



TRANSPORT CANADA

Departmental Plan
2024–25



Transport Canada Departmental Plan 2024-25

The Honourable Pablo Rodriguez, P.C., M.P.
Minister of Transport

© His Majesty the King in Right of Canada, represented by the Minister of Transport, 2024, Ottawa, Canada

Catalogue No. T1-27E-PDF

ISSN 2371-8420

This document is available on the [Transport Canada website](#).

This document is available in alternative formats upon request.

Transport Canada 2024-25 Departmental plan at a glance

From: [Transport Canada](#)

A departmental plan describes a department's priorities, plans, and associated costs for the upcoming three fiscal years.

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

Key priorities

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

Refocusing government spending

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

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

- **2024-25:** \$39,414,000
- **2025-26:** \$70,390,000
- **2026-27 and after:** \$114,788,000

Transport Canada will achieve these reductions by doing the following:

- **Streamlining and Right-sizing Internal Business Processes** (savings of \$28.64M ongoing):
 - TC will leverage early investment in digitization, streamline IT applications and restructure internal services to remove duplication and redundancy.
- **Aligning program operations** (savings of \$18.87M ongoing)
 - TC will restructure programs, improving and modernizing service delivery through engagement with external service providers.
- **Aligning Grants & Contributions programs** (savings of \$67.28M ongoing)
 - TC will refocus its grants and contributions program portfolio to better align with its core mandate and provide tangible benefits to Canadians.

The figures in this departmental plan reflect these reductions.

Highlights

A Departmental Results Framework consists of an organization's core responsibilities, the results it plans to achieve, and the performance indicators that measure progress toward these results.

Safe and secure transportation system

Departmental results:

- A safe transportation system
- A secure transportation system
- A modern safety and security regime that supports economic growth

Planned spending: \$ 529,947,503

Planned human resources: 3,626

TC will continue to maintain and support a robust, fair, and safety-minded regulatory environment that allows for the safe and secure movement of people and goods from coast-to-coast-to-coast. We will work to ensure that Canada's aviation industry is well-positioned to minimize the impacts of future disruptions and focus on opportunities to improve the air travel experience in Canada. In 2024–25 TC will continue to improve rail safety and security by working with industry and law enforcement partners across Canada. In addition, the department will continue to improve and harmonize marine safety and security standards, regulations and practices. We are committed to working with federal partners for whole-of-government approaches to the preparation for, prevention and mitigation of, and response to emergencies and recovery efforts, including how we contend with new threats and situations that could have an impact on the country's transportation system.

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

Green and innovative transportation system

Departmental results:

- Harmful air emissions from transportation in Canada are reduced
- Canada's oceans and marine environments are protected from marine shipping impacts
- A transportation system that supports innovation

Planned spending: \$ 1,004,235,774

Planned human resources: 1,052

In 2024–25, TC will focus on priority initiatives that ensure that Canadians continue to reap the benefits of an affordable, resilient, green, and safe transportation system. For example, TC will continue to collaborate with partners make it easier for consumers and businesses to choose zero-emission vehicles and help advance zero-emission trucking solutions. The department will also continue to implement Canada's Oceans Protection Plan (OPP), building on existing work to address existing gaps in marine incident prevention, emergency preparedness and recovery, and ecosystem protection, while continuing to foster partnerships with Indigenous and coastal communities.

More information about [Green and innovative transportation system](#) can be found in the full

departmental plan.

Efficient transportation system

Departmental results:

- Transportation corridors enable efficient movement of products to market
- Canadian travelers and freight operators benefit from choice and improved service
- Transport Canada manages its assets effectively

Planned spending: \$ 1,856,311,450

Planned human resources: 746

TC will work with federal partners, provinces, territories, industry, Indigenous Peoples and other supply chain stakeholders to develop a long-term roadmap for Canada's transportation infrastructure to better plan and coordinate investments required to support future trade growth. TC will also continue its efforts to support VIA High Frequency Rail to further advance a new, dedicated intercity passenger rail network between Toronto and Québec City. We will also engage and work with partners to improve accessible, inclusive, and barrier-free air transportation for persons with disabilities. A key part of this work will focus on improving the monitoring of accessibility performance and regulatory complaints through the collection and sharing of better data.

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

Transport Canada 2024-25 Departmental plan

On this page

- From the Minister
- Plans to deliver on core responsibilities and internal services
 - Core responsibility 1: Safe and secure transportation system
 - Core responsibility 2: Green and innovative transportation system
 - Core responsibility 3: Efficient transportation System
 - Internal services
- Planned spending and human resources
 - Spending
 - Funding
 - Future-oriented condensed statement of operations
 - Human resources
- Corporate information
- Supplementary information tables
- Federal tax expenditures
- Definitions

From the Minister

In Transport Canada’s (TC’s) 2024–2025 Departmental Plan, our top priority remains ensuring safe transportation systems for all Canadians.

We are investing in our supply chains to ensure that they are resilient and can provide people with the goods they need, when they need them, at an affordable price. We are implementing our National Supply Chain Strategy so that we can continue to create good-paying jobs and opportunities for our exporters.

Canadians deserve to have an enjoyable experience when they travel, and we are improving this by automating airport processes like identity checks and security screening. Bill C-33 – Strengthening the Port System and Railway Safety in Canada is currently progressing through the legislative process.

We are working tirelessly with our partners to complete the Lac-Mégantic Rail Bypass Project.

TC is resolutely moving forward with high-frequency rail, the largest transportation infrastructure project of the 21st century, which will provide a faster passenger rail link in the country’s most densely populated corridor—from Québec City to Toronto. This ambitious project will have positive impacts on the way people get around.

Our Oceans Protection Plan helps protect the environment and ensure that navigable waters are safe, while at the same time strengthening our relationships with Indigenous Peoples, in order to promote marine incident prevention and emergency preparedness.

TC supports the Government of Canada’s climate goals, and this translates into making the transition to zero-emission technologies more affordable for Canadians. We will also work with our international partners, such as the International Civil Aviation Organization and the International Maritime Organization, to reduce the environmental impact of transportation worldwide.

We have a lot of work to do, but I know that I have a dedicated team at TC that will rise to the challenges ahead of us.



The Honourable Pablo Rodriguez,
P.C., M.P. Minister of Transport

Plans to deliver on core responsibilities and internal services

Core responsibilities and internal services:

- Core responsibility 1: Safe and secure transportation system
- Core responsibility 2: Green and innovative transportation system
- Core responsibility 3: Efficient transportation system
- Internal services

Core responsibility 1: Safe and secure transportation system

In this section

- Description
- Quality of life impacts
- Results and targets
- Plans to achieve results
- Key risks
- Snapshot of planned resources in 2024-25
- Related government priorities
- Program inventory
- Summary of changes to reporting framework since last year

Description

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

Quality of Life impacts

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

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

Results and targets

The following tables show, for each departmental result related to safe and secure transportation system, the indicators, the results from the three most recently reported fiscal years, the targets and target dates approved in 2024–25.

Table 1: Indicators, results and targets for departmental result: a safe transportation system

Indicator	2020–2021 result	2021–2022 result	2022–2023 result	Target	Date to achieve
Ten-year aircraft accident rate ¹ (average per year, per 100,000 aircraft movements)	3.1 per 100,000 movements	3.1 per 100,000 movements	3.0 per 100,000 movements	At most 3.2 per 100,000 movements	2025-03-31
Ten-year aircraft fatality rate (average per year, per 100,000 aircraft movements) ²	0.6 per 100,000 movements	0.5 per 100,000 movements	0.5 per 100,000 movements	At most 0.65 per 100,000 movements	2025-03-31
Ten-year marine accident rate (average per year, per 1,000 commercial vessels) ³	6.8 per 1,000 commercial vessels	6.8 per 1,000 commercial vessels	6.0 per 1,000 commercial vessels	At most 10 per 1,000 commercial vessels	2025-03-31
Ten-year marine fatality rate (average per year, per 1,000 commercial vessels)	0.4 per 1,000 commercial vessels	0.4 per 1,000 commercial vessels	0.3 per 1,000 commercial vessels	At most 0.5 per 1,000 commercial vessels	2025-03-31
Five-year rail accident rate (average per year, per million-train miles)	N/A - New Indicator	N/A - New Indicator	7.57% reduction	At most 11.17 ⁴	2025-03-31
Five-year rail fatality rate (average per year, per million-train miles)	N/A - New Indicator	N/A - New Indicator	13.77% increase	At most 0.73 ⁵	2025-03-31
Rate of reportable road traffic collisions in Canada (rate per billion vehicle kilometres travelled)	8.8% reduction in 2019 as compared to the five-year average (2014–18)	23.8% reduction in 2020 as compared to the five-year average (2015–19)	26.7% reduction in 2021 as compared to the five-year average (2016–20)	1% reduction compared to the average of the previous 5 years ⁶	2025-03-31

¹ This includes foreign-registered aircraft operating in Canada for both the accident and fatality rates.

² This includes foreign-registered aircraft operating in Canada for both accident and fatality rates.

³ This includes unique foreign vessel arrivals, registered Canadian vessels under 15 gross tonnage (GT) and certificated vessels over 15GT operating in Canadian waters.

⁴ Which is an estimated 5% reduction in the rate in the current year as compared to the average of previous five years, 2023-24 is an estimate and not actual.

⁵ Which is an estimated 5% reduction in the rate in the current year as compared to the average of previous five years, 2023-24 is an estimate and not actual.

⁶ 2023 – 2024 data will be available upon publication of the 2023-2024 Departmental Results Report.

Rate of serious injuries in reportable road traffic collisions in Canada (rate per billion vehicle kilometres travelled)	20.2% reduction in 2019 as compared to the five-year average (2014–18)	17.9% reduction in 2020 as compared to the five-year average (2015–19)	17.0% reduction in 2021 as compared to the five-year average (2016–20)	1% reduction compared to the average of the previous 5 years ⁷	2025-03-31
Rate of fatalities in reportable road traffic collisions in Canada (rate per billion vehicle kilometres travelled)	14.1% reduction in 2019 as compared to the five-year average (2014–18)	2.5% reduction in 2020 as compared to the five-year average (2015–19)	8.6% reduction in 2021 as compared to the five-year average (2016–20)	1% reduction compared to the average of the previous 5 years ⁸	2025-03-31

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

Table 2: Indicators, results and targets for departmental result: a secure transportation system

Indicator	2020–2021 result	2021–2022 result	2022–2023 result	Target	Date to achieve
Time to Revoke Transportation Security Clearances	N/A – New indicator	As a full year has not yet lapsed in production, data will be produced this fiscal year.	Data is incomplete	At most 6 months	2025-03-31
Total number of Transportation Security Clearance (TSC) Applications processed versus TSC applications received	N/A – New indicator	43,637	64,318	Between 45,000 and 50,000	2025-03-31
Rate of compliance of Canadian aviation regulated entities with TC’s security regulations	90%	77%	81%	At least 80%	2025-03-31

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

⁷ 2023 – 2024 data will be available upon publication of the 2023-2024 Departmental Results Report.

⁸ 2023 – 2024 data will be available upon publication of the 2023-2024 Departmental Results Report.

Table 3: Indicators, results and targets for departmental result: a modern safety and security regime that support economic growth

Indicator	2020–2021 result	2021–2022 result	2022–2023 result	Target	Date to achieve
Percentage of TC safety regulations aligned with international transportation standards (air)	95.1%	95.1%	95.1%	At least 80% ⁹	2026-03-31
Percentage of client requests for safety authorizations that meet TC's service standards (air)	80.45%	86.8%	89%	Greater than 83%	2025-03-31
Percentage of safety regulatory authorizations of certificated entities that were completed in accordance with established service standards (marine)	99.87%	99.51%	99.99%	At least 98%	2025-03-31

The financial, human resources and performance information for Transport Canada's program inventory is available on [GC InfoBase](#).

⁹ Target was revised to reflect changes to protocol questions used in ICAO USOAP Audit to assess effective implementation (EI) of the critical elements of a safety oversight system. In 2023, Canada's EI score was assessed for the first time since 2005 using the revised PQs. As corrective actions are implemented to address the audit findings, the target may be adjusted.

Plans to achieve results

Aviation safety and security

Modernizing aviation security regulations

In 2024–25 TC will continue to review and modernize the *Canadian Aviation Security Regulations, 2012* (CASR 2012). This will include alignment with modern security management system (SeMS) approaches by regulated entities in the aviation sector.

Security management system (SeMS)

SeMS is a risk-based approach that encourages the proactive consideration of threats and risks and encourages innovation by focusing on security outcomes rather than prescriptive security practices. SeMS will support industry in meeting their obligation for safe and secure operations and is the cornerstone of successfully modernizing the oversight practices and operations of Transport Canada.

TC's Oversight Modernization Initiative for Aviation Security was launched in August 2022. The first phase consisted of an environmental scan and stakeholder consultations. Work is now being done to explore more effective and efficient regulatory oversight processes. These will include:

- a direct focus on intended security results;
- better integration of risk; and
- flexible tools to enable oversight by remote, onsite and/or hybrid methods

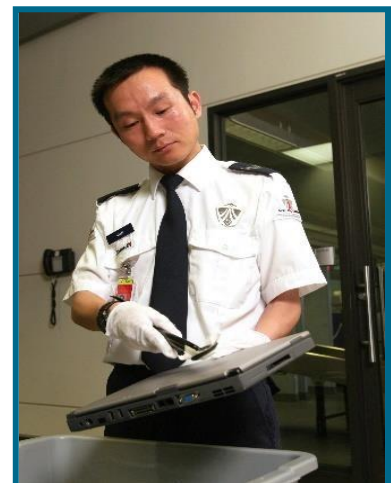
The department will also continue to review our aviation security programs and policies to align them with international standards and adapt to emerging threats and risks. TC will share expertise through engagement in global, multilateral and bilateral fora such as the International Civil Aviation Organization (ICAO).

In addition to this work and the department's regulatory approach for improving safety, TC will use promotional and educational tools and materials to promote adherence to safety regulations and best practices within the aviation industry and to build awareness of safety hazards and risks.

Making the air passenger experience at airports more efficient and convenient

We will continue to implement our Air Right Touch initiative. This will help us move from the current paper-based, manual passenger process to an automated one. Phase 1 is supporting industry pilot projects and developing minimum standards for digital identity verification and biometric screening of passengers at airports.

Phase 2 will explore full deployment of automated processes at airports in Canada. This will be coordinated with travel modernization initiatives of Immigration, Refugees, and Citizenship Canada and the Canada Border Services Agency.



In 2022, TC and the Canadian Air Transport Security Authority (CATSA) jointly tested and evaluated use of Computed Tomography (CT) x-ray technology for passenger pre-board screening. This technology allows passengers to keep electronics and certain liquids, aerosols and gels in their carry-on baggage. It also has the potential to automatically identify some prohibited items.

TC also worked closely with CATSA to set new standards and deploy the Verified Traveller program at major airports in Canada. This new program allows vetted low-risk travellers to undergo an expedited screening experience at security checkpoints.

Given positive results of the trial, TC will set requirements and standards to allow CATSA to gradually deploy the technology at major Canadian airports, starting in 2024–25.

Improving air cargo security

TC's Explosives Detection Dog and Handler Team (EDDHT) Program is an effective and efficient way to detect explosives in air cargo. Supported by Budget 2023 investments, the Department is expanding the program. Canada recently secured mutual recognition of canine programs with U.S. partners to improve the efficiency of cargo screening between the two countries. To expand the certification process for canine screening, TC is looking into using independent third-party certifiers across the country.

In 2024–25 TC will continue implementing the Pre-load Air Cargo Targeting program. This program uses advanced analytics, powered by AI, to rapidly analyze cargo information and detect suspicious, high-risk shipments before they are loaded on a plane bound for Canada.

Managing drone safety and security

TC will continue to improve regulations for the safety and security of drones. We will also test measures and provide guidance to operators for the safe and responsible use of increasingly complex drone applications, particularly for electric and autonomous operations.

We will further develop a national strategy to improve our resilience to invasions of Canadian airspace and address security risks posed by malicious and unauthorized drone use. This will include working with other government departments, the global community, and stakeholders to support drone innovation while protecting safety and security.

Improving the medical certification processes for aviation personnel

TC will continue to medically certify aviation personnel. To ensure timely certification we will maintain and increase our complement of physicians, nurse officers, and administrative support staff. We will also continue to invest in digital transformation of our medical certification operations to be more efficient and reduce the inventory of complex files.

Transport Canada’s response to the Flight PS752 tragedy

Since the downing of Ukraine International Airlines Flight 752 on January 8, 2020, TC has worked with our International Civil Aviation Organization (ICAO) partners to improve the safety of civilian aircraft flying in or near conflict zones. This entails national measures through our Conflict Zone Information Office and working with international partners through ICAO under the [Safer Skies Initiative](#).

The Safer Skies Consultative Committee (SSCC), chaired by Canada, continues to play a major role in the implementation of the Safer Skies Initiative. Most recently, it made significant contributions in updating the Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones (ICAO Doc 10084, 3rd Edition). The guidance document includes risk assessment and mitigation criteria (such as airspace closures) and highlights the roles of the parties concerned. Regular information sharing calls and platforms are now set-up at the international level and with the aviation community. Canada is providing support to the organizers of the 4th Safer Skies Forum to be held in Kenya in April 2025, and leads the development and delivery of the regional awareness sessions on conflict zone risk mitigation to be held in numerous ICAO regions in 2024-2025.

Following the formal launch of legal proceedings against Iran under the 1971 Montreal Convention and the Chicago Convention, Transport Canada will continue to work with Global Affairs Canada to pursue justice and accountability for the families of Flight 752 victims. Transport Canada will also continue advocacy for reforms to ICAO’s air accident investigation protocols to better address conflict-of-interest situations when an aircraft is downed; and we will help ICAO build international capacity in air accident investigations through funding for technical assistance. The Department is also supporting ICAO’s work on assistance to aircraft accident victims and their families, including by supporting the delivery of the second Global Symposium on Assistance to Aircraft Accident Victims and their Families in November 2024, which will bring together a diverse range of participants to enhance international cooperation on this important matter.

Transport Canada will also advance its own work toward a Canadian plan for assisting aircraft accident victims and their families.

Meeting and leading international standards for aviation operations

TC’s international aviation strategy will continue to focus on Canada’s input to ICAO’s [Standards and Recommended Practices](#) under the [Chicago Convention](#), which Canada has signed. These measures support a safe, efficient, secure, economically sustainable, and environmentally responsible civil aviation sector.

In 2024–25 TC will address the findings of ICAO’s Universal Safety Oversight Audit Program. This includes measures to improve TC’s ability to oversee and manage Canada’s aviation safety oversight system. The department will also continue to implement the global Safer Skies Initiative by improving the safety and security of commercial airlines travelling over or near conflict zones.

In 2024–25, TC will update its Aviation Safety Surveillance Program tools and guidance material along with communications and training for inspectorate. Initiatives will include completing and assessing the results of a compliance inspection campaign of flight/duty/rest provisions in response to Transportation Safety Board (TSB) recommendations. Safety and risk-based surveillance methods will continue to

support balanced resource use by focusing on key areas of increased safety concern or need and address areas of improvement identified in the ICAO audit.

TC will continue to review and modernize the *Canadian Aviation Regulations* (CARs). TC's [Forward Regulatory Plan](#) outlines specific updates and regulations.

In addition, TC will also improve the Aircraft Certification Program to meet increasing industry demands in volume and scope of work. This will involve:

- adding staff in critical areas;
- new technologies to improve aviation sustainability and reduce CO₂ emissions through electric and hybrid-electric aircraft, sustainable aviation fuel and other new technologies; and
- making the organization more efficient

In 2024-25, TC will continue to review and modernize the Safety Management Systems (vSMS) Regulations. The objectives of these amendments are to align the *Canadian Aviation Regulations* (CARs) with ICAO Annex 19, strengthen Canada's reputation as a world leader in SMS, improve user friendliness of the CARs, and support competitiveness in Canada's aviation sector.

Marine safety and security

Improving marine security at home and abroad

In 2024–25 TC will continue improve marine security by:

- implementing amendments to the [Marine Transportation Security Act](#) to support findings from the [Ports Modernization Review](#);
- modernizing the [Marine Transportation Security Regulations](#) to support Canada-United States marine border preclearance;
- making more changes to the [Domestic Ferries Security Regulations](#) to include administrative monetary penalties and align them with the [Marine Transportation Security Regulations](#); and
- using risk-based principles and tools to make our security oversight work more effective and efficient.

Modernizing and harmonizing marine safety standards and practices

In 2024–25 TC will improve marine safety by publishing the *Marine Personnel Regulations, 2024*. These regulations will bring Canada's regulations into line with the [International Convention on Standards of Training, Certification and Watchkeeping for Seafarers](#) and the [Maritime Labour Convention](#). They will also:

- modernize the Marine Medical Program, which ensures that seafarers are medically fit to work aboard ships; and
- clarify the meaning of “safe manning” (the minimum number of seafarers required to safely operate a vessel)

The department will oversee the gradual coming into force of the new *Marine Safety Management System Regulations* which were introduced in 2023-24 to replace the [Safety Management Regulations](#). The new regulations require more companies and vessels to



develop and implement safety management systems.

Pilotage Authorities ensure safe marine vessel transit in Canadian waters

In Canadian waters that are designated as “compulsory pilotage areas”, some ships are required to have a licensed pilot or a Pilotage Certificate Holder on board to pilot the ship. Licenced pilots can pilot any ship within a designated area, while Pilotage Certificate Holders are limited to only piloting a ship where they are a regular crew member.

The Pilotage Authorities derive their mandate from the *Pilotage Act*, administered by Transport Canada. They are required to set pilotage charges that are fair and reasonable while also ensuring the authorities are financially self-sufficient, as they receive no government appropriations. As Crown Corporations, the Pilotage Authorities operate at arm’s length from their sole shareholder, the Government of Canada.

There are currently 4 Pilotage Authorities for the compulsory pilotage regions:

- the Pacific Pilotage Authority;
- the Atlantic Pilotage Authority;
- the Great Lakes Pilotage Authority; and
- the Laurentian Pilotage Authority

Following amendments to the *Pilotage Act* in 2019, Transport Canada continues to work to modernize and promote efficiencies in the delivery of pilotage services across Canada, including through the consistent application of pilotage services and oversight across all four compulsory pilotage areas. These efforts will help ensure a nationally coherent pilotage service better aligned with the Canadian marine safety system.

TC will consolidate and combine the *Vessel Traffic Services Zones Regulations*, *Eastern Canada Vessel Traffic Services Zone Regulations*, and *Northern Canada Vessel Traffic Services Zones Regulations*. This will align reporting formats with international standards, update terminology, and implement a 24-hour pre-arrival reporting requirement across all Canadian coastal regions.

The department will also modernize the *Vessel Operation Restriction Regulations*, following our consultations with Canadians in late 2023. The updates will help the department respond to requests from local authorities more quickly to help ensure that restrictions are implemented before the start of each boating season.

In 2024–25, TC also plans to:

- update the *Small Vessel Regulations* to better align them with international requirements and to improve the safety of recreational boaters;
- further update the *Fishing Vessel Safety Regulations* to update construction requirements for small fishing vessels;
- consolidate various existing regulations through the proposed *Small Vessel Construction and Equipment Regulations*;
- continue our review of the *Domestic Vessel Regulatory Oversight* Program as part of the Oceans Protection Plan;
- update the *Vessel Pollution and Dangerous Chemicals Regulations* to bring the section on heavy fuel oil into line with the International Maritime Organization’s upcoming ban on heavy fuel oil in the Arctic; and
- update the *Competency of Operators of Pleasure Craft Regulations* to address gaps and

inconsistencies in program delivery and policies.

Rail safety and security

Enhancing rail safety

In 2024-25, TC will work to enhance legislation to support the safety oversight of railway bridges. In addition, we will work to modernize key regulations, including the [Railway Safety Management System Regulations, 2015](#).

Previous reports, such as the 2021 Office of the Auditor General [Report 5—Follow-up Audit on Rail Safety—Transport Canada](#), have pointed to improvements being required on the oversight of Safety Management Systems (SMS). To address these recommendations, a review of the *Railway Safety Management System Regulations, 2015* was launched. The project will continue in 2024-25 with ongoing consultations and the formulation of policy options for potential regulatory changes. Additionally, efforts will be directed towards enhancing performance indicators to evaluate and assess the effectiveness of the railway's SMS processes.

A key area of focus in 2024-25 will also be compliance monitoring and fatigue management. Efforts will include the final implementation phase of the [Duty and Rest Period Rules for Railway Operating Employees](#) which will come into effect for passenger railway companies on November 25, 2024. TC will continue to work with industry to implement these new requirements including through passenger railway targeted audits.

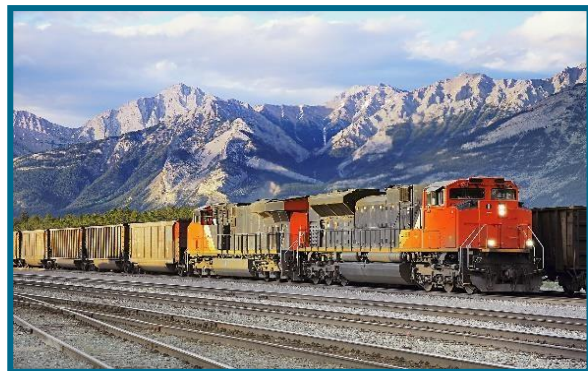
Moreover, in 2024-25, TC will continue its collaboration and engagement with key industry stakeholders to advance rail safety and security policy work, including the development of regulatory and oversight frameworks. Advancements will also continue developing a better understanding of new technologies by collaborating with industry, academia, and research organizations.

Improving rail security

In 2024–25 TC will continue to improve rail safety and security by working with industry and law enforcement partners across Canada. Work will focus on developing policies, standard operating procedures, and other tools to address security risks and incidents of concern across the railway network such as tampering, interference with railway operations and/or other suspicious events.

To these ends, the department will:

- integrate new tools like *administrative monetary penalties* within the rail security framework;
- pursue opportunities to improve how railway policing is governed;
- advance [Bill C-33—Strengthening the Port System and Railway Safety in Canada](#) and its associated regulations;
- oversee the *Transportation of Dangerous Goods by Rail Security Regulations* and the *Passenger Rail Transportation Security Regulations*;
- develop and implement new and revised oversight standard operating procedures, including compliance and enforcement procedures;
- deliver training and information sessions to regulated entities and Transportation Security Inspectors, and



- work with provincial, territorial, Indigenous partners and industry to identify, limit interference with, and better protect critical trade transportation corridors and infrastructure.

Through our [Rail Safety Improvement Program](#), TC will invest in researching and educating target groups like professional drivers, farm machinery operators, recreational vehicle users, and new/young drivers, who are at higher risk of injury or death due to railway crossing or railway trespassing accidents.

Multimodal and road safety

Improving motor vehicle safety

In 2024–25, TC’s automotive inspectors will continue to [test vehicles](#), child car seats and tires to verify that products manufactured for the Canadian marketplace meet safety requirements. Inspectors will audit manufacturers and importers to verify that required certification documentation and testing is done, and that safety recalls are carried out in compliance with applicable requirements. TC inspectors will also analyze safety complaints from the public and other sources to identify product safety defects and ensure prompt recalls.

TC will also continue to support the testing and commercial use of new vehicle technologies. This will involve:

- pre-regulatory research on various vehicle safety systems and automation technologies, to inform domestic and international guidelines and standards;
- work with the global community, and key bilateral partners (including the US) to make sure that each countries’ safety regimes for new vehicle technologies work well together; and
- promote Canada’s Safety Framework for Connected and Automated Vehicles 2.0, which is being published in 2024.



In 2024–25, TC will continue work with provinces and territories, the Canadian Council of Motor Transport Administrators (CCMTA) and industry stakeholders to strengthen commercial motor vehicle safety. This will include implementing the requirement for federally regulated commercial vehicles to use certified electronic logging devices.

The department will also work with other federal departments, provinces and territories, industry, cyber security experts and international partners to develop guidance and tools to improve vehicle cyber security. This will include:

- updating and promoting [Canada's Vehicle Cyber Security Guidance](#);
- implementing the goals and priorities set out in [Transport Canada’s Vehicle Cyber Security Strategy](#); and
- doing research and participating in international standards-setting fora to ensure a cohesive approach to vehicle cyber security

Modernizing multimodal regulation regimes and technologies

TC will continue to help modernize laws and regulation through initiatives like the Annual Regulatory

Modernization Bill and Regulatory Review Roadmaps. We will also work with industry on using tools such as regulatory sandboxes to encourage innovative regulations in the transportation sector.

The department will also continue to use technology and data to help regulators analyze complex regulatory frameworks and address the combined impacts of regulations on industry. This work will help us align regulations, reduce red tape, and support supply chain safety and efficiency.

Supporting innovation in transportation with “regulatory sandboxes”

A regulatory sandbox is a space crafted and controlled by a regulator like Transport Canada designed to test novel products or processes under supervision before they enter the marketplace.

Regulators, in conjunction with interested innovators and stakeholder, can benefit from regulatory sandboxes to create an environment where experiments can safely take place. When designing a sandbox, regulators consider protecting consumers, the public and the environment as well as the demands and needs of industry. Testing results provide valuable data that are used by regulators to develop regulations.

One of TC’s regulatory sandboxes allows the safe testing of new drones. Under the sandbox arrangement, industry participants receive special licences that allow them to test on currently unregulated drone activities. TC oversees the sandbox to make sure the tests are done safely. Evidence from this sandbox helps TC make informed changes to the *Canadian Aviation Regulations* on drone use in Canada.

Improving road safety

In 2024–25, TC will continue to provide financial support to provinces, territories, and the Canadian Council of Motor Transport Administrators to maintain and implement the National Safety Code standards and provide nationally consistent training to truck drivers and inspectors.

Through our Enhanced Road Safety Transfer Payment Program, TC will maximize investments in priority areas like:

- impaired, distracted, and aggressive driving;
- excessive speeding;
- innovative design, testing and integrating connected and automated vehicles; and
- training, testing and improving advanced driver assistance systems technologies.

Transportation of dangerous goods

Modernizing how transporting of dangerous goods is overseen and regulated

In 2024–25, TC will continue to implement our Transportation of Dangerous Goods (TDG) [Modernization Roadmap](#). This will improve measures to prevent and reduce the impact of spills, releases and incidents related to dangerous goods and substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination.

To keep pace with evolving industry and technological conditions, TC will focus on legislative and regulatory measures to improve enforcement and compliance. This will include updating the *Transportation of Dangerous Goods Regulations* (TDGR), focused on:

- training requirements for stakeholders;
- using electronic shipping documents; and

- administering the registration requirements for facilities involved in means of containment activities, which includes design, manufacturing, repairing and requalifying transportation of dangerous goods containers.

Means of containment for dangerous goods

A “means of containment” is a container or packaging, or any part of a means of transport that is, or could be used, to contain goods. The TDG Regulations may refer to regulations or standards for manufacturing, selecting and using a means of containment for dangerous goods. Small means of containment can include jerry cans, drums, cylinders and combination packaging. Large means of containment can include bulk containers, highway tankers and railway tank cars. Under the regulations, means of containment must meet specific requirements, which vary according to the container size and the hazard class of the dangerous good.

TC will take steps to ensure higher quality, more complete, and fully linked dangerous goods data for risk analysis and reporting. This includes registration requirements for persons who import, offer for transport, handle or transport dangerous goods. This information will help us better identify the regulated community and collect and analyze information on how supply chains are managed and overseen. In particular, this will help us better use the department’s 153 oversight-oriented positions, including 118 inspectors, and assign them to where they are most needed.

Improving response to dangerous goods accidents

In 2024–25, TC will continue to assess Emergency Response Assistance Plans (ERAPs) and deploy Remedial Measures Specialists to mitigate accidents. We will continue to improve and maintain Canada’s ability to respond to chemical, biological, radiological, nuclear, and explosive events.

The [Canadian Transport Emergency Centre \(CANUTEC\)](#) will publish the 2024 version of the Emergency Response Guidebook and continue to provide technical emergency response advice for dangerous goods emergencies and incidents in all modes of transportation on a 24/7 basis.

To complement this work, we will improve our safety awareness programs to better promote materials to stakeholders (like municipalities, first responders, Indigenous groups, etc.).

TC will continue researching issues and risks related to transporting dangerous goods, including:

- geographic analysis of location and site impacts for dangerous goods transported by the various modes;
- lithium batteries and energy storage systems;
- means of containment;
- responding to emergencies;
- transporting hydrogen and other cleaner fuels; and
- analyzing geographic information system (GIS)-based supply chains



Strengthening collaboration on management of dangerous goods

TC will continue to work with other departments on key initiatives that impact the transportation of dangerous goods. This includes the bulk transport of anhydrous ammonia as a carrier of hydrogen energy, a major part of Canada’s transition to new-zero emissions.

To more effectively identify the regulated transportation of dangerous goods community, TC will continue working with the provinces and territories to get access to data on road shipments. We will also work with the United States and United Nations to harmonize regulatory requirements. We will use our Grants and Contribution Program to:

- help rural, remote, and isolated areas respond to emergencies; and
- improve awareness, outreach, and education.

Transportation system security and emergency management

Improving multi-modal and system-wide security

Under our Emergency Management (EM) Program, TC will continue to meet our responsibilities under the *Emergency Management Act*.

To respond to new threats and situations that could impact the transportation system, we will continue to work with federal partners for a whole-of-government approach to preparing for, preventing, reducing the impact of, responding to and recovering from emergencies. This will include coordinating with industry and provincial partners, to enable our responses to incidents are well-coordinated. This will also entail close coordination with the National Supply Chain Office.

In 2024–25 TC will continue to operate three well-administered operations centres that enhance incident management:

- TC’s Situation Centre (SitCen)—which serves as the departmental focal point for transportation incidents, will continue to respond 24/7 to emergencies
- [Canadian Transport Emergency Centre \(CANUTEC\)](#) will continue to provide 24/7 technical advice partners and emergency response personnel as they handle dangerous goods emergencies and incidents in all modes of transportation
- The Passenger Protect Program Operations Centre will continue to work closely with Public Safety Canada to implement the Enhanced Passenger Protect Program for security measures that limit the movement of travellers of concern and avoid mistaken identity

CANUTEC will also publish and distribute the 2024 edition of the *Emergency Response Guidebook*, in collaboration with the United States, Mexico, and Argentina. This guidebook is used by first responders during the initial phase of a transportation incident involving dangerous goods.

Modernizing security clearances for transportation personnel

In 2024–25, TC will continue to modernize and improve the Aviation [Transportation Security Clearance \(TSC\) Program](#) and the [Marine Transportation Security Clearance Program](#).

These programs support the department’s mandate and transportation partners with security by:

- quickly and efficiently processing transport security clearances applications, and
- adapting to the ever-evolving security and transportation landscape

Both programs work closely with security partners to conduct rigorous background checks on individuals that need a security clearance for unescorted access to restricted areas of airports or designated marine ports or to work in positions of trust at those marine ports.

Our work to modernize the program includes:

- improving the application process by using accessible, digital tools; and
- streamlining of the application and verification processes so TC and its partners keep up with

new hires, retention, diversity and inclusion, and service standards.

Improving transportation security intelligence

TC will continue to work closely with federal security and intelligence partners to improve how we assess vulnerabilities and threats to Canada’s transportation system and related supply chain integrity, as well as to support the federal community in responding to security matters.

Under a whole-of-government approach to security intelligence, TC will:

- help support federal partners complete investment reviews under the *Investment Canada Act*;
- monitor Canada’s transportation system for risks of hostile and malicious activity;
- support other key security initiatives like the Public Safety-led Bill C-26, *An Act respecting cybersecurity, amending the Telecommunications Act*; and
- work with national security and intelligence review agencies including the National Security Intelligence Review Agency, National Security and Intelligence Committee of Parliamentarians and the Intelligence Commissioner on accountabilities in accordance with the *Canadian Charter of Rights and Freedoms*, the *Privacy Act*, and other applicable laws.

Maintaining strong and active regulatory enforcement

The Department’s National Enforcement Program will continue to develop and implement enforcement policies and procedures to make sure our enforcement work is consistent and effective across all regions, programs and modes. We will also continue implementing the administrative monetary penalty regime under the *Canada Marine Act*.

Protecting our quality of life through safety and security

Everyday Transport Canada supports the quality of life of Canadians by supporting measures to prevent accidents and injuries, and even death, related to air, rail, marine and road travel. Our diverse transportation safety initiatives contribute to several Quality of Life Framework indicators.

For example:

- testing vehicles and tires manufactured for the Canadian marketplace; motor vehicle safety helps reduce the number of potentially fatal road accidents in Canada;
- monitoring the compliance of manufacturers and importers in safety recalls and requiring vehicles to be certified and tested also reduces the number of potential hazards in motor vehicles, which can impact the number of injuries and deaths in road accidents;
- testing child car seats and promotion of school bus safety to protect infants and youth; and
- developing, promoting and enforcing security and safety standards in the aviation, marine and rail industries help Canadians feel safer and protected from accidents or malicious acts.

Snapshot of planned resources in 2024–25

Planned spending: \$ 529,947,503

Planned full-time resources: 3,626

Related government priorities

Gender-based analysis plus

The Department is continuing its long-term investment in research on crash protection for women

through its Transportation Innovation Centre. Results can be observed, through the emergence of effective tools designed to represent women, and ultimately a reduction in injury rates for women. Ongoing collaboration with other research groups as well as the dissemination of research results through expert panels and technical conferences are important metrics that reflect the strength and potential of programs underway.

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

In 2024–2025, the Transportation of Dangerous Goods (TDG) Directorate will continue to implement the TDG Modernization Roadmap to:

- focus on work across all 4 program pillars; and
- address any outstanding audit recommendations.

The directorate’s work to prevent and mitigate spills, releases and incidents that involve dangerous goods continue to help Canada meet the [United Nations Sustainable Development Goal 3—Ensure healthy lives and promote well-being for all at all ages](#).

Implementing the roadmap will contribute to the specific objective related to fighting against pollution, namely: “By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination.”

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

Program inventory

A Safe and secure transportation system is supported by the following programs in the program inventory:

- Aircraft Services
- Aviation Safety Oversight
- Aviation Safety Regulatory Framework
- Aviation Security Oversight
- Aviation Security Regulatory Framework
- Emergency Management
- Intermodal Surface Security Oversight
- Intermodal Surface Security Regulatory Framework
- Marine Safety Oversight
- Marine Safety Regulatory Framework
- Marine Security Oversight
- Marine Security Regulatory Framework
- Multi-Modal and Road Safety Oversight
- Multi-Modal and Road Safety Regulatory Framework
- Rail Safety Improvement Program
- Rail Safety Oversight
- Rail Safety Regulatory Framework

- Security Screening Certification
- Transportation of Dangerous Goods Oversight
- Transportation of Dangerous Goods Regulatory Framework
- Transportation of Dangerous Goods Technical Support

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

Summary of changes to reporting framework since last year

There have been no changes to the reporting framework since 2023-2024.

Core responsibility 2: Green and innovative transportation system

In this section

- Description
- Quality of life impacts
- Results and targets
- Plans to achieve results
- Key risks
- Snapshot of planned resources in 2024-25
- Related government priorities
- Program inventory
- Summary of changes to reporting framework since last year

Description

Supports the Government of Canada’s environmental agenda by

- reducing harmful air emissions;
- reducing the impact of marine shipping; and
- affirming our commitment to innovation in the transportation sector.

Quality of life impacts

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

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

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

Results and targets

The following tables show, for each departmental result related to green and innovative transportation system, the indicators, the results from the three most recently reported fiscal years, the targets and target dates approved in 2024–25.

Table 4: Indicators, results and targets for departmental result: harmful air emissions from transportation in Canada are reduced

Indicator	2020–2021 result	2021–2022 result	2022–2023 result	Target	Date to achieve
Percentage change in emissions of greenhouse gases from the transportation sector	8.9% below 2005 levels in 2020	4.3% below 2005 levels in 2021	2022 results will be available in April 2024	Emission reductions from transportation contribute to the national emissions reduction target of 40-45% below 2005 levels by 2030, as per Canada's Nationally determined contribution	2025-03-31

The financial, human resources and performance information for Transport Canada's program inventory is available on [GC InfoBase](#).

Table 5: Indicators, results and targets for departmental result: Canada's oceans and marine environments are protected from marine shipping impacts

Indicator	2020–2021 result	2021–2022 result	2022–2023 Result	Target	Date to achieve
Volume of oil spills over 10 litres detected	N/A - New indicator in 2023-24	N/A - New indicator in 2023-24	N/A - New indicator in 2023-24	Less than 6,490 litres ¹⁰	2025-03-31
Percentage of vessels 20 meters and greater that are compliant with slowdown measures that mitigate the impacts of vessel traffic on marine species	N/A - New Indicator as of April 1, 2021	99.51%	99.94%	At least 85%	2025-03-31

The financial, human resources and performance information for Transport Canada's program inventory is available on [GC InfoBase](#).

¹⁰ This target is based on an average of past results.

Table 6: Indicators, results and targets for departmental result: a transportation system that supports innovation

Indicator	2020–2021 result	2021–2022 result	2022–2023 result	Target	Date to achieve
Number of projects, evaluations, studies and analysis of new and emerging transportation technologies which provide evidence to support policy and regulatory decision making	N/A: New indicator in 2023-24	N/A: New indicator in 2023-24	N/A: New indicator in 2023-24	At least 30	2025-03-31

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

Plans to achieve results

Clean growth and climate change

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

In 2024–25, TC will continue to lead and support the move of Canada’s transportation system to low-carbon and zero-emission technologies, in support of the Government’s net-zero commitment. We will meet this goal by support of policies and programs under the:

- [Pan-Canadian Framework on Clean Growth and Climate Change](#);
- [Canada’s Strengthened Climate Plan](#); (PDF, 5.4 MB)
- [Canada’s 2030 Emissions Reduction Plan](#); (PDF, 2.42 MB), 2.42 MB)
- [Canada’s Action Plan for Clean On-Road Transportation](#); (PDF, 3.3 MB), and
- [implementing the 2022 Aviation Climate Plan](#) (PDF, 3.08 MB)

We will work with stakeholders, key experts, the provinces and territories, Indigenous groups, and the public to develop and implement national action plans and voluntary agreements to decarbonize the aviation, marine, and rail sectors. This includes:

- A Sustainable Aviation Fuel Blueprint for Canada;
- A Marine Climate Action Plan; and
- continued work under a Memorandum of Understanding with the Railway Association of Canada.

TC will also work with partners through international fora like the International Civil Association Organization (ICAO) and the International Maritime Organization, to reduce the environmental impacts of international transportation. This will include continued efforts to support the International Maritime Organization’s updated [GHG Strategy](#) and strengthen international collaboration to deliver on the ICAO global framework to reduce emissions from global fuel in aviation by five per cent by 2030.

TC will also support evidence-based design and implementation of emissions-related programs, policies and regulations to integrate innovations into the transportation system. Key projects include:

- advancing trials of zero-emission propulsion systems and low-carbon fuels for domestic marine vessels;
- developing codes, standards and best practices for hydrogen rail in Canada; and
- funding projects on zero-emission heavy-duty trucking aimed at decarbonizing the on-road freight sector.

Promoting and facilitating the switch to zero emission vehicles

TC will work with federal partners to implement measures that make it easier for consumers and businesses to choose zero-emission vehicles. We will also work with industry, provincial regulators, and academics to help advance zero-emission trucking solutions.

We will fund multi-modal research and development, testing, trials and demonstrations of effective low-carbon and zero-emission technologies for the aviation, rail, marine and on-road sectors.

The Zero Emission Trucking Program will continue working with the provinces and other recipients to prepare for zero emission trucking technologies. Among several initiatives, the program will continue working with the North American trucking research community to complete research that:

- helps us update regulations;
- improves Canadian trucking route data; and
- improves our understanding of emerging trailer aerodynamic treatments

Our findings will inform the domestic regulatory process as well as the development of Global Technical Regulations.

The ongoing Incentive for Zero-Emission Vehicles (iZEV) Program and the launch of the Incentives for Medium- and Heavy-Duty Zero-Emission Vehicles (iMHZEV) Program have played a central role in the government’s work to transition Canada to zero emission vehicles (ZEVs).

To achieve a target of 100% zero-emission vehicle sales by 2035, the government proposed sales regulations in December 2022 that require that:

- at least 20% of vehicles for sale must be ZEVs by 2026
- at least 60% in 2030, and
- 100% in 2035

We expect to implement these regulations in 2024-25.



Encouraging Canadians to switch to zero-emission vehicles

Through the [iZEV Program](#), since May 2019, the Government of Canada has incentivized the purchase of over 330,000 zero-emission vehicles.

- These vehicles will cut over 1 million tonnes of greenhouse gas emissions (GHGs) every year, and
- Over 13 million tonnes of emissions over *these vehicles'* lifetimes

The iZEV Program is expected to continue until March 31, 2025, or until full funding is exhausted, at which point the government will explore future strategies.

In July 2022, TC launched the [Incentives for Medium- and Heavy-Duty Zero-Emission Vehicles \(iMHZEV\) Program](#). These incentives will help decarbonized medium and heavy-duty vehicles. As of November 30, 2023, the program has helped make nearly 1,500 MHZEVs more affordable for Canadian businesses and organizations. The program will continue until full funding is exhausted or until March 31, 2026.

The iZEV program offers up to \$5,000 grants to individuals, businesses and organizations for light-duty (under 8,500 pounds) vehicle purchases or leases. The iMHZEV program targets businesses and organizations, providing incentives of up to \$200,000 for medium and heavy-duty (over 8,500 pounds) vehicle purchases or leases.

Ocean and Marine Environment Protection

Delivering on the Oceans Protection Plan

In 2024–25, TC will continue implementing Canada's renewed [Oceans Protection Plan \(OPP\)](#). As part of TC's 2023–24 commitments, the department:

- amended the *Canada Shipping Act, 2001* to strengthen the national preparedness and response framework to address more types of pollution in addition to oil, while establishing new authorities to strengthen the proactive management of marine emergencies; and
- amended the *Marine Liability Act* and the *Wrecked, Abandoned and Hazardous Vessels Act* to clarify and improve compensation for damage from ship-source pollution incidents.

The above legislative amendments will allow TC to continue to modernize and strengthen marine safety and environmental protection in Canada's waterways. This will include establishment of the Vessel Remediation Fund to address problem vessels over the long term by setting levies on vessel owners upon registration or licensing, which will also create additional options for responsible vessel management.

The legislative amendments will also allow TC, along with partner federal departments, to develop a marine hazardous and noxious substances (HNS) preparedness and response framework for Canada, including regulations and enhanced marine emergency management requirements. In 2024–25, TC will also aim to publish the new *Environmental Response Regulations* in the *Canada Gazette*, Part I; these draft regulations will aim to further strengthen preparedness and response to oil spills from ships and oil handling facilities.

OPP initiatives collectively aim to increase marine safety and environmental protection of Canada's waterways, while also supporting the government's commitment to reconciliation. In the coming year, many initiatives will advance these objectives. For example, work will continue on:

- Development of a coordinated national marine pollution response system regardless of location or type of good spilled, as well as development of options and recommendations on how to meet emergency towing needs on all coasts;
- Supporting ongoing pollution detection and deterrence over Arctic marine corridors;
- Providing situational awareness data to enhance marine safety and security oversight; sovereignty, and search and rescue operations;

- Improving the web-based platform designed to enhance maritime situational awareness and expanding the user-base across Canada;
- Piloting a Regulatory Roundtable with Indigenous peoples towards an inclusive process to develop marine safety and environmental regulations;
- Providing further opportunities for coastal and Indigenous communities to collaborate and participate in Canada’s marine safety system and environmental protection system.

Preventing pollution and degradation in marine environments

TC is committed to protecting the environment from the risks of marine pollution. By working with members of the shipping industry, Canadian ports, and other federal departments, the department will continue to monitor and reduce the impacts of shipping, emissions, and discharges from ships. This includes:

- introducing mandatory enhanced environmental measures for cruise ship discharges and working towards permanent rules for the 2023 cruise season¹¹;
- creating a ban on heavy fuel oil in the Canadian Arctic that aligns with the international regulations that come into force in 2024;
- exploring ways to de-carbonize the marine transportation sector, a Marine Climate Action Plan, and delivering the \$165.4M Green Shipping Corridor Program; and
- continuing to make sure that marine transportation complies with Canadian laws, like the *Canada Shipping Act, 2001*.

We will also improve regulations by:

- updating and adding 23 new restrictions to 6 bodies of water to the [Vessel Operation Restriction Regulations \(VORR\)](#); and
- updating the [Vessel Pollution and Dangerous Chemicals Regulations](#) to align with the [International Convention for the Prevention of Pollution from Ships](#) and the [International Convention on the Control of Harmful Anti-fouling Systems in Ships](#).

Addressing the problem of abandoned, hazardous and wrecked vessels

In 2024–25, TC will continue to preserve and restore marine ecosystems by taking measures to address abandoned, hazardous and wrecked vessels.

This involves our work to continue implementing and enforcing the [Wrecked, Abandoned or Hazardous Vessels Act](#), which improves owner responsibility and liability for managing the end of a vessel’s life.

Implementing the Act will also help create economic opportunities for Indigenous businesses and communities to address vessels of concern. It will improve the quality of vessel owner information and help TC create a vessel-owner financed program that will deal with abandoned, hazardous or wrecked vessels that have been prioritized.

TC will continue implementing the [Canadian Navigable Waters Act](#), while completing a legislative review of its provisions and operation. Through this work, the department will support the government’s commitment to reconciliation with Indigenous peoples.

TC will also continue develop new administrative monetary penalty regulations to improve our ability to enforce the *Canadian Navigable Waters Act*.

¹¹ In 2023, TC replaced the previously voluntary measures with an Interim Order made pursuant to the *Canada Shipping Act, 2001*. TC is working with the cruise industry toward a permanent mandatory regime through amendments to the *Vessel Pollution and Dangerous Chemical Regulations*.

Protecting and conserving marine areas, habitats and biodiversity

In 2024–25, TC will continue working with other federal departments that establish new marine protected areas. The goal of Canada’s [Marine Conservation Targets](#) is to protect and conserve 25% of Canada’s oceans by 2025 and 30% by 2030, as part of the Government’s commitments under the [Kunming-Montreal Global Biodiversity Framework](#).

TC will provide advice and guidance on marine transportation activities to support conservation goals in these protected areas. We will also promote options to improve environmental measures for normal vessel discharges in marine protected areas.

TC will continue work on reducing environmental and economic risks from aquatic invasive species and help protect global biodiversity. From 2023 to 2027, Transport Canada will support industry-led research and development projects through the [Ballast Water Innovation Program](#).

This program aims to optimize ballast water management technology for the Great Lakes and St. Lawrence River region and improve the effectiveness of Canada’s Ballast Water Regulations. Canada will also continue promoting binational regulatory compatibility with the United States on ballast water management and continue working to improve the International Ballast Water Convention.

We will also continue to engage with the domestic and international marine community on controlling and managing ship biofouling, including trials of in-water ship clean and capture technologies.

Demonstrating in-water clean and capture environmental technologies

TC is supporting demonstrations of environmentally responsible in-water clean and capture services in Canada.

We will continue scientific studies—including some in partnership with the Department of Fisheries and Oceans Canada (DFO), to better understand the risks of vessel biofouling in Canadian marine ecosystems. This will help TC create a national evidence-based policy framework to control and manage vessel biofouling by 2027.

TC worked alongside other member states and observers to develop the International Maritime Organization’s [2023 Guidelines for the Control and Management of Ships’ Biofouling to Minimize the Transfer of Aquatic Invasive Species](#) (PDF, 2.46 MB). TC will implement these guidelines, which are also in line with Canada’s voluntary guidance which was released in fall of 2022.

In 2024–25, the Department will continue working to prevent the release of plastic litter from ship-based activities into marine environments. This will include continuing our domestic and international work to establish a comprehensive, evidence-based national policy framework by 2027 to combat marine plastic litter originating from ships.

TC will undertake foundational studies, and work with Environment and Climate Change Canada to improve our understanding of the combined impact of microplastics released from ship hull coatings and greywater. TC will also undertake studies to evaluate and improve port waste management systems.

Protecting whales in Canadian waters

TC, in collaboration with the marine industry, academia, Indigenous groups, environmental organizations, other government departments, the U.S., and the broader international community, is

assessing, testing and implementing measures to reduce the impacts of marine traffic on at-risk whale populations, in particular the Southern Resident killer whale (SRKW), and the North Atlantic right whale (NARW). Guided by science and supported by vigilant monitoring, these protective measures are reviewed and adapted annually.

Threats to whales in Canadian waters

For the Southern Resident killer whales on Canada’s west coast, underwater noise and physical disturbance from vessels are one of the 3 key threats facing the species. Lack of prey, and exposure to contaminants, are the other two threats.

On the east coast, North Atlantic right whales, which are present in both Canadian and U.S. waters, face 2 main threats: vessel strikes and getting tangled in fishing gear.

In 2024–25, TC will continue to refine and put in place measures to protect whales from the negative effects of vessel traffic on Canada’s coasts, including:

- setting both voluntary and mandatory vessel speed restrictions and exclusion zones;
- monitoring shipping zones and alerting mariners to the presence of whales;
- assessing and refining protective measures in consultation with Indigenous groups, industry, and other stakeholders;
- supporting research on underwater vessel noise; and
- encouraging uptake of new quiet vessel technologies.

On the west coast, this will include continuing to work with the Vancouver Fraser Port Authority’s Enhancing Cetacean Habitat and Observation (ECHO) Program to reduce the impacts of large commercial vessel traffic on marine mammals.

From 2023 to 2026, TC will support the 3-year experience-building phase of the [Revised Guidelines for the reduction of underwater radiated noise from shipping to address adverse impacts on marine life](#) (PDF, 333KB) by submitting best practices and lessons learned on the implementation of the revised guidelines.

Managing and improving the transportation sector

Supporting innovation in marine transportation systems

In 2024–25, TC will continue to transform the design and delivery of our marine sector management programs by:

- increasing the availability of open and accessible transportation data and information; and
- promoting better analytics and increased reporting to improve evidence-based decision making, service delivery and reporting on results

The Department will also improve client service experience and increase the number of digital and online services, through measures like:

- improving the [Pleasure Craft Operator Competency program](#); and
- continuing to digitize the aviation and marine medical certification process.

Promoting sustainable ports infrastructure and operations

Bill C-33, *Strengthening the Port System and Railway Safety in Canada Act* was introduced in the House of Commons on November 17, 2023. The ports-related legislative changes respond to recommendations from the [Ports Modernization Review](#) and the final report of the [National Supply Chain Task Force](#).

With these changes, we hope to position Canada’s ports as strategic hubs that support national supply chain performance and effectively manage investment decisions for sustainable growth. If adopted, the bill would:

- improve the competitiveness, governance, and financial management of Canada Port Authorities;
- support their ability to work with communities and Indigenous peoples;
- improve safety and security; and
- align how ports are managed with broader government goals green the marine sector.

Complementing this, proposed updates to the *Canada Marine Act* include:

- promoting environmentally sustainable infrastructure; and
- acting on climate change by better integrating environmental considerations into how ports are developed and management.

Through 2024–25, TC will work with stakeholders to implement legislation if the bill receives Royal Assent.

Bill C-52, *Enhancing Transparency and Accountability in the Transportation System Act* was introduced in the House of Commons on June 20, 2023. The port-related legislative changes seek to improve transparency and accountability for Canada Port Authorities, including:

- how they set their fees, and the process to challenge port fees through the Canadian Transportation Agency;
- provisions for the government to create regulations for alternative dispute resolutions for port terminals leases; and
- authorizing the Canadian Transportation Agency to make rules for fees and recover the costs to administer and enforce the new provisions.

Indigenous partnerships and engagement

Reinforcing collaborative partnerships with Indigenous Peoples

TC’s commitment to reconciliation is foundational to its activities in all modes of transportation. In 2024–25, the department will continue to make meaningful partnerships with Indigenous Peoples. We will boost Indigenous participation by promoting ways for Indigenous Peoples to get involved with our work, especially our work protecting oceans and on rail safety.

The department will continue implementing the [United Nations Declaration on the Rights of Indigenous Peoples Act \(UNDRIP Act\)](#) by working with Indigenous Peoples and the Department of Justice and other federal departments. This will include work to make sure that Indigenous rights are carefully considered when we review and update transportation-related laws, rules or administrative measures.

In support of these goals, the department will follow through on the [Truth and Reconciliation Commission’s Calls to Action](#) by continuing to educate employees on Indigenous history, culture and traditions, and training staff on best practices for engaging with Indigenous peoples.

The department will implement the [Indigenous Knowledge Policy Framework](#). We will sign co-management agreements as a way of integrating Indigenous knowledge into our work in implementing the [Canadian Navigable Waters Act](#) and [Wrecked, Abandoned or Hazardous Vessels Act](#).

We will also continue to expand on successful models for improving how we engage and partner with Indigenous Peoples. We will continue building strong working relationships with national Indigenous

organizations, regional interdepartmental engagement hubs, and national and regionally distinct dialogue forums across the country for the Oceans Protection Plan.

Improving Canadian’s quality of life through green transportation

Transport Canada helps improve the quality of life of Canadians through our ongoing commitment to promoting and putting in place strong measures to protect the environment from the negative impacts from air, marine, rail and road transportation.

The environmental benefits and impacts of our work supporting a green and innovative transportation system make a major contribution to several of the [Quality of Life Framework for Canada's](#) indicators, notably:

- air quality
- adapting to climate
- greenhouse gas emissions
- Canadian species index
- marine and coastal ecosystems

We achieve these positive outcomes through much of our work, including:

- decarbonizing the transportation system and promoting zero-emission vehicles
- protecting whales and their habitats from marine traffic
- supporting responsible shipping operations that mitigate threats to marine environments
- promoting efficient transportation systems that reduce environmental impacts

Snapshot of planned resources in 2024–25

- Planned spending: \$1,004,235,774
- Planned full-time resources: 1,052

Related government priorities

Gender-based analysis plus

TC’s Cumulative Effects of Marine Shipping (CEMS) initiative has and will continue to directly benefit Indigenous Peoples, coastal communities, along with having a positive impact on the marine environment.

Continuing and completing cumulative effects assessments in different areas and expanding into additional assessments will allow these groups to be included in discussions to collaboratively assess and develop solutions for areas of concern related to the impacts that marine shipping has on the environment and the people surrounding it. Through meaningful engagement and collaboration, Indigenous and coastal communities will be able to be heard and have their opinions used in the development of mitigation measures to benefit the environment and the Indigenous use of the marine environment.

Additionally, marine shipping continues to be a male-dominated industry, where women represent about 2 percent of the Canadian marine sector job market. Through the CEMS initiative, women will be able to have a greater influence on the decision-making process coming from greater engagement and collaboration opportunities between government and stakeholders.

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

Goals

In 2024–25, TC will continue to put in place and refine measures to:

- protect Canada’s at-risk whale populations from the negative impacts of vessel traffic;
- prevent the introduction of aquatic invasive species via ships, and
- better understand the source, scale and options to address ship-sourced marine plastic pollution.

All of these initiatives support [Goal 14—Conserve and sustainably use the oceans, seas and marine resources for sustainable development](#).

The department is also focused on [Goal 13—Take urgent action to combat climate change and its impacts](#). We will work with other government departments to implement:

- Canada’s strengthened climate plan;
- [Canada’s 2030 Emissions Reduction Plan](#);
- the 2022 Aviation Climate Plan; and
- [Canada’s Action Plan for Clean On-Road Transportation](#)

TC will also support [Goal 7—Ensure access to affordable, reliable, sustainable and modern energy for all](#), and [Goal 12—Ensure sustainable consumption and production patterns](#). Through our work supporting commitments to develop both [light-duty ZEV sales regulations and medium- and heavy-duty ZEV sales regulations](#).

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

Program inventory

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

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

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

Summary of changes to reporting framework since last year

There have been no changes to the reporting framework since 2023-2024.

Core Responsibility 3: Efficient transportation system

In this section

- Description
- Quality of life impacts
- Results and targets
- Plans to achieve results
- Key risks
- Snapshot of planned resources in 2024-25
- Related government priorities
- Program inventory
- Summary of changes to reporting framework since last year

Description

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

Quality of Life impacts

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

- GDP (gross domestic product) per capita
- Productivity

Results and targets

The following tables show, for each departmental result related to efficient transportation system, the indicators, the results from the three most recently reported fiscal years, the targets and target dates approved in 2024–25.

Table 7: Indicators, results and targets for departmental result: transportation corridors enable efficient movement of products to market

Indicator	2020–2021 result	2021–2022 result	2022–2023 result	Target	Date to achieve
End-to-end, rail transit time of containers along the trade corridor from Canadian west coast ports to Chicago, including border crossing time	6.2 days	6.4 days	6.6 days	At most 6.5 days	2025-03-31
End-to-end, Canada-side, truck transit time of general freight along the Toronto to United States trade corridor, including border crossing time	3.4 hours	3.4 hours	3.4 hours	At most 3.5 hours	2025-03-31

End-to-end transit time of containerized freight arriving from ports in Asia	29.7 days	34.5 days	39.9 days	At most 27.5 days	2025-03-31
End-to-end transit time of a select grouping of commodities, such as grains, departing from Canada to Asia	40.5 days	40.0 days	37.9 days	At most 39.5 days	2025-03-31

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

Table 8: Indicators, results and targets for departmental result: Canadian travellers and freight operators benefit from choice and improve service

Indicator	2020–2021 result	2021–2022 result	2022–2023 result	Target	Date to achieve
Percentage of international air services requests/issues addressed	100% (7 out of 7)	100% (11 out of 11)	100% (6 out of 6)	Exactly 100%	2025-03-31

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

Table 9: Indicators, results and targets for departmental result: Transport Canada manages its assets effectively

Indicator	2020–2021 result	2021–2022 result	2022–2023 result	Target	Date to achieve
Availability of TC owned and managed airports	100%	100%	100%	Exactly 100% ¹¹	2025-03-31
Availability of TC owned and managed ports	100%	100%	100%	Exactly 100% ¹²	2025-03-31
Availability of TC owned and managed ferries	100%	100%	100%	Exactly 100% ¹³	2025-03-31

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

Plans to achieve results

Efficiency and reliability of Canada’s supply chains

In 2024–25, Transport Canada will continue to drive initiatives that strengthen supply chain efficiency and resiliency, including building off the recommendations in the Government’s National Supply Chain Task Force report. We will also monitor progress on the contribution agreements with the National Trade Corridor Fund’s funding recipients.

Transport Canada will work with transportation and logistics stakeholders in strategic corridors to advance an approach that will allow operational and supply chain performance data to be shared securely and on a trusted basis to support government policy and investment decisions, as well as enable improved and optimized operational decision-making by supply chain participants at the corridor, local, and enterprise levels. The result will be a more reliable and efficient transportation sector.

¹¹ Certain types of events are excluded from the calculation.

¹² Certain types of events are excluded from the calculation.

¹³ Certain types of events are excluded from the calculation.

Improving supply chains by investing in infrastructure

Transport Canada will continue to improve the performance and reliability of Canada’s transportation system by working with provinces, territories, industry, and Indigenous Peoples to develop a long-term roadmap for Canada’s transportation infrastructure. The aim is to better plan and coordinate investments to support future trade growth.

The department’s work on improving the North’s supply chain resilience will be informed by our work with northern partners, including territorial governments, industry stakeholders, Inuit and Indigenous groups. This will be guided by Transport Canada’s Arctic Transportation Policy Framework, which is an important part of the Government’s [Arctic and Northern Policy Framework](#).

Passenger service and experience Improving air services to Canadians

As air travel volumes continue to return following the pandemic, Transport Canada will work to make sure that Canada’s aviation industry is well-positioned for the future. The department will engage with industry to advance measures to minimize the impacts of any future disruptions and continue to focus on improving the air travel experience in Canada.

New air transportation legislation was introduced in the House of Commons in June 2023, as part of Bill C-52, the *Enhancing Transparency and Accountability in the Transportation System Act*. The proposed changes would improve accountability by requiring airports and airport service providers to:

- create service standards and
- publish how they perform against these standards

Other proposed measures in the act:

- a new formal process to notify and consult the public on changes to airspace designs that affect aircraft noise near airports;
- a requirement for some airports to publish and report on their pollution reduction plans to help achieve net-zero goals; and
- a requirement for federally incorporated airport authorities to report on diversity among their directors and senior management.



Transport Canada will also continue to implement legislative changes in Bill C-47, the *Budget Implementation Act*, including efforts to improve the extent of data-sharing among air operators to improve efficiency and passenger experience. In 2024 the Department will continue to engage with stakeholders and partners in order to develop the frameworks that will support these proposed changes.

Improving the travel experience for persons with disabilities

In 2024–25, Transport Canada will continue working with partners to improve accessible, inclusive, and barrier-free transportation for persons with disabilities. A key part of this work will focus on improving the monitoring of accessibility performance and regulatory complaints by collecting and sharing better data.

Bill C-52 would require federally regulated transportation service providers to collect and provide

data to Transport Canada that will help us identify and address systemic issues in the transportation system and provide better accountability for persons with disabilities. We will also continue to focus on our accessible transportation mandate under the *Canada Transportation Act* and the *Accessible Canada Act* to support barrier-free travel for all. Transport Canada will continue working with the Canadian Transportation Agency to support Phase II of the Accessible Transportation for Persons with Disabilities Regulations.

Establishing high frequency rail in the Toronto-Ottawa-Montreal-Québec City corridor

Offering high frequency rail in the most heavily populated corridors in Ontario and Québec remains a high priority. The department will continue supporting the new [VIA High Frequency Rail \(HFR\)](#) Crown Corporation (VIA HFR – VIA TGF Inc.) that will manage the project. As the overall governance and oversight body for the initiative, Transport Canada will:

- continue helping establish and operationalize VIA HFR, including drafting collaboration agreements and project charters for the procurement and co-development phases
- lead the procurement process, including drafting documents and agreements, organizing and conducting commercially confidential meetings in collaboration with Public Services and Procurement Canada
- provide guidance to VIA HFR by preparing government decision documents for the project and provide direction and communicate policy positions to VIA HFR
- provide overall strategic direction on high-frequency rail enabling activities, and
- focus on transition planning for VIA Rail corridor services.



As the project plans progress, Transport Canada will provide advice and analytical support as the government makes decisions, including considering factors like:

- project outcomes and benefits through key project indicators and project requirement specifications
- financial structure and updated business case, with detailed project costs/estimates
- land acquisition strategy
- along with Public Services and Procurement Canada, procurement and commercial guidelines
- based on internal policies and [United Nations Declaration on the Rights of Indigenous Peoples](#), strategies and proposals related to consulting and engaging with Indigenous Peoples
- rail safety strategy and related regulatory requirements
- diverse public interest, including environmental considerations
- federal-provincial relations, international relations and national security matters
- transition of Via Rail Corridor Service and
- diverse policy and risk management issues

Managing and improving the transportation system

Completing the Lac-Mégantic rail bypass

For the Lac-Mégantic Rail Bypass Project, Transport Canada will continue working with all stakeholders, including the Government of Québec, the municipalities (Frontenac, Lac-Mégantic and Nantes), Indigenous communities, and the Canadian Pacific Kansas City Railway. We will continue seeking all regulatory approvals leading up to the bypass construction phase.

Managing Canada’s transportation assets effectively

Transport Canada owns:

- 18 local, regional, and remote airports
- 33 local port facilities
- 6 ferry terminals and
- 4 ferry vessels

Owning these assets is a legacy of historical federal investments in Canada’s transportation system. Transport Canada will continue to maintain these assets and make capital investment decisions based on the need to ensure a safe, secure and efficient transportation system. This will include prioritizing health and safety related projects and reducing the impact of climate change. Our objective is to comply with regulatory requirements and keep assets available for use.

To support the safe and reliable operation of the 3 federally supported ferries in eastern Canada, Transport Canada will continue working with the ferry operators to ensure that the ferry vessels and terminals are properly maintained. To this end, Transport Canada has entered into a contract with Nye Fanafjord AS to purchase the *MV Fanafjord* as an interim replacement for the *MV Holiday Island*, the *MV Fanafjord* should enter into service in summer 2024. Transport Canada will also continue working with Chantier Davie Canada Inc. on key design work related to buying two new ferries. This will include a permanent replacement for the greenhouse gas emissions.

Snapshot of planned resources in 2024–25

- Planned spending: \$1,856,311,450
- Planned full-time resources: 746

Related government priorities

Gender-based analysis plus

Transport Canada consistently applies a disciplined [gender based analysis plus framework](#) as we review plans and proposals for policies, programs, projects, legislation and regulations. The aim is to identify and overcome systemic barriers and improve equitable opportunities for diverse population groups based on sex, gender and other intersecting identity factors.

Transport Canada will continue to work with other federal departments and agencies, provinces and territories, international partners and industry stakeholders to better understand the changing transportation landscape. Our goal is to develop innovative solutions that respect and encourage diversity and inclusion and promote a robust and future-ready work force that supports supply-chain resiliency.

The department’s four-pillar strategy to address labour and skills shortages focuses on inclusive

measures:

- recruiting and reattaining of underrepresented groups, like women and Indigenous Peoples
- completing targeted research and analyzing data, promotion, awareness and outreach activities
- creating programs to support the transportation sector, and
- modernizing regulations to adapt to the rapidly evolving labour and skills requirements of the transportation sector.

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

Transport Canada cost-effective means to support Canada’s commitment to the UN 2030 Agenda for Sustainable Development and the sustainable development goals, and advancement of the [Federal Implementation Plan for the 2030 Agenda](#).

Under [Goal 5–Achieve gender equality and empower all women and girls](#): Transport Canada will continue to support international work to increase gender diversity in the transportation sector through different projects such as, the International Transport Forum’s Gender in Transport work stream and the Asia Pacific Economic Cooperation’s Women in Transportation Initiative. We will focus on this goal by:

- participating in policy dialogues and discussions
- contributing to research and events, and
- sharing information and best practices

Under the [Goal 10–Reduce inequality within and among countries](#), Transport Canada will continue to support the work of the Canadian Transportation Agency in developing and implementing accessibility standards and regulations that contribute to creating a barrier-free federal transportation system for persons with disabilities.

The department will work with stakeholders, key experts and the public to develop and implement national action plans and voluntary agreements to decarbonize (switch to low carbon energy sources) the aviation, marine, and rail sectors. We will also work with partners through international fora such as the [International Maritime Organization](#) and the [International Civil Aviation Organization](#) and the Organisation for Economic Co-operation and Development’s (OECD) International Transport Forum to reduce the environmental impacts of international transportation.

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

Program inventory

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

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

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

Summary of changes to reporting framework since last year

There have been no changes to the reporting framework since 2023-2024.

Internal services

In this section

- Description
- Plans to achieve results
- Snapshot of planned resources in 2024-25
- Related government priorities

Description

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

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

Plans to achieve results

Providing sound communications advice and support

The Department's Communications Group will continue providing sound communication advice that complies with the [Policy on Communications and Federal Identity](#). It will inform TC employees and the public about the department's priorities and work and provide communication support for large-scale projects. The Communications group will maximize the use of digital communications tools to streamline processes and manage information. This will be done by finalizing and implementing version 2.0 of our approval process through SharePoint.

It will also support TC executives who have been assigned to champion change for equity-seeking employees and Canadians.

To deepen partnerships with Indigenous Peoples in Canada, a new communications strategy has been developed to support TC's response to the Truth and Reconciliation Commission's Call to Action #57, the *United Nations Declaration on the Rights of Indigenous Peoples Act*, and the Many Voices One Mind report.

This strategy will help promote the role that Indigenous Peoples play in improving the safety and security of Canada's transportation system and how we all communicate together.

Modernizing services and fees

TC will continue to modernize our services and fees, most of which have not been updated in over 20 years. The department will continue to increase and improve the number and quality of services we offer online.

Offering digital tools and building digital skills

In 2024–25 TC will continue to improve cyber security by increasing the resiliency and reducing risk related to services delivered by the department. We will continue to provide the digital platforms, skills and knowledge users need in the field and at the office.

We will leverage TC’s data repositories as a strategic asset to help drive informed transportation policy and program decision making by the government and relevant external stakeholders.

Modernizing finance and administration

The department will continue adding digital tools, like robotics process automation and data analytics, to improve productivity, strengthen internal controls, improve client service and support effective decision making. We will also adjust the department’s fleet, zero-emission vehicles investing in charging stations.

Meeting the needs of a modern diverse work force

TC will advance focus on initiatives to attract, recruit, retain and develop high-quality and diverse talent. We will also promote a culture of well-being by focusing on initiatives related to mental health and values and ethics.

We will make meaningful progress on anti-racism, equity, diversity, inclusion, and accessibility. We will continue innovating and modernizing our human resources programs and services like occupational health and safety and compensation and learning, to meet the needs of our rapidly evolving work force.

Snapshot of planned resources in 2024–25

- Planned spending: \$261,334,446
- Planned full-time resources: 1,813

Related government priorities

Planning for contracts awarded to Indigenous businesses

Expanding opportunities

To contribute to achieving or exceeding the Government’s minimum mandatory target of 5% of procurement from Indigenous businesses, the Department will actively consider qualified Indigenous suppliers for procurement where Indigenous business capacity is possible.

5% reporting field	2022-23 actual result	2023-24 forecasted result	2024-25 planned result
Total percentage of contracts with Indigenous businesses	6.9 %	5 %	5 %

Planned spending and human resources

This section provides an overview of Transport Canada’s planned spending and human resources for the next three fiscal years and compares planned spending for 2024–25 with actual spending from previous years.

In this section

- Spending
- Funding
- Future-oriented condensed statement of operations
- Human resources

Spending

Table 10: Actual spending summary for core responsibilities and internal services (\$ dollars)

The following table shows information on spending for each of TC’s core responsibilities and for its internal services for the previous three fiscal years. Amounts for the current fiscal year are forecasted based on spending to date.

Core responsibilities and internal services	2021–22 actual expenditures	2022–23 actual expenditures	2023–24 forecast spending
CR 1: Safe and secure transportation system	454,625,767	471,516,596	535,953,993
CR 2: Green and innovative transportation system	464,773,611	489,895,499	981,171,931
CR 3: Efficient transportation system	1,013,338,912	1,049,389,594	1,329,282,888
Subtotal	1,932,738,290	2,010,801,689	2,846,408,812
Internal services	250,468,392	268,848,795	310,809,318
Total	2,183,206,682	2,279,650,484	3,157,218,130

Explanation of table 10

Note: Total may not add due to rounding.

Safe and Secure Transportation System

The spending increase of this core responsibility from 2021-22 to 2023-24 is mostly related to Rail Safety Improvement Program, and Aviation Safety and Security Modernization.

Green and Innovative Transportation System

The spending increase of this core responsibility from 2021-22 to 2023-24 is primarily due to the increase in the demand for the Zero-Emission Vehicles initiative.

Efficient Transportation System

The spending increase of this core responsibility from 2021-22 to 2023-24 is a result of increased forecast in Contribution payments for the National Trade Corridor Fund in 2023-24.

Internal Services

The spending increase for internal services providers from 2021-22 to 2023-24 is following the same growth pattern as the initiatives mentioned above in the three core responsibilities.

Table 11: Budgetary planning summary for core responsibilities and internal services (dollars)

The following table shows information on spending for each of Transport Canada's core responsibilities and for its internal services for the upcoming three fiscal years.

Core responsibilities and internal services	2024–25 budgetary spending (as indicated in Main Estimates)	2024–25 planned spending	2025–26 planned spending	2026–27 planned spending
CR 1: Safe and secure transportation system	529,947,503	529,947,503	491,706,063	393,260,812
CR 2: Green and innovative transportation system	1,004,235,774	1,004,235,774	618,082,389	281,315,996
CR 3: Efficient transportation system	1,856,311,450	1,856,311,450	1,624,844,207	1,328,257,069
Subtotal	3,390,494,727	3,390,494,727	2,734,632,659	2,002,833,877
Internal services	261,334,446	261,334,446	254,632,698	217,069,170
Total	3,651,829,173	3,651,829,173	2,989,265,357	2,219,903,047

Explanation of table 11

Safe and Secure Transportation System

The decrease in planned spending of this core responsibility from 2024-25 to 2026-27 is related to reduced or sunseting funding for items such as the Safety and Security of Railways and the Transportation of Dangerous Goods, the Program for Remotely Piloted Aircraft System, the Connected and Automated Vehicles, the Modernizing of Rail Safety and Security, and the Right Touch Air initiatives.

Green and Innovative Transportation System

The decrease in planned spending of this core responsibility from 2024-25 to 2026-27 is primarily due to reduced or sunseting funding for items such as the Incentive for Zero-Emission Vehicles, the Medium-Heavy Duty Zero-Emission Vehicles initiative, the Iqaluit Hangar construction project, the funding for the administration of the *Canadian Navigable Waters Act*, and the funding for the Federal Contaminated Sites Action Plan

Efficient Transportation System

The decrease in planned spending of this core responsibility from 2024-25 to 2026-27 is related to reduced or sunseting funding for items such as the National Trade Corridor Fund, the High

Frequency Rail between Toronto and Quebec City project, and the Airport Critical Infrastructure Program.

Internal Services

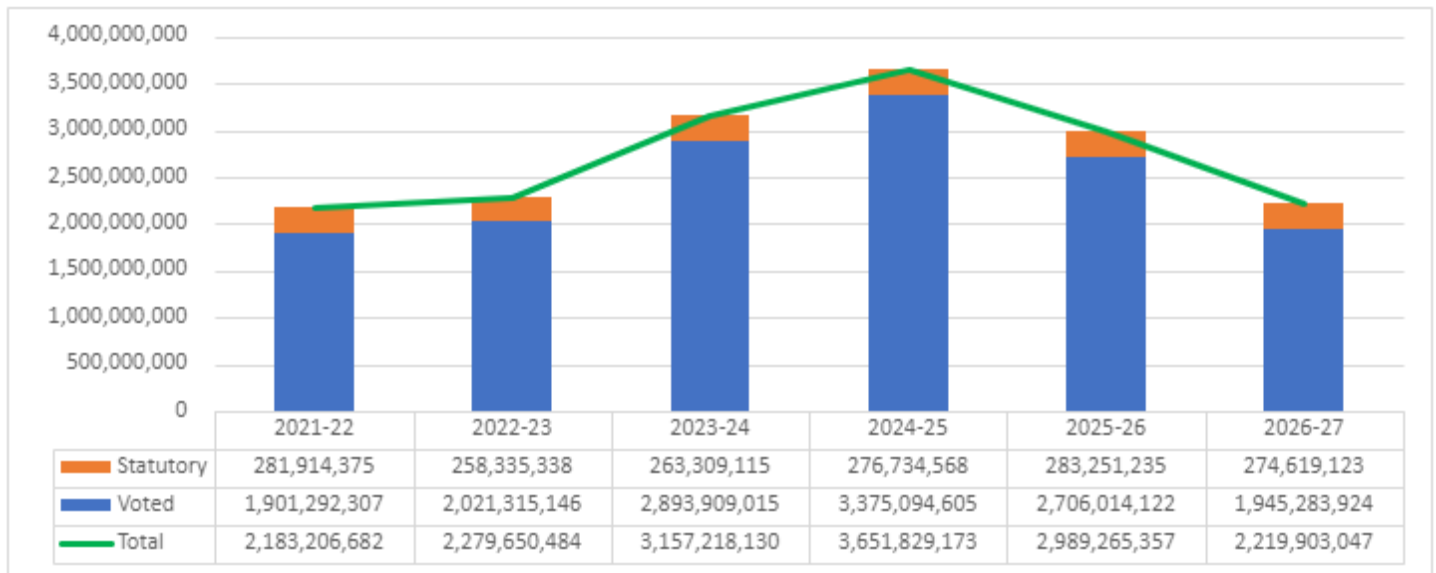
The planned spending for internal services providers will decrease from 2024-25 to 2026-27 as funding for the initiatives mentioned above in the three core responsibilities decreases.

The planned spending does not include expected funding for items included in Budget 2024.

Funding

Figure 12: Departmental spending 2021–22 to 2026–27

The following graph presents planned spending (voted and statutory expenditures) over time.



As illustrated in the departmental spending trend graph, Transport Canada’s expenditures increased from fiscal year 2021-22 to 2023-24. This is mainly due to increased transfer payments for National Trade Corridor Fund and the Incentives for Zero-Emission Vehicles Program.

Expenditures will continue to increase until 2024-25 mainly related to transfer payments for the National Trade Corridor Fund, the High Frequency Rail between Toronto and Quebec City project, and the Lac Mégantic Rail Bypass project.

Spending plans will decrease from 2024-25 to 2026-27 mostly due to decreasing or sunseting funding for the National Trade Corridor Fund, the Incentive for Zero-emission vehicles, the High Frequency Rail project, the Airport Critical Infrastructure Program, and savings from the Budget 2023 commitment to refocus and reduce spending government wide.

The planned spending does not include expected funding for items included in Budget 2024.

Estimates by vote

Information on TC's organizational appropriations is available in the [2024–25 Main Estimates](#).

Future-oriented condensed statement of operations

The future-oriented condensed statement of operations provides an overview of Transport Canada's operations for 2023–24 to 2024–25.

The forecast and planned amounts in this statement of operations were prepared on an accrual basis. The forecast and planned amounts presented in other sections of the Departmental Plan were prepared on an expenditure basis. Amounts may therefore differ.

A more detailed future-oriented statement of operations and associated notes, including a reconciliation of the net cost of operations with the requested authorities, are available at [Transport Canada's website](#).

Table 13: Future-oriented condensed statement of operations for the year ending March 31, 2025 (dollars)

Financial information	2023–24 forecast results	2024–25 planned results	Difference (2024–25 planned results minus 2023–24 forecast results)
Total expenses	3,098,292,956	3,586,589,740	488,296,784
Total revenues	102,508,218	107,371,706	4,863,488
Net cost of operations before government funding and transfers	2,995,784,738	3,479,218,034	483,433,296

Explanation of table 13

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

Human resources

Table 14: Actual human resources for core responsibilities and internal services

The following table shows a summary of human resources, in full-time equivalents (FTEs), for TC's core responsibilities and for its internal services for the previous three fiscal years. Human resources for the current fiscal year are forecasted based on year to date.

Core responsibilities and internal services	2021–22 actual FTEs	2022–23 actual FTEs	2023–24 forecast FTEs
CR 1: Safe and secure transportation system	3,392	3,385	3,559
CR 2: Green and innovative transportation system	775	803	927
CR 3: Efficient transportation system	503	580	693
Subtotal	4,670	4,768	5,179
Internal services	1,622	1,599	1,735
Total	6,292	6,367	6,914

Explanation of table 14

Safe and secure transportation system

The full-time equivalents (FTE) increase of this core responsibility from 2021-22 to 2023-24 is primarily due to Aviation Safety and Security Modernization, Rail Safety and Security Modernization, and Right Touch Air initiatives.

Green and Innovative Transportation System

The FTE increase of this core responsibility from 2021-22 to 2023-24 is primarily due to Oceans Protection Plan and the Medium-Heavy Duty Zero-Emission Vehicles initiative.

Efficient Transportation System

The FTE increase of this core responsibility from 2021-22 to 2023-24 is primarily due to the Recapitalization of the National Trade Corridor Fund, the High Frequency Rail project, and Strengthening Canada's Supply Chain initiative.

Internal Services

The FTE increase for internal services from 2021-22 to 2023-24 is commensurate with the increase in funding for the initiatives mentioned above in the above three core responsibilities.

Table 15: Human resources planning summary for core responsibilities and internal services

The following table shows information on human resources, in full-time equivalents (FTEs), for each of TC's core responsibilities and for its internal services planned for 2024–25 and future years.

Core responsibilities and internal services	2024–25 planned full-time equivalents	2025–26 planned full-time equivalents	2026–27 planned full-time equivalents
CR 1: Safe and secure transportation system	3,626	3,559	3,172
CR 2: Green and innovative transportation system	1,052	981	815
CR 3: Efficient transportation system	746	567	569
Subtotal	5,424	5,107	4,556
Internal services	1,813	1,765	1,583
Total	7,237	6,872	6,139

Explanation of table 15**Safe and secure transportation system**

The planned FTEs of this core responsibility will decrease from 2024-25 to 2026-27, mostly as a result of sunseting of funding at the end of 2025-26 for the Safety and Security of Railways and the Transportation of Dangerous Goods initiative, the Program for Remotely Piloted Aircraft System, and the Connected and Automated Vehicles initiative.

Green and innovative transportation system

The planned FTEs of this core responsibility will decrease from 2024-25 to 2026-27, mostly due to sunseting funding at the end of 2025-26 for the Administration and Implementation of the *Canadian Navigable Waters Act* and Protection of Canada's Priority At-risk Whale Populations initiatives.

Efficient transportation system

The planned FTEs of this core responsibility will decrease from 2024-25 to 2026-27, mostly as a result of funding for the Recapitalization of National Trade Corridor Fund and the High Frequency Rail between Toronto and Quebec City project sunset after 2024-25.

Internal services

The planned FTEs decrease from 2024-25 to 2026-27 is commensurate with the decrease in funding for the initiatives mentioned in the above three core responsibilities.

The planned FTEs do not include expected funding for items included in Budget 2024. Should the funding for these initiatives be renewed, plans for future FTEs requirements will be adjusted accordingly.

Corporate information

Organizational profile

Appropriate minister: The Honourable Pablo Rodriguez, Minister of Transport

Institutional head: Mr. Arun Thangaraj, Deputy Minister

Ministerial portfolio: Transport Canada

The Transport Portfolio includes:

- Transport Canada
- Shared governance organizations (e.g., the St. Lawrence Seaway Management Corporation)
- Crown corporations (e.g., the Great Lakes Pilotage Authority)

Grouping these organizations into one portfolio allows for integrated decision making on transportation issues.

Enabling instrument: *Department of Transport Act* (R.S., 1985, c. T-18)

Year of incorporation/commencement: 1936

Organizational contact information

Mailing address

Transport Canada

330 Sparks Street

Ottawa, ON

K1A 0N5

Telephone: 613-990-2309

TTY: 1-888-675-6863

Fax: 613-954-4731

Email: Questions@tc.gc.ca

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

Supplementary information tables

The following supplementary information tables are available on [Transport Canada's website](#).

- Details on transfer payment programs
- Gender-based analysis plus
- Oceans Protection Plan horizontal initiative

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

Federal tax expenditures

TC's Departmental Plan does not include information on tax expenditures.

Tax expenditures are the responsibility of the Minister of Finance. The Department of Finance Canada publishes cost estimates and projections for government-wide tax expenditures each year in the [Report on Federal Tax Expenditures](#).

This report provides detailed information on tax expenditures, including objectives, historical background and references to related federal spending programs, as well as evaluations, research papers and gender-based analysis plus.

Definitions

appropriation (crédit)

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

budgetary expenditures (dépenses budgétaires)

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

core responsibility (responsabilité essentielle)

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

Departmental Plan (plan ministériel)

A document that sets out a department's priorities, programs, expected results and associated resource requirements, covering a three year period beginning with the year indicated in the title of the report. Departmental Plans are tabled in Parliament each spring.

departmental result (résultat ministériel)

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

departmental result indicator (indicateur de résultat ministériel)

A factor or variable that provides a valid and reliable means to measure or describe progress on a departmental result.

departmental results framework (cadre ministériel des résultats)

A framework that consists of the department's core responsibilities, departmental results and departmental result indicators.

Departmental Results Report (rapport sur les résultats ministériels)

A report on a department's actual performance in a fiscal year against its plans, priorities and expected results set out in its Departmental Plan for that year. Departmental Results Reports are usually tabled in Parliament each fall.

full time equivalent (équivalent temps plein)

A measure of the extent to which an employee represents a full person year charge against a departmental budget. Full time equivalents are calculated as a ratio of assigned hours of work to scheduled hours of work. Scheduled hours of work are set out in collective agreements.

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

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

government-wide priorities (priorités pangouvernementales)

For the purpose of the 2024–25 Departmental Plan, government-wide priorities are the high-level themes outlining the government’s agenda in the 2021 Speech from the Throne: building a healthier today and tomorrow; growing a more resilient economy; bolder climate action; fighter harder for safer communities; standing up for diversity and inclusion; moving faster on the path to reconciliation and fighting for a secure, just, and equitable world.

horizontal initiative (initiative horizontale)

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

Indigenous business

As defined on the [Indigenous Services Canada website](#) in accordance with the Government of Canada’s commitment that a mandatory minimum target of 5% of the total value of contracts is awarded to Indigenous businesses annually.

non-budgetary expenditures (dépenses non budgétaires)

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

performance (rendement)

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

plan (plan)

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

planned spending (dépenses prévues)

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

program (programme)

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

program inventory (répertoire des programmes)

An inventory of a department's programs that describes how resources are organized to carry out the department's core responsibilities and achieve its planned results.

result (résultat)

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

statutory expenditures (dépenses législatives)

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

target (cible)

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

voted expenditures (dépenses votées)

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