



# TRANSPORT CANADA'S PROGRESS REPORT ON THE RED TAPE REVIEW



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This report provides a list of completed, in progress, and longer-term items from Transport Canada to respond to the government's 60-Day Red Tape Review.

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Transport Canada is responsible for developing and overseeing the Government of Canada's transportation policies and programs so that Canadians can have access to a transportation system that is safe and secure; green and innovative; and efficient.

While we are not directly responsible for all aspects or modes of transportation, we play a key leadership role in ensuring that all parts of the transportation system across Canada work together effectively. We do so by collaborating with various groups, including Indigenous people, industry, provincial and territorial governments and international partners. Through our consultations with Indigenous peoples, Transport Canada remains aware of its legal obligations and is committed to the implementation of the *United Nations Declaration on the Rights of Indigenous Peoples Act*.

### **Transport Canada as a Regulator**

Transport Canada (TC) manages a considerable volume of regulatory initiatives across all modes (air, marine, rail, road) and is one of the largest federal regulators.

The Minister of Transport has responsibilities under approximately 50 statutes, 18 of which are significant regulatory statutes administered primarily or exclusively by the Department. The majority of regulations are made under two Acts: the *Aeronautics Act* and the *Canada Shipping Act, 2001*. TC is also responsible for the airport zoning regulations for individual airports, which amount to approximately 150 regulations.

### **The Red Tape Review**

On July 9, 2025, the Government launched a review of red tape across all departments and agencies with regulatory responsibilities to support the government's commitment to reducing costs for Canadians and building a stronger economy. To achieve this objective, departments and agencies are required to review their regulations and the way they are administered and must publicly report on progress within 60 days.

Transport Canada is engaged in modernizing its regulations across various transportation modes to enhance safety, efficiency, and competitiveness. This includes streamlining processes, adopting international standards, leveraging technology, simplifying approvals for major projects, and promoting regulatory agility.

The 34 action items in this report are based on feedback from industry stakeholders to make sure the initiatives are practical, responsive, and effective. The report is divided into an “**Our Progress**” section that lists 14 action items that are complete or to be completed by spring 2026. The “**Next Steps**” section lists 20 action items that would be completed over a medium-to-long term beyond spring 2026.

Generally, the action items listed fall under at least one of the following categories.

**Increasing flexibility for industry:** Transport Canada is enhancing industry flexibility to meet requirements in the most cost-effective way, while maintaining high safety and security standards.

- For example, Transport Canada is streamlining construction rules for small vessels. The Department is moving away from prescriptive rules to outcome-based requirements that use external standards. This approach gives industries the flexibility to meet requirements in the most cost-effective way while keeping safety and security standards high.

**Aligning with international standards:** Transport Canada is working with international partners where it makes sense for Canada, while avoiding approaches that create unnecessary costs or burdens for our industries. This reduces duplication and keep Canada aligned with and at the forefront of evolving international standards to make it easier for Canadian companies to work globally.

- For example, Transport Canada is amending the *Transportation of Dangerous Goods Regulations* to improve alignment with key international codes, such as the *United Nations Model Regulations on the Transport of Dangerous Goods*. This alignment will reduce complexity for Canadian companies by lowering the need to adapt to multiple regulatory frameworks.

**Improving service delivery:** Transport Canada is enhancing its service delivery to offer faster, and more predictable services to reducing delays and processing times.

- For example, Transport Canada has made amendments to the *Vessel Operation Restriction Regulations* to reduce the time it takes for local authorities to implement vessel operation restrictions on local waterways by an estimated 21 months.

**Supporting innovation by removing restrictions:** Regulatory rules need to keep pace with industry needs so stakeholders can develop, test, and use technologies that improve productivity and cut costs.

- For example, Transport Canada will examine ways to integrate the use of Train brake effectiveness technologies (BET) into the regulatory framework. These new technologies can help Canadian operators lower their costs while meeting regulatory requirements.

**Removing outdated regulations:** Transport Canada is repealing rules that no longer work or have been replaced with better tools.

- Transport Canada has identified 18 such regulatory titles that will be repealed.

# Our Progress

## All Modes

### Removing outdated transportation regulations

Transport Canada will be proposing to repeal the following regulations or orders at the earliest opportunity to reduce the complexity of the federal transportation regulations:

- *Order No. 79884*, which requires a speed restriction of 10 miles per hour and the requirement for all train movements at the grade crossing located at Mile 0.41 of the Oskelaneo Subdivision
- *Ammonium Nitrate Storage Facilities Regulations*
- *Ammonia Bulk Storage Regulations*
- *Chlorine Tank Car Unloading Facilities Regulations*
- *Handling of Carloads of Explosives on Railway Trackage Regulations*
- *Telegraph and Cable Messages Terms and Conditions Order*
- *Order Authorizing the Minister of Transport, Infrastructure and Communities to Enter into a Contribution Agreement with Harbourfront Corporation*
- *Order Authorizing Negotiations for the Settlement of the Dispute Causing the Extraordinary Disruption of the National Transportation System in Relation to Container Movements into and out of Certain Ports in British Columbia*
- *Nova BUS Corporation Exemption Order*
- *Order Approving the Proposed Regulations Repealing the Laurentian Pilotage Authority District No. 3 Regulations*
- *Order Authorizing Certain Persons to Be a Party to Certain Commercial Arrangements and Providing Specific Directives to the Vancouver Port Authority and the Fraser River Port Authority*
- *Ferry Cable Regulations*
- *Order Authorizing Persons Specified Therein to Be Parties to Certain Commercial Arrangements and Providing Specific Directives to the Vancouver Port Authority and the Fraser River Port Authority*
- *Order Specifying the Minimum Amount of Grain to Be Moved*
- *Order Specifying the Minimum Amount of Grain to Be Moved, No. 2*
- *Eastern Canada Vessel Traffic Services Zone Regulations*
- *Northern Canada Vessel Traffic Services Zone Regulations*
- *Regulations Excluding Certain Government Ships from the Application of the Canada Shipping Act*

### **Aligning the *Transportation of Dangerous Goods Regulations* with international codes by spring 2026**

Transport Canada is amending the *Transportation of Dangerous Goods Regulations* to improve alignment with key international codes, such as the *United Nations Model Regulations on the Transport of Dangerous Goods*, the *International Maritime Dangerous Goods Code*, and the *Technical Instructions for the Safe Transport of Dangerous Goods by Air*. Through these amendments, Transport Canada will strengthen the position of Canadian industries by aligning with international codes. This alignment will reduce the burden on Canadian companies to comply with multiple regulatory frameworks. Final publication in the *Canada Gazette*, Part II, is expected for spring 2026.

### **Amending the *Transportation of Dangerous Goods Regulations* to reduce the burden of equivalency certificates by spring 2026**

Transport Canada is amending the *Transportation of Dangerous Goods Regulations* as they are misaligned with international regulations and have inconsistencies with the *Packaging and Transport of Nuclear Substances Regulations, 2015*. The amendments will address misalignments regarding outdated provisions, and the frequent need for equivalency certificates. These updates will reduce administrative costs, simplify compliance for consignors and carriers, and strengthen alignment with domestic and international frameworks, helping Canadian industries operate more efficiently and competitively in global markets. Final publication in the *Canada Gazette*, Part II, is expected in spring 2026.

### **Reducing Confederation Bridge tolls and fares for interprovincial ferries in Atlantic Canada and Québec, completed August 2025**

The Government of Canada reduced tolls on the Confederation Bridge from \$50.25 or more to \$20.00, starting August 1, 2025, with the reduction in place until at least 2032. The government also cut fares by 50% for passengers, vehicles, and commercial traffic on federally supported Eastern Canada Ferry Services and is funding Marine Atlantic Inc. to reduce its fares by 50% for passengers and passenger vehicles, while freezing commercial freight rates. Lower tolls and fares will make travel more affordable for Atlantic Canadians, ease costs for users and businesses, support regional economic growth, and improve the movement of goods and services across the transportation network.

# Aviation

## **Modernizing *Canadian Aviation Regulations* aircraft registration requirements by fall 2025**

Transport Canada is amending the *Canadian Aviation Regulations* to streamline aircraft registration and leasing requirements, remove unnecessary restrictions on Canadian manufacturers, and reduce administrative burden. These changes will save time for aircraft owners and operators, eliminate certain costs associated with certificate management, and allow Canadian manufacturers to move production aircraft more freely between Canada and the U.S. while maintaining their status as new aircraft. For example, the updates will introduce a new digital service intake process that will allow Transport Canada to reduce processing times and respond rapidly to the needs of our stakeholders. Pre-publication in *Canada Gazette*, Part I, is expected by fall of 2025.

## **Modernizing the *Canadian Aviation Regulations* (Personnel Licensing and Training) by fall 2025**

Transport Canada is amending the *Canadian Aviation Regulations* to turn recurring exemptions into permanent rules, thereby giving industry the certainty it needs to plan and grow. For example, the changes will simplify flight training record requirements by allowing digital records and electronic submissions, which will make compliance easier for flight schools. Final publication in the *Canada Gazette*, Part II, is expected for fall 2025.

## **Aligning the *Canadian Aviation Regulations* with International Civil Aviation Organization (ICAO) standards by fall 2025**

Transport Canada is amending the *Canadian Aviation Regulations* and updating the Commercial Air Service Standards to align with international requirements. In parallel, Canada is leading efforts at ICAO to streamline and modernize Standards and Recommended Practices. For example, these changes will make it easier and faster for Canadian aviation companies to get approvals for Air Operator Certificates, maintenance organization approvals, or design/production certificates. As well, when Canada's aviation rules are aligned internationally, Canadian air operators can avoid additional costs related to redundant checks, inspections, or case-by-case evaluations by other countries. These alignments will create more consistent rules across jurisdictions and reduce costs and open new opportunities in global markets. Final publication in the *Canada Gazette*, Part II, is expected in fall 2025.

## **Modernizing the Commercial Air Service Standards by early 2026**

Airlines currently report incidents where crew members face interference using a slow, paper-based process. The amendments to the Commercial Air Service Standards will enable airlines to utilize their existing systems for electronic report submission, thereby reducing their reporting burden. This will also improve data quality and help with the analysis of trends and share useful statistics on interference with crew members. Transport Canada plans to update the Commercial Air Service Standards by early 2026 to let airlines submit reports electronically.

## **Marine**

### **Amending *Vessel Operation Restriction Regulations*, completed August 2025**

Transport Canada has amended the *Vessel Operation Restriction Regulations* to give local authorities faster and more direct decision-making powers for managing restrictions on local waterways. The changes will reduce administrative burden, clarify application processes, and are expected to save nearly 21 months in processing time or restriction applications, cutting down what was previously up to a four-year process. The changes will empower communities to manage boating activities better. The regulations were published in *Canada Gazette, Part II, in August 2025*.

### **Simplifying regulations for vessel traffic zones by fall 2025**

Transport Canada is consolidating the *Vessel Traffic Services Zones Regulations*, the *Eastern Canada Vessel Traffic Services Zone Regulations*, and the *Northern Canada Vessel Traffic Services Zone Regulations* into a single regulation to improve clarity and align with international standards. The changes will provide a more streamlined and predictable reporting process through more precise and consistent requirements for vessel operators. These changes will reduce confusion and reduce the burden our stakeholders have in navigating three separate vessel reporting regulations. Final publication in the *Canada Gazette, Part II*, is expected in fall 2025.

## **Rail**

### **Modernizing the *Railway Freight and Passenger Train Brake Inspection and Safety Rules*, by December 2025**

Transport Canada is updating the *Railway Freight and Passenger Train Brake Inspection and Safety Rules* to enable the use of automated Brake Effectiveness Technology in specific conditions, alongside the manual No. 1 Brake Test. Transport

Canada and industry worked together to update the Train Brake Rules to allow the use of brake effectiveness technologies (BET). The National Research Council of Canada is continuing research into how well these technologies work and how they could reduce the need for manual inspections. Transport Canada will examine ways to integrate innovative technologies into the regulatory framework to improve safety and reduce the need for manual inspections, which will in turn reduce costs for Canadian operators.

## Road

### **Making consistent standards for commercial trucking by late 2025**

On July 15 and 16, 2025, federal, provincial, and territorial officials met in Toronto for a "Trucking Hackathon." The goal was to find solutions to long-standing barriers to trade in the trucking sector. At the event, officials reached an agreement in principle to adopt consistent national standards across all provinces and territories. These governments will now review the draft agreement before finalizing it. A final agreement is expected by late 2025.

### **Updating Standards under the *Motor Vehicle Safety Regulations* for Standard Reference Test Tires and tire performance, completed August 2025**

In August 2025, Transport Canada published updates to six tire testing Technical Standards Documents (TSD 105, 121, 122, 126, 135, and 500) under the *Motor Vehicle Safety Regulations*. These updates help Canadian manufacturers lower costs and move products more easily within the North American market by making tire testing standards consistent. The updates reduce duplicative testing and lower compliance costs for Canadian businesses.

### **Updating the Canadian Motor Vehicle Safety Standard 139 by spring 2026**

Under the *Motor Vehicle Tire Safety Regulations*, the Canadian Motor Vehicle Safety Standard 139 requires winter tires to pass an endurance test. Some winter tires can fail this test because they get hotter than they ever would in real-world use. This rule can stop manufacturers from importing better-performing winter tires into Canada. By spring 2026, Transport Canada will update Technical Standards Document 139 to remove tire endurance failure criteria that haven't demonstrated safety benefits. This change means that more types of winter tires will become available in Canada. It will give industry and Canadian consumers more options for safe, high-performing winter tires. Removing unnecessary rules could lower costs for consumers and increase competition and availability.

# Next Steps

## All Modes

### **Amending the *Transportation of Dangerous Goods Regulations* to enable electronic shipping documents for dangerous goods**

Transport Canada will amend the *Transportation of Dangerous Goods Regulations* to allow electronic shipping documents for rail and drone transport. Stakeholders will be able to decrease their costs, time and effort to meet shipping document requirements. Transport Canada is enabling electronic formats that create a more streamlined, easily accessible, and reliable documentation process. The new formats will reduce errors, keep information current, and provide more flexibility for businesses. Transport Canada plans to hold public consultations and develop the updates in 2026.

### **Improving the coordination of compliance requirements between Transport Canada and Employment and Social Development Canada (ESDC)**

Both Transport Canada and the ESDC's Labour Program regulate aspects of the transportation industry. Transport Canada will work with the Labour Program to find ways to harmonize our regulatory regimes and guidance to make compliance easier. We can use artificial intelligence tools to find redundant regulations and processes. This will create more precise and coordinated guidance, streamline compliance processes, and reduce duplicate interactions between stakeholders and regulators.

### **Modernizing Transport Canada's service delivery**

Transport Canada will continue to modernize service delivery across both online and telephone channels by taking a "tell-us-once" approach that reuses the information clients provide to streamline interactions and reduce administrative burden. Transport Canada is also developing a virtual assistant, modernizing contact centres, and digitizing service intake processes. These changes will reduce delays, improve consistency, and make it easier for clients to access services. Greater use of digital tools will make services more accessible and transparent, while improved data collection will support better decision-making. Reduced call and email volumes will free staff to focus on more complex tasks, and clients will benefit from faster, more user-friendly services. For example, Transport Canada is developing a virtual assistant to help answer frequently asked questions and guide stakeholders to the right resources or services.

### **Reviewing the process for approving transportation mergers and acquisitions**

Provisions for mergers and acquisitions involving transportation undertakings are set out in Sections 53.1 to 53.6 of the *Canada Transportation Act* (CTA), requiring the

Parties to notify the Minister of any mergers and acquisitions transactions that meet the Competition Act threshold and involve a transportation undertaking. Transport Canada is looking to update and refocus the mergers and acquisitions assessment process that would support reduction of red tape and unnecessary duplication in the federal mergers and acquisitions regime. A regulation, under the CTA, could be developed to exempt certain classes of transactions from the application of the mergers and acquisitions provisions that are of limited public interest like trucking, pipelines, and electrical transmission lines. Initial stakeholder consultations are expected to begin in 2026.

### **Amending the *Transportation of Dangerous Goods Regulations* to support drone transportation**

Transport Canada will introduce clear and specific rules for transporting certain low-risk dangerous goods by drone. This will replace the current approach that treats drones like traditional aircraft. Allowing the safe transport of low-risk dangerous goods by drone allows new services and technological advancements and will particularly benefit Canada's remote and underserved communities. Amending the Transportation of Dangerous Goods Regulations will make regulations clearer, reduce red tape, and help us serve stakeholders more efficiently.

## **Aviation**

### **Streamlining air carrier data requirements under the *Transportation Information Regulations***

Transport Canada will modernize air data collection requirements under the Transportation Information Regulations by removing requirements that are no longer used or useful, are duplicative and will be adding targeted and important data points where collection is needed, reasonable, and affordable. These changes will introduce more focused and modern data requirements. Also, by removing or replacing unnecessary or duplicate requests, the data that industry provides will stay relevant. This will ensure that we have the right information to guide air transport investments and make data-driven policy decisions.

### **Updating the *Canadian Aviation Regulations* and codifying exemptions**

Throughout the years, irritants associated with the Canadian Aviation Regulations have been identified by the aviation industry and Transport Canada, related to unnecessary burden, lack of clarity and outdated provisions. We will review the regulations to codify exemptions to cut down on the industry's burden of renewing long-standing practices and will update outdated or unclear rules. For example, Transport Canada is considering codifying an exemption so that flight simulator certificates stay valid for 12 months instead of 6. This would also mean that the required evaluations would only need to be done once and year, instead of twice.

These changes will reduce unnecessary administrative work, lower costs, reduce barriers, and enhance the competitiveness of specific aviation operations in Canada.

### **Removing 21 outdated Airport Zoning Regulations**

Transport Canada is reviewing 21 Airport Zoning Regulations (AZR) for airports that are no longer in use or where the site is no longer eligible to have an AZR (is no longer certified). Outdated zoning regulations may be an obstacle to development in areas where an airport is no longer in service. Removing these regulations could give land permitting authorities greater flexibility in land use planning and help ease the burden for new housing construction. While the preliminary consultations with stakeholders have not yielded any concerns related to repealing outdated airport zoning regulations, Transport Canada will be consulting with the relevant airport authorities and municipalities to confirm that repealing certain AZRs is appropriate and that the regulations are no longer relevant to the area. We intend to remove the regulations that are no longer relevant within 12 to 18 months.

### **Improving the coordination between Transport Canada and the Canada Border Services Agency (CBSA)**

Transport Canada is currently collaborating with CBSA to identify overlapping regulatory compliance requirements and to reduce redundant non-compliance enforcement. Further work in 2025-2026 will pilot data exchange modernizations to enable a “tell us once” approach between Transport Canada’s Pre-load Air Cargo Targeting (PACT) system and the CBSA’s e-Manifest program. Improving data-sharing and interoperability between PACT and e-Manifest would reduce administrative burden and complexity. This will reduce costs for stakeholders, make operational decision-making faster, and improve supply chain fluidity and efficiency.

## **Marine**

### **Streamlining construction rules for small vessels**

Transport Canada will update and consolidate three existing regulations (i.e., Hull Construction Regulations, Marine Machinery Regulations, and the Life Saving Equipment Regulations) into a single regulation to provide clear and coherent requirements for industry with respect to the construction of and equipment of these vessels. For example, Transport Canada is transitioning from prescriptive-based requirements to outcome-based requirements, while also utilizing external standards, from respected international institutions like the International Maritime Organization (IMO) or the International Standards Organization (ISO). Businesses and individuals looking to build new tugboats or small passenger vessels will have ready access to a consolidated source of information regarding the latest requirements for construction, reducing administrative burden and costs to industry. This new approach will encourage industry innovation by providing flexibility to meet

requirements in the most cost-effective manner while maintaining high safety and security standards.

### **Consolidating marine safety fees into a single regulation**

The consolidation of marine safety fees into a single regulation, the *Marine Safety Fees Regulations*, began in 2021, and Transport Canada will continue to use an iterative process to advance regulatory amendments to the *Marine Safety Fees Regulations*. Consolidating the number of regulations for marine safety fees will make it easier to access fee information. This will increase transparency and give stakeholders a clearer understanding of their financial responsibilities. Consolidation will save costs and reduce the administrative burden for our stakeholders.

### **Setting cyber security rules for Maritime Autonomous Surface Shipping (MASS)**

Transport Canada is undertaking a multi-phase project, funded through the Treasury Board Secretariat's Centre for Regulatory Innovation, in collaboration with a standards development organization to establish a Canadian technical standard for cybersecurity. The project will establish a clear and recognized cybersecurity standard that industry could voluntarily adopt to demonstrate the cyber-resilience of their systems. MASS could reduce long-term operational costs for marine operations. The project is currently underway and will be completed by December 2026.

### **Updating the *Navigation Safety Regulations, 2020* Automatic Identification System (AIS) carriage requirements and allowing the use of Electronic Chart Systems**

Transport Canada is proposing to update the *Navigation Safety Regulations, 2020* to amend the AIS Carriage Requirements. The amendments will give certain vessels travelling along lakes and rivers greater flexibility in the type of AIS equipment required onboard. Vessels operating in restricted or isolated areas, will have greater flexibility to comply with this requirement, reducing costs to vessel owners/operators. This flexibility currently requires a regulatory exemption that takes time and money on the part of both vessel operators and government to apply for, assess and administer, thus reducing administrative burden to both parties. Transport Canada is also proposing to allow vessels of less than 500 Gross tonnage to be permitted to use Electronic Chart Systems instead of Electronic Chart Display and Information Systems (ECDIS) or paper nautical charts. The adoption of these systems will provide operators with lower-cost, compliant alternatives, reducing both red tape and equipment costs while maintaining safety.

## **Reviewing the Regulations and the *Minor Works Order* under the *Canadian Navigable Waters Act***

Proponents of minor works may proceed with a proposed “minor work” on any “navigable water” without applying for an approval from Transport Canada. Transport Canada will explore whether the *Minor Works Order* should include more types of works that are likely to slightly interfere with navigation, for example remediation dredging and backfilling. Transport Canada will also examine the desirability and feasibility of excluding smaller navigable waters from the definition of “navigable water” in the *Canadian Navigable Waters Act* (CNWA) to facilitate a project’s progress by making the CNWA’s requirements inapplicable to a smaller body of water. For example, waters that lack the depth, width, and water flow to consistently accommodate the smallest class vessels, such as canoes, kayaks, or rowboats. By eliminating unnecessary delays and reducing regulatory burden for major projects, the department would provide greater clarity and certainty for project proponents and accelerate approvals.

## **Reviewing the *Marine Liability Act* and the *Marine Liability and Information Return Regulations***

To implement the *Hazardous and Noxious Substances (HNS) Convention* in 2014, which establishes a liability and compensation regime for incidents involving HNS from ships, Transport Canada required both the physical receiver and the owner of the goods to report. Transport Canada will review the *Marine Liability Act* and *Marine Liability and Information Return Regulations* to simplify reporting. This dual reporting process will be simplified to reduce its complexity, duplication, and the time to compile reports. A discussion paper was shared with stakeholders in July 2025.

# Rail

## **Establishing a regulatory sandbox to test the rules for hydrogen and battery-powered locomotives**

Transport has established a regulatory sandbox with industry partners to test technical specifications, safety requirements, and operating rules hydrogen fuel cell and battery locomotives. The regulatory sandbox initiative began in summer 2025 and will last for three years. Results from the sandbox will inform the level of regulatory intervention and oversight requirements to safely operate hydrogen fuel cell and battery powered locomotives. This sandbox will support the introduction of new products, services and technologies into the Canadian market. The final report is anticipated for fall 2028.

## **Collaborating with the Canadian Transportation Agency to simplify approvals for railway construction**

Transport Canada and the Canadian Transportation Agency are working together to review the provisions and explore opportunities to align the approval process under Section 98 of the *Canada Transportation Act* for railway line construction. Simplified approvals could provide a more predictable approval process, save resources for industry, and facilitate project approvals to proceed in a faster and more efficient manner. Initial stakeholder consultation work will begin in 2026.

## **Road**

### **Advancing a national framework for automated vehicles**

Transport Canada is advancing a coordinated national regulatory framework for Automated Driving Systems (ADS) and software updates. In the next year, we will update interim safety guidance to support testing and commercial deployments of ADS technology and will be co-sponsoring the development of a Global Technical Regulation on ADS safety at the World Forum for the Harmonization of Vehicle Regulations. By June 2027, we will undertake pre-regulatory consultations on adopting the Global Technical Regulation and update existing standards to facilitate the deployment of ADS technology in Canada. Over the next three to five years, we will hold consultations to inform possible changes to the *Motor Vehicle Safety Act* and continue to advance a coordinated national approach to ADS and other software-based technologies with provinces and territories.

### **Updating Canada's vehicle regulations for electric and hydrogen vehicle systems**

Transport Canada will update Canada's safety regulations for electric and hydrogen vehicle systems by adopting international standards. Manufacturers will avoid additional costs and delays associated with meeting unique or conflicting regulations and reduce duplication and complexity in their compliance efforts. Transport Canada is planning its pre-regulatory consultations for hydrogen in September 2025 and for Electric vehicles in winter 2026.

### **Updating regulations for restraint systems, and requirements for using these systems in airbag testing**

Transport Canada will update Technical Standards Document (TSD) 208 to modernize the list of approved child restraint systems used to test vehicle airbag suppression or low-risk deployment. Transport Canada will also make regulatory updates to child restraint system safety requirements to improve consumer access to side impact safety-tested child restraint systems and restraint systems for disabled persons. These updates will help lower costs for manufacturers, reduce delays,

eliminate conflicting requirements, and make compliance easier by avoiding duplicate processes. Initial stakeholder consultations will begin in fall 2025.