

## DPR 2005-06

### Details on Transfer Payments Programs for Transport Canada

In **2005-2006**, Transport Canada administered the following transfer payment programs (TPP) in excess of \$5 million:

1) Name of Transfer Payment Program: <b>Grant to the Province of British Columbia in respect of the provision of ferry and coastal freight and passenger services.</b>						
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 Outcomes: An efficient transportation system that contributes to Canada's economic growth and trade objectives.						
6) Results Achieved: The ferry service was maintained allowing the transportation of coastal freight and passenger.						
	7) Actual Spending 2003-04	8) Actual Spending 2004-05	9) Planned Spending 2005-06	10) Total Authorities 2005-06	11) Actual Spending 2005-06	12) Variance (s) Between 9 and 11
(\$ thousands)						
13) Program Activity (PA)	Policies, Programs and Infrastructure in support of a market-based framework					
14) Total Grants	23,975	24,343	24,952	24,952	24,890	62
14) Total Contributions						
14) Total Other Types of TPs						
<b>15) Total PA</b>	<b>23,975</b>	<b>24,343</b>	<b>24,952</b>	<b>24,952</b>	<b>24,890</b>	<b>62</b>
16) Comment(s) on Variance(s): Planned spending based on estimate of B.C. consumer price index. Final spending reflects actual consumer price index.						
17) Significant Audit and Evaluation Findings and URL (s) to Last Audit and / or Evaluation: Transport Canada (TC) did not conduct an internal audit of this contribution program in 2005-06. TC will determine whether an internal audit will be conducted, based on its risk-based audit planning process. Copies of audit reports approved by the department's Audit and Review Committee may be found at: <a href="http://www.tc.gc.ca/corporate-services/audit/menu.htm">http://www.tc.gc.ca/corporate-services/audit/menu.htm</a>						
<p>The evaluation, completed in 2005, found that the grant agreement in its current form is somewhat contrary to the <i>National Marine Policy</i>. There is no constitutional obligation for the federal government to support the service provided. There would be a justification if there was a clear definition of a remote community and if the grant were directed specifically towards ferry routes serving these communities. Since the terms of the agreement are not open for amendment, the cost of the grant has not been reduced as mandated by the <i>National Marine Policy</i>. Also, BC Ferries required the grant in the past when it was a Crown Corporation. As an independent, regulated, and self-financing company, BC Ferries is viewed as more efficient and business-like by many of its stakeholders. It is too early to determine whether this will continue under BC Ferries' new management structure. Interview data suggests that if the federal grant were withdrawn, there could be negative impacts, particularly on the northern communities in BC. Finally, by providing the grant, TC is achieving positive outcomes with minimal administration costs and little risk of negative outcomes as responsibility for West Coast ferry services lies with others.</p> <p><a href="http://www.tc.gc.ca/programevaluation/reports/BCPFS/menu.htm">http://www.tc.gc.ca/programevaluation/reports/BCPFS/menu.htm</a></p>						

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1) Name of Transfer Payment Program: <b>Outaouais Road Development Agreement</b>						
2) Start Date: January 7 <sup>th</sup> , 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 Outcomes: An efficient transportation system that contributes to Canada's economic growth and trade objectives.						
6) Results Achieved: The department completed Phase 2 of the McConnell-Laramée project in Gatineau that will link Highway 50 to Saint-Joseph Boulevard.						
(\$ thousands)	7) Actual Spending 2003-04	8) Actual Spending 2004-05	9) Planned Spending 2005-06	10) Total Authorities 2005-06	11) Actual Spending 2005-06	12) Variance (s) Between 9 and 11
13) Program Activity (PA)	Policies, Programs and Infrastructure in support of a market-based framework					
14) Total Grants						
14) Total Contributions	5,129	6,490	2,632	14,345	14,344	(11,712)
14) Total Other Types of TPs						
<b>15) Total PA</b>	<b>5,129</b>	<b>6,490</b>	<b>2,632</b>	<b>14,345</b>	<b>14,344</b>	<b>(11,712)</b>
16) Comment(s) on Variance(s): The department received Treasury Board approval in August 2005 and these funds were not included in the planned spending.						
17) Significant Audit and Evaluation Findings and URL (s) to Last Audit and / or Evaluation: Transport Canada (TC) did not conduct an internal audit of this contribution program in 2005-06. TC will determine whether an internal audit will be conducted, based on its risk-based audit planning process. Copies of audit reports approved by the department's Audit and Review Committee may be found at: <a href="http://www.tc.gc.ca/corporate-services/audit/menu.htm">http://www.tc.gc.ca/corporate-services/audit/menu.htm</a>  The evaluation, completed in 2005, found that the Outaouais Road Agreement (ORA) projects completed to date are only indirectly aligned with TC's mandate for the national transportation system and that the ORA objectives are more closely aligned with the National Capital Commission's mandate. Although TC has the expertise to manage ORA projects, the evaluation found that its continued role as program manager is not the best fit, as the ORA program is not well aligned with TC's mandate. However, the ORA program has contributed to an improvement in the road system in the Outaouais if one accepts the assumption that project completion results in improvements. It should be noted that concerns regarding the departmental mandate have been addressed through the creation of a Transport, Infrastructure and Communities portfolio which brings under one Minister all infrastructure programs and the National Capital Commission. <a href="http://www.tc.gc.ca/programevaluation/reports/ORA/menu.htm">http://www.tc.gc.ca/programevaluation/reports/ORA/menu.htm</a>						

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1) Name of Transfer Payment Program: <b>Contribution for ferry and coastal passenger and freight services</b>						
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 Outcomes: An efficient transportation system that contributes to Canada's economic growth and trade objectives.						
6) Results Achieved: The services met the demand and provided transportation of freight and people from the islands to the mainland.						
(\$ thousands)	7) Actual Spending 2003-04	8) Actual Spending 2004-05	9) Planned Spending 2005-06	10) Total Authorities 2005-06	11) Actual Spending 2005-06	12) Variance (s) Between 9 and 11
13) Program Activity (PA)	Policies, Programs and Infrastructure in support of a market-based framework					
14) Total Grants						
14) Total Contributions	8,036	9,244	8,036	9,356	9,355	(1,319)
14) Total Other Types of TPs						
<b>15) Total PA</b>	<b>8,036</b>	<b>9,244</b>	<b>8,036</b>	<b>9,356</b>	<b>9,355</b>	<b>(1,319)</b>
16) Comment(s) on Variance(s): Mainly due to decrease in traffic and increase in operating and capital expenses considering enhanced safety and regulatory requirements, and fuel price increase.						
17) Significant Audit and Evaluation Findings and URL (s) to Last Audit and / or Evaluation: Transport Canada (TC) did not conduct an internal audit of this contribution program in 2005-06. TC will determine whether an internal audit will be conducted, based on its risk-based audit planning process. Copies of audit reports approved by the department's Audit and Review Committee may be found at: <a href="http://www.tc.gc.ca/corporate-services/audit/menu.htm">http://www.tc.gc.ca/corporate-services/audit/menu.htm</a>  The evaluation, completed in 2004, found that while the CTMA service from Cap-aux-Meules, Iles-de-la-Madeleine, Quebec to Souris, Prince Edward Island (PEI) remains relevant since it supports the mandate of Transport Canada and serves a remote community, the Northumberland Ferries service between Wood Islands, PEI and Caribou, Nova Scotia does not directly support TC mandate and strategic objectives and there is no constitutional obligation to maintain the ferry service. Both ferry services were found to provide quality, efficient and affordable services responding to user needs and both contribute to the tourism industry in their local area. <a href="http://www.tc.gc.ca/programevaluation/reports/SFSAC/menu.htm">http://www.tc.gc.ca/programevaluation/reports/SFSAC/menu.htm</a>						

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1) Name of Transfer Payment Program: <b>Strategic Highway Infrastructure Program – Highway Component</b> <b>Strategic Highway Infrastructure Program – Border Crossing Transportation Initiative</b> <b>Strategic Highway Infrastructure Program – Transportation Planning/Modal Integration (TPMI) Initiative</b> <b>Strategic Highway Infrastructure Program – Intelligent Transportation Systems Initiative</b>	
2) Start Date: March 29 <sup>th</sup> , 2001	3) End Date: <p>SHIP <i>Highway Component</i> has been extended until March 31, 2009. Contribution agreement's extensions were approved by the Minister of Transport for some provinces in order to complete their projects.</p> <p>SHIP <i>Border Crossing Transportation Initiative</i> has been extended until March 31, 2009.</p> <p>SHIP <i>Transportation Planning and Modal Integration (TPMI) Initiative</i> has been extended until March 31, 2009.</p> <p>SHIP <i>Intelligent Transportation Systems Initiative</i> has been extended until March 31, 2009.</p>
4) Description: <b>SHIP Highway Component:</b> 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.  <b>SHIP Border Crossing Transportation Initiative and TPMI Initiative:</b> 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.  <b>SHIP Intelligent Transportation Systems Initiative:</b> 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 Outcomes: An efficient transportation system that contributes to Canada's economic growth and trade objectives.	
6) Results Achieved: <i>Highways:</i> 15 projects were completed in 2005-06. These projects will improve safety and traffic flow on highways that are part of the National Highway System.  <i>Border Crossing Transportation Initiative:</i> 2 projects in British Columbia were completed in 2005-06; the remaining projects are under construction. These projects will improve safety and capacity, and improve access to the border for pre-screened trucks and vehicles.  <i>Transportation Planning and Modal Integration Initiative (TPMI):</i> 3 TPMI studies were completed in 2005-06; 38 proposals were evaluated as part of a second TPMI call for proposals that ended in February 2006. Winning applicants were announced in 2006-07.  <i>Intelligent Transportation Systems Initiative:</i> The objective is to enhance the reliability and overall operating performance of the transportation system. In support of this objective, 14 additional agreements have been concluded for deployment and integration projects. Project work has been completed on 6 agreements, including the development of a strategic plan to guide investments in Quebec, and the implementation of technology to facilitate traffic flows and traveller information at a bridge crossing in Alberta. Additionally, several agreements	

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for road weather information systems have been completed, enabling provinces to better monitor winter road conditions and effectively carry out road maintenance. Five additional agreements have been signed with provinces and territories to carry out research and development and deployment and integration activities, and to support the cross-Canada road weather information systems network. Several components of these agreements have been completed.

(\$ thousands)	7) Actual Spending 2003-04	8) Actual Spending 2004-05	9) Planned Spending 2005-06	10) Total Authorities 2005-06	11) Actual Spending 2005-06	12) Variance (s) Between 9 and 11
13) Program Activity (PA)	Policies, Programs and Infrastructure in support of a market-based framework					
14) Total Grants						
14) Total Contributions	66,610	198,914	191,020	162,937	155,834	35,186
14) Total Other Types of TPs						
<b>15) Total PA</b>	<b>66,610</b>	<b>198,914</b>	<b>191,020</b>	<b>162,937</b>	<b>155,834</b>	<b>35,186</b>
16) Comment(s) on Variance(s): Due to a number of factors such as delays in tendering projects, length of construction season and unfavourable weather conditions, the expenditures submitted by the funding recipients were approximately 10% below their forecasts. Due to the nature of delivery of large capital projects, a minor variance such as this is expected.						
17) Significant Audit and Evaluation Findings and URL (s) to Last Audit and / or Evaluation: Transport Canada (TC) did not conduct an internal audit of this contribution program in 2005-06. TC will determine whether an internal audit will be conducted, based on its risk-based audit planning process. Copies of audit reports approved by the department's Audit and Review Committee may be found at: <a href="http://www.tc.gc.ca/corporate-services/audit/menu.htm">http://www.tc.gc.ca/corporate-services/audit/menu.htm</a>						
An evaluation of all SHIP components is currently being undertaken and is expected to be complete in late 2006.						

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1) Name of Transfer Payment Program: <b>Payment to the Canadian Wheat Board for the acquisition and leasing of hopper cars for the transportation of grain in Western Canada</b>						
2) Start Date: March 1981			3) End Date: July 2006			
4) Description: Reimburse Canadian Wheat Board for leasing of hopper cars for transfer of Canadian grain to export position.						
5) Strategic Outcomes: An efficient transportation system that contributes to Canada's economic growth and trade objectives.						
6) Results Achieved: The Canadian Wheat Board leased cars have been in continuous use transporting western Canadian grain from the Prairies to points of export and to Board customers in Canada.						
(\$ thousands)	7) Actual Spending 2003-04	8) Actual Spending 2004-05	9) Planned Spending 2005-06	10) Total Authorities 2005-06	11) Actual Spending 2005-06	12) Variance (s) Between 9 and 11
13) Program Activity (PA)	Policies, Programs and Infrastructure in support of a market-based framework					
14) Total Grants						
14) Total Contributions	12,913	12,309	16,967	12,411	12,007	4,960
14) Total Other Types of TPs						
<b>15) Total PA</b>	<b>12,913</b>	<b>12,309</b>	<b>16,967</b>	<b>12,411</b>	<b>12,007</b>	<b>4,960</b>
16) Comment(s) on Variance(s): Actual spending is less than planned spending due to alternative use revenue for rail cars, favourable exchange rates for lease payments made in U.S. dollars, and the sunseting of one of the leases.						
17) Significant Audit and Evaluation Findings and URL (s) to Last Audit and / or Evaluation: Transport Canada (TC) did not conduct an internal audit of this contribution program in 2005-06. TC will determine whether an internal audit will be conducted, based on its risk-based audit planning process. Copies of audit reports approved by the department's Audit and Review Committee may be found at: <a href="http://www.tc.gc.ca/corporate-services/audit/menu.htm">http://www.tc.gc.ca/corporate-services/audit/menu.htm</a>  The evaluation in 2005 found that the program aligned with federal priorities of regional disparity, increasing trade and promotion of social and economic development. With the removal of the Crow Rate, the federal government role is no longer necessary. The federal role was necessary when a shortfall in railway capacity to transport grain existed and was expected to increase, as neither the provinces nor the railways could meet demand for investment in the grain transportation system. It found that the cars ensured the railways could meet commitments to transport grain and the grain shippers could meet peak sales requirements. The cars increased grain-shipping efficiency and likely contributed to increased sales to overseas markets. The evaluation also found that the lease of the 2,000 hopper cars was not the most cost-effective option available to the department and the Government of Canada chose this option despite alternate advice. <a href="http://www.tc.gc.ca/programevaluation/reports/2005_2006.htm">http://www.tc.gc.ca/programevaluation/reports/2005_2006.htm</a>						

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1) Name of Transfer Payment Program: <b>Port Divestiture Fund</b>						
2) Start Date: April 1 <sup>st</sup> , 1996			3) End Date: March 31 <sup>st</sup> , 2006			
4) Description: Facilitate the divestiture process by providing a new owner with the resources to take over the port.						
5) Strategic Outcomes: An efficient transportation system that contributes to Canada's economic growth and trade objectives.						
6) Results Achieved: As of March 31, 2006, Transport Canada had divested 466 of its original 549 ports (85%) and had saved taxpayers an estimated \$470 million that would otherwise have been spent on the ports.						
(\$ thousands)	7) Actual Spending 2003-04	8) Actual Spending 2004-05	9) Planned Spending 2005-06	10) Total Authorities 2005-06	11) Actual Spending 2005-06	12) Variance (s) Between 9 and 11
13) Program Activity (PA)	Policies, Programs and Infrastructure in support of a market-based framework					
14) Total Grants						
14) Total Contributions	1,697	17,840	31,225	66,225	58,665	(27,440)
14) Total Other Types of TPs						
<b>15) Total PA</b>	<b>1,697</b>	<b>17,840</b>	<b>31,225</b>	<b>66,225</b>	<b>58,665</b>	<b>(27,440)</b>
16) Comment(s) on Variance(s): As the divestiture program was scheduled to end on March 31, 2006, additional interest was expressed for acquiring ports and in Fall 2006, Transport Canada was provided with \$35 million in additional funding from the Treasury Board Management Reserve to allow for the completion of ongoing negotiations. Successful negotiations led to the transfer of seven ports in 2005-06, with contributions totalling \$58.7 million. The program lapsed the remaining \$7.5 million at the end of 2005-06.						
17) Significant Audit and Evaluation Findings and URL (s) to Last Audit and / or Evaluation: Transport Canada (TC) did not conduct an internal audit of this contribution program in 2005-06. TC will determine whether an internal audit will be conducted, based on its risk-based audit planning process. Copies of audit reports approved by the department's Audit and Review Committee may be found at: <a href="http://www.tc.gc.ca/corporate-services/audit/menu.htm">http://www.tc.gc.ca/corporate-services/audit/menu.htm</a>  An evaluation of the Port Divestiture Program is currently underway. The evaluation, conducted in 2003-04, found that the program is aligned with federal government and departmental policies and priorities. It also found that, although divestiture rates are below targets due to unanticipated issues, the program has made significant progress in the divestiture of regional/local ports. The evaluation also found that the program was successful in considering the economic and social interests of local communities. <a href="http://www.tc.gc.ca/programevaluation/reports/PortsDivestiture/toc.htm">http://www.tc.gc.ca/programevaluation/reports/PortsDivestiture/toc.htm</a>						

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1) Name of Transfer Payment Program: <b>Airports Capital Assistance Program</b>						
2) Start Date: April 1 <sup>st</sup> , 1995			3) End Date: March 31 <sup>st</sup> , 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 Outcomes: An efficient transportation system that contributes to Canada's economic growth and trade objectives.						
6) Results Achieved: In 2005-06, ACAP has assisted 48 airports by financing 64 projects, all of which were directly related to airside-safety. Announcements under the program totalled over \$53 million.						
	7) Actual Spending	8) Actual Spending	9) Planned Spending	10) Total Authorities	11) Actual Spending	12) Variance (s) Between
(\$ thousands)	2003-04	2004-05	2005-06	2005-06	2005-06	9 and 11
13) Program Activity (PA)	Policies, Programs and Infrastructure in support of a market-based framework					
14) Total Grants						
14) Total Contributions	32,210	24,386	38,000	38,000	35,400	2,600
14) Total Other Types of TPs						
<b>15) Total PA</b>	<b>32,210</b>	<b>24,386</b>	<b>38,000</b>	<b>38,000</b>	<b>35,400</b>	<b>2,600</b>
16) Comment(s) on Variance(s): The variance is due to several factors such as the short construction season in certain areas of the country, the length of time required to obtain order-in-councils for Québec projects, higher than anticipated bids that required re-tendering, etc.						
17) Significant Audit and Evaluation Findings and URL (s) to Last Audit and / or Evaluation: Transport Canada (TC) did not conduct an internal audit of this contribution program in 2005-06. Audits of selected recipients will be conducted in 2006-07. Copies of audit reports approved by the department's Audit and Review Committee may be found at: <a href="http://www.tc.gc.ca/corporate-services/audit/menu.htm">http://www.tc.gc.ca/corporate-services/audit/menu.htm</a>  The evaluation in 2004 found that ACAP is in line with the current objectives of TC and of the Government of Canada, that most airports are not able to self-finance projects funded by ACAP and that there are no other sources of funding available for these projects. Also, ACAP met its objectives as it contributes to safety, asset protection and reduction of operating costs at funded airports. ACAP also contributes to the maintenance of a feeder airport system. The applicant and project eligibility criteria were appropriate. Some improvements to decision-making processes, particularly with respect to timeliness, are warranted. <a href="http://www.tc.gc.ca/programevaluation/reports/ACAP2004/toc.htm">http://www.tc.gc.ca/programevaluation/reports/ACAP2004/toc.htm</a>						



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1) Name of Transfer Payment Program: <b>Contribution Program for operating, capital and start-up funding requirement for Regional and Remote Passenger Rail Services</b>						
2) Start Date: June 1 <sup>st</sup> , 2004			3) End Date: March 31 <sup>st</sup> , 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 Outcomes: An efficient transportation system that contributes to Canada's economic growth and trade objectives.						
6) Results Achieved: Continuation of safe, reliable and sustainable services. Two new First Nations railways were created and took-over the services in their area.						
(\$ thousands)	7) Actual Spending 2003-04	8) Actual Spending 2004-05	9) Planned Spending 2005-06	10) Total Authorities 2005-06	11) Actual Spending 2005-06	12) Variance (s) Between 9 and 11
13) Program Activity (PA)	Policies, Programs and Infrastructure in support of a market-based framework					
14) Total Grants						
14) Total Contributions	-	15,138	5,700	25,500	25,292	(19,592)
14) Total Other Types of TPs						
<b>15) Total PA</b>	<b>-</b>	<b>15,138</b>	<b>5,700</b>	<b>25,500</b>	<b>25,292</b>	<b>(19,592)</b>
16) Comment(s) on Variance(s): The variance is a result of timing differences between the project approval and the inclusion of the funding in Annual Reference Level Update and Supplementary Estimates.						
17) Significant Audit and Evaluation Findings and URL (s) to Last Audit and / or Evaluation:  Transport Canada (TC) did not conduct an internal audit of this contribution program in 2005-06. TC will determine whether an internal audit will be conducted, based on its risk-based audit planning process. Copies of audit reports approved by the department's Audit and Review Committee may be found at: <a href="http://www.tc.gc.ca/corporate-services/audit/menu.htm">http://www.tc.gc.ca/corporate-services/audit/menu.htm</a>  The evaluation, completed in 2004, found that the services provided by the Quebec North Shore and Labrador Railway and the Algoma Central Railway funded by this program meet the remote access justification as a rationale for federal government financial contributions. However, the Ontario Northland Transportation Commission service does not. The evaluation also found that all three services have good safety records and passengers are generally satisfied with the services provided.						

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1) Name of Transfer Payment Program: <b>Northumberland Strait Crossing subsidy payment (Statutory)</b>						
2) Start Date: April 1 <sup>st</sup> , 1997			3) End Date: April 1 <sup>st</sup> , 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 Outcomes: An efficient transportation system that contributes to Canada's economic growth and trade objectives.						
6) Results Achieved: Subsidy payments have been made to the bridge operator and an efficient year-round transportation service was offered.						
(\$ thousands)	7) Actual Spending 2003-04	8) Actual Spending 2004-05	9) Planned Spending 2005-06	10) Total Authorities 2005-06	11) Actual Spending 2005-06	12) Variance (s) Between 9 and 11
13) Program Activity (PA)	Policies, Programs and Infrastructure in support of a market-based framework					
14) Total Grants						
14) Total Contributions						
14) Total Other Types of TPs (Statutory)	51,147	51,779	53,050	52,790	52,790	260
<b>15) Total PA</b>	<b>51,147</b>	<b>51,779</b>	<b>53,050</b>	<b>52,790</b>	<b>52,790</b>	<b>260</b>
16) Comment(s) on Variance(s): Nil.						
17) Significant Audit and Evaluation Findings and URL (s) to Last Audit and / or Evaluation: Transport Canada (TC) did not conduct an internal audit of this contribution program in 2005-06. TC will determine whether an internal audit will be conducted, based on its risk-based audit planning process. Copies of audit reports approved by the department's Audit and Review Committee may be found at: <a href="http://www.tc.gc.ca/corporate-services/audit/menu.htm">http://www.tc.gc.ca/corporate-services/audit/menu.htm</a>  Evaluation not required						

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1) Name of Transfer Payment Program: <b>Grade Crossing Improvement Contribution Program (approved under Railway Safety Act)</b>						
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 Outcomes: A safe and secure transportation system that contributes to Canada's social development and security objectives.						
6) Results Achieved: Over the past 15 years, over \$100 million has been spent by Transport Canada to fund improvements at public road/railway grade crossings (approximately 80 sites per year). It is conservatively estimated that the program is responsible for 53% of the reduction in collisions at grade crossings.						
(\$ thousands)	7) Actual Spending 2003-04	8) Actual Spending 2004-05	9) Planned Spending 2005-06	10) Total Authorities 2005-06	11) Actual Spending 2005-06	12) Variance (s) Between 9 and 11
13) Program Activity (PA)	Policies, Rulemaking, Monitoring and Outreach in support of a safe and secure transportation system					
14) Total Grants	60	100	300	200	200	100
14) Total Contributions	7,440	7,340	7,195	11,045	11,045	(3,850)
14) Total Other Types of TPs						
<b>15) Total PA</b>	<b>7,500</b>	<b>7,440</b>	<b>7,495</b>	<b>11,245</b>	<b>11,245</b>	<b>(3,750)</b>
16) Comment(s) on Variance(s): It was possible to advance projects planned in 2006-07 during the year 2005-06.						
17) Significant Audit and Evaluation Findings and URL (s) to Last Audit and / or Evaluation: Transport Canada (TC) did not conduct an internal audit of this contribution program in 2005-06. TC will determine whether an internal audit will be conducted, based on its risk-based audit planning process. Copies of audit reports approved by the department's Audit and Review Committee may be found at: <a href="http://www.tc.gc.ca/corporate-services/audit/menu.htm">http://www.tc.gc.ca/corporate-services/audit/menu.htm</a>  The evaluation in 2005 found that the program is consistent with the federal government's priorities and contributes to TC's strategic outcome of a safe and secure transportation system. There is an ongoing need for the program and there is little likelihood that provinces will play a larger role in Grade Crossing Improvement Contribution Program (GCIP). It also found that GCIP has been successful in reducing the risk of accidents at grade crossings. Over the evaluation period, GCIP has contributed significantly to the decline of collisions at grade crossings. It is conservatively estimated that the program is responsible for 53% of the reduction in collisions at grade crossings. <a href="http://www.tc.gc.ca/programevaluation/reports/GCIP/menu.htm">http://www.tc.gc.ca/programevaluation/reports/GCIP/menu.htm</a>						

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1) Name of Transfer Payment Program: <b>Marine Security Contribution Program</b>						
2) Start Date: December 1 <sup>st</sup> , 2004			3) End Date: November 30 <sup>th</sup> , 2007			
4) Description: Enhanced Marine Security						
5) Strategic Outcomes: A safe and secure transportation system that contributes to Canada's social development and security objectives.						
6) Results Achieved: Transport Canada provided financial contributions for the implementation of a number of security enhancements. Transport Canada Regional Inspectors conducted follow-up inspections to verify that funded projects were completed according to submissions.						
(\$ thousands)	7) Actual Spending 2003-04	8) Actual Spending 2004-05	9) Planned Spending 2005-06	10) Total Authorities 2005-06	11) Actual Spending 2005-06	12) Variance (s) Between 9 and 11
13) Program Activity (PA)	Policies, Rulemaking, Monitoring and Outreach in support of a safe and secure transportation system					
14) Total Grants						
14) Total Contributions	-	8,250	48,000	32,200	17,403	30,597
14) Total Other Types of TPs						
<b>15) Total PA</b>	<b>-</b>	<b>8,250</b>	<b>48,000</b>	<b>32,200</b>	<b>17,403</b>	<b>30,597</b>
16) Comment(s) on Variance(s): The variance is due to the most part on project timelines slipping to the next fiscal year as well as withdrawal of some projects by applicants.						
17) Significant Audit and Evaluation Findings and URL (s) to Last Audit and / or Evaluation: Transport Canada (TC) did not conduct an internal audit of this contribution program in 2005-06. TC will determine whether an internal audit will be conducted, based on its risk-based audit planning process. Copies of audit reports approved by the department's Audit and Review Committee may be found at: <a href="http://www.tc.gc.ca/corporate-services/audit/menu.htm">http://www.tc.gc.ca/corporate-services/audit/menu.htm</a>  An evaluation of this program is scheduled for 2006-07.						

**DPR 2005-06**

1) Name of Transfer Payment Program: <b>Action Plan 2000 for Climate Change – Urban Transportation Showcase Program</b>						
2) Start Date: June 21 <sup>st</sup> , 2001			3) End Date: March 31 <sup>st</sup> , 2009			
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 Outcomes: An environmentally responsible transportation system that contributes to Canada's sustainable development objectives.						
6) Results Achieved: <ul style="list-style-type: none"> <li>- Showcase demonstrations underway in five city regions (Halifax, Waterloo, Greater Toronto and Hamilton, Vancouver, and Whitehorse);</li> <li>- The program's Information Network supported two national workshop series and various other learning events (over a thousand members of the programs target group attended these sessions &amp; workshops);</li> <li>- Two awards programs supported: the Transportation Association of Canada's Sustainable Urban Transportation Award and the Federation of Canadian Municipalities' Sustainable Transportation Award. The recipients were CITE's "Promoting Sustainable Transportation Through Site Design: A Proposed Recommended Practice" and the City of Vancouver for the Southeast False Creek Sustainable Transportation Strategies project respectively;</li> <li>- Postcards about the Urban Transportation Showcase Program, the Information Network and the ongoing showcases were designed and distributed to over a thousand contacts nationally last fall helping to highlight the progress and lessons learned of the five demonstration showcases and other case study materials posted on the website; and</li> <li>- Supported the development of a best practice on Transit Priority Measures. Over a thousand copies of this publication have been distributed.</li> </ul> <p>For further information on the program's showcases and information network, please visit <a href="http://www.tc.gc.ca/utsp">http://www.tc.gc.ca/utsp</a>.</p>						
	7) Actual Spending 2003-04	8) Actual Spending 2004-05	9) Planned Spending 2005-06	10) Total Authorities 2005-06	11) Actual Spending 2005-06	12) Variance (s) Between 9 and 11
(\$ thousands)						
13) Program Activity (PA)	Policies and Programs in support of sustainable transportation					
14) Total Grants						
14) Total Contributions	385	3,320	19,902	10,322	6,986	12,916
14) Total Other Types of TPs						
<b>15) Total PA</b>	<b>385</b>	<b>3,320</b>	<b>19,902</b>	<b>10,322</b>	<b>6,986</b>	<b>12,916</b>
16) Comment(s) on Variance(s): Due to various project and construction delays, total planned spending as forecasted in 2005-06 was not attained.						
17) Significant Audit and Evaluation Findings and URL (s) to Last Audit and / or Evaluation: Transport Canada (TC) did not conduct an internal audit of this contribution program in 2005-06. TC will determine whether an internal audit will be conducted, based on its risk-based audit planning process. Copies of audit reports approved by the department's Audit and Review Committee may be found at: <a href="http://www.tc.gc.ca/corporate-services/audit/menu.htm">http://www.tc.gc.ca/corporate-services/audit/menu.htm</a>						
An evaluation of this program is scheduled for 2008-09.						

**DPR 2005-06**