

Details on Transfer Payments Programs for Transport Canada

Over the next three years, Transport Canada will manage the following transfer payment programs (TPP) in excess of \$5 million:

1) Name of Transfer Payment Program: Grant to the Province of British Columbia for ferry and coastal freight and passenger services.				
2) Start Date: 1977			3) End Date: ongoing	
4) Description: The Province of British Columbia assumes the entire responsibility for the operation of ferry and coastal freight and passenger services.				
5) Strategic Outcome(s): An efficient transportation system that contributes to Canada's economic growth and trade objectives.				
6) Expected Results: Transportation links to the national surface transportation system from various regions and isolated areas of British Columbia.				
(\$ thousands)	7) Forecast Spending 2005–2006 ¹	8) Planned Spending 2006–2007	9) Planned Spending 2007–2008	10) Planned Spending 2008–2009
11) Program Activity	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework
12) Total Grants	\$24,890	\$25,426	\$ 25,426	\$25,426
12) Total Contributions				
12) Total Other Types of Transfer Payments				
13) Total Program Activity	\$24,890	\$25,426	\$ 25,426	\$25,426
14) Planned Audits and Evaluations	An audit of the program will be considered in the next risk based annual Audit Plan development cycle of Audit and Advisory Services. An evaluation of the program was completed in 2005.			

1) Name of Transfer Payment Program: Contribution for ferry and coastal passenger and freight services				
2) Start Date: 1941		3) End Date: ongoing		
4) Description: Operating funding for two regional passenger and vehicle ferry services, CTMA Traversier Ltee and Northumberland Ferry Ltd.				
5) Strategic Outcome(s): An efficient transportation system that contributes to Canada's economic growth and trade objectives.				
6) Expected Results: <ul style="list-style-type: none"> • Ensuring commercial viability of ferry services that effectively meet demand and rates that reflect market conditions. • Access to mainland transportation network. • Safe, efficient and reliable ferry services between Cap-aux-Meules, Iles-de-la-Madeleine and Souris, Prince Edward Island, and Wood Islands, Prince Edward Island and Caribou, Nova Scotia, that contribute to local and regional economic development. 				
(\$ thousands)	7) Forecast Spending 2005–2006 ¹	8) Planned Spending 2006–2007	9) Planned Spending 2007–2008	10) Planned Spending 2008–2009
11) Program Activity	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework
12) Total Grants				
12) Total Contributions	\$9,355	\$8,466	\$8,649	\$8,734
12) Total Other Types of Transfer Payments				
13) Total Program Activity	\$9,355	\$8,466	\$8,649	\$8,734
14) Planned Audits and Evaluations	An audit was carried out in 2004. A follow-up of the status of the management action plan will be carried out and the program will be considered for audit in the next Annual Audit Plan development cycle. An evaluation of the program was completed in 2004. The next evaluation is planned for 2010.			

1) Name of Transfer Payment Program: Name of Transfer Payment Program Strategic Highway Infrastructure Program – Highway Component Strategic Highway Infrastructure Program – Border Crossing Transportation Initiative Strategic Highway Infrastructure Program – Transportation Planning/Modal Integration (TPMI) Initiative Strategic Highway Infrastructure Program – Intelligent Transportation Systems Initiative				
2) Start Date: March 29, 2001		3) End Date: SHIP <i>Highway</i> Component ends March 31, 2009. SHIP <i>Border Crossing Transportation Initiative</i> and <i>Transportation Planning and Modal Integration (TPMI) Initiative</i> have been extended until March 31, 2007. SHIP <i>Intelligent Transportation Systems Initiative</i> has been extended until March 31, 2007.		
4) Description: SHIP Highway Component: Provide federal funding under cost-shared contribution agreements with provincial and territorial governments for highway improvement projects to address the needs of Canada’s National Highway System. SHIP Border Crossing Transportation Initiative and TPMI Initiative: Provide federal funding under cost-shared contribution agreements with provincial, territorial, municipal governments and other partners to improve the access to land border crossings, mobility, modal integration and transportation efficiency. SHIP Intelligent Transportation Systems Initiative: Provide federal funding under cost-shared contribution agreements with provincial, territorial, municipal governments and other partners to enable the undertaking of the deployment of intelligent transportation systems.				
5) Strategic Outcome(s): An efficient transportation system that contributes to Canada’s economic growth and trade objectives.				
6) Expected Results: SHIP – Highway Component: Sustained strategic infrastructure investments in all regions, enhanced safety performance, support to trade and economic development and promotion of sustainable transportation. This funding will provide an efficient, integrated and accessible transportation system. SHIP – Border Crossing Transportation Initiative and TPMI Initiative: Increased operational and regulatory efficiencies for system users and public agencies, improved mobility and traveller information, enhanced safety and security for passengers and freight including inter-modal connections, reduced congestion and enhanced trade and economic development. SHIP Intelligent Transportation Systems Initiative: Improved mobility and transportation efficiencies, and enhanced safety performance and sustainable transportation.				
(\$ thousands)	7) Forecast Spending 2005–2006 ¹	8) Planned Spending 2006–2007	9) Planned Spending 2007–2008	10) Planned Spending 2008–2009
11) Program Activity	Policies, Programs and Infrastructure in support of a	Policies, Programs and Infrastructure in support of a	Policies, Programs and Infrastructure in support of a	Policies, Programs and Infrastructure in support of a

	market-based framework	market-based framework	market-based framework	market-based framework
12) Total Grants				
12) Total Contributions	\$155,834	\$90,317	-	-
12) Total Other Types of Transfer Payments				
13) Total Program Activity	\$155,834	\$90,317	-	-
14) Planned Audits and Evaluations	The program components will be considered for audit work in the next Annual Audit Plan development cycle of Audit and Advisory Services. An evaluation of all three SHIP components is currently underway and will be completed in 2006.			

1) Name of Transfer Payment Program: Outaouais Roads Agreement				
2) Start Date: January 7, 1972			3) End Date: No sunset clause	
4) Description: Contributions to the Province of Quebec related to the Outaouais Roads Agreement toward highway improvements are made to enhance overall efficiency and promote safety while encouraging regional and industrial development and tourism.				
5) Strategic Outcome(s): An efficient transportation system that contributes to Canada's economic growth and trade objectives.				
6) Expected Results: An improved National Capital transportation system by reducing congestion and improving safety, while encouraging regional, industrial development and tourism.				
(\$ thousands)	7) Forecast Spending 2005–2006 ¹	8) Planned Spending 2006–2007	9) Planned Spending 2007–2008	10) Planned Spending 2008–2009
11) Program Activity	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework
12) Total Grants				
12) Total Contributions	\$14,344	\$11,773	\$12,588	\$3,075
12) Total Other Types of Transfer Payments				
13) Total Program Activity	\$14,344	\$11,773	\$12,588	\$3,075
14) Planned Audits and Evaluations	A limited scope audit of this program was completed in the 2005-2006 fiscal year. An evaluation was completed in 2005. The next evaluation is planned for 2009-10.			

1) Name of Transfer Payment Program: Contribution in support of the divestiture of the non-National Airport System (Non-NAS) airports				
2) Start Date: April 1 st , 2005 (Original program started July 1994)		3) End Date: March 31 st , 2007		
4) Description: The Contribution Program allows offering, as part of the transfer of Non-NAS airports, funding for base capital expenditures and operational deficits for a transition period.				
5) Strategic Outcome(s): An efficient transportation system that contributes to Canada's economic growth and trade objectives.				
6) Expected Results: Funding to new airport operators during a transition period for base capital expenditures and operating deficits to ensure a viable system of airports in Canada.				
(\$ thousands)	7) Forecast Spending 2005–2006 ¹	8) Planned Spending 2006–2007	9) Planned Spending 2007–2008	10) Planned Spending 2008–2009
11) Program Activity	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework
12) Total Grants				
12) Total Contributions	-	\$5,600	-	-
12) Total Other Types of Transfer Payments				
13) Total Program Activity	-	\$5,600	-	-
14) Planned Audits and Evaluations	An audit of the program will be considered in the next risk based annual Audit Plan development cycle of Audit and Advisory Services. An evaluation was completed in 2004. The next evaluation is tentatively planned for 2007-08.			

1) Name of Transfer Payment Program: Airports Capital Assistance Program				
2) Start Date: April 1 st , 1995			3) End Date: March 31 st , 2010	
4) Description: Airports Capital Assistance Program (ACAP) assists eligible applicants in financing capital projects related to safety, asset protection and operating cost reduction.				
5) Strategic Outcome(s): An efficient transportation system that contributes to Canada's economic growth and trade objectives.				
6) Expected Results: Maintained or increased safety, contribution to asset protection, reduction in operating cost and increased use of environmentally sustainable practices at airports, where possible.				
(\$ thousands)	7) Forecast Spending 2005–2006 ¹	8) Planned Spending 2006–2007	9) Planned Spending 2007–2008	10) Planned Spending 2008–2009
11) Program Activity	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework
12) Total Grants				
12) Total Contributions	\$35,400	\$38,000	\$38,000	\$38,000
12) Total Other Types of Transfer Payments				
13) Total Program Activity	\$35,400	\$38,000	\$38,000	\$38,000
14) Planned Audits and Evaluations	Project specific audits are planned for the spring of 2006. An evaluation was completed in 2004-05. The next evaluation is planned for 2008-09.			

1) Name of Transfer Payment Program: Contribution Program for operating, capital and start-up funding requirement for Regional and Remote Passenger Rail Services				
2) Start Date: June 1, 2004			3) End Date: March 31, 2010	
4) Description: Provide operating funding for the regional and remote passenger rail services not provided by VIA Rail, for capital and start-up costs for regional and remote passenger rail services, and to address potential costs of transferring regional services.				
5) Strategic Outcome(s): An efficient transportation system that contributes to Canada's economic growth and trade objectives.				
6) Expected Results: Continuation of safe, viable, reliable and sustainable regional and remote passenger rail services.				
(\$ thousands)	7) Forecast Spending 2005–2006 ¹	8) Planned Spending 2006–2007	9) Planned Spending 2007–2008	10) Planned Spending 2008–2009
11) Program Activity	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework
12) Total Grants				
12) Total Contributions	\$25,292	\$8,100	\$8,100	\$5,600
12) Total Other Types of Transfer Payments				
13) Total Program Activity	\$25,292	\$8,100	\$8,100	\$5,600
14) Planned Audits and Evaluations	An audit of the program will be considered in the next risk based annual Audit Plan development cycle of Audit and Advisory Services. An evaluation of the program was completed in 2004. The next evaluation is planned for 2009-10.			

1) Name of Transfer Payment Program: Northumberland Strait Crossing subsidy payment (Statutory)				
2) Start Date: April 1, 1997		3) End Date: April 1, 2032		
4) Description: Subsidy payments are made to bridge operator to honour constitutional obligations to provide a transportation link between Prince Edward Island and the mainland.				
5) Strategic Outcome(s): An efficient transportation system that contributes to Canada's economic growth and trade objectives.				
6) Expected Results: Federal funding is provided for continuous and efficient year-round transportation of people and goods between Prince Edward Island and the mainland to support an efficient, integrated and accessible transportation system.				
(\$ thousands)	7) Forecast Spending 2005–2006 ¹	8) Planned Spending 2006–2007	9) Planned Spending 2007–2008	10) Planned Spending 2008–2009
11) Program Activity	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework	Policies, Programs and Infrastructure in support of a market-based framework
12) Total Grants				
12) Total Contributions	\$52,790	\$53,928	\$55,023	\$56,119
12) Total Other Types of Transfer Payments				
13) Total Program Activity	\$52,790	\$53,928	\$55,023	\$56,119
14) Planned Audits and Evaluations	The program is included in Audit and Advisory Service's Annual Audit Plan 2005–2006 and the audit is scheduled to be completed early in 2006-07. This is a statutory payment and therefore, no evaluation is planned.			

1) Name of Transfer Payment Program: Grade Crossing Improvement Contribution Program (approved under <i>Railway Safety Act</i>)				
2) Start Date: 1989			3) End Date: ongoing	
4) Description: Payments made to railway companies, municipalities to improve the safety at public road/railway grade crossings.				
5) Strategic Outcome(s): A safe and secure transportation system that contributes to Canada's social development and security objectives.				
6) Expected Results: Safety Improvements at Grade crossings that result in accident reductions.				
(\$ thousands)	7) Forecast Spending 2005–2006 ¹	8) Planned Spending 2006–2007	9) Planned Spending 2007–2008	10) Planned Spending 2008–2009
11) Program Activity	Policies, Rulemaking, Monitoring and Outreach in support of a safe and secure transportation system	Policies, Rulemaking, Monitoring and Outreach in support of a safe and secure transportation system	Policies, Rulemaking, Monitoring and Outreach in support of a safe and secure transportation system	Policies, Rulemaking, Monitoring and Outreach in support of a safe and secure transportation system
12) Total Grants	\$200	\$300	\$300	\$300
12) Total Contributions	\$11,045	\$7,145	\$7,145	\$7,145
12) Total Other Types of Transfer Payments				
13) Total Program Activity	\$11,245	\$7,445	\$7,445	\$7,445
14) Planned Audits and Evaluations	An audit of the program will be considered in the next risk based annual Audit Plan development cycle of Audit and Advisory Services. An evaluation of the program was completed in 2005. The next evaluation is planned for 2010-11.			

1) Name of Transfer Payment Program: Marine Security Contribution Program				
2) Start Date: Dec. 1, 2004		3) End Date: Nov. 30, 2007		
4) Description: Enhanced Marine Security				
5) Strategic Outcome(s): A safe and secure transportation system that contributes to Canada's social development and security objectives.				
6) Expected Results:				
<p>Output:</p> <p>Financial assistance to aid in the speedy implementation of security measures and to help offset the costs of operators who would not have the financial capacity to cover security costs without significantly affecting operating costs.</p> <p>Expected Results (Immediate):</p> <ul style="list-style-type: none"> • Accelerated implementation, construction and other changes to security procedures, equipment and training. • Enhanced ability of marine facility operators and ports to address security gaps. • Offset costs of rapid regulatory change placed on ports and marine facility owners and operators <p>Outcomes:</p> <ul style="list-style-type: none"> • Establishment and maintenance of a high and consistent security standard for all visitors and trade entering Canada • Reduced likelihood of a marine transportation security incident, including terrorist acts • Maintenance of the competitiveness of Canada's marine transportation sector. 				
(\$ thousands)	7) Forecast Spending 2005–2006 ¹	8) Planned Spending 2006–2007	9) Planned Spending 2007–2008	10) Planned Spending 2008–2009
11) Program Activity	Policies, Rulemaking, Monitoring and Outreach in support of a safe and secure transportation system	Policies, Rulemaking, Monitoring and Outreach in support of a safe and secure transportation system	Policies, Rulemaking, Monitoring and Outreach in support of a safe and secure transportation system	Policies, Rulemaking, Monitoring and Outreach in support of a safe and secure transportation system
12) Total Grants				
12) Total Contributions	\$17,403	\$56,000	\$15,000	-
12) Total Other Types of Transfer Payments				
13) Total Program Activity	\$17,403	\$56,000	\$15,000	-
14) Planned Audits and Evaluations	An audit of the program will be considered in the next risk based annual Audit Plan development cycle of Audit and Advisory Services. An evaluation of the program is planned for 2006-07.			

1) Name of Transfer Payment Program: Action Plan 2000 for Climate Change – Urban Transportation Showcase Program				
2) Start Date: June 21, 2001		3) End Date: March 31, 2007		
4) Description: To test and measure the impacts of strategies to reduce urban Greenhouse Gas (GHG) emissions from transportation, so as to lay a foundation for the adoption of effective, integrated GHG reduction strategies in urban centres across Canada by 2010.				
5) Strategic Outcome(s): An environmentally responsible transportation system that contributes to Canada's sustainable development objectives.				
6) Expected Results:				
Intermediate:				
<ul style="list-style-type: none"> • Behavior changes in showcase communities result in GHG reductions; • Capacity to reduce GHG emissions is enhanced; • Decision makers from communities across Canada select more energy efficient land use and transportation planning strategies; • GHG emissions reduction strategies are replicated in communities across Canada and GHG emissions are reduced. 				
Long-term:				
<ul style="list-style-type: none"> • Showcase communities GHG emissions are reduced by 0.8 MT of GHG (by 2010). • Urban transportation GHG emissions across Canada are reduced - the potential reduction of the strategies is 12 - 15 MT by 2010. 				
(\$ thousands)	7) Forecast Spending 2005–2006 ¹	8) Planned Spending 2006–2007	9) Planned Spending 2007–2008	10) Planned Spending 2008–2009
11) Program Activity	Policies and Programs in support of sustainable transportation	Policies and Programs in support of sustainable transportation	Policies and Programs in support of sustainable transportation	Policies and Programs in support of sustainable transportation
12) Total Grants				
12) Total Contributions	\$6,986	\$21,432	-	-
12) Total Other Types of Transfer Payments				
13) Total Program Activity	\$6,986	\$21,432	-	-
14) Planned Audits and Evaluations	An audit of the program will be considered in the next risk based annual Audit Plan development cycle of Audit and Advisory Services. An evaluation is planned for 2006-07.			

1) Name of Transfer Payment Program: Climate Change: Emission Reduction Package – non-roads freight initiatives.				
2) Start Date: April 23, 2004		3) End Date: March 31, 2007		
4) Description: The Freight Efficiency Program is a four-year, \$11 million program that aims to reduce the growth of greenhouse gas emissions in Canada's freight transportation sector through: i) providing financial incentives to encourage the use of efficiency-enhancing technologies, equipment and practices in the rail, marine and aviation sectors; ii) facilitating the sharing of information; and iii) establishing new awareness programs for shippers and freight forwarders to help them make more informed modal choices.				
5) Strategic Outcome: An environmentally responsible transportation system that contributes to Canada's sustainable development objectives.				
6) Expected Results: <ul style="list-style-type: none"> • Greater adoption of efficiency enhancing technologies, equipment and practices in the rail, marine and aviation sector to increase freight efficiency within and across modes. • Increased awareness and uptake of the environmental, economic and other benefits of different transportation choices by shippers and freight forwarders. 				
(\$ thousands)	7) Forecast Spending 2005–2006 ¹	8) Planned Spending 2006–2007	9) Planned Spending 2007–2008	10) Planned Spending 2008–2009
11) Program Activity	Policies and Programs in support of sustainable transportation	Policies and Programs in support of sustainable transportation	Policies and Programs in support of sustainable transportation	Policies and Programs in support of sustainable transportation
12) Total Grants				
12) Total Contributions	\$282	\$5,308	-	-
12) Total Other Types of Transfer Payments				
13) Total Program Activity	\$282	\$5,308	-	-
14) Planned Audits and Evaluations	An audit of the program will be considered in the next risk based annual Audit Plan development cycle of Audit and Advisory Services. A Climate Change Review was completed by TBS in 2005 in lieu of a program evaluation.			

Note:

1. Due to the lateness of tabling the Report on Plans and Priorities 2006-2007, the Forecast Spending 2005-2006 reflects the actual spending as published in the Public Accounts.