Transport Canada

2017-18

Departmental Plan

Supporting Information on Lower-Level Programs

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Supporting Information on Lower-Level Programs

[Transport Canada](i) has three Strategic Outcomes that reflect long-term and enduring benefits to Canadians that stem from its raison d'être and vision. As we strive towards these outcomes, Transport Canada can report progress in relation to expected results[1], performance indicators[2] and targets[3] in line with the Program Alignment Architecture (PAA). What distinguishes the different levels of a PAA is the scope and reach of the Programs at those levels. The Program level has a broad scope and area of societal intervention, while the lower-level Sub-Programs (SP) and Sub-Sub-Programs (SSP) have a more limited and specific focus on a smaller target group and area of intervention.

This section presents the financial and non-financial resources dedicated to each Sub-Program and Sub-Sub-Program, as well as their results.

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[1] An expected result is an outcome towards which Transport Canada is contributing through various activities in its Program Alignment Architecture.

[2] A performance indicator is a statistic or parameter that, tracked over time, provides information on trends in the status of a program.

[3] A target is a specific performance goal tied to a performance indicator against which actual performance will be compared.

Strategic Outcome 1: An Efficient Transportation System

An efficient transportation system supports trade, economic prosperity and a better quality of life through low costs, high productivity, the best use of all modes and innovation in transportation. Transport Canada promotes an efficient transportation system in Canada by: modernizing marketplace frameworks so that the transportation sector can adapt, innovate and remain competitive; implementing gateways and corridors initiatives; ensuring the renewal of federal transportation infrastructure; encouraging innovation in the transportation sector; and partnering with provinces, territories, municipal governments, and public and private sector entities in various transportation initiatives.

The following Programs' Sub-Programs and Sub-Sub-Programs support this Strategic Outcome:

Program 1.1: Transportation Marketplace Frameworks

Sub-Program 1.1.1: Air Marketplace Framework

Description: The Air Marketplace Framework Program encourages transportation efficiency by fostering a competitive and viable air industry, including airlines, airports and NAV CANADA[ii]. It provides opportunities for Canadian airlines to grow and compete successfully in a more liberalized global environment and sets the governance regimes of national air infrastructure providers. Program activities include: establishing laws and regulations (e.g. Canada Transportation Act[iii], Air Canada Public Participation Act[iv]) governing the economic behaviour of air carriers and air infrastructure providers; encouraging competition and the development of new and expanded international air services to benefit travellers, shippers, and the tourism and business sectors by managing bilateral and multilateral air service relations; working collaboratively with other government departments and industry stakeholders to promote air transport facilitation policies and initiatives in support of broader Government of Canada industry, trade, travel and tourism objectives, such as Gateways and Corridors Initiatives[v] and the Blue Sky International air policy; fostering greater cooperation in the area of civil aviation to support economic activity; and representing the interests of the Canadian aviation sector at the International Civil Aviation Organization[vi].

Sub-Program 1.1.2: Marine Marketplace Framework

Description: The Marine Marketplace Framework Program encourages transportation efficiency by ensuring the appropriate economic policy and legislative frameworks in order to foster a competitive and viable Canadian marine industry. The Program is responsible for: developing policies, legislation, and regulations such as the Canada Marine Act[vii] and its regulations and the Marine Liability Act[viii]; monitoring the Canadian marine industry and ports system; establishing the rules of governance for Canada port authorities; negotiating/adopting international conventions and agreements; establishing the economic regimes governing market entry to both the Canadian marine marketplace and Canadian international marine trade; representing the interest of Canada's marine sector in international forums such as the International Maritime Organization[ix]; and setting the marine transportation liability regime.

Sub-Program 1.1.3: Surface Marketplace Framework

Description: The Surface Marketplace Framework Program encourages transportation efficiency by fostering healthy and competitive rail and motor carrier industries in Canada and by fulfilling certain federal responsibilities with regard to the Canada Transportation Act, the International Bridges and Tunnels Act[x] (IBTA) and other international bridge legislation. The

Program: develops, oversees and implements policy frameworks, legislation, regulations and international agreements such as the Canada Transportation Act (Part 3 - Railway Transportation); establishes economic regimes governing access to the rail industry; oversees freight rail services and the relationships between railways and shippers and passenger rail operations; administers the grain hopper car operating agreements with Canadian National (CN) and Canadian Pacific (CP) railways and the Grain Monitoring Program; reviews mergers and acquisitions involving surface modes; reviews conditions of entry into the commercial trucking and bus marketplace; works with provinces, territories and North American partners to harmonize rules affecting surface transportation, such as North American Free Trade Agreement trucking standards; provides analysis and advice regarding the movement of freight in the surface mode, and related issues (e.g.: congestion, road pricing, urban rail, urban encroachment); conducts ongoing national freight transportation system analysis in consultation with key stakeholders; and addresses relevant international bridge and tunnel issues, such as implementing regulations under the IBTA.

Sub-Program 1.1.4: International Frameworks and Trade

Description: The International Frameworks and Trade Program ensures that policy objectives and stakeholder interests regarding transportation system efficiency are advanced at the international level and considered in the formulation of Government of Canada foreign policy and trade negotiation initiatives. It contributes to a coherent, government-wide approach to managing international priorities (such as the Global Markets Action Plan[xi] and Canada's Strategy for Engagement in the Americas[xii]), as well as the broader trade, jobs and economic growth agenda, in order to bring maximum benefit to Canadians.

Canada's transportation system is integral to achieving the Government's objectives with respect to international trade. This function is necessary in order to respond to the Government's rapidly expanding trade negotiation agenda, and to seize opportunities for Canadian businesses and transportation stakeholders.

Activities are geared to establishing relationships and partnerships, domestically and internationally, that will benefit Canada's medium- and long-term economic development goals and advance the interests of transportation industry stakeholders. As a result of these activities, transportation stakeholders will be provided with further trade/commercial opportunities. **Note:** Bilateral air agreements and Canada's Mission to the International Civil Aviation Organization[xiii] are addressed under Air Marketplace Framework.

Sub-Program 1.1.5: Transportation Analysis and Innovation

Description: The Transportation Analysis and Innovation Program conducts research and analysis to advance the understanding of key drivers for change in transportation and inform policy decisions, with a view to increasing efficiency and promoting innovation and technological advances in the transportation sector. To that end, the Program: manages transportation data collection efforts; monitors and reports on performance of the supply chain as well as related trends and outlooks in the transportation system; conducts economic, exploratory and applied research, to identify and foster the adoption of promising technologies; and provides advice regarding that manner.

Budgetary Financial Resources (in dollars[4]) Planned Spending – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
1.1.1 Air Marketplace Framework	3,597,390	3,598,895	3,602,477
1.1.2 Marine Marketplace Framework	2,549,331	2,550,422	2,553,016
1.1.3 Surface Marketplace Framework	1,950,566	1,951,158	1,952,567
1.1.4 International Frameworks and Trade	3,274,488	3,275,714	3,278,632
1.1.5 Transportation Analysis and Innovation	12,374,565	11,920,929	10,610,384

Planned Human Resources (Full–time Equivalents (FTEs)) – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
1.1.1 Air Marketplace Framework	32	32	32
1.1.2 Marine Marketplace Framework	19	19	19
1.1.3 Surface Marketplace Framework	12	12	12
1.1.4 International Frameworks and Trade	28	28	28
1.1.5 Transportation Analysis and Innovation	72	72	69

Planned Results – For Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
1.1.1 Air Marketplace Framework						
A competitive air transportation sector	Revenue Passenger Kilometres by air	233.9 billion	March 2018	231 billion	243.4 billion	256.6 billion
1.1.2 Marine Marketplace Framework						
A competitive marine transportation sector	Tonnage handled by Canadian carriers (domestic)	64.4 million tonnes	March 2018	N/A[5]	62.3 million tonnes	61.9 million tonnes
A competitive marine transportation sector	Tonnage handled by Canadian carriers (transborder)	38 million tonnes	March 2018	40,000,000	39.3 million tonnes	39.1 million tonnes
A competitive marine transportation sector	Total international traffic handled by Canadian ports as a percentage of total international traffic handled at North American ports (in metric tonnes)	18.00%	March 2018	N/A	19.3%	18.7%
1.1.3 Surface Marketplace Framework						
An efficient surface transportation sector	Total Factor Productivity (quantity of outputs divided by	224.8	March 2018	N/A	N/A	226.4 billion

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[4] Due to rounding, column totals shown in all tables may not be exact.
[5] N/A = Not Applicable or Data Not Available

4 Supporting Information on Lower-Level Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
	a weighted aggregate of all inputs indexed to 1986)					
An efficient surface transportation sector	Motor carrier traffic volume (in tonnes-km)	Motor carriers: 148 billion	March 2018	141.9 billion	143.9 billion	166.6 billion
1.1.4 International Frameworks and Trade						
International trade agreements create opportunities for the transportation industry	Types of commercial opportunities provided through agreements for Canadian transportation stakeholders	Improved commercial opportunities for transportation stakeholders	March 2018	See below	See below	See below
1.1.5 Transportation Analysis and Innovation						
Research and analysis to inform Canadians on the state of transportation in Canada and advance innovation and technological advances in the transportation sector	Industry is compliant to their data reporting obligations in conformity with the Canada Transportation Act (CTA) and its companion data regulations. Degree of compliance of airlines operating in Canada vis-à-vis the CTA data regulations	85%	March 2018	N/A	N/A	92%
Research and analysis to inform Canadians on the state of transportation in Canada and advance innovation and technological advances in the transportation sector	Ratio of research, development and technology investment leveraged from external sources	1:1 investment ratio	March 2018	For every $1 invested, $2.83 dollars was leveraged externally	1:1.6	1:1.68
Research and analysis to inform Canadians on the state of transportation in Canada and advance innovation and technological advances in the transportation sector	Percentage of Grant / Contribution agreements involving multiple collaborators (aside from Federal government)	100%	March 2018	N/A	N/A	100%

1.1.4's Actual Results for:

2013-14:

Examples of commercial opportunities include:

- Allowing European Union registered vessels to provide targeted feeder services that will offer Canadian shippers with an additional transportation option and make Canada a more attractive gateway to the North American market;

- Help improve supply chain management, logistics and the attractiveness of Canadian ports as gateways to the North American market, most notably in Atlantic Canada

2014-15:

Participated in nine trade and investment negotiations to advance the interests and priorities of Canadian transportation stakeholders including the Canada-European Union Comprehensive Economic and Trade Agreement (CETA)

Finalized under the CETA:

- A chapter on International Maritime Transport Services, which secures an open international maritime services sector between both Parties; and
- An annex on automotive standards, which increases cooperation on vehicle safety

2015-16:

We participated in all of the government's priority trade and investment negotiations to advance the interests and priorities of Canadian transportation stakeholders. Participation was recorded in the:

- Negotiation and analysis of positions;
- Legal review of the texts of the agreements;
- Implementation process;
- Drafting of instructions of legislative amendments; and
- Ongoing consultations with stakeholders.
- Negotiations and/or ongoing post-negotiation work of the:
  - o Canada-European Union Comprehensive Economic and Trade Agreement;
  - o Trans-Pacific Partnership;
  - o Trade in Services Agreement; and
  - o Agreement on Internal Trade

We also:

- Undertook an extensive outreach program within the department and with key transportation stakeholders to identify and help facilitate resolution of potential trade barriers facing Canadian transportation goods, services and investments; and
- Began developing the next phase of a trade and transportation corridor initiative, given the importance of trade-related transportation infrastructure, to help get Canadian goods to global markets, which was consistent with the Minister's mandate letter[xiv].

Program 1.2: Gateways and Corridors

Sub-Program 1.2.1: Asia-Pacific Gateway and Corridor Initiative

Description: The rapid economic growth of China and other Asia-Pacific countries is reshaping global trade flows. China is now Canada's second largest trading partner and the growth in Canada-Asia trade traffic is expected to continue. The Asia-Pacific Gateway and Corridor Initiative[xv] Program works to make Canada the best trade link between Asia and North America. This Program coordinates and manages an integrated set of investments (through direct delivery and contributions) and policy measures to: boost Canada's commerce with the Asia-Pacific region; increase the share of North America-bound container imports from Asia; and improve the reliability of the Gateway and Corridor.

Sub-Program 1.2.2: Gateways and Border Crossings Fund

Description: The Gateways and Border Crossings Fund[xvi] Program works to improve the flow of goods between Canada and the rest of the world by enhancing infrastructure at key locations, such as major border crossings between Canada and the United States.

Budgetary Financial Resources (in dollars) Planned Spending – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
1.2.1 Asia-Pacific Gateway and Corridor Initiative	32,540,316	72,508	72,588
1.2.2 Gateways and Border Crossings Fund	81,934,372	6,583,192	8,517

Planned Human Resources (Full–time Equivalents (FTEs)) – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
1.2.1 Asia-Pacific Gateway and Corridor Initiative	0	0	0
1.2.2 Gateways and Border Crossings Fund	15	3	3

Planned Results – For Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
1.2.1 Asia-Pacific Gateway and Corridor Initiative						
a) Canada's Asia-Pacific Gateway and Corridor is efficient and attracts international trade	Landside fluidity for British Columbia ports: Total average transit time (number of days) of international containerized freight using the Asia-Pacific Gateway and Corridor from the BC ports to Toronto	Average of 8.5 days with standard deviation of 0.5 days	March 2018	N/A	Average of 10.9 days, with standard deviation of 1.6 days	Average of 9.7 days, standard Deviation of 1.3 days
b) Canada's Asia-Pacific Gateway and Corridor is efficient and attracts international trade	Canadian share of the North American West Coast trade based on the change in volume of Twenty Foot Equivalent Unit imports and exports. Twenty Foot Equivalent Unit (TEU)[6]	12%	March 2018	Calendar Year 2012: 12.8% Calendar Year 2013: 12.8%	12.8%	14%
c) Canada's Asia-Pacific Gateway and Corridor is efficient and	Value of imports using strategic gateways and trade corridors (Millions of CND $)	Import: $42,100	March 2018	$45,017	$46,682	$48,817

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[6] A TEU is a unit of measurement equal to the space occupied by a standard twenty foot container. Used in stating the capacity of container vessel or storage area. One 40 ft. container is equal to two TEUs. Source: American Association of Port Authorities

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
attracts international trade						
d) Canada's Asia-Pacific Gateway and Corridor is efficient and attracts international trade	Value of exports using strategic gateways and trade corridors (Millions of CND $)	Export: $69,200	March 2018	$68,313	$73,865	$76,420
1.2.2 Gateways and Border Crossings Fund						
a) Canada's strategic Gateways and Corridors are efficient and are used for international trade	Total average landside transit time (number of days) of international containerized freight using the Continental and Atlantic Gateways and Trade Corridors	Average of 4 days with standard deviation of 0.3 days	March 2018	Calendar Year 2012: 3.5 days Calendar Year 2013: 3.6 days	Average of 4.5 days, with standard deviation of 0.4 days	Average of 4.9 days, standard deviation of 0.7 days
b) Canada's strategic Gateways and Corridors are efficient and are used for international trade	Value of imports using the Continental Gateway and Trade Corridors in Ontario (Millions of CND $)	$265,000	March 2018	$267,774	$292,587	$324,720
c) Canada's strategic Gateways and Corridors are efficient and are used for international trade	Value of exports using the Continental Gateway and Trade Corridor in Ontario (Millions of CND $)	$206,200	March 2018	$213,653	$235,104	$256,322
d) Canada's strategic Gateways and Corridors are efficient and are used for international trade	Value of imports using the Continental Gateway and Trade Corridor in Quebec (Millions of CND $)	$75,800	March 2018	$77,568	$78,968	$78,409
e) Canada's strategic Gateways and Corridors are efficient and are used for international trade	Value of exports using the Continental Gateway and Trade Corridor in Quebec (Millions of CND $)	$65,600	March 2018	$62,451	$69,794	$73,871
f) Canada's strategic Gateways and Corridors are efficient and are	Value of imports using the Atlantic Gateway and Trade Corridor (Millions of CND $)	$25,700	March 2018	$24,374	$25,651	$22,360

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
used for international trade						
g) Canada's strategic Gateways and Corridors are efficient and are used for international trade	Value of exports using the Atlantic Gateway and Trade Corridor (Millions of CND $)	$30,800	March 2018	$28,840	$30,550	$26,943
h) Canada's strategic Gateways and Corridors are efficient and are used for international trade	Atlantic Gateway (Halifax) and Continental Gateway (Montreal) market share of North America East Coast traffic in Volume of Twenty Foot Equivalent Unit (TEU) imports and exports.	9.5%	March 2018	Calendar Year 2012: 9.7% Calendar Year 2013: 9.7%	9.7%	9.7%

Program 1.3: Transportation Infrastructure

Sub-Program 1.3.1: Airport Infrastructure

Description: In keeping with the National Airports Policy[xvii], the Airport Infrastructure Program looks after airport services under federal purview for the benefit of Canadian travellers and businesses. The Program: provides stewardship of airport authorities with the goal of protecting the government's interests as the landlord and ensuring compliance with lease terms; operates federally owned regional/local and remote airports; provides financial support to non-federal eligible airports to maintain the ongoing operation and safety of airside infrastructure; and manages other airports' infrastructure legacy commitments by providing financial support to twelve Labrador communities, through the provincial government, to maintain airstrips built under federal/provincial agreements.

Sub-Sub-Program 1.3.1.1: Airport Authority Stewardship

Description: The National Airports System[xviii] (NAS) is a vital transportation system with significant ties to the Canadian economy. To protect the interests of the federal government as the landlord and to ensure compliance with the terms of their leases, the Airport Authority Stewardship Program provides oversight and real property management services for airports whose operation has been transferred to local airport authorities. It also manages residual responsibilities with respect to the commercialized Air Navigation System (ANS). Program activities include: making sure that airport authorities respect the terms of their leases; addressing lease management issues promptly; completing the environmental remediation of ANS lands; managing ongoing liaison with NAV CANADA on property matters; and collecting airport rent revenue.

Sub-Sub-Program 1.3.1.2: Airport Operations

Description: In keeping with the National Airports Policy (NAP) and for the benefit of the communities concerned, the Airport Operations Program operates 18 regional, local and remote Transport Canada-owned airports[xix].

Sub-Sub-Program 1.3.1.3: Small Aerodrome Support

Description: The Small Aerodrome Support Program provides support for airside capital projects through the Airports Capital Assistance Program[xx] (ACAP) and also manages legacy commitments that make airport infrastructure and services available to some communities. In keeping with the National Airports Policy, ACAP provides support to eligible non-federally owned airports. Funding is provided for airside safety-related capital projects, which may also extend to non-airside asset protection. It targets airports with a demonstrated financial need to fund the capital expenditures necessary to maintain safety. Legacy commitments are supported by providing financial assistance to: the provincial government through the Labrador Coast Airstrip Restoration Program to maintain airstrips in twelve Labrador communities; and four airports in Québec to cover a portion of operating deficits through the Airports Operations and Maintenance Subsidy Program.

Sub-Program 1.3.2: Marine Infrastructure

Description: The Marine Infrastructure Program operates from a commercially-based policy framework, and supports Canadian trade by making marine assets available for commercial use. The Program: oversees the stewardship of assets operated by third parties, by providing direct public sector delivery; manages contribution agreements; acts as steward of Canada Port Authorities and the land they manage; operates and divests Transport Canada's public ports; acts as steward of, and provides support to, remote, regional and constitutionally-mandated ferry services; and acts as steward of, and provides support to, the Canadian portion of the St. Lawrence Seaway.

Sub-Sub-Program 1.3.2.1: Canada Port Authority Stewardship

Description: The Canada Port Authority Stewardship Program oversees the 18 Canada Port Authorities (CPAs) that manage properties that are federally-owned or subject to federal law. Its goal is to foster a commercially based regime that supports Canadian trade within policy and legislative frameworks. The Program: reviews and approves requests for property acquisitions/dispositions to make sure that they comply with relevant acts and policies and address environmental and Aboriginal concerns; oversees the appointment process that must comply with the Canada Marine Act; and reviews and approves requests for amending Canada Port Authority activities, borrowing limits, terms of leases, or for establishing subsidiaries, and compliance with gross revenue charge requirements.

Sub-Sub-Program 1.3.2.2: Seaway Stewardship and Support

Description: Pursuant to the Canada Marine Act, Transport Canada is responsible for protecting the long-term operation and viability of the St. Lawrence Seaway as an integral part of Canada's national transportation infrastructure. The Seaway Stewardship and Support Program oversees the good management, operation and maintenance of the Canadian portion of the St. Lawrence Seaway by the St. Lawrence Seaway Management Corporation[xxi] (the Seaway Corporation), for the benefit of seaway users and the businesses and communities that depend on it. The Program: administers, negotiates and monitors the federal government's

twenty-year agreement with the Seaway Corporation; provides statutory payments; negotiates and monitors the five-year business plans that sets specific operating and asset renewal cost targets; and oversees the management of non-navigational assets including the transfer of ownership of surplus Seaway properties.

Sub-Sub-Program 1.3.2.3: Ferry Services Stewardship and Support

Description: The Ferry Services Stewardship and Support Program serves Canadians, communities and businesses that depend on ferry services. The Program oversees federal government funding for, and involvement in, ferry services across the country. This includes: Crown Corporation [Marine Atlantic](#)[xxii] service that links Newfoundland to the rest of Canada, as per constitutional mandate; three private sector inter-provincial services in Atlantic Canada and Eastern Quebec – including one to the remote community of Îles-de-la-Madeleine under the [Ferry Services Contribution Program](#)[xxiii]; and an annual grant to support services in British Columbia.

Sub-Sub-Program 1.3.2.4: Port Operations

Description: The Port Operations Program makes marine facilities at Transport Canada-owned ports available to port users and the communities they serve. It manages and maintains Transport Canada-owned ports including setting and collecting national public port fees at those ports.

Sub-Program 1.3.3: Surface and Multimodal Infrastructure

Description: The Surface Infrastructure Program supports Canada's trade and mobility by fostering efficient and economic access to surface transportation networks while furthering transportation safety. The Program: develops, designs, negotiates, and manages federal funding for highways, borders, railways, transit, and bridges under federal authority; works with provinces, territories and other partners on infrastructure programs and policies, with a particular focus on the National Highway System; acts as steward for [VIA Rail Canada](#)[xxiv] and bridges under federal authority; and manages regional rail service legacy commitments.

Sub-Sub-Program 1.3.3.1: Rail Passenger Stewardship and Support

Description: The Rail Passenger Stewardship and Support Program makes national, regional and remote rail passenger services available throughout Canada. The Program also: acts as steward over, and administers the annual subsidy to, [VIA Rail Canada](#); monitors and provides policy advice on passenger railway services; administers contributions to private sector companies or First Nations bands operating remote passenger rail services; and provides funding for capital projects that support rail services.

Sub-Sub-Program 1.3.3.2: Bridge Stewardship

Description: Guided by the [International Bridges and Tunnels Act](#) and other legislation, the Bridge Stewardship Program addresses capacity issues of bridges and tunnels under federal authority to safely meet current and future transportation needs. Specific Program responsibilities include: implementing and managing federal contributions and initiatives that address the needs of bridges under federal authority; overseeing international bridge and tunnel operators' compliance with relevant regulations; establishing and implementing the laws and regulations governing international bridge operators; providing stewardship oversight of the Confederation Bridge as per a constitutional obligation; and making statutory payments to

Canadian National (CN) Railway Company for the roadway portion of the Victoria Bridge in Montreal.

Sub-Sub-Program 1.3.3.3: Highway and Other Transportation Infrastructure Support

Description: The Highway and Other Transportation Infrastructure Support Program benefits road users, stakeholders, and communities through improved highways, bridges, transit systems, and technology systems for transportation and borders, which reduces traffic congestion, accidents and stakeholder/user operating costs. This multimodal Program: provides Program design guidance; manages federal contributions for improvements to the National Highway System (NHS), Canada-United States border infrastructure, transit system initiatives and other transportation infrastructure; develops, oversees and implements federal policy and coordinates infrastructure issues; assesses Building Canada Plan transportation projects; and helps monitor the performance of transportation infrastructure in partnership with stakeholders.

Budgetary Financial Resources (in dollars) Planned Spending – For Sub-Programs and Sub-Sub-Programs

Sub-Program / Sub-Sub-Program Name	2017-18	2018-19	2019-20
1.3.1 Airport Infrastructure	111,219,266	79,632,832	77,856,131
1.3.1.1 Airport Authority Stewardship	1,674,309	1,674,718	1,675,691
1.3.1.2 Airport Operations	55,128,989	31,925,495	26,610,691
1.3.1.3 Small Aerodrome Support	54,415,968	46,032,619	49,569,749
1.3.2 Marine Infrastructure	280,292,337	200,698,511	199,543,655
1.3.2.1 Canada Port Authority Stewardship	1,411,227	1,411,540	1,412,286
1.3.2.2 Seaway Stewardship and Support	95,097,521	92,612,036	108,829,236
1.3.2.3 Ferry Services Stewardship and Support	53,459,916	48,180,304	49,043,155
1.3.2.4 Port Operations	130,323,673	58,494,631	40,258,978
1.3.3 Surface and Multimodal Infrastructure	96,539,093	77,069,256	78,199,150
1.3.3.1 Rail Passenger Stewardship and Support	12,203,220	1,003,425	1,003,913
1.3.3.2 Bridge Stewardship	70,547,233	71,474,198	72,928,742
1.3.3.3 Highway and Other Transportation Infrastructure Support	13,788,640	4,591,633	4,266,495

Planned Human Resources (Full–time Equivalents (FTEs)) – For Sub-Programs and Sub-Sub-Programs

Sub-Program / Sub-Sub-Program Name	2017-18	2018-19	2019-20
1.3.1 Airport Infrastructure	145	144	144
1.3.1.1 Airport Authority Stewardship	10	10	10
1.3.1.2 Airport Operations	112	111	111
1.3.1.3 Small Aerodrome Support	23	23	23
1.3.2 Marine Infrastructure	48	47	47
1.3.2.1 Canada Port Authority Stewardship	7	7	7
1.3.2.2 Seaway Stewardship and Support	8	8	8

Sub-Program / Sub-Sub-Program Name	2017-18	2018-19	2019-20
1.3.2.3 Ferry Services Stewardship and Support	1	1	1
1.3.2.4 Port Operations	32	31	31
1.3.3 Surface and Multimodal Infrastructure	20	20	18
1.3.3.1 Rail Passenger Stewardship and Support	3	3	3
1.3.3.2 Bridge Stewardship	3	3	3
1.3.3.3 Highway and Other Transportation Infrastructure Support	14	14	12

Planned Results – For Sub-Programs and Sub-Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
1.3.1 Airport Infrastructure						
Airport infrastructure is available to users	Percentage of federally supported airport infrastructure that is operational	100%	March 2018	100%	100%	100%
1.3.1.1 Airport Authority Stewardship						
National Airports System Airports comply with leases	Percentage of National Airports System airports that are in substantive compliance with their lease terms	100%	March 2018	100%	100%	100%
1.3.1.2 Airport Operations						
Airports are operational and available to users	Percentage of airports that are operational	100%	March 2018	100%	100%	100%
1.3.1.3 Small Aerodrome Support						
Airports are operational and available to users	Percentage of funded airports certified operational	100%	March 2018	100%	100%	100%
1.3.2 Marine Infrastructure						
Marine infrastructure is operational for users	Percentage of marine infrastructure operational	100%	March 2018	100%	100%	100%
1.3.2.1 Canada Port Authority Stewardship						
Compliance with Acts, regulations and letters patent	Percentage of transactions in compliance with federal Acts, regulations and policies	100%	March 2018	100%	100%	100%
1.3.2.2 Seaway Stewardship and Support						
Seaway is open and available to commercial traffic	Percentage of system availability	99%	March 2018	99%	99%	99%

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
1.3.2.3 Ferry Services Stewardship and Support						
Constitutional, regional and remote ferry services are available to users	Percentage of scheduled trips completed	100%[7]	March 2018	100%	100%	100%
1.3.2.4 Port Operations						
Transport Canada-owned active ports are operational and available to users	Percentage of active ports operational	100%	March 2018	100%	100%	100%
1.3.3 Surface and Multimodal Infrastructure						
Federally funded surface infrastructure projects are completed and available to users as per/consistent with agreement date with recipient	Percentage of federally funded surface infrastructure operational	100%	March 2018	96%	94.5%	94.5%
1.3.3.1 Rail Passenger Stewardship and Support						
Federally funded inter-city and remote passenger rail services have the capacity to meet existing commitments	Percentage of planned passenger rail trips (measured by train-kilometres) delivered by federally-supported inter-city and remote passenger rail carriers	98%	March 2018	96%	95%	99%
1.3.3.2 Bridge Stewardship						
Bridges under federal authority are capable of meeting existing and future demand	Percentage of federal funding obtained and delivered so the project can start within approved timelines	100%	March 2018	100%	Responsibility for the new bridge over the St. Lawrence River was transferred to Infrastructure Canada in February 2014	N/A
1.3.3.3 Highway and Other Transportation Infrastructure Support						
Federally funded highway and border surface infrastructure is available to users	Percentage of highway and border projects that meet funding objectives	100%	March 2018	100%	100%	100%

[7] Excludes mechanical- and weather-related issues, which are outside of the operator's control.

Strategic Outcome 2: A Clean Transportation System

Transport Canada promotes a clean transportation system in Canada. This Strategic Outcome: advances the federal government's environmental agenda in the transportation sector and complements other federal programs designed to reduce air emissions to protect the health of Canadians and the environment for generations to come; protects the marine environment by reducing the pollution of water from transportation sources; and fulfills Transport Canada's responsibilities in working towards a cleaner and healthier environment with regard to its own operations.

The following Programs' Sub-Programs support this Strategic Outcome:

Program 2.1: Clean Air from Transportation

Sub-Program 2.1.1: Clean Air Regulatory Framework and Oversight

Description: Deriving its authority from the [Railway Safety Act](#)[xxv], the [Canada Shipping Act, 2001](#)[xxvi], and the [Aeronautics Act](#)[xxvii], Transport Canada's Clean Air Regulatory Framework and Oversight Program contributes to reducing the air emissions from transportation by creating and implementing regulatory regimes. The Program: sets the legal and regulatory frameworks that govern air pollutant and greenhouse gas emissions from the air, marine and rail sectors; oversees transportation firms' compliance with their regulatory obligations; represents Canada in discussions to set international standards for air pollutant and greenhouse gas emissions in these sectors; provides support to [Environment and Climate Change Canada](#)[xxviii] in developing road vehicle greenhouse gas emission regulations; and contributes to developing and implementing instruments to reduce air emissions from Canada's transportation sector.

Sub-Program 2.1.2: Clean Air Initiatives

Description: The Clean Air Initiatives advance the federal government's environmental agenda in the transportation sector by: promoting and demonstrating ways to reduce transportation greenhouse gas emissions and other air pollutants; promoting, testing and demonstrating advanced vehicle technologies to reduce transportation greenhouse gas emissions and other air pollutants from motor vehicles; creating partnerships; and designing, negotiating and managing initiatives for transportation emissions reductions.

Specific initiatives include: the ecoTECHNOLOGY for Vehicles II Initiative, the Gateway Carbon Footprint Initiative, the Shore Power Technology for Ports Program and the Truck Reservation System Program.

Budgetary Financial Resources (in dollars) Planned Spending – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
2.1.1 Clean Air Regulatory Framework and Oversight	25,722,114	1,603,995	1,350,792
2.1.2 Clean Air Initiatives	2,189,718	489,347	489,727

Planned Human Resources (Full–time Equivalents (FTEs)) – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
2.1.1 Clean Air Regulatory Framework and Oversight	84	13	13
2.1.2 Clean Air Initiatives	6	4	4

Planned Results – For Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
2.1.1 Clean Air Regulatory Framework and Oversight						
Clean air regulatory framework (and policies) that align with international standards	Percentage of instruments that are aligned with domestic legislation or international standards	100%	March 2018	All current Canadian aviation environmental standards are aligned with approved International Civil Aviation Organization standards. The regulations on marine sector air emissions are currently 80% aligned. Full alignment is expected in 2020	100% for aviation; 80% for marine	100% for Aviation and Marine sectors. Not applicable for Rail sector
2.1.2 Clean Air Initiatives						
Clean Transportation technologies are available to users	Number of sites using clean transportation technologies[8]	10	March 2018	On track to meet target	8 out of 10	17

Program 2.2: Clean Water from Transportation

Sub-Program 2.2.1: Clean Water Regulatory Framework

Description: Guided by the Canada Shipping Act, 2001, the Arctic Waters Pollution Prevention Act[xxix], the Marine Liability Act and international conventions, the Clean Water Regulatory Framework Program sets the legal and regulatory frameworks that govern the protection of the marine environment from pollution, the introduction of invasive species, and the environmental impact of pollution incidents.

Sub-Program 2.2.2: Clean Water Regulatory Oversight

Description: The Clean Water Regulatory Oversight Program contributes to reducing pollution from vessels by monitoring compliance of marine transportation firms with the Marine Safety regulatory framework through surveillance, inspections, audits, monitoring and enforcement.

Budgetary Financial Resources (in dollars) Planned Spending – For Sub-Programs

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[8] This performance indicator relates to the Shore Power Technology for Ports Program and the Clean Transportation Initiative on Port-related trucking.

Sub-Program Name	2017-18	2018-19	2019-20
2.2.1 Clean Water Regulatory Framework	3,048,058	1,436,460	1,437,441
2.2.2 Clean Water Regulatory Oversight	15,362,318	13,809,245	13,814,881

Planned Human Resources (Full–time Equivalents (FTEs)) – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
2.2.1 Clean Water Regulatory Framework	8	8	8
2.2.2 Clean Water Regulatory Oversight	52	51	51

Planned Results – For Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
2.2.1 Clean Water Regulatory Framework						
Legislation, regulations and policies that are harmonized with adopted international standards	Percentage of instruments that are aligned with domestic legislation and/or adopted international standards	95%	March 2018	99%	99%	N/A
2.2.2 Clean Water Regulatory Oversight						
a) Industry is compliant with the regulatory framework	Percentage of vessels in compliance with regulatory framework for environmental response regime	95%	March 2018	98.7%	98.7%	N/A
b) Industry is compliant with the regulatory framework for ballast water discharges in waters under Canadian jurisdiction	Percentage of vessels in compliance with Ballast Water Control and Management Regulations[xxx] reporting rules	95%	March 2018	90%	90%	99%

Program 2.3: Environmental Stewardship of Transportation

Description: The Environmental Stewardship Program does not have any lower-level Sub-Programs.

Strategic Outcome 3: A Safe and Secure Transportation System

A safe and secure transportation system moves people and goods across Canada, and to international destinations, without loss of life, injury or damage to property. Transport Canada supports a safe and secure transportation system by influencing the behaviour of the public and industry through policies, standards, regulations and laws. Harmonized and streamlined regulatory regimes, informed by the expertise of multiple countries and stakeholders, aid effective, safe and secure transportation practices and a sound safety and security culture. Transport Canada ensures that Canadians and the transportation industry are in compliance with the regulatory framework through its oversight program.

The following Programs' Sub-Programs and Sub-Sub-Programs support this Strategic Outcome:

Program 3.1: Aviation Safety

Sub-Program 3.1.1: Aviation Safety Regulatory Framework

Description: The Aviation Safety Regulatory Framework Program provides a balance of tools (policies, guidelines, regulations, standards, and education and awareness activities) based on risk, to promote a harmonized aviation safety regulatory framework for Canadians and Canada's aviation industry.

Sub-Program 3.1.2: Aviation Safety Oversight

Description: The Aviation Safety Oversight Program is risk-based and supports compliance of the aviation industry with the regulatory framework through services, assessments and validations, inspections, audits and, when necessary, enforcement.

Sub-Sub-Program 3.1.2.1: Service to the Aviation Industry

Description: Guided by the standards and regulatory requirements in the Canadian Aviation Regulations[xxxi], the Service to the Aviation Industry Program licences personnel, provides operating certificates to organizations and certifies aeronautical products.

Sub-Sub-Program 3.1.2.2: Surveillance of the Aviation System

Description: The Surveillance of the Aviation System Program, based on risk, monitors aviation industry compliance of the regulatory framework through assessments and validations, inspections, audits and, when necessary, enforcement.

Sub-Program 3.1.3: Aircraft Services

Description: The Aircraft Services Program provides aircraft, aircraft operations, and aircraft maintenance and engineering, as well as related training services to Transport Canada and other federal government departments and agencies.

Budgetary Financial Resources (in dollars) Planned Spending – For Sub-Programs and Sub-Sub-Programs

Sub-Program / Sub-Sub-Program Name	2017-18	2018-19	2019-20
3.1.1 Aviation Safety Regulatory Framework	26,284,436	26,295,219	26,320,884
3.1.2 Aviation Safety Oversight	119,557,303	119,626,050	119,753,979
3.1.2.1 Service to the Aviation Industry	32,826,698	32,844,441	32,886,675
3.1.2.2 Surveillance of the Aviation System	86,730,605	86,781,609	86,867,304
3.1.3 Aircraft Services	39,686,160	42,864,339	27,276,605

Planned Human Resources (Full–time Equivalents (FTEs)) – For Sub-Programs and Sub-Sub-Programs

Sub-Program / Sub-Sub-Program Name	2017-18	2018-19	2019-20
3.1.1 Aviation Safety Regulatory Framework	254	254	254
3.1.2 Aviation Safety Oversight	1,127	1,127	1,127
3.1.2.1 Service to the Aviation Industry	348	348	348
3.1.2.2 Surveillance of the Aviation System	779	779	779
3.1.3 Aircraft Services	352	352	352

Planned Results – For Sub-Programs and Sub-Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
3.1.1 Aviation Safety Regulatory Framework						
A timely rulemaking program that supports a risk-based regulatory framework	Average time (years) to develop new or modified regulations governing Aviation Safety (with a goal of measuring a 5-yr rolling average, once sufficient data is available) (Improvement = decrease)	5.09 (5% decrease from previous year)	December 2017	6.25	3.56	2.26
3.1.2 Aviation Safety Oversight						
Compliance of aviation community with regulatory requirements	Number of non-compliance findings in aviation enterprises based on certificates held, comparing year-over-year (Improvement = decrease) *Note: Overall trends cannot be measured fully until fiscal year end 2017-18 as a full surveillance cycle is 5 years. Implementation was in fiscal year 2013-14	1% decrease in number	March 2018	N/A	N/A	17%

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
3.1.2.1 Service to the Aviation Industry						
Services delivered support the conduct of business activities in the Canadian Aviation Industry	Percentage (%) of services delivered meeting service standards (Improvement = increase) *Note: Not all national activity is represented	74%	March 2018	83%	88%	89%
3.1.2.2 Surveillance of the Aviation System						
Aviation hazards and risks are being systematically managed by the aviation community	Average severity of non-compliance findings in aviation enterprises based on certificates held on a scale of 1 to 3 (1=minor, 2=moderate, 3=major) (Improvement = decrease in severity)	2	March 2018	2.34	1.94	2.0
3.1.3 Aircraft Services						
a) Safe aviation services resulting in confidence from clients	Percentage of clients satisfied or very satisfied with services (scoring 2 or 3 on a 3-point scale) (Improvement = increase)	80%	March 2018	N/A	80%	80%
b) Safe aviation services resulting in confidence from clients	Number of category 3[9] or greater category occurrences (per 1,000 flight hours) (Improvement = decrease)	2.0	March 2018	1.13	1.10	1.59

Program 3.2: Marine Safety

Sub-Program 3.2.1: Marine Safety Regulatory Framework

Description: The Marine Safety Regulatory Framework Program provides a balance of tools (policies, guidelines, regulations and standards) to support a harmonized marine safety regulatory framework for Canada's marine industry (seafarers, commercial vessels [non-pleasure craft] and pleasure crafts). This Program also works to harmonize Canada's marine safety regulatory framework with other jurisdictions.

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[9] Category 3 occurrences include an occurrence with moderate damage, injury, delay, grounded aircraft and/or costs as per the Canadian Aviation Regulations.

Sub-Program 3.2.2: Marine Safety Oversight

Description: The Marine Safety Oversight Program is risk-based and supports compliance of the marine industry with the regulatory framework through services, assessments, validations, inspections, audits and, when necessary, enforcement.

Sub-Program 3.2.3: Navigation Protection Program

Description: The Navigation Protection Program[xxxii] is responsible for the administration of the Navigation Protection Act[xxxiii]. The main activities are the review and authorization of works in scheduled waters, the management of obstructions in scheduled waters and the enforcement of the prohibitions against depositing or throwing material into navigable waters and dewatering of navigable waters. The Program also has an opt-in provision that allows the owners of works in non-scheduled navigable waters to apply for a review under the Act. The Program also has responsibilities under the Canada Shipping Act, 2001 to conduct reviews and render decisions under navigation-related authorities, including the Receiver of Wreck Program and the Private Buoy Regulations[xxxiv].

Budgetary Financial Resources (in dollars) Planned Spending – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
3.2.1 Marine Safety Regulatory Framework	10,251,847	9,796,083	9,805,903
3.2.2 Marine Safety Oversight	39,685,455	38,332,128	38,350,882
3.2.3 Navigation Protection Program	5,170,631	4,387,465	4,391,560

Planned Human Resources (Full–time Equivalents (FTEs)) – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
3.2.1 Marine Safety Regulatory Framework	97	97	97
3.2.2 Marine Safety Oversight	407	406	406
3.2.3 Navigation Protection Program	54	50	50

Planned Results – For Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
3.2.1 Marine Safety Regulatory Framework						
A risk-based regulatory framework consistent with international conventions and Cabinet Directive on Streamlining Regulation	Percentage of regulations aligned with domestic legislation and/or adopted international standards (Improvement = increase)	85%	March 2018	50%	65%	75%
3.2.2 Marine Safety Oversight						
a) Compliance with regulations for inspected domestic vessels (non-pleasure craft)	Percentage of inspected domestic vessels (non-pleasure craft) that are	68%	March 2018	71%	65%	60%

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
	compliant with regulations[10] (Improvement = increase)					
b) Compliance with regulations for pleasure craft	Percentage of pleasure craft compliant with regulations (includes those that received a courtesy check) (Improvement = increase)	60%	March 2018	N/A	86%	74%
c) The Port State Control regulatory oversight inspects the highest risk foreign vessels	Percentage of high-risk foreign vessels inspected (Improvement = increase)	95%	March 2018	95%	95%	95%
3.2.3 Navigation Protection Program[11]						
Safe navigation in Canada's busiest waterways	Number of safely placed works in a year[12]	Baseline to be established in 2017[13]	March 2018	N/A	N/A	N/A

Program 3.3: Rail Safety

Sub-Program 3.3.1: Rail Safety Regulatory Framework

Description: The Rail Safety Regulatory Framework Program provides a balance of tools (policies, guidelines, regulations, rules and engineering standards) to promote a harmonized rail safety regulatory framework for the rail industry and the public at large, while ensuring viability of the rail sector.

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[10] Non-compliance vessels that are deemed unsafe are stopped immediately. Non-compliance can range from an individual not producing the appropriate document to the Inspector when requested to do so, to failure to rectify an identified safety deficiency with the vessel. All non-compliance must be addressed within a prescribed timeframe to continue to ensure marine safety. Given that Transport Canada Marine Safety and Security issues over 20,000 safety deficiency notices each year, the overall target of 68% compliance consists of all vessels with no noted safety deficiencies whatsoever (regardless of how minor). This will continue to be progressed via inspections and awareness in collaboration with Canadian and international partners.

[11] For 3.2.3: The Minister has been instructed by the Prime Minister to conduct a full review of the Navigation Protection Act, restore lost protections and incorporate modern safeguards, which will impact the priorities of the Program. This will likely result in changes that will require a review of the existing performance indicators.

[12] The Navigation Protection Act (NPA), which came into force on April 1, 2014, authorizes and regulates safe interferences with the public right of navigation, including works constructed in, on, over, under, though or across Canada's busiest waterways.

[13] The Navigation Protection Program performance indicators are being developed to better capture the intent of the NPA.

Sub-Program 3.3.2: Rail Safety Oversight

Description: The Rail Safety Oversight Program is risk-based and promotes compliance of the rail industry with the regulatory framework through inspections, audits and, when necessary, enforcement.

Sub-Program 3.3.3: Rail Safety Awareness and Grade Crossing Improvement

Description: The Rail Safety Awareness and Grade Crossing Improvement Program provides funding for safety improvements at grade crossings and promotes public and stakeholder awareness and education in order to prevent fatalities and injuries.

Budgetary Financial Resources (in dollars) Planned Spending – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
3.3.1 Rail Safety Regulatory Framework	4,875,668	4,877,874	3,224,804
3.3.2 Rail Safety Oversight	22,322,289	22,277,477	16,099,760
3.3.3 Rail Safety Awareness and Grade Crossing Improvement	25,697,316	26,049,021	15,466,259

Planned Human Resources (Full–time Equivalents (FTEs)) – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
3.3.1 Rail Safety Regulatory Framework	36	36	22
3.3.2 Rail Safety Oversight	194	195	149
3.3.3 Rail Safety Awareness and Grade Crossing Improvement	40	40	38

Planned Results – For Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
3.3.1 Rail Safety Regulatory Framework						
The regulatory framework addresses the highest risks	Percentage of rail risk-mitigation strategies developed per total number of identified risks in rail safety business plan (Improvement = increase)	90%	March 2018	100%	100%	N/A
3.3.2 Rail Safety Oversight						
Rail industry is compliant	Rate of industry non-compliance found in Rail Safety oversight activities (Improvement = decrease)	2% decrease year-over-year	March 2018	N/A	N/A	N/A[14]

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[14] This indicator is currently under review based on the revised Railway Safety Management Systems Regulations, 2015.

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
3.3.3 Rail Safety Awareness and Grade Crossing Improvement						
a) Safe railway grade crossings	Percentage of crossing collisions reduced (Improvement = increase)	5%	December 2017	1.1%	2.3%	11.4%
b) Trespassing on railways eliminated	Percentage of trespassing accidents reduced (Improvement = increase)	5%	December 2017	22%	5.2%	5.2%

Program 3.4: Motor Vehicle Safety

Sub-Program 3.4.1: Motor Vehicle Safety Regulatory Framework

Description: The Motor Vehicle Safety Legislative and Regulatory Framework Program provides a balance of tools (policies, guidelines, regulations and standards) to create and maintain a harmonized motor vehicle safety framework for Canadians and Canada's motor vehicle manufacturing industry. The framework is developed using evidence obtained from field investigations, physical testing of vehicles, collision statistics and joint regulatory development with our trading partners.

Sub-Program 3.4.2: Motor Vehicle Safety Oversight

Description: The Motor Vehicle Safety Oversight Program is risk-based and assesses compliance of the motor vehicle manufacturing industry with the regulatory framework through inspections, audits, physical testing and, where necessary, enforcement.

Sub-Program 3.4.3: Motor Carrier Safety

Description: Guided by the Motor Vehicle Transport Act[xxxv], the Motor Carrier Safety Program achieves safer motor carrier (trucking and busing) operations by: advancing implementation of the National Safety Code[xxxvi] (performance standards for commercial vehicle operations); managing a contribution program for provinces and territories towards consistent implementation of the National Safety Code; and by maintaining the Commercial Vehicle Drivers Hours of Service Regulations[xxxvii] for commercial vehicle drivers.

Budgetary Financial Resources (in dollars) Planned Spending – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
3.4.1 Motor Vehicle Safety Regulatory Framework	16,666,013	6,605,900	6,873,035
3.4.2 Motor Vehicle Safety Oversight	8,785,946	8,653,501	7,541,936
3.4.3 Motor Carrier Safety	5,145,650	5,145,925	5,146,579

Planned Human Resources (Full–time Equivalents (FTEs)) – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
3.4.1 Motor Vehicle Safety Regulatory Framework	71	51	51
3.4.2 Motor Vehicle Safety Oversight	54	49	49
3.4.3 Motor Carrier Safety	7	7	7

Planned Results – For Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
3.4.1 Motor Vehicle Safety Regulatory Framework						
A performance-based regulatory framework that is harmonized with international vehicle safety regimes where appropriate	Percentage of standards that are harmonized with international motor vehicle safety standards (Improvement = increase)	80%	March 2018	80%	81%	88%
3.4.2 Motor Vehicle Safety Oversight						
Motor vehicle industry is compliant with the regulatory framework	Percentage of the motor vehicle industry that is compliant with the regulatory framework (Improvement = increase)	80%[15]	March 2018	94%	93%	97%
3.4.3 Motor Carrier Safety						
Harmonized safety regime for motor carriers among provinces and territories	Percentage of jurisdictions that have adopted all of the 16 standards under the National Safety Code (Improvement = increase)	80%	March 2018	67%	80%	80%

Program 3.5: **Transportation of Dangerous Goods**

Sub-Program 3.5.1: Transportation of Dangerous Goods Regulatory Framework

Description: The Transportation of Dangerous Goods Regulatory Framework Program provides a balance of tools (policies, guidelines, regulations and standards) to promote a harmonized regulatory framework for the safe transportation of dangerous goods within Canada and imported to Canada.

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[15] Transport Canada regulates thousands of vehicle manufacturers, importers and distributors. The initial level of compliance was set at 80% to reflect the challenge of informing such a diverse number of small businesses of their legal obligations. Enforcement activities, such as obtaining and auditing certification documents from new manufacturers and importers to assess compliance with Canadian safety standards, and working closely with Canada Border Services Agency to prevent entry of non-compliant vehicle shipments, detect and prevent the entry into commerce of non-compliant vehicles until they meet regulatory requirements.

Sub-Program 3.5.2: Transportation of Dangerous Goods Oversight

Description: The Transportation of Dangerous Goods Oversight Program is risk-based and, supports compliance of industry with the regulatory framework through services, assessments and validations, inspections, audits and, when necessary, enforcement.

Sub-Program 3.5.3: Emergency Response for Transportation of Dangerous Goods

Description: Required by the [Transportation of Dangerous Goods Act, 1992](#)xxxviii, the Transportation of Dangerous Goods Emergency Response Program protects the safety of human life and health, of property and the environment, by providing immediate 24-hour scientific advice, safety precautions and action measures to first responders through the [Canadian Transport Emergency Centre](#)xxxix (CANUTEC) following an incident involving dangerous goods. CANUTEC: attends to dangerous goods incidents and provides onsite response direction by the Transportation of Dangerous Goods' Remedial Measure Specialist; produces the [Emergency Response Guidebook](#)xl as a tool for initial response during the first 15 minutes at the scene of an accident involving dangerous goods; responds to security threats in partnership with industry; and conducts research on emergency response to releases of chemicals.

Budgetary Financial Resources (in dollars) Planned Spending – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
3.5.1 Transportation of Dangerous Goods Regulatory Framework	10,805,794	12,731,721	4,058,384
3.5.2 Transportation of Dangerous Goods Oversight	18,051,776	18,211,620	8,725,545
3.5.3 Emergency Response for Transportation of Dangerous Goods	9,517,315	9,802,481	2,484,978

Planned Human Resources (Full–time Equivalents (FTEs)) – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
3.5.1 Transportation of Dangerous Goods Regulatory Framework	52	52	32
3.5.2 Transportation of Dangerous Goods Oversight	159	159	90
3.5.3 Emergency Response for Transportation of Dangerous Goods	75	78	25

Planned Results – For Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
3.5.1 Transportation of Dangerous Goods Regulatory Framework						
The harmonization of the [Transportation of Dangerous Goods Regulations](#)xli with	Percentage of proposed regulatory requirements that harmonize with international	90%[16]	March 2018	75%	75%	90%

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[16] While the target is expected to increase over time, given specific Canadian standards, the target cannot be 100%.

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
international regulations and national standards	standards, codes, practices or requirements (Improvement = increase)					
3.5.2 Transportation of Dangerous Goods Oversight						
The dangerous goods industry is compliant	Percentage of inspections that do not require a follow-up inspection as per the Compliance Estimation program[17] (Improvement = increase)	90%	March 2018	90%	N/A	96%
3.5.3 Emergency Response for Transportation of Dangerous Goods						
Clients are satisfied with the response provided by CANUTEC	Percentage of calls to CANUTEC Emergency Centre that meet service standards[18] (Improvement = increase)	90%	March 2018	N/A	N/A	N/A

Program 3.6: Aviation Security

Sub-Program 3.6.1: Aviation Security Regulatory Framework

Description: The Aviation Security Regulatory Framework Program develops and uses a balance of tools (policies, guidelines, regulations and standards) to promote a risk-based aviation security regulatory framework for Canadians and the Canadian aviation industry.

Sub-Program 3.6.2: Aviation Security Oversight

Description: The Aviation Security Oversight Program supports the aviation industry's compliance with the regulatory framework through services, assessments and validations, inspections, audits and enforcement. The Program also contributes to aviation security through incident management procedures, plans and tools.

Sub-Program 3.6.3: Aviation Security Technological Infrastructure

Description: The Aviation Security Technological Infrastructure Program develops, evaluates and provides stakeholders access to standards, research data and best practices for technologies that assist the effective, consistent management of aviation security risks.

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[17] The Program uses a risk-based approach to target inspections complemented by a random compliance estimation program. While there is significant year-to-year variation in compliance rates, every incident of non-compliance results in a corrective action per the Transportation of Dangerous Goods non-compliance follow-up policy. The level of severity of non-compliance can vary significantly. For example, non-compliance can range from missing a placard on a means of containment to not having an approved Emergency Response Plan where one is required.

[18] This is a new field added during the 2016-17 fiscal year.

Budgetary Financial Resources (in dollars) Planned Spending – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
3.6.1 Aviation Security Regulatory Framework	3,736,642	3,738,270	3,742,144
3.6.2 Aviation Security Oversight	18,367,776	17,973,782	17,992,668
3.6.3 Aviation Security Technological Infrastructure	7,436,886	7,439,275	7,444,959

Planned Human Resources (Full–time Equivalents (FTEs)) – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
3.6.1 Aviation Security Regulatory Framework	39	39	39
3.6.2 Aviation Security Oversight	195	195	195
3.6.3 Aviation Security Technological Infrastructure	53	53	53

Planned Results – For Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
3.6.1 Aviation Security Regulatory Framework						
Regulatory framework meets international standards	Percentage of the regulatory framework which meets international standards (Improvement = increase)	100%	March 2018	100%	100%	100%
3.6.2 Aviation Security Oversight						
Stakeholders understand the compliance requirements within the security regulatory framework	Percentage of completed inspections that did not result in a deficiency (Improvement = increase)	85%	March 2018	98%	95.2%	92%
3.6.3 Aviation Security Technological Infrastructure						
Stakeholders are compliant with standards	Percentage of completed technology verification reviews that are compliant with standards (Improvement = increase)	90%	March 2018	100%	100%	83%

Program 3.7: Marine Security

Sub-Program 3.7.1: Marine Security Regulatory Framework

Description: The Marine Security Regulatory Framework Program provides a balance of tools (policies, guidelines, regulations and standards) to promote a harmonized maritime security regulatory framework for Canadians and the marine industry.

Sub-Program 3.7.2: Marine Security Oversight

Description: The Marine Security Oversight Program is risk-based and supports the marine security industry's compliance with the regulatory framework through services, assessments and validations, inspections, audits and, when necessary, enforcement.

Sub-Program 3.7.3: Marine Security Operations Centres

Description: The Marine Security Operations Centres[xlii] Program works to detect, assess, and support a response to threats in Canada's maritime domain and approaches as a key partner in the Marine Security Operations Centres, by conducting threat and risk assessments of vessels entering Canadian waters, and threat assessments of facilities within Canada. The Centres also serve as a maritime-centric interface between national and international partners and stakeholders, and support the Marine Security Oversight Program. Transport Canada is a partner in the Marine Security Operations Centres along with Canada Border Services Agency[xliii], the Canadian Coast Guard[xliv], the Department of National Defence[xlv] and the Royal Canadian Mounted Police[xlvi]. The threat assessment and the risk assessment performed by inspectors, provides the basis for the establishment of restricted areas within marine facilities and the subsequent access control. Only those who have acquired a marine transportation security clearance would have access to restricted areas. The access control systems would be audited and tested by inspectors in the regions. Failure to control access could lead to enforcement.

Budgetary Financial Resources (in dollars) Planned Spending – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
3.7.1 Marine Security Regulatory Framework	1,050,285	1,050,611	1,051,387
3.7.2 Marine Security Oversight	7,262,942	7,158,468	6,763,506
3.7.3 Marine Security Operations Centres	4,809,949	4,811,946	4,816,696

Planned Human Resources (Full–time Equivalents (FTEs)) – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
3.7.1 Marine Security Regulatory Framework	7	7	7
3.7.2 Marine Security Oversight	65	65	65
3.7.3 Marine Security Operations Centres	44	44	44

Planned Results – For Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
3.7.1 Marine Security Regulatory Framework						
A risk-based regulatory framework consistent with international conventions	Percentage of the regulatory framework aligned with domestic legislation and/or adopted international conventions (Improvement = increase)	85%	March 2018	91%	65%	85%

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
3.7.2 Marine Security Oversight						
Stakeholders are compliant with the requirements within the Marine Security regulatory framework	Percentage of inspections completed that do not result in an administrative monetary penalty[19] (Improvement = increase)	90%	March 2018	100%	100%	100%
3.7.3 Marine Security Operations Centres						
The Government of Canada has the necessary information to address marine security threats and/or incidents	Percentage of vessels entering Canadian waters for which a regulatory compliance matrix is completed[20] (Improvement = increase)	100%	March 2018	91.8%	100%	100%

Program 3.8: Surface and Intermodal Security

Description: The Surface and Intermodal Security Program does not have any lower-level Sub-Programs.

Program 3.9: Multimodal Safety and Security

Sub-Program 3.9.1: Multimodal Strategies and Integrated Services

Description: The Multimodal Strategies and Integrated Services Program provides strategic direction and advice on, and leads the coordination of, cross-cutting issues, the delivery of departmental enforcement services and regulatory and policy initiatives affecting transportation in safety and security. This Program also directs integrated planning and reporting initiatives for safety and security. It serves as the main departmental point of contact for security and intelligence matters through its liaison with the Canadian intelligence community and its central role in the sharing and analysis of intelligence information. In addition, this Program is responsible for processing requisite transportation security clearances for workers within the national transportation infrastructure.

Sub-Program 3.9.2: Emergency Preparedness and Situation Centres

Description: The Emergency Preparedness and Situation Centres Program works to ensure that Transport Canada is prepared for and able to respond to emerging threats and situations that may impact the national transportation system by collaborating closely with partners throughout the Department, industry, stakeholders and other government departments and/or

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[19] Administrative monetary penalties are typically used for medium or high gravity violations or in cases where the person refuses to accept responsibility for the violation.

[20] The Regulatory Compliance Matrix (RCM) is used to assign a risk score to all vessels that have identified their intent to enter Canadian waters. The RCM assesses the vessel's Pre-Arrival Information Report (PAIR) submission against risk indicators for the purpose of determining compliance with Marine Transportation Security Regulations. The RCM is completed on all regulated vessels prior to their arrival in Canadian waters and the resulting risk score is used to provide recommendations for vessel inspections based on the risk of regulatory non-compliance.

agencies. The Program seeks to ensure that the Department continues to successfully meet its responsibilities under the [Emergency Management Act](#)xlvii, including the Government of Canada's emergency management agenda, focusing primarily on preparedness and response activities.

Sub-Program 3.9.3: Integrated Technical Training

Description: The Multimodal Integrated Technical Training Program is responsible for maintaining an integrated technical training branch that is accountable for assessing training needs and designing, developing, delivering and evaluating technical training products and services. The Program is also responsible for the management of an integrated Learning Management System to manage, track and report technical learning, including the hosting of e-learning courses.

Budgetary Financial Resources (in dollars) Planned Spending – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
3.9.1 Multimodal Strategies and Integrated Services	8,805,279	8,787,445	8,194,580
3.9.2 Emergency Preparedness and Situation Centres	1,954,589	1,714,652	1,716,289
3.9.3 Integrated Technical Training	1,257,976	1,245,904	827,448

Planned Human Resources (Full–time Equivalents (FTEs)) – For Sub-Programs

Sub-Program Name	2017-18	2018-19	2019-20
3.9.1 Multimodal Strategies and Integrated Services	95	95	91
3.9.2 Emergency Preparedness and Situation Centres	18	18	18
3.9.3 Integrated Technical Training	12	12	9

Planned Results – For Sub-Programs

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
3.9.1 Multimodal Strategies and Integrated Services						
Internal stakeholders have the information and tools they need to manage safety and security transportation issues in an integrated and consistent manner across modes	Percentage of Transport Canada safety and security programs' National Oversight Plans approved by the Strategic Outcome 3 Management Board before the beginning of the fiscal year (Improvement = increase)	85%	March 2018	N/A	N/A	N/A
3.9.2 Emergency Preparedness and Situation Centres						
a) Transport Canada meets its preparedness responsibilities under the [Emergency Management Act](#)	Level of activity related to emergency management plans, exercises and readiness. (Improvement = increase)	80%	March 2018	81.25%	81.25%	81.25%

Expected Results	Performance Indicators	Target	Date to Achieve Target	2013-14 Actual Results	2014-15 Actual Results	2015-16 Actual Results
b) Transport Canada is able to respond to emergency situations	Rating on Transport Canada Situation Centres readiness status (Improvement = increase)	80%	March 2018	100%	83%	82%
3.9.3 Integrated Technical Training						
Inspectors, technical experts, and regulators have the core, multimodal-specialized and modal specific technical training they need to carry out their duties competently	Percentage of overall curriculum in active development or available for delivery	80%	March 2018	N/A	N/A	N/A

Program 4: Internal Services[21]

Description: Internal Services are groups of related activities and resources that are administered to support the needs of programs and other corporate obligations of an organization. These groups are reported on at the Program level and can be found within the 2017-18 Departmental Plan.

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[21] Performance measurement information is not provided as the Treasury Board Secretariat is currently developing government-wide standardized Internal Services Performance Measurement Framework.

Endnotes

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i Transport Canada website: http://www.tc.gc.ca/
ii NAV CANADA website: http://www.navcanada.ca/
iii Canada Transportation Act: http://laws-lois.justice.gc.ca/eng/acts/C-10.4/
iv Air Canada Public Participation Act: http://laws-lois.justice.gc.ca/eng/acts/a-10.1/index.html
v Gateways and Corridors Initiatives: http://www.tc.gc.ca/eng/policy/anre-menu-3023.htm
vi International Civil Aviation Organization: http://www.icao.int/Pages/default.aspx
vii Canada Marine Act: http://laws-lois.justice.gc.ca/eng/acts/c-6.7/
viii Marine Liability Act: http://laws-lois.justice.gc.ca/eng/acts/M-0.7/
ix The International Maritime Organization website: http://www.imo.org/en/Pages/Default.aspx
x International Bridges and Tunnels Act: http://laws-lois.justice.gc.ca/eng/acts/I-17.05/
xi Global Markets Action Plan: http://www.international.gc.ca/global-markets-marches-mondiaux/index.aspx?lang=eng
xii Canada's Strategy for Engagement in the Americas: http://www.international.gc.ca/americas-ameriques/stategy-strategie.aspx?lang=eng
xiii Canada's Mission to the International Civil Aviation Organization: http://www.tc.gc.ca/eng/policy/ap-pmc-3144.html
xiv Minister of Transport Mandate Letter: http://pm.gc.ca/eng/minister-transport-mandate-letter
xv Asia-Pacific Gateway and Corridor Initiative: http://www.asiapacificgateway.gc.ca/
xvi Gateways and Border Crossings Fund: http://www.tc.gc.ca/eng/policy/acg-acgd-menu-infrastructure-2170.htm
xvii National Airports Policy: http://www.tc.gc.ca/eng/programs/airports-policy-menu-71.htm
xviii National Airports System: http://www.tc.gc.ca/eng/programs/airports-policy-nas-1129.htm
xix Transport Canada-owned airports: http://www.tc.gc.ca/eng/programs/airports-map_tc_airports-65.htm
xx Airports Capital Assistance Program: http://www.tc.gc.ca/eng/programs/airports-acap-menu-327.htm
xxi St. Lawrence Seaway Management Corporation website: http://www.greatlakes-seaway.com/
xxii Marine Atlantic website: http://www.marineatlantic.ca/en/
xxiii Ferry Services Contribution Program: http://www.tc.gc.ca/eng/programs/ferry-services-contribution-program-menu2362.htm
xxiv VIA Rail Canada website: http://www.viarail.ca/
xxv Railway Safety Act: http://laws-lois.justice.gc.ca/eng/acts/r-4.2/
xxvi Canada Shipping Act, 2001: http://laws-lois.justice.gc.ca/eng/acts/c-10.15/
xxvii Aeronautics Act: http://www.tc.gc.ca/eng/acts-regulations/acts-1985ca-2.htm
xxviii Environment and Climate Change Canada's website: http://ec.gc.ca/
xxix Arctic Waters Pollution Prevention Act: http://laws-lois.justice.gc.ca/eng/acts/A-12/
xxx Ballast Water Control and Management Regulations: http://laws-lois.justice.gc.ca/eng/regulations/SOR-2011-237/
xxxi Canadian Aviation Regulations: http://www.tc.gc.ca/eng/acts-regulations/regulations-sor96-433.htm
xxxii Navigation Protection Program: http://www.tc.gc.ca/eng/programs-621.html
xxxiii Navigation Protection Act: http://laws-lois.justice.gc.ca/eng/acts/N-22/
xxxiv Private Buoy Regulations: http://laws-lois.justice.gc.ca/eng/regulations/sor-99-335/
xxxv Motor Vehicle Transport Act: http://laws-lois.justice.gc.ca/eng/acts/m-12.01/
xxxvi National Safety Code: http://www.tc.gc.ca/eng/motorvehiclesafety/safevehicles-motorcarriers-safetycode-index-290.htm
xxxvii Commercial Vehicle Drivers Hours of Service Regulations: http://laws-lois.justice.gc.ca/eng/regulations/SOR-2005-313/
xxxviii Transportation of Dangerous Goods Act, 1992: http://www.tc.gc.ca/eng/acts-regulations/acts-1992c34.htm
xxxix Canadian Transport Emergency Centre (CANUTEC): http://www.tc.gc.ca/eng/canutec/menu.htm
xl Emergency Response Guidebook: http://www.tc.gc.ca/eng/canutec/guide-menu-227.htm

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xli Transportation of Dangerous Goods Regulations: http://laws-lois.justice.gc.ca/eng/regulations/sor-2001-286/

xliii Canada Border Services Agency website: http://www.cbsa-asfc.gc.ca/

xli Transportation of Dangerous Goods Regulations: http://laws-lois.justice.gc.ca/eng/regulations/sor-2001-286/

xlii Marine Security Operations Centres: http://www.msoc-cosm.gc.ca/

xliii Canada Border Services Agency website: http://www.cbsa-asfc.gc.ca/

xliv Canadian Coast Guard website: http://www.ccg-gcc.gc.ca/

xlv Department of National Defence website: http://www.forces.gc.ca/

xlvi Royal Canadian Mounted Police website: http://www.rcmp-grc.gc.ca/

xlvii Emergency Management Act: http://laws-lois.justice.gc.ca/eng/acts/E-4.56/

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xli Transportation of Dangerous Goods Regulations: http://laws-lois.justice.gc.ca/eng/regulations/sor-2001-286/

xlii Marine Security Operations Centres: http://www.msoc-cosm.gc.ca/

xliii Canada Border Services Agency website: http://www.cbsa-asfc.gc.ca/

xliv Canadian Coast Guard website: http://www.ccg-gcc.gc.ca/

xlv Department of National Defence website: http://www.forces.gc.ca/

xlvi Royal Canadian Mounted Police website: http://www.rcmp-grc.gc.ca/

xlvii Emergency Management Act: http://laws-lois.justice.gc.ca/eng/acts/E-4.56/

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