Southern Resident Killer Whale Transport Canada is conducting research on underwater noise and supporting development

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
	management measures on the East Coast **Program:** Protecting Oceans and Waterways	over the 30 weeks they were in place **Indicator 1:** Percentage of monitored vessels transiting Canadian waters that maintain compliance with mandatory management measures, to reduce the threat of vessel collisions with at-risk whale populations **Target 1:** 99%	over the 30 weeks and 2 days that they were in place.	of technologies for detection and monitoring of endangered whales to support their protection and recovery **Relevant targets or ambitions:** *GIF Target 14.2*: By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their restoration in order to achieve healthy and productive oceans *CIF Target 15.1*: Canada ensures all species have healthy and viable populations *CIF Indicator 15.1.1*: Proportion of native wild species ranked secure or apparently secure according to the national extinction risk level
		Starting point 2: 76.1% participation rate for the voluntary slowdown within Cabot Strait to protect the North Atlantic right whale population in the 2022 season. **Indicator 2:** Percentage of participation in the voluntary Cabot Strait slowdown measure, to reduce the threat of vessel collisions with at-risk whale populations. **Target 2:** 50%	**Indicator 2 result:** 75.9% **Notes:** The cumulative participation rate has been stable over the past three years, with approximatively 75% of vessels participating.	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		Starting point 3: 0.05 reported infractions per vessel tracked (2021 season) **Indicator 3:** Count of reported infractions per vessel tracked regarding the protection of the North Atlantic Right Whale (NARW) **Target 3:** TBD[6]	**Indicator 3 result:** 99.97% of vessel transiting the areas (9,310 of 9,313) were compliant with the NARW 2024 mandatory management measures over the 30 weeks and 2 days they were in place	

[6] More data is required before a target can be determined. This indicator measures the effectiveness of Interim Orders pertaining to the NARW.

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Other	Oceans Protection Plan (OPP) The Government of Canada's renewed and expanded OPP is leveraging the knowledge and partnerships already established with Indigenous, coastal communities and marine stakeholders, as well as the research and analysis undertaken to date The renewed OPP continues with four pillars: • Enhancing Marine Safety • Protecting and Restoring Marine Ecosystems • Strengthening the Evidence Base; and, • Advancing Indigenous Partnerships and Engaging Canadians **Program:** Protecting Oceans and Waterways			

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Other	OPP Pillar: Enhancing Marine Safety An effective marine safety system prevents marine incidents and ship-source pollution, responds quickly when they occur, and preserves and restores the local environment. Canada's marine safety system is world-leading and designed to do each of these things. Under this pillar, OPP will be further enhancing the existing marine safety system, through legislative and regulatory amendments, and implementation of new initiatives or programming. This includes: • Expanding the National Aerial Surveillance Program to detect pollution and monitor endangered species, including whales • Modernizing *the Canada Shipping Act,* 2001 to close critical gaps in the marine safety system • Establishing a National Pilotage Certification Program by implementing new	**Starting point:** Three years into Oceans Protection Plan (OPP) renewal our marine safety system is growing stronger by using new scientific research, technology, and equipment. OPP-partner departments have also continued to leverage partnerships with Indigenous Peoples, the marine industry, other stakeholders, and scientists. **Indicator 1:** Percentage of authorities sought to close gaps and strengthen marine safety and environmental protection receive Royal Assent. **Target 1:** By March 2027, 100%	**Indicator 1 result:** 60% **Notes 1:** Amendments to the *Canada Shipping Act, 2001*, the *Wrecked, Abandoned or Hazardous Vessels Act* (WAHVA), and the *Marine Liability Act* (MLA) all received royal assent in 2023. Amendments to the *Canada Marine Act* were introduced through Bill C-33; however, died on the order paper in 2025 and remain outstanding. Amendments to the *Arctic Waters Pollution Prevention Act* also remain outstanding at this time.	Work under this pillar supports enhancement of the federal marine safety system, ensuring enhanced capacity to prevent and respond to marine emergencies, respond to a broader range of pollution incidents, and plan for recovery from marine oil spills **Relevant targets or ambitions:** *GIF Target 14.2:* By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their restoration in order to achieve healthy and productive oceans
		Indicator 2: % of identified gaps in the national framework that are closed to ensure that the prevention framework is adapted to account for changes to marine transportation **Target 2:** By March 2027, 100%	**Indicator 2 result:** 98.54% **Notes 2:** Completed: • Amendments to the *Canada Shipping Act 2001* (CSA 2001), the *Marine Liability Act* (MLA) and the *Wrecked, Abandoned or Hazardous Vessels Act* (WAHVA),	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
	regulations for marine pilotage in Canada • Modernizing the Places of Refuge initiative to create a national framework for handling vessels needing a safe haven. • Implementing *The Oil Tanker Moratorium Act* • Investing in safety equipment and marine infrastructure in northern communities • Strengthening Canada's domestic oversight of regulated vessels—including tugs, small fishing vessels, small passenger vessels, and workboats • Creating a Navigation Safety Assessment Program that includes developing a process to review navigation safety for new major marine transportation projects • Enhancing the Marine Training Program by raising awareness of, and access to, training and job opportunities for underrepresented groups in the marine sector, such as women, Indigenous		• The *Great Lakes Agreement* (GLA) has been repealed, • The Replacement of Technical Review Process of Marine Terminal Systems and Transhipment sites (TERMPOL) with the Navigation Safety Assessment System (NSAP), • Regional Integration / Implementation of the NSAP (90% completed), • Tools to actively manage traffic in place • 1 gap left to close: legal basis for enforcement of the traffic management tools through amendments to the *Canada Marine Act*.	
		Indicator 3: National Aerial Surveillance Program (NASP) response rate to search and rescue and oil spill tasking **Target 3** By March 2027, 70% response rate to search and rescue tasking and 100% response rate to oil spill taskings	**Indicator result: 3** 100% and 100% **Notes 3:** For the 2024-2025 Arctic shipping season, the NASP responded to 0/0 search and rescue cases and performed surveillance over 0/0 oil spill taskings.	
		Indicator 4: Enhanced inspection of every foreign tanker	**Indicator 4 result:**	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
	Peoples, Northerners, and Inuit • Expanding the Enhanced Maritime Situational Awareness Initiative, providing accessible maritime information and a common operating picture which is increasing Indigenous participation and inclusion in marine safety, sustainable and local economic growth, and environmental monitoring and protection • Modernizing Canada's current ship inspection programs to improve efficiencies and minimize risks to marine safety and the environment	inspected under Port State Control **Target 4:** By March 2024, 90%	96.71 % **Notes 4:** Performance Target Status: met and exceeded.	
		Indicator 5: % of places of refuge designated **Target 5:** By March 2027, 75%	**Indicator 5 result:** 40% **Notes 5:** 40% of places of refuge have been designated.	
		Indicator 6: % increase of users with access to the Enhanced Maritime Situational Awareness system (current baseline is 650 users) **Target 6:** By March 2027, 100% increase (1,300 users)	**Indicator 6 result:** 21% **Notes 6:** As of the end of Q4 2024-2025, the Enhanced Maritime Situational Awareness (EMSA) system had 138 (21%) new users for a total of 782 users (60%) towards the 1,300 target.	
		Indicator 7: % of targeted Northern Indigenous communities deploying new safety equipment and/or basic marine infrastructure **Target 7:** By 2027, 90%.	**Indicator 7 result:** 19% **Notes 7:** As of March 31, 2025, 4 projects under the OPP's Safety Equipment and Basic Marine Infrastructure in Northern Communities Initiative had been completed. This means that, to date, a total of 11 communities (19%) have received	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
			investments from completed projects.	
		Indicator 8: % of Marine Training Program graduates that are employed in the marine sector **Target 8:** By March 2027, 70%	**Indicator 8 result:** 42.27% of graduates have reported employment in the marine sector since the program began. **Notes 8:** While the overall rate of 42.3% appears low, this is due to a gap in the data. Accurate reporting is dependent on graduates reporting back to their schools about their employment status post-graduation. Because it relies on self-reported data, it is possible that additional graduates have found employment in the marine sector but have not indicated so to the schools. This factor must be taken into account before drawing any definitive conclusions about the results of the program. To address this shortcoming, Transportation and Infrastructure Programs (Programs) is canvassing the MTP schools to obtain more context about their post-graduation survey response rates. The data	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
			below has been received so far: • Western Arctic Marine Training Consortium: 36% • British Columbia Institute of Technology (BCIT) and Camosun College: 47%, supplemented by anecdotal input from BCIT Instructors via their personal connections with graduates • Nova Scotia Community College: 65% • Nunavut Fisheries and Marine Training Consortium: to be confirmed Programs is engaging in ongoing discussions with the schools regarding the employment numbers.	
Other	OPP Pillar: Protecting and Restoring Marine Ecosystems Under this pillar, additional measures are being implemented to protect and restore marine ecosystems for future generations, including measures to protect marine species. These measures include:	**Starting point:** With respect to biofouling, voluntary guidelines have been developed and work is well underway to implement international biofouling guidelines at the IMO. Work continues on the comprehensive strategy to identify and remove vessels of concern	**Indicator 1 result:** 4 **Notes 1:** The four measures in place include: 1. Extension of Small Craft Harbours 2. Implementing Ballast Water Regulations 3. Developing/Issuing voluntary guidelines for biofouling	Work under this pillar will restore marine ecosystems and ensure proactive measures are in place for the ongoing protection against the impacts of marine shipping **Relevant targets or ambitions:**

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
	• Analysis of program files related to Implementation of the *Wrecked, Abandoned or Hazardous Vessels Act* (WAHVA) • Implementation of the Vessel Remediation Fund, • Implementation of vessel owner identification enhancements, • Extension of the small craft harbours program, • Implementation of the Ballast Water regulations, • Developing/issuing voluntary guidelines for biofouling, and • Implementation of marine environmental quality tools.	**Indicator 1:** Number of measures in place to reduce impacts of marine safety incidents, marine shipping, vessels of concern and vessel traffic on marine ecosystems **Target 1:** By March 2027, 7 measures in place	4. Amendments to the *Wrecked, Abandoned or Hazardous Vessels Act* (WAHVA)	*GIF Target 14.2*: By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their restoration in order to achieve healthy and productive oceans
		Indicator 2: Number of regional assessments completed on the cumulative effects of marine shipping on marine environments and local communities **Target 2:** By March 2027: 6 regional assessments completed	**Indicator 2 result:** 0/6 **Notes 2:** The Cumulative Effects of Marine Shipping (CEMS) team is on track to complete 5/6 regional assessments by March 2027	
		Indicator 3: Number of vessels of concern removed under the funding program **Target 3** By March 2024: 80 vessels removed by Transport Canada's Abandoned Boats Program and by March 2027: 125 vessels removed by Transport Canada's Abandoned Boats Program	**Indicator result:** 210 vessels removed **Notes:** In 2024-2025, 11 vessels were removed under the Abandoned Boats Program (ABP). In total since 2017the ABP has removed 210 vessels.	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Other	OPP Pillar: Advancing Indigenous Partnerships and Engaging Canadians Work under this pillar includes partnering with Indigenous Peoples and Canadians to improve our marine safety system, facilitating participation in engagement sessions and emergency marine response programs. Initiatives include: • Expanding Marine Dialogue Forums beyond the west coast to other regions in Canada. These Forums are opportunities for stakeholders and Indigenous communities to provide ongoing input into the Oceans Protection Plan • Finding stronger proactive vessel management solutions to improve marine safety and environmental protection in shared local and regional waterways by working with Indigenous partners, the shipping industry, and other users • Renewing the	**Starting point:** OPP will be continuing its work with Canadians and Indigenous Peoples to protect our coasts and waterways for future generations **Indicator 1:** Percentage of Canadians who are confident in Canada's marine safety system **Target 1:** By March 2027, 2% increase of survey respondents are confident in Canada's marine safety system from the end of 2022	**Indicator result:** 8% **Notes:** The confidence of Canadians (national) in marine safety increased from 58% in 2022 to 69% in 2024 (+11%). The confidence of Indigenous Peoples in marine safety increased from 58% in 2022 to 65% in 2024 (+7%). The confidence of Coastal Communities went from 69% in 2022 to 76% in 2024 (+7%). The confidence of Indigenous Coastal Communities went from 65% in 2022 to 72% in 2024 (+7%). The average increase is therefore 8%.	Work under this pillar will provide opportunities for Indigenous Peoples to have meaningful participation and roles in the marine safety system and ecosystem protection **Relevant targets or ambitions:** *GIF Target 10.2:* By 2030, empower and promote the social, economic, and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status *GIF Target 10.3:* Ensure equal opportunity and reduce inequalities of outcome, including by eliminating discriminatory laws, policies and practices and promoting appropriate legislation, policies, and action in this regard *GIF Target 14.2:* By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their restoration in order to
		Indicator 2: Number of partnership agreements signed and maintained with those Indigenous groups who have indicated interest **Target 2:** By March 2027, maintain 2 existing and up to 4 new partnership agreements nationally	**Indicator 2 result:** 4 **Notes 2:** Maintained 4 existing partnership agreements (3 Reconciliation Framework Agreements and 1 First Nations Fisheries Council) and ongoing funding allocated to the Assembly of First Nations via Community Participation Funding Program (CPFP) grants.	
		Indicator 3:	**Indicator 3 result:**	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
	Community Participation Funding Program to help eligible local and Indigenous communities and organizations take part in developing Canada's marine system • Developing the Salish Sea Strategy through consultations with Indigenous communities and stakeholders on transportation issues, transportation and supply chain improvements, impact assessment reviews in the Salish Sea • Building community-based partnerships for wildlife monitoring by co-developing. Indigenous-led monitoring programs and training on marine birds • Advancing indigenous partnerships through regulatory roundtables to ensure collaboration and engagement early in the development process • Building a collaborative governance policy framework with	Number of partnership agreements assessed using Indicators co-developed with Indigenous partners **Target 3** By March 2027, at least 2 partnership agreements assessed	0 **Notes 3:** No partnership agreements were assessed using Indicators co-developed with Indigenous partners in 2024-2025. The indicators are currently being co-developed with Indigenous partners.	achieve healthy and productive oceans
		Indicator 4: Number of Indigenous groups engaged in developing a collaborative governance framework **Target 4:** By March 2027, up to five regional or national Indigenous groups or partners	**Indicator 4 result:** 75 **Notes:** Transport Canada has engaged with 75 Indigenous communities and organizations over the last year on the Collaborative Governance Framework.	
		Indicator 5: Number of targeted Indigenous partners contributing to developing and recommending a governance model to support low impact shipping corridors in the North **Target 5:** By March 2027, 10 targeted Indigenous partners	**Indicator result:** 4 **Notes:** Kuujjuaq, QC pilot project with Makivvik has been launched and is ongoing. Mapping session with community members took place in September of 2024. Initial discussions began with Nunavut Tunngavik Incorporated, Kivalliq Inuit Association and the Aiviit Hunters and Trappers Organization	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
	Indigenous partners		for the pilot project in Coral Harbour, NU. Meetings will continue to further address areas of concern.	
Other	Enforce the 2021 Ballast Water Regulations to protect the marine environment from the introduction and spread of aquatic invasive species by ships' ballast water. Monitor marine transportation firms and vessels for compliance with the Ballast Water Regulations Monitor the compliance of vessels bound for the Great Lakes, coming from overseas, or domestic ports. Compliance will be in accordance with the Ballast Water Regulations as well as cooperative enforcement with the U.S. in accordance with Annex 5 of the Great Lakes Water Quality Agreement **Program:** Protecting Oceans and Waterways	**Starting point 1:** 96.5% compliance (actual for 2022 to 2023) **Indicator 1:** Percentage of foreign vessels inspected and found to be in compliance with the Ballast Water Regulations **Target 1:** 95% compliance. Vessels that are found to be non-compliant are instructed to take appropriate action by the Transport Canada inspector	**Indicator 1 result:** 98.9% **Notes 1:** In total, 1,196 inspections were carried out and 1,184 (98.9%) vessels were found to be compliant. The remaining 12 (1.1%) vessels were requested to manage their ballast water in accordance with the ballast water requirements.	The Ballast Water Regulations require ships to take actions that reduce the risk of introducing and spreading aquatic invasive species through their ballast water In particular, ships are required to limit the concentration of viable organisms in their ballast water, per the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 Ensuring that marine transportation firms and vessels comply with the Ballast Water Regulations helps to prevent the introduction and spread of aquatic invasive species in Canada, and thereby contributes to protecting the health of Canada's coasts and oceans (and rivers and lakes) **Relevant targets or ambitions:**
		Starting point 2: 100% **Indicator 2:** Percentage of vessels entering the Great Lakes that are inspected for compliance with the Ballast Water Regulations **Target 2:**	**Indicator 2 result:** 100% **Notes 2:** In total, 482 vessels entered the Great Lakes and were inspected (100%).	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		100%. All vessels entering the Great Lakes must be inspected as per the Great Lakes Water Quality Agreement		*CIF Ambition 14.1:* Canada protects and conserves marine areas and sustainably manages fish stocks *CIF Target 14.1:* Conserve 25% of Canada's oceans by 2025, working towards 30% by 2030 *GIF Target 6.6*: By 2020, protect and restore water-related ecosystems, including mountains, forests, wetlands, rivers, aquifers and lakes *GIF Target 14.2*: By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their restoration in order to achieve healthy and productive oceans *GIF Target 15.8:* By 2020, introduce measures to prevent the introduction and significantly reduce the impact of invasive alien species on land and water ecosystems and control or eradicate the priority species

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Other	As part of the preservation and protection of Canada's Marine ecosystems, Transport Canada launched the Ballast Water Innovation Program (BWIP) under the Oceans Protection Plan. BWIP supports industry-led research and development projects to address ballast water management systems (BWMS) technical challenges in the Great Lakes- St. Lawrence River (GLSLR) region and increase the availability of data/information on the installation, operation and maintenance of BWMS on vessels in the GLSLR The program supports industry in optimizing the use of BWMS and facilitate compliance with the Ballast Water Regulations **Program:** Protecting Oceans and Waterways	**Starting point 1:** $12.5M allocated by Transport Canada for the BWIP contribution program, with a maximum eligibility of $5M per project, which is available through to March 2027 **Indicator 1:** Number of projects approved under BWIP **Target 1:** At least 2 projects are funded, and all projects are completed as per funding agreements	**Indicator 1 result:** **2024-2025:** 3 projects are currently funded under the Ballast Water Innovation Program as of December 2023 **2025-2026:** All three projects are ongoing. **Notes 1:** **2024-2025:** A total of four (4) projects were approved for funding. Three are currently underway and expected to be completed by 2027. The fourth approved project left the program due to limited capacity to participate in R+D work.	BWIP projects will enable industry to optimize BWMS for use in the GLSLR region. BWIP advanced Transport Canada's efforts to protect Canada's freshwater ecosystems by preventing the introduction and spread of Aquatic Invasive Species **Relevant targets or ambitions:** *GIF Target 14.2*: By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their restoration in order to achieve healthy and productive oceans *GIF Target 15.8:* By 2020, introduce measures to prevent the introduction and significantly reduce the impact of invasive alien species on land and water ecosystems and control or eradicate the priority species
		Starting Point 2: BWIP Call for Proposals was launched in February 2023 with the objective of funding projects that will support industry's efforts to advance solutions to address technical challenges of BWMS on vessels in the GLSLR region and increase the availability of data/information on the installation, operation, and maintenance of BWMS in the GLSLR **Indicator 2:**	**Indicator 2 result:** N/A - In progress until 2027 **Notes 2:** Two (2) of the funded projects include the development of technical solutions. Both have commenced development activities, with one solution already deployed on a vessel operating in the GLSLR, with ongoing performance testing.	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		Number of technical solutions developed and/or demonstrated to optimize the BWMS operating in the GLSLR region **Target 2:** At least 1 technical solution is developed and/or demonstrated, resulting in improved BMWS operations in the GLSLR		
		Starting point 3: One BWIP stakeholder project workshop was conducted in November 2022, with the goal of ensuring that all BWIP-funded projects had an effective results collection and dissemination strategy **Indicator 3:** Number of BWIP knowledge-sharing events (such as workshops, technical report publishing, conference presentations etc.) held to disseminate project results between 2023 to March 2027 **Target 3**	**Indicator 3 result:** One of the funded projects presented their project at the 2024 International Conference for Aquatic Invasive Species (ICAIS). All three funded projects produced annual reports that have been distributed internally. All three projects have committed to share public-facing final reports upon the completion of their project activities. **Notes 3:** *The target number of knowledge sharing events has been amended as the projects are still well underway with research activities, and frequent presentations may be redundant. Transport	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		At least 2 events per year are held during the implementation of selected projects through to March 2027 and information may inform amendments to the convention	Canada is proposing 2 events over the duration of the BWIP, the first already completed in the form of the 2024 kickoff workshop. A second event may be planned upon completion for the presentation of final research findings. This target however does not prohibit project participants from sharing their research progress and preliminary findings through their own channels, networks etc.	
Other	Contribute to protecting Canada's environment by monitoring for oil pollution through the National Aerial Surveillance Program (NASP) **Program:** Protecting Oceans and Waterways	**Starting point 1:** 95.2% (actual for 2019-2020) **Indicator 1:** Number of actual pollution patrol hours flown as a percentage of forecasted pollution patrol hours flown **Target 1:** 95% or greater	**Indicator 1 result:** 92% **Notes 1:** Patrol hours lost to inclement weather and aircraft maintenance, prevented NASP from reaching the target.	This action contributes to the protection of oceans and other bodies of water by monitoring for oil pollution. This monitoring assists in the detection of, and prompt response to, oil spills **Relevant targets or ambitions:** *CIF Ambition 14.1*: Canada protects and conserves marine areas and sustainably manages ocean fish stocks
		Starting point 2: 7.9 vessels per hour flown (actual for 2019 to 2020) **Indicator 2:** Number of vessels overflown per hour **Target 2:**	**Indicator 2 result:** 11 vessel overflights per hour.	

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
		8.0 or more vessels per hour flown		*GIF Target 14.1*: By 2025, prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities, including marine debris and nutrient pollution
		Starting point 3: 739 litres (actual for 2023-2024) **Indicator 3:** Volume of oil spills over 10 litres detected **Target 3** Less than 6,490 litres[7]	**Indicator 3 result:** 1,401 litres	
Other	Transport Canada engages with interdepartmental experts and key stakeholders for the development of robust and appropriate responses to Vessels of Concern Transport Canada takes action to translate policy and legislative intent into concrete results with regard to vessel remediation **Program:** Protecting Oceans and Waterways	**Starting point:** The pre-requisite legislation for the establishment of the Vessel Remediation Fund has received Royal Assent with the passage of Bill C-47 on June 23, 2023 **Indicator:** Development of regulations to implement the regulatory charge necessary to capitalize the Vessel Remediation Fund **Target:** Winter 2026	**Notes:** Transport Canada intends to introduce regulations enabling the Vessel Remediation Fund levy via the Canada Gazette in 2026.	Transport Canada and partner departments have been working to advance the legislative and regulatory component of the Vessel Remediation Fund

[7] This target is based on a five-year average because the volume of oil spills detected will vary from year to year.

Goal 16: Promote a fair and accessible justice system, enforce environmental laws, and manage impacts

FSDS Context:

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

Target theme:

A Fair and Accessible Justice System and the Rule of Law

Implementation strategies supporting the goal:

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

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
Implement monitoring, inspection and enforcement activities	Monitor for compliance with the International Convention for the Prevention of Pollution from Ships (MARPOL), *Canada Shipping Act, 2001* and other conventions and acts through the inspection of foreign and domestic vessels	**Starting point:** 98.7% (2022 to 2023 rate as a percentage of the three-year moving average (2020-2021 to 2022-2023) **Indicator:** Rate of pollution related deficiencies per 1,000 inspections does not	**Indicator result:** 127.9% The 2024-2025 deficiency rate exceeded the three-year (2022-2023 through 2024-2025) moving average by 27.9%. **Notes:** The increased deficiency	This action contributes to the monitoring for compliance with, and enforcement of, environmental protection regulations **Relevant targets or ambitions:** *GIF Target 16.b:* Promote and enforce non-discriminatory laws and

Implementation strategy	Departmental action	Indicator starting point target	Results achieved	How the departmental action contributes to the FSDS goal and target and, where applicable, to Canada's 2030 Agenda National Strategy and SDGs
	Program: Protecting Oceans and Waterways; Marine Safety Regulatory Framework; Marine Safety Oversight	exceed the three-year moving average rate of pollution related deficiencies by more than 10%[8] **Target:** Rate does not exceed three-year moving average rate by more than 10%	rate was caused by an increase in deficiencies identified during Port State Control (foreign vessel) inspections. Specifically, increases were identified under the following deficiency categories: Ballast Water, MARPOL Annex I – Prevention of Pollution by Oil, MARPOL Annex V – Prevention of Pollution by Garbage from Ships, and MARPOL Annex VI – Prevention of Air Pollution from Ships.	policies for sustainable development

[8] Data Sources: SIRS, CPSCS. Rationale: This indicator looks at the number of pollution related deficiencies per 1,000 domestic (SIRS) and foreign (CPSCS) inspections in a given Fiscal Year and compares it to the three-year moving average of the same number. This is done because it is not reasonable to expect year-over-year decreases in deficiencies.

Integrating Sustainable Development

Transport Canada will continue to ensure that its decision-making process includes consideration of FSDS goals and targets through its Strategic Environmental and Economic Assessment (SEEA) process. A SEEA for a policy, program or regulatory proposal includes an analysis of the climate, nature, environmental and economic effects of the given proposal.

Transport Canada prepared for the coming into force of the new Cabinet Directive on Strategic Environmental and Economic Assessment (Cabinet Directive) by updating and developing internal guidance and tools, including its Policy Statement on Strategic Environmental and Economic Assessment, which outlines the SEEA process and assigns roles and responsibilities to ensure the Cabinet Directive is properly implemented within the Department. Transport Canada also engaged with implicated groups and launched a promotional campaign to raise awareness of the new Cabinet Directive and promoted the Canada School of Public Service's climate literacy courses through the internal departmental website and newsletter.

During the 2024 to 2025 reporting cycle, Transport Canada considered the effects of departmental proposals subject to the Cabinet Directive, as part of its decision-making processes. Through the SEEA process and use of the Climate, Nature and Economy Lens (CNEL), departmental proposals were found to contribute toward achieving FSDS goals and targets.

Public statements on the results of Transport Canada's assessments are issued when an initiative that was the subject of a detailed SEEA is implemented or announced. The purpose of the public statement is to demonstrate that the environmental and economic effects, including contributions to the FSDS goals and targets, of an initiative have been considered during proposal development and decision making.