

Quarterly Financial Report of

TRANSPORT CANADA

(Unaudited)

For the quarter ended September 30th, 2021

TRANSPORT CANADA

Quarterly Financial Report

For the Quarter Ended September 30, 2021

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Statement outlining results, risks and significant changes in operations, personnel and programs

1. Introduction

This quarterly financial report has been prepared by management as required by [section 65.1 of the *Financial Administration Act*](#) and in the form and manner prescribed by the [Directive on Accounting Standards, GC 4400 Departmental Quarterly Financial Report](#).

The quarterly report should be read in conjunction with the Main Estimates and Supplementary Estimates (A).

This quarterly report has not been subject to an external audit or review.

1.1 Authority, Mandate and Program Activities

A summary description of Transport Canada's program activities is presented in [Part II of the Main Estimates](#).

1.2 Basis of Presentation

This quarterly report has been prepared by management using an expenditure basis of accounting. The accompanying Statement of Authorities includes Transport Canada's spending authorities granted by Parliament, and those used by Transport Canada consistent with the Main Estimates and the 2021-2022 Supplementary Estimates (A). This quarterly report has been prepared using a special purpose financial reporting framework designed to meet financial information needs with respect to the use of spending authorities.

The authority of Parliament is required before money can be spent by the government. Approvals are given in the form of annually approved limits through appropriation acts, or through legislation in the form of statutory spending authority for specific purposes.

When Parliament is dissolved for the purposes of a general election, section 30 of the *Financial Administration Act* authorizes the Governor General, under certain conditions, to issue a special warrant authorizing the Government to withdraw funds from the Consolidated Revenue Fund. A special warrant is deemed to be an appropriation for the fiscal year in which it is issued.

Transport Canada uses the full accrual method of accounting to prepare and present its annual departmental financial statements that are part of the departmental results reporting process. However, the spending authorities voted by Parliament remain on an expenditure basis.

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2. Highlights of fiscal quarter and fiscal year-to-date (YTD) results

2.1 Statement of Authorities

Transport Canada's total authorities available for use increased by approximately \$939.1 million, from \$1,598.6 million as of September 30, 2020 to \$2,537.7 million as of September 30, 2021, as summarized below:

A substantial portion of this increase is attributed to the government's decision to postpone a vote on 2020-2021 Main Estimates until December 2020, resulting in Transport Canada receiving only 9/12ths of its 2020-2021 Main Estimates authorities, rather than 12/12ths (also called Full Supply). This change from normal procedures was brought about as a result of the COVID-19 pandemic. The change only impacted voted authorities and did not affect statutory authorities.

Table 1: Significant Changes in Authorities (in thousands of dollars):

Authorities ⁽³⁾	2021-2022 ⁽¹⁾	2020-2021 ⁽¹⁾	Variance
Vote 1 – Net operating expenditures	783,271	581,380	201,891
Vote 5 – Capital expenditures	193,417	144,191	49,226
Vote 10 – Grants and contributions	1,333,548	-	1,333,548
Vote 10 – Grants and contributions – Efficient Transportation System ⁽²⁾	-	462,973	(462,973)
Vote 15 – Grants and contributions – Green and Innovative Transportation System ⁽²⁾	-	148,201	(148,201)
Vote 20 – Grants and contributions – Safe and Secure Transportation System ⁽²⁾	-	30,148	(30,148)
Total Votes 10, 15 and 20 – Grants and contributions	1,333,548	641,322	692,226
Budgetary statutory authorities⁽³⁾	227,476	231,670	(4,194)
Total Authorities	2,537,712	1,598,563	939,149

Notes:

- (1) Totals may not add or may not agree with details provided elsewhere due to rounding.
- (2) Beginning in 2016-2017, the Department of Transport was the subject of a pilot project which its grants and contributions were separated in three separate votes based on its program structure. The pilot project has ended and Votes 15 and 20 were merged with Vote 10 in the 2021-2022 Main Estimates.
- (3) See Statement of Authorities for more details.

The accompanying Statement of Authorities illustrates the total authorities available for use, the authorities used for the quarter, the year-to-date authorities used for the current fiscal year, as well as the comparative figures for the previous year. The major year-to-year changes for the quarters ended September 30, 2021 are explained below.

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2.1.1 Vote 1 – Net Operating Expenditures (Increase of \$201.9 million)

Planned operating authorities increased by \$201.9 million from 2020-2021 to 2021-2022, mostly explained by the following factors:

- An increase in authorities of:
 - \$181.5 million as a result of the withholding of full supply of the Main Estimates in 2020-2021 until the third quarter;
 - \$26.0 million as a result of an increase in collective bargaining; and
 - \$5.0 million in the Operating Budget Carry Forward.
- Offset by a decrease of:
 - \$11.0 million in funding for the Oceans Protection Plan.

2.1.2 Vote 5 – Capital Expenditures (Increase of \$49.2 million)

Planned Capital authorities increased by \$49.2 million from 2020-2021 to 2021-2022, largely explained by the following factors:

- An increase in funding of:
 - \$37.8 million for the Capital Budget Carry Forward;
 - \$37.7 million as a result of the withholding of full supply of the Main Estimates in 2020-2021 until the third quarter; and
 - \$8.8 million for Airports Serving Remote Communities.
- Offset by a decrease in funding of:
 - \$13.1 million for the Ferry Services Contribution Program;
 - \$5.9 million for the Airports Capital Assistance Program;
 - \$5.8 million in the National Aerial Surveillance Program;
 - \$5.1 million for the Remotely Piloted Aircraft System;
 - \$4.5 million for the Airport Critical Infrastructure Program; and
 - \$1.1 million for the World Class Tanker Safety System.

2.1.3 Vote 10 – Grants and Contributions (Increase of \$692.2 million)

Grant and contribution authorities for Vote 10 increased by \$692.2 million from 2020-2021 to 2021-2022, largely explained by the following factors:

- An increase in funding of:
 - \$202.7 million for the Airport Critical Infrastructure Program;
 - \$197.8 million as a result of the withholding of full supply of the Main Estimates in 2020-2021 until the third quarter;
 - \$123.0 million for the Incentives for Zero-Emission Vehicles Program;
 - \$92.0 million for the Airports Capital Assistance Program;
 - \$64.9 million for the Airport Relief Fund;
 - \$57.7 million to Support Essential Air Access to Remote Communities;
 - \$7.6 million in contributions for the Port Asset Transfer Program; and
 - \$4.9 million for major rehabilitation work on the roadway portion of the Victoria Bridge.
- Offset by a decrease in funding of:
 - \$46.9 million for the National Trade Corridors Fund; and
 - \$13.8 million for the Gateways and Border Crossings Fund.

2.1.4 Budgetary Statutory Authorities (Decrease of \$4.2 million)

The planned expenditures for the budgetary statutory authorities decreased by \$4.2 million mainly as a result of a decrease in funding of \$8.3 million in capital and operating requirements associated with the St. Lawrence Seaway Management Corporation (SLSMC). The SLSMC is responsible for managing and operating the Seaway, as well as the maintenance, repairs, acquisition and replacement

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of government-owned Navigation Seaway Assets. Transport Canada is responsible for funding any SLSMC financial requirements net of revenues. The decrease in planned spending was offset by an increase of \$2.8 million in planned contributions to Employee Benefits Plans and by an increase of \$1.3 million for the Northumberland Strait Crossing Subsidy Program.

2.2 Statement of Departmental Budgetary Expenditures by Standard Object

The accompanying Statement of Departmental Budgetary Expenditures by Standard Object illustrates annual planned expenditures, quarter and year-to-date expenditures for the current fiscal year, and comparative figures for the previous fiscal year. Overall, the year-to-date expenditures at the end of the second quarter of 2021-2022 represent 34 % of the annual planned expenditures, which is lower than the second quarter (41 %) of 2020-2021 due to the reduced supply of the Main Estimates.

Historically, most spending on high-dollar value, major infrastructure grant and contribution programs occurs in the fourth quarter. This is due to the fact that the majority of recipients submit their claims for reimbursement in the last quarter following the summer and fall construction periods. For some categories of operating expenditures, the year-to-date actuals represent a small fraction of the planned expenditures, which is consistent with prior years and other federal government departments. This is mainly a result of a timing difference between the date the goods or services were obtained and the invoices received. In addition, there is also a ramp up of operational activities in the last quarter following mid-year internal budget reallocations, and receipt of increased funding for new initiatives, for which the majority of expenditures will be incurred in the fourth quarter.

The major year-to-year variances as at September 30, 2021 are as follows:

Planned Expenditures

○ **Personnel**

The planned expenditures related to *Personnel* for the year 2021-2022 compared to 2020-2021 increased by approximately \$152.2 million primarily due to an increase in the authorities as a result of the withholding of the full supply of the Main Estimates in 2020-2021 until the third quarter as well as an increase in funding for collective agreements, offset by a decrease for the Oceans Protection Plan.

○ **Transportation and Communications**

The planned expenditures related to *Transportation and Communications* for the year 2021-2022 compared to 2020-2021 increased by approximately \$16.2 million due to an increase in the authorities as a result of the withholding of the full supply of the Main Estimates in 2020-2021 until the third quarter and an increase in the Operating Budget Carry Forward.

○ **Professional and Special Services**

The planned expenditures related to *Professional and Special Services* for the year 2021-2022 compared to 2020-2021 increased by approximately \$74.0 million due to an increase in the authorities as a result of the withholding of the full supply of the Main Estimates in 2020-2021 until the third quarter and an increase in the Operating Budget Carry Forward.

○ **Acquisition of land, building and works**

The planned expenditures related to *Acquisition of land, building and works* for the year 2021-2022 compared to 2020-2021 increased by \$16.8 million mainly due to an increase in the Capital Budget Carry Forward, offset by reduced funding for ferries and federal infrastructure initiatives.

○ **Acquisition of machinery and equipment**

The planned expenditures related to *Acquisition of machinery and equipment* for the year 2021-2022 compared to 2020-2021 increased by \$36.9 million mainly due to an increase in the authorities as a result of the withholding of the full supply of the Main Estimates in 2020-2021 until the third quarter and an increase in the Capital Budget Carry Forward.

○ **Transfer payments**

The planned expenditures related to *Transfer payments* for the year 2021-2022 compared to 2020-2021 increased by approximately \$693.5 million. The causes of the variances are explained in section 2.1.3.

○ **Vote-netted revenues**

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The planned expenditures related to *Vote-netted revenues* for the year 2021-2022 compared to 2020-2021 increased by approximately \$83.1 million mainly due to an increase in the authorities as a result of the withholding of the full supply of the Main Estimates in 2020-2021 until the third quarter.

Year-to-Date Expenditures

○ **Personnel**

The year-to-date expenditures related to *Personnel* at September 30, 2021 increased by approximately \$23.1 million when compared to 2020-2021. The raise is explained by an increase in salary wages due to renewed collective agreements and by an increase in the number of employees over the same period due to new departmental initiatives. In addition, there was an increase in the amount of acting pay payments when compared to the prior year due to a ramp up in the processing of outstanding acting pay transactions.

○ **Acquisition of machinery and equipment**

The year-to-date expenditures related to *Acquisition of machinery and equipment* at September 30, 2021 decreased by approximately \$9.7 million when compared to 2020-2021. This decrease is mainly explained by the non-reoccurring acquisition of a new ferry vessel under the MV Madeleine Interim Replacement project in fiscal year 2020-2021.

○ **Transfer payments**

The year-to-date expenditures related to *Transfer payments* at September 30, 2021 increased by approximately \$164.5 million when compared to 2020-2021. Major increases in this area include \$60.9 million in payments under the Incentives for Zero-Emission Vehicles Program, an increase of \$64.8 million for the Airport Relief Fund, an increase of \$22.8 million for the Support of Essential Air Access to Remote Communities and an increase of \$17.0 million for the Airports Capital Assistance Program.

○ **Other subsidies and payments**

The year-to-date expenditures related to *Other Subsidies and Payments* at September 30, 2021 increased by approximately \$32.2 million when compared to 2020-2021 due to an increase of \$3 million in the payment to the St. Lawrence Seaway Management Corporation in respect of Seaway Agreements under the *Canada Maritime Act*. The increase is also explained by \$31.5 million in reimbursements made in 2021-2022 for 2020 ground lease rent payments received from National Airport System airports which were overestimated as a result of the slowdown of the aerospace's sector due to the pandemic.

3. Risks and Uncertainties

The outbreak of COVID-19 has resulted in governments worldwide enacting emergency measures to combat the spread of the virus. These measures, which include the implementation of travel restrictions, self-imposed quarantine periods and physical distancing requirements, have caused material disruption to businesses globally resulting in an economic slowdown.

Transport Canada is closely monitoring the COVID-19 situation and has issued transportation-related measures and guidance. The department remains committed to its top priority: the safety and security of Canadians and Canada's transportation system, as well as ensuring the continued flow of essential goods and services that Canadians need to remain healthy. Transport Canada is working with the Public Health Agency of Canada, provincial and territorial governments, transportation industry stakeholders, and Indigenous Peoples to reduce the risk of transmission.

Transport Canada maintains a Corporate Risk Profile which identifies and assesses high-level risks that could affect the achievement of departmental objectives and priorities. The identification of risks and the development of risk responses contribute to making decisions related to setting departmental priorities, planning, allocating resources, developing policies, managing programs and reporting on performance.

Certain risks would have financial impacts should they materialize; for example many factors affecting the timing of transfer payments lie outside of Transport Canada's control and could require funds to be re-profiled to future years. To minimize these impacts, Transport Canada continuously monitors its program funding and expenditures, including a monthly senior management review of plans and forecasts.

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Transport Canada implemented the Phoenix pay system on April 7, 2016 as part of the Government of Canada pay transformation initiative. Since its implementation, the new pay system has experienced issues, which Public Services and Procurement Canada is working to resolve as quickly as possible. To mitigate the impact on its employees, Transport Canada has issued emergency salary advances to employees not receiving their basic pay. The pay issues and the workload associated with the signing of new collective agreements have also resulted in a backlog of compensation transactions, most notably acting pay transactions. However, the number and the value of outstanding acting pay has been diminishing since 2018-2019. The pay system issues have also generated salary overpayments. Transport Canada works with the employees in question to recover the funds through a repayment plan to ensure that they do not experience any undue hardships. The impact of the pay system issues on the year-to-date expenditures reflected in the Quarterly Financial Report is not material. Transport Canada will deal with these matters on an expedited basis when the required updates to the Phoenix pay system are implemented.

Transport Canada is currently implementing major initiatives that have risks associated with inter-departmental coordination, cooperation and performance, as well as with the outcome of consultations with key transportation stakeholders and indigenous groups. Transport Canada's Transformation Plan is also designed to improve the Department's financial sustainability and regulatory environment for the future. There are risks and uncertainties associated with implementing needed legislative changes, introducing new cost recovery initiatives and realizing planned savings from identified efficiency opportunities.

The loss of key personnel represents a risk for most organizations. Transport Canada mitigates this risk through its succession planning strategy, as well as promptly launching staffing processes and having experienced personnel acting in positions that are vacant.

4. Significant Changes in Relation to Operations, Personnel and Programs

In response to COVID-19, over the weekend of March 14-15, 2020, Transport Canada transitioned to remote work to sustain critical services to Canadians. Since the first quarter of fiscal year 2020-2021 over 90% of Transport Canada employees were able to work remotely without invoking business continuity plans. This was possible as a result of digital capacity building within the department over the past two years and a focus on innovation through service design and digital tools to deliver improved and more cost-effective services in support of Canada's transportation system. Looking forward, Transport Canada is focusing on continuing to increase digital capacity, sustaining remote work, developing organizational capacity to effectively manage remote teams, and enabling a safe and gradual transition back to the worksite.

The following changes in senior personnel occurred during the second quarter:

- Following the departure of Jane Weldon, Executive Head, Oceans Protection Plan, the Deputy Minister announced on June 24, 2021, that Robert Dick, Assistant Deputy Minister, Pacific Region agreed to take on leadership of the Oceans Protection Plan in addition to his current role effective July 5, 2021.

Approved by:

Original signed by

Michael Keenan,
Deputy Minister
Ottawa, Canada

Ryan Pilgrim, CPA, CA
Chief Financial Officer
Ottawa, Canada

December 8, 2021

November 22, 2021

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Statement of Authorities (unaudited)

<i>(in thousands of dollars)</i>	Fiscal year 2021-2022			Fiscal year 2020-2021		
	Total available for use for the year ending March 31, 2022 ⁽¹⁾	Used during the quarter ended September 30, 2021	Year-to-date used at quarter-end	Total available for use for the year ending March 31, 2021 ⁽¹⁾	Used during the quarter ended September 30, 2020	Year-to-date used at quarter-end
Vote 1 – Operating expenditures	866,405	191,303	380,488	581,380	166,031	354,702
Vote 1 – Revenue credited to the vote	(83,134)	(22,247)	(30,391)	-	(17,561)	(24,410)
Vote 1 – Net operating expenditures	783,271	169,056	350,097	581,380	148,470	330,292
Vote 5 – Capital expenditures	193,417	24,200	30,208	144,191	40,955	46,906
Vote 10 – Grants and contributions	1,333,548	163,078	297,576	-	-	-
Vote 10 – Grants and contributions – Efficient Transportation System ⁽²⁾	-	-	-	462,973	55,405	84,682
Vote 15 – Grants and contributions – Green and Innovative Transportation System ⁽²⁾	-	-	-	148,201	39,314	50,893
Vote 20 – Grants and contributions – Safe and Secure Transportation System ⁽²⁾	-	-	-	30,148	214	400
Total Votes 10, 15 and 20 – Grants and contributions	1,333,548	163,078	297,576	641,322	94,933	135,975
Budgetary statutory authorities						
Contributions to employee benefit plans	87,335	13,799	43,409	84,490	21,093	42,187
Minister of Transport – Salary and motor car allowance	91	23	45	89	23	45
Railway Company – Victoria Bridge, Montreal	3,300	1,020	3,179	3,300	868	1,030
Northumberland Strait Crossing Subsidy Payment	70,000	-	69,306	68,699	-	68,603
Payments in respect of St. Lawrence Seaway Agreements	66,750	924	29,524	75,092	-	25,600
Refunds of amounts credited to revenues in previous years	-	28,676	31,558	-	-	-
Court Awards – <i>Crown Liability and Proceedings Act</i>	-	-	-	-	4	4
Total Budgetary statutory authorities	227,476	44,442	177,021	231,670	21,988	137,469
Total budgetary authorities	2,537,712	400,776	854,902	1,598,563	306,346	650,642

Note:

(1) Includes only Authorities available for use and granted by Parliament at quarter-end.

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- (2) Beginning in 2016-2017, the Department of Transport was the subject of a pilot project which its grants and contributions were separated in three separate votes based on its program structure. The pilot project has ended and Votes 15 and 20 were merged with Vote 10 in the 2021-2022 Main Estimates.

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Departmental Budgetary Expenditures by Standard Object (unaudited)

<i>(in thousands of dollars)</i>	Fiscal year 2021-2022			Fiscal year 2020-2021		
	Planned expenditures for the year ending March 31, 2022	Expended during the quarter ended September 30, 2021	Year-to-date used at quarter-end	Planned expenditures for the year ending March 31, 2021	Expended during the quarter ended September 30, 2020	Year-to-date used at quarter-end
Expenditures:						
Personnel	686,772	167,399	353,105	534,551	146,825	330,040
Transportation and communications	33,503	2,516	3,965	17,318	1,858	2,862
Information	6,625	1,000	1,661	2,954	1,056	1,483
Professional and special services	181,242	28,318	52,065	107,229	33,297	54,639
Rentals	10,955	3,752	6,418	6,173	2,814	5,642
Repair and maintenance	13,096	2,577	4,775	6,802	2,288	3,542
Utilities, materials and supplies	17,130	3,442	6,563	8,861	3,313	5,453
Acquisition of land, buildings and works	160,146	12,399	32,379	143,387	12,823	34,018
Acquisition of machinery and equipment	86,868	7,144	16,045	49,992	19,810	25,794
Transfer payments	1,406,848	164,098	370,061	713,321	95,801	205,609
Other subsidies and payments	17,661	30,378	38,256	7,975	4,022	5,970
Total gross budgetary expenditures	2,620,846	423,023	885,293	1,598,563	323,907	675,052
Less Revenues netted against expenditures:						
Vote-netted revenues	(83,134)	(22,247)	(30,391)	-	(17,561)	(24,410)
Total Revenues netted against expenditures:	(83,134)	(22,247)	(30,391)	-	(17,561)	(24,410)
Total net budgetary expenditures	2,537,712	400,776	854,902	1,598,563	306,346	650,642