



Transport Canada

1997-98
Estimates

A Report on Plans and Priorities
Pilot Document

The Estimates Documents

The Estimates of the Government of Canada are structured in three Parts. Beginning with an overview of total government spending in Part I, the documents become increasingly more specific. Part II outlines spending according to departments, agencies and programs and contains the proposed wording of the conditions governing spending which Parliament will be asked to approve. The Part III documents provide additional detail on each department and its programs primarily in terms of the results expected for the money spent.

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Approved



Minister of Transport

Foreward

The Improved Reporting to Parliament Project (IRPP) was established within the Treasury Board Secretariat to improve the Expenditure Management information provided to Parliament, and to update the processes used to prepare this information. This is part of a broader initiative to increase the results orientation and increase the transparency of information provided to Parliament known as “Getting Government Right”.

During the period from August 1995 to December 1996, extensive consultations were held with members of Parliament and other key stakeholders to examine options to improve the information provided to Parliament. A clear requirement was identified to improve performance information and to provide planning information that is results oriented, longer term and more strategic in focus, and clearly communicated.

The IRPP has unfolded in three phases. In March, 1996, six departments tabled revised Part III of the Main Estimates documents. These documents responded to requirements to provide a better focus on planning and performance information.

In June 1996, the House of Commons gave its concurrence to expand the pilot project and to test the tabling of separate planning and performance documents. In October, 1996, sixteen departments tabled performance reports as phase two of the IRPP. These performance reports have been evaluated and found to provide relevant and timely information, with broad support for providing separate performance reports on an ongoing basis.

The Report on Plans and Priorities is being tabled by the same sixteen pilot departments as phase three of the IRPP. These documents, and the separation of planning and performance information will be assessed, and if Parliament agrees, all departments and agencies will move to a spring Report on Plans and Priorities, and a fall Performance Report, with the first complete package of separate performance reports beginning in the fall of 1997.

These documents are available electronically from the Treasury Board Secretariat Internet site:
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Comments or questions about this document, or the Improved Reporting to Parliament Project, can be directed to the TBS Internet site, or to:

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A Message from the Minister of Transport

Sixty years ago, C.D. Howe was appointed to run a new Ministry of Transport. Many of the challenges he faced then are not so different from the concerns we have today — ensuring safety, working more efficiently and reducing costs to the taxpayer.

In C.D. Howe's day, government policy was concerned primarily with building up the country's transportation infrastructure and operating major segments of the system. That approach was necessary when the system was developing. Today, that kind of involvement is difficult, if not impossible. Now, rather than building the country's infrastructure, we are modernizing its operation.

Over the past several years, Transport Canada has worked diligently to streamline Canada's transportation system. We've seen the commercialization of air navigation services. We introduced the National Airports Policy, transferring control of airports to local groups, communities and other interests. Our National Marine Policy will bring the same commercial focus to the ports system, the St. Lawrence Seaway and ferry services. Putting CN into the private sector was an important step in our government's plan for modernizing rail transportation. Combined, these policies foster a competitive transportation industry with the maximum possible choice for the travelling public. These changes will help Canada's transportation system stay competitive well into the future.

This report talks about the plans and strategies that will build a new restructured and revitalized Transport Canada — one with new priorities for Canada's transportation system, one that will move out of operations to concentrate on setting policy and establishing standards for safety and security. Transport Canada will still be there as a partner to ensure the smooth operation of the system, but we won't be there to solve what are essentially commercial problems.

Much has changed over the years, but one thing has remained constant: Transport Canada's total commitment to safety. That stays. That will not change.

The Honourable David Anderson, P.C., M.P.
Minister of Transport

1.0 Key Plans, Priorities and Strategies

In its 1996–97 Part III of the Estimates, Transport Canada outlined its strategic plan:

- ▶ to set a new policy framework for transportation;
- ▶ to commercialize many of its own operations;
- ▶ to eliminate or reduce transportation subsidies by generating more revenue and improving efficiency; and
- ▶ to take these steps without compromising the safety and efficiency of the transportation system.

This plan is on track, and its main elements are well under way. The National Airports Policy and the National Marine Policy have been announced and are being implemented. The Department has sold CN for \$2.16 billion and transferred the air navigation system to NAV CANADA for \$1.5 billion. Transport Canada has also eliminated massive transportation subsidies. What lies ahead is the detailed work: case-by-case negotiations, and implementation and finalization of arrangements with our new partners. The strategic plan is modified as new issues arise, but the Department's overall direction remains the same: to modernize Canada's transportation system.

This modernization process should help to fulfill this government's commitment to "Getting Government Right." With this aim in mind, Transport Canada has reorganized to focus effectively on its clients and their needs. It has outlined the key results it expects to achieve and how it plans to meet its objectives. The challenge, in 1997–98, is to build a new Transport Canada, one that will provide Canadians with the best transportation system possible.

1.1 A Transportation Policy Framework

Transport Canada's policy framework for transportation will:

- ▶ encourage a competitive transportation system that will meet the essential needs of Canadians; and
- ▶ foster the development of a strong, competitive transportation industry.

Transport Canada's transportation framework focuses on achieving a safe, reliable and affordable transportation system that actively supports job creation through trade and tourism.

The implementation of the National Airports Policy is well in hand; initiatives under the National Marine Policy are beginning, and the *Canada Transportation Act* and the *Civil Air Navigation Services Act* have been enacted (1996). By 1997–98, the strategic initiative will be well on its way. What remains is the follow-through — the implementation of the initiative's many commercialization and subsidy-reduction measures. Part of this task is to evaluate the new arrangements in order to ensure the continued safety and security of the transportation system.

1.2 Commercialization

Commercialization allows the introduction of market “best practices” and sound business management principles into traditional government activities — a change that can bring about numerous advantages:

- ▶ services that respond better and more quickly to local needs;
- ▶ access to private financing;
- ▶ a faster approval process;
- ▶ the introduction of new high-efficiency practices and technologies; and
- ▶ decreased costs to the taxpayer.

National Airports Policy (see page 28): By the end of 1997–98, 88% of the 137 airports whose ownership and/or operations are to be transferred to communities will have been handed over. In 1998–99, Transport Canada will survey the users of these airports to determine if services meet their needs and expectations, and how user costs have increased or decreased.

Ports (see page 30): The proposed *Canada Marine Act* provides for the incorporation of Canada's major ports as Canada Port Authorities in 1997–98. The transfer of regional ports to other governments, community groups or private interests began in 1996–97. Over the course of the six-year program, Transport Canada will transfer over 500 ports while retaining control over a residual number of remote port sites (271 still remain to be transferred).

1.0 KEY PLANS, PRIORITIES AND STRATEGIES

The Great Lakes-St. Lawrence Seaway system (see page 17): The National Marine Policy called for the St. Lawrence Seaway to become more cost-effective and competitive. The Minister has signed a letter of intent with a consortium of Seaway users that hopes to establish a not-for-profit corporation in 1997–98 to manage and operate the Seaway. The proposed *Canada Marine Act* includes a provision allowing for this new administrative structure. In addition, the Canadian and U.S. governments will look at ways to improve their joint administration and management of the Seaway system.

Ferry services (see page 18): Two Bay of Fundy ferry routes will be transferred from Marine Atlantic to a private operator in the spring of 1997. The federal subsidy to this service will be eliminated after three years. In accordance with the agreement, the opening of the Confederation Bridge will end the subsidized ferry service between Cape Tormentine, New Brunswick and Borden, Prince Edward Island.

***Commercializing the transportation system
will ensure its ability to respond to changing
demands and new technologies.***

Pilotage (see page 23): The proposed *Canada Marine Act* contains provisions that would allow the Pilotage Authorities to exert greater control over their financial performance and provide a more cost-effective and efficient service. In addition, a review of major issues will take place in 1997. This should help resolve outstanding problems as quickly as possible. The aim is to ensure that by 1998, costs for pilotage services will be entirely recovered in all regions of the country.

Ship inspection delegation (see page 22): In 1997–98, Transport Canada plans to delegate some inspection responsibilities to specialized groups. These groups must meet selection criteria and be willing to enter into formal agreements with Transport Canada. Inspections will be carried out on the basis of guidelines developed by the International Maritime Organization. Transport Canada will ensure that monitoring systems are in place to meet safety and environmental concerns. The change depends on the passage of amendments to the *Canada Shipping Act* that would come into force by the beginning of 1998.

Sale of hopper cars (see page 18): In the 1996 budget, the government announced its intention to sell the 13,000 government-owned grain hopper cars. In 1997, Transport Canada will continue to work with industry stakeholders to develop an appropriate commercialization approach.

Air navigation system (see page 22): On November 1, 1996, Transport Canada sold the air navigation system to NAV CANADA, a not-for-profit private corporation, for \$1.5 billion. Commercializing the air navigation system will increase its ability to respond to changing demands and new technologies, maintain safety and reduce costs to the taxpayer. Transport Canada will carry out safety inspections and audits of the new corporation in order to ensure compliance with regulations. In addition, Transport Canada will develop an evaluation framework to determine whether the objectives of the transfer have been achieved.

Motor Vehicle Test Centre: In 1996, the Motor Vehicle Test Centre in Blainville, Quebec, was converted to a government-owned/contractor-operated (GOCO) undertaking. This arrangement allows the contractor to market the test centre and better respond to the needs of its customers, whether they be private sector or other levels of government, leaving Transport Canada free to focus on setting and enforcing safety standards. In 1999–2000 (year four of the five-year contract), the contract will be examined to assess whether the GOCO arrangement is the most advantageous for all parties, on the basis of cost-effectiveness and quality of work.

1.3 Subsidy Reduction

In the past, the federal government has subsidized the transportation system in a number of ways. Transport Canada is now moving toward a system that shifts more of the costs of the transportation system from the general taxpayer to users who benefit directly from the system. In areas where the subsidy has been part of the direct costs of operating a particular service, commercialization will result in an eventual elimination of subsidies. If, on the other hand, Transport Canada must continue to provide a particular service, the Department will actively work on recovering the costs in question.

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1.0 KEY PLANS, PRIORITIES AND STRATEGIES

In the future, subsidized transportation services will result mainly from constitutional obligations, the need to continue serving isolated communities, or questions of safety or security. These services could include ferries, branch lines and highway programs with the provinces. Major subsidy reduction initiatives such as the elimination of the *Western Grain Transportation Act*, the *Atlantic Rate Freight Assistance Act* and the *Maritime Freight Rates Act* have already been completed.

Revenue generation: The Department must find new ways of generating revenue in order to ensure that the Canadian transportation system remains safe, efficient and affordable, and that a greater share of the cost of providing the system is borne by the users rather than the general taxpayer. Following the increases implemented in 1995, and in preparation for increases in 1996, it became clear that many existing fees were based on practices that were out of date. As a result, the Department conducted a full review of aviation regulation and ship safety fees in order to establish equitable fee structures based on up-to-date services.

1.4 Safety

While the Department's role, size and organization have changed significantly, its commitment to the safety of the transportation system has not. Transport Canada will continue to monitor the safety of the transportation system. Appropriate levels of safety will be maintained through regulations, standards and alternatives to regulation. In 1997-98, the Department will focus on the following areas:

- ▶ continuing to modernize legislation such as the *Canada Shipping Act* and the *Transport of Dangerous Goods Regulations*;
- ▶ putting in place a strategic safety plan with a framework for accountability and performance, which will allow the development and implementation of safety programs and the measurement of their effectiveness;
- ▶ working with aerodrome operators and police forces to ensure a smooth transition to alternative policing and security arrangements at international airports after RCMP security services are withdrawn in 1997-98; Transport Canada regulations will require aerodrome operators to begin providing these services;
- ▶ working on a comprehensive initiative to make Canada's roads the safest in the world by the year 2001;
- ▶ monitoring newly commercialized entities such as NAV CANADA and transferred airports;

TRANSPORT CANADA REPORT ON PLANS AND PRIORITIES

- ▶ effecting the smooth transfer of existing security screening equipment and of the responsibility for its future acquisition and maintenance to the air carrier industry; and
- ▶ implementing a Regulatory Affairs Management Framework that documents policies, plans and procedures, and systematically promotes reduced and simplified regulatory activity.

***Through all the change over the years, one thing has remained constant
— Transport Canada's total commitment to safety.***

2.0 Background and Operating Context

2.1 A Bit of History...

The *British North America Act* assigned the responsibility of regulating transportation to the federal government. At that time, areas of responsibility included beacons, buoys, lighthouses, navigation, shipping and ferries between two provinces or between Canada and other countries. Later innovations — motor vehicles and aircraft, especially — required the development of sophisticated transportation infrastructure. These increased responsibilities led to the establishment of the Department of Transport in 1936. The founding legislation, the *Department of Transport Act*, combined functions of the Department of Railways and Canals, the Department of Marine, and the Civil Aviation Branch of the Department of National Defence.

Transport Canada, in the interests of safety and efficiency, is now responsible for co-ordinating and regulating aeronautics, navigation, shipping facilities, motor vehicles, ferries, railways and canals connecting provinces or connecting a province with any foreign country.

2.2 Roles and Responsibilities

Policy	▶ Focus on efficiency, competitiveness, safety, security, environment and intermodal integration
Regulatory	▶ Develop legislation, regulations and standards ▶ Develop alternatives to regulations ▶ Perform inspections and testing to ensure industry compliance ▶ License the industry ▶ Oversee the commercialized St. Lawrence Seaway, port, airport and air navigation systems
Operations	▶ Divest most operations (airports, ports, air navigation system) ▶ Honour constitutional obligations
Landlord	▶ Lease management of Crown-owned airports to community-based operators, who will be responsible for their financial and operational management
Financial support	▶ Provide financial support to Crown corporations, other levels of government and private organizations, in limited instances, to further their goals of providing transportation services

2.3 New Transport Canada Business Line and Organizational Structure

The new Transport Canada business line structure becomes effective April 1, 1997. The former activity structure responded to the needs of the Department's large operational arms in air, marine and surface modes. The Department has undergone substantial changes, and the new business line structure recognizes this fact. By commercializing and divesting airports, the air navigation system, and ports and harbours, and by transferring the Canadian Coast Guard to the Department of Fisheries and Oceans, Transport Canada has moved away from direct involvement in the operation of the transportation system. The four new business lines focus on the new roles of the Department:

- ▶ **Policy:** to develop and monitor policies to support an efficient transportation system;
- ▶ **Safety and Security:** to develop and monitor legislation and regulations supporting safe and secure transportation;
- ▶ **Programs and Divestiture:** to divest airports and ports and operate the remainder of the transportation system owned by the Department; and
- ▶ **Departmental Administration:** to support departmental operations.

Although the business line structure follows the Department's main roles, Transport Canada's new organizational structure, which was put in place in 1996, reflects a more multi-modal and geographical orientation. At national headquarters, Assistant Deputy Ministers of Policy, Safety and Security, Programs and Divestiture and Corporate Services, will set national programs, policies and standards. Directors General in five regions (Atlantic, Quebec, Ontario, Prairie and Northern, and Pacific) will apply these programs, policies and standards in their geographical area. This structure provides a central point of contact in each region for the Department's clients and stakeholders.

2.4 Transportation Agencies

In addition to Transport Canada, a number of agencies are involved in transportation:

The **Canadian Transportation Agency** (formerly called the National Transportation Agency) is responsible for the economic regulation of transportation. It reports to Parliament through the Minister of Transport and produces its own Part III.

The **Civil Aviation Tribunal** is an independent body that responds to requests from the aviation community to review enforcement and licencing decisions made by the Minister of Transport under the *Aeronautics Act*. It reports to Parliament through the Minister of Transport and produces its own Part III.

The **Transportation Safety Board of Canada** is an independent Board that reports to Parliament through the President of the Queen's Privy Council. It does not form part of the

2.0 BACKGROUND AND OPERATING CONTEXT

transportation portfolio, because it investigates and reports on transportation system failures in areas regulated by Transport Canada.

2.5 Partners and Clients

Transport Canada works in partnership with other federal government departments (for example, Fisheries and Oceans in marine safety). It also works with provincial and municipal governments, particularly in the development and enforcement of traffic regulations and the maintenance of the highway system.

Transport Canada's most important client group is the Canadian public, which expects the transportation system to be safe, accessible and affordable. The Department works closely with transportation sector industries (e.g. carriers, shippers, manufacturers, emergency response organizations and firms involved in transportation infrastructure), which expect the fair application of regulations and the development of policies to enhance their viability.

2.6 New Mission

Canadians want and need a transportation system that is safe, efficient, affordable, integrated and environmentally friendly — the best in the world. In the past, Transport Canada has played a key role in delivering that system, not only through various policies and programs, but also by financing, operating and regulating major elements of Canada's transportation infrastructure.

But that key role is changing. Transport Canada is modernizing to respond to the needs of Canadian society and to meet this government's agenda of streamlined federal operations. The role of the new Transport Canada will be to develop up-to-date, relevant transportation policies and legislation and to maintain a high level of safety and security. This modernization is reflected in Transport Canada's new mission and strategic objectives.

Mission: To develop and administer policies, regulations and services for the best possible transportation system.

2.7 Strategic Objectives

To ensure high standards for a safe transportation system through:

- ▶ a comprehensive and progressive regulatory framework and standards; and
- ▶ effective certification, monitoring, inspection and compliance programs.

To contribute to Canada's prosperity through:

- ▶ up-to-date policies;
- ▶ the removal of institutional and legislative barriers; and
- ▶ selective funding of key elements of the system.

To protect the physical environment by:

- ▶ evaluating the impacts of policy and regulatory decisions on the environment; and
- ▶ promoting and meeting environmental standards.

To work with partners and clients through:

- ▶ effective consultation on transportation initiatives; and
- ▶ the implementation and management of joint undertakings.

To strengthen our services by:

- ▶ understanding our clients' needs; and
- ▶ providing decision making as close as possible to the clients.

To provide a challenging and supportive work environment by:

- ▶ treating people with trust and respect;
- ▶ developing and implementing effective human resource strategies; and
- ▶ providing a reward and recognition system consistent with our values.

2.8 Changes on the International Front

Major changes are occurring on the international front, particularly in the move towards economic globalization. Especially since the mid-1980s, the increased openness of the Canadian economy has advanced the economic restructuring that was already underway. Lowered trade barriers under the General Agreement on Tariffs and Trade (GATT), the Canada-U.S. Free Trade Agreement and the North American Free Trade Agreement (NAFTA) are changing both what we produce and how we produce it. There are signs of this trend emerging in the transportation sector: the signing of the Open Skies agreement in February 1995; the current negotiations to improve bi-national co-operation in managing the Seaway system; and the working groups that are developing harmonized standards and regulations (for example,

Canada/U.S./Mexico commercial vehicle regulation and standards under NAFTA). Each advancement will help to make Canadian industry competitive in the new global market.

2.9 Transportation Projections

Canada can expect overall growth in the transportation sector of up to 3% per year for the period 1997–2006. Trends include the following:

- ▶ employment gains should average about 1.5% per year;
- ▶ passenger air travel will grow by about 3% per year;
- ▶ passenger rail travel is expected to remain flat;
- ▶ trucking will grow by about 2–3% per year from mid-1996 onward;
- ▶ rail traffic growth will be limited, about 1% per year; and
- ▶ Seaway traffic will maintain its 1995–96 levels.

2.10 Work of Parliamentary Committees

In 1997, the Standing Committee on Transport is expected to table a report outlining the results of its consultations on the renewal of the national highway system. In addition, the following key legislation is expected to come under review or revision:

- ▶ In 1997–98, Parliament will examine amendments to the *Canadian Transportation Accident Investigation and Safety Board Act* to improve the legislation and respond to recommendations arising from both a recently completed statutory review of the Act and Justice Virgil Moshansky's inquiry into the Air Ontario crash at Dryden, Ontario.
- ▶ The *Canada Shipping Act* will be overhauled to reflect the realities of shipping as we near the 21st century, and to reduce the administrative and regulatory burdens it currently imposes. The revised Act will also better define the roles and responsibilities of Transport Canada and the Department of Fisheries and Oceans, particularly in the area of marine safety. Given the size and complexity of this Act and the demands of the shipping industry for immediate action, the overhaul has been divided into two reform packages. One is to be completed during 1997–98, with a final amendment package to be completed during 1998–99.
- ▶ The proposed *Canada Marine Act*, expected to be passed in 1997, will provide a new administrative structure for the Canadian pilotage authorities, the St. Lawrence Seaway and the Canadian port system.

2.11 Financial Overview

Departmental Overview				
(millions of dollars)	Main Estimates* 1996-97	Main Estimates 1997-98	Planned 1998-99	Planned 1999-2000
Gross planned expenditures	2,884.0	2,098.9	1,528.4	969.4
Revenue credited to the Vote	(1,078.8)	(367.8)	(289.7)	(313.5)
Total Main Estimates	1,805.2	1,731.1	1,238.7	655.9
Less revenue credited to the Consolidated Revenue Fund	(25.7)	(796.9)	(483.5)	(8.9)
Plus estimated cost of services by other departments	239.7	46.9	46.9	46.9
Net Cost of the Department	2,019.2	981.1	802.1	693.9

* Does not reflect Supplementary Estimates. Includes Main Estimates only.

Expenditures will decrease as a result of the following initiatives:

- ▶ The commercialization of the air navigation system. For a period of up to two years, the Department will be collecting the Air Transportation Tax as CRF revenue and making a statutory payment to NAV CANADA until NAV CANADA implements a fee structure to replace it.
- ▶ The divestiture of airports (see page 28), harbours and ports (see page 30).
- ▶ Reductions to Crown corporations because of efficiency measures implemented by VIA Rail and Marine Atlantic and the privatization of ferry services previously provided by Marine Atlantic (see page 18).
- ▶ The general decrease in the size of the Department.

It should be noted that because Transport Canada will be implementing a new business line structure in 1997-98, many financial tables show no comparative 1996-97 figures.

2.0 BACKGROUND AND OPERATING CONTEXT

Planned Expenditure Detail by Business Line for 1997–98										
(millions of dollars)	FTE's	Operating	Capital	Grants and Contributions	Crown Corporations	Gross Voted	Statutory Items ⁽¹⁾	Gross Planned Expenditures	Less Revenue Credited to the Vote	Total Planned Expenditures
Business Lines										
Policy	210	23.1	2.6	59.9	339.4	425.0	—	425.0	—	425.0
Safety and Security	2,598	251.8	16.1	12.1	—	280.0	—	280.0	(58.7)	221.3
Programs and Divestiture	1,325	180.8	80.9	335.5	—	597.2	722.7	1,319.9	(299.8)	1,020.1
Departmental Administration	763	64.9	6.6	2.5	—	74.0	—	74.0	(9.3)	64.7
Total Planned Expenditures	4,896	520.6	106.2	410.0	339.4	1,376.2	722.7	2,098.9	(367.8)	1,731.1

(1) Does not include contributions to employee benefit plans or Minister's allowances, which are allocated to operating expenditures.

Gross Planned Expenditures by Business Line for the Planning Period

(millions of dollars)	Main Estimates 1997–98	Planned 1998–99	Planned 1999–2000
Business Lines			
Policy	425.0	336.5	330.2
Safety and Security	280.0	290.6	276.8
Programs and Divestiture	1,319.9	842.3	306.5
Departmental Administration	74.0	59.1	55.9
Total	2,098.9	1,528.5	969.4

3.0 Details by Business Line

3.1 Policy

Planned Expenditures by Service Line			
(millions of dollars)	Main Estimates 1997-98	Planned 1998-99	Planned 1999-2000
Expenditures by Service Line			
Transportation Policy *	415.4	327.3	321.0
System Monitoring and Analysis	9.6	9.2	9.2
Total	425.0	336.5	330.2
* includes the following Crown Corporations			
VIA Rail	216.2	170.0	170.0
Marine Atlantic	91.3	50.2	40.2
Canada Ports Corporation	—	—	—
St. Lawrence Seaway Authority	2.0	—	—
Jacques Cartier and Champlain Bridges	29.9	22.4	37.9
	339.4	242.6	248.1

Objective: Policies that support a competitive, efficient and effective Canadian transportation system.

Key Results: The Policy business line works toward the following aims:

- ▮ an efficient and effective Canadian transportation system contributing to Canada's prosperity; and
- ▮ policies contributing to decreased costs/prices and effective transportation services (e.g. reducing the regulatory burden on rail service in the *Canada Transportation Act*).

Context: The present Policy business line is made up of most of the former Policy and Co-ordination activity, with the following exceptions:

- ▮ The Research and Development sub-activity in the former Policy and Co-ordination activity now belongs to the Safety and Security business line.

- ▶ Subsidy programs relating to highways and bridges are now part of the Programs and Divestiture business line.
- ▶ The Western Grain Transportation Office and the program evaluation function, originally part of the Departmental Administration activity, now belong to the Policy business line.

Divestiture of Operations: Transport Canada is committed to making the transportation system more efficient by taking advantage of commercial “best practices.” The Policy business line has developed a policy framework that will result in the transfer of the transportation system from the federal government to other entities. The divestiture of airports under the National Airports Policy and of ports under the National Marine Policy are under way. Initiatives such as the transfer of ferry services and of the St. Lawrence Seaway under the National Marine Policy and the sale of government-owned grain hopper cars will help the Department reach its goals.

Plans and Strategies

1. The Great Lakes-St. Lawrence Seaway System

Transport Canada’s plans include the following:

- ▶ transfer of control to the user group in 1997–98;
- ▶ reduced operating costs; regular toll adjustments and lower risk of a requirement for government support; and
- ▶ improved bi-national co-operation in 1997–98.

In July 1996, Transport Canada and a consortium of major Seaway users signed a letter of intent to establish a not-for-profit corporation to operate the St. Lawrence Seaway system. While the Crown would retain ownership of all Seaway fixed assets, including lands, the management of the Seaway would be taken over by the corporation. The management agreement will include incentives for the corporation to significantly reduce the operating costs of the Seaway. The proposed *Canada Marine Act* includes provisions for this new administrative structure.

In addition, the Canadian and U.S. governments have established a working group to examine the administration and management of their services in the Great Lakes-St. Lawrence Seaway system. The working group will explore a more integrated and co-operative approach in order to reduce user costs and increase the system’s competitiveness. One option is the creation of a new bi-national agency to replace the Ottawa-based St. Lawrence Seaway Authority and the Washington-based St. Lawrence Seaway Development Corporation. Joining the two bodies could reduce costs and make better use of the resources committed to the system.

2. Ferry Services

Canada's trade relations and tourism industry depend on a marine transportation system that is efficient and responsive to the needs of its users. Marine ferry services subsidized by the Canadian public should be made as cost-effective as possible. Transport Canada will continue to regulate the safety of ferry services and carry out the services for which it is constitutionally responsible. It will also provide services to remote communities.

A number of events will affect the subsidies paid to Marine Atlantic Incorporated. First, in accordance with the agreement, the opening of the Confederation Bridge between P.E.I. and New Brunswick will end the Cape Tormentine-Borden ferry service, effective May 31, 1997. The Bay of Fundy ferry services (between Digby, N.S. and Saint John, N.B., and between Yarmouth, N.S. and Bar Harbor, Maine) will be privatized as of March 31, 1997, and federal subsidies will be eliminated after three years. Transport Canada intends to negotiate with provincial authorities and other interested parties to transfer ferry operations. For example, transferring the Labrador ferry to Newfoundland could leave the province with more direct control of services while meeting the constitutional obligations via an up-front payment.

Marine Atlantic will also explore new vessel management and procurement practices and take steps to streamline its services, matching the operating season of its vessels to traffic demand. The proposed *Canada Marine Act* will allow the Minister to enter into agreements with the private sector or other levels of government for the takeover of services now provided by Marine Atlantic.

3. Sale of Hopper Cars

In the 1996 budget, the government announced its intention to sell 13,000 government-owned grain hopper cars, as part of grain transportation reform and the government's commitment to commercialize government operations wherever feasible. In 1997-98, Transport Canada plans to finalize the disposal process and the terms and conditions for the sale of the hopper cars. The proceeds from the sale of the cars will depend on the final terms and conditions.

4. Evaluation of Policies

The National Airports Policy and the National Marine Policy, which are commercializing the airports and ports systems, will need to undergo evaluation. Have they led to greater community involvement and control? Are the systems more responsive to user needs and meeting cost and operational criteria? In 1998-99, the Department will undertake a survey of airport users in order to evaluate the results of the handover. Similar evaluation plans will likely be developed for the National Marine Policy and the newly transferred air navigation system.

3.2 Safety and Security

Planned Expenditures by Service Line			
(millions of dollars)	Main Estimates 1997–98	Planned 1998–99	Planned 1999–2000
Gross expenditures	280.0	290.6	276.8
Less revenues	58.7	60.7	62.7
Net Expenditures	221.3	229.9	214.1
Net Expenditures by Service Line			
Multi-modal Safety	16.7	18.8	16.7
Aviation Safety	95.5	92.8	93.5
Marine Safety	23.3	21.8	17.1
Railway Safety	19.7	19.7	19.9
Transport Dangerous Goods	10.1	10.0	9.7
Road Safety	16.9	20.0	17.1
Research and Development	7.4	7.1	7.2
Security and Emergency Planning	8.7	8.5	8.4
Aircraft Services	23.0	31.2	24.5
	221.3	229.9	214.1

Objective: To promote the safety and security of the national transportation system.

Key Results: The Safety and Security business line has the following aims:

- ▶ national standards, inspection, audit, testing, monitoring and education programs that contribute to a reduction in accidents and fatalities in the aviation, marine, rail and road transportation modes and in the number of transportation accidents and occurrences involving dangerous goods.
- ▶ national programs that contribute to a reduction in fuel consumption and exhaust/emissions from new road motor vehicles.
- ▶ the provision of cost-effective and reliable civil flight operations, training, and aircraft maintenance satisfying client needs.
- ▶ increased transportation industry compliance with regulations.
- ▶ increased transportation industry awareness of regulations.
- ▶ monitor new commercialized entities to ensure safety.

Context: The new Safety and Security business line is made up of the following elements of the former Transport Canada organization:

- ▶ Marine Regulatory sub-activity and Pilotage Services of the Marine activity;
- ▶ Aviation activity (excluding the operation of the Air Navigation System which has been transferred to NAV CANADA);
- ▶ Surface activity;
- ▶ Research and Development sub-activity of the Policy and Co-ordination Activity;
- ▶ Security and Emergency Planning portion of the former Departmental Administration activity.

Regulatory Vision: Transport Canada's regulatory vision is to reduce and simplify the Department's regulatory activity while ensuring appropriate levels of safety. The Department is committed to ongoing efforts to regulate smarter and to the pursuit of alternatives to regulations.

Working in partnership with stakeholders and central agencies, regulatory reforms will yield a smaller, more understandable, efficient and flexible regulatory regime. Reforms are intended to impose lower costs on the transportation industry through a more systematic approach to business impact analysis, and to encourage co-operation and compliance with regulatory requirements. Reforms are also intended to enable the Department to respond more quickly and with greater flexibility to emerging safety and security issues. Ultimately, this will contribute to Canadian competitiveness and support Transport Canada's efforts to maintain a safe, secure and environmentally responsible transportation system for Canada.

Plans and Strategies

1. Multi-modal Safety

The aim of this service line is to increase the effectiveness of Transport Canada's safety and security programs by identifying safety risks, hazards and issues. The Multi-modal Safety service line will monitor, analyze and evaluate safety in Canadian transportation in all modes — surface, air and marine. Its role includes:

- ▶ identifying potential safety hazards and issues;
- ▶ conducting system safety analysis;
- ▶ collecting and providing incident, accident and occurrence data;
- ▶ reviewing responses to Transportation Safety Board reports and ministerial requests, and subjecting them to quality assurance procedures;
- ▶ providing Transportation Safety Board liaison; and
- ▶ setting the strategic direction for Transport Canada's management of regulatory affairs.

3.0 DETAILS BY BUSINESS LINE

Consolidating these functions in a single service line will provide a central pool of expertise and a more tightly focused and integrated approach to safety issues. In early 1997–98, the service line will work on implementing the organizational changes and undertaking staff training and skills development.

Performance Indicator Development: The service line will also concentrate on a project to review workload type and accident rate indicators currently being used within the Safety and Security business line, and to develop meaningful and consistent performance indicators based on key results for programs of the business line. Preliminary efforts in 1996–97 identified the need to adopt an approach that will recognize the national nature and diversity of the modal programs of the business line.

International Comparisons: Transport Canada is trying to develop systems to determine where it stands internationally in terms of transportation safety. One experimental method for making this determination was submitted to the International Data Exchange, Aviation Safety (IDEAS) committee for evaluation. The committee has used this method as a start for the development of methods to make valid comparisons. If accepted, the method could result in international comparisons, which could become available in 1998–99. The Department would then be able to set goals based on Canada’s international standing.

Strategic Safety Plan: In 1997–98, the service line will concentrate efforts on the development of a strategic safety plan reflecting a systematic approach to the management of safety programs and the measurement of their effectiveness. Influencing the development of the plan is the need to:

- continue to improve transportation safety by promoting a “culture of safety” and encouraging safe operating practices;
- maintain and improve upon the progress that has been made over the past ten years in transportation safety;
- build or enhance partnerships with other levels of government, agencies, industry associations and the public, and demonstrate a commitment to improved safety by responding rapidly to identified concerns;
- encourage the development of strategic international partnerships that further mutual transportation safety objectives; and
- ensure scarce resources are allocated where they can be best used.

In keeping with the above, the underlying philosophy in the development of the plan will be increased emphasis on public awareness and education, expanded partnerships to ensure joint action on safety and new technology. Emphasis will be less on prescriptive regulations and more on expected results. The process will involve consultations with industry, provincial governments and other members of the transportation community.

2. Aviation Safety

Regulation of the Transferred Air Navigation System: On November 1, 1996, the operation of the air navigation system was transferred to NAV CANADA, a not-for-profit private corporation. Transport Canada is still responsible for setting safety regulations and monitoring compliance with them. Specific plans for 1997–98 include the following:

- ▶ **Post-certification audits:** A representative sampling (15%) of NAV CANADA's air traffic service (ATS) facilities will be audited to correct possible inaccuracies in ATS site manuals and to determine the need for further audits.
- ▶ **Unit evaluations:** NAV CANADA will conduct unit evaluations in accordance with a schedule established in its evaluations policy (to be presented to Transport Canada). Personnel from headquarters and the regions will participate. The exact number of facilities to be visited is yet to be determined.
- ▶ **Ad hoc site inspections:** These are to be conducted in conjunction with regional surveillance plans. Transport Canada will also be participating in ATS Fact Finding Boards and Operating Irregularity Investigations.

3. Marine Safety

Ship Inspection Delegation: Transport Canada expects to set up a monitoring system in 1997–98 to verify ship inspection activities, which will be carried out by organizations to whom these responsibilities have been delegated under proposed legislative changes.

In its 1993 report to the Minister, the private-sector Marine Regulatory Review Advisory Panel recommended that Transport Canada explore the transfer of certain regulatory responsibilities to appropriate private-sector interests (classification societies). Classification societies are private-sector not-for-profit organizations that set and maintain rules for the construction and reliability of ships, mainly for insurance purposes.

In 1993–94, the Department carried out extensive consultations with classification societies, the marine industry, unions, the Canadian Marine Council and marine administrations in other countries. As a result, the Department is looking at delegating some ship inspection activities to classification societies. The Marine Safety service line would take on quality assurance monitoring of these inspections and would continue to be accountable for the safety of ships and the protection of the marine environment. These changes can be implemented without adversely affecting safety or environmental protection.

Classification societies that take on ship inspection must meet selection criteria and be willing to enter into formal agreements with Transport Canada. The agreements will be based on guidelines developed by the International Maritime Organization. Transport Canada is presently developing a professionally qualified group of ship surveyors to carry out the audit and

monitoring of all delegated functions. No inspection work will be delegated until this group becomes fully operational. While delegation will not result in a major savings of departmental resources, it will allow the Marine Safety service line to focus on other priority areas such as the Port State control of foreign vessels entering Canadian ports.

Pilotage Authorities: Transport Canada expects that full financial self-sufficiency will be achieved by all four pilotage authorities by 1998. It will allow tariffs to be set in response to market conditions. The Department plans revisions to the *Pilotage Act* after reviewing training, licensing and certification for pilots, compulsory pilotage area designations, dispute resolution mechanisms, and measures for pilotage self-sufficiency and cost reduction.

The proposed *Canada Marine Act* contains provisions to improve the efficiency and financial stability of the four pilotage authorities. Specifically, the proposed amendments will:

- allow tariffs to come into force thirty days after publication;
- stipulate that the Canadian Transportation Agency (CTA) must review and rule upon any tariff objections within 120 days;
- prevent any appropriations by Parliament to cover losses of the authorities;
- impose final offer arbitration for the resolution of disputes in pilot service contract negotiations;
- set borrowing limits for the authorities; and
- delegate the Minister to review the continued progress of the authorities on all major issues by December 31, 1997, and report to Parliament on this matter.

All pilotage authorities recognize the need to reduce costs wherever possible and are striving to cut administrative costs and staff and pilot numbers, and to control wage and tariff increases.

4. Railway Safety

New fencing and road/railway crossing regulations will be introduced in 1997–98 and are aimed at reducing the more than 100 fatalities that occur each year in crossing and trespassing accidents. The proposed fencing regulations will assign responsibility to install some form of barrier (not necessarily fencing) to prevent trespass where necessary. Reducing access to railway rights-of-way should help to reduce the number of injuries and fatalities.

Although accidents at crossings are one of the two major causes of railway-related fatalities, the municipal or provincial road authorities and the railway companies frequently see each other as having the responsibility of fixing the problem. The regulation will clarify the roles and responsibilities of each party and set minimum standards for the safe construction, operation and maintenance of railway crossings.

Under the *Railway Safety Act*, crossings can be constructed or modified without federal government involvement. Information on the safe design and maintenance of crossings, while

available in some areas, is limited. As a companion to the new crossing regulations, Transport Canada will produce a manual on crossing design and maintenance. The manual will incorporate both requirements under the new regulations and recommended good practice.

5. Transport Dangerous Goods

In 1997–98, Transport Canada will complete a “clear language” version of the *Transportation of Dangerous Goods Regulations*. This version will make the regulations easier to understand for truckers and other industry personnel who use them most. Previous versions have been reviewed and consultations continue with the provinces, industry, industry associations, special interest groups, response organizations and the general public. The Transportation of Dangerous Goods General Policy Advisory Council and the Federal/Provincial/Territorial Task Force on the Transportation of Dangerous Goods are closely involved in this work.

6. Road Safety

Vision 2001: Canada aims to have the world’s safest roads by the year 2001. According to a 1994 survey of 24 industrialized countries conducted by the Organization for Economic Co-operation and Development, Canada now ties for fifth place (with Japan and Australia) in the number of fatalities among registered vehicles. Given our geography, this is a respectable record, but it can be improved. Road Safety Vision 2001 is a plan involving all levels of government, as well as transportation-related private industry. Among its goals are improved public awareness of road safety, better co-ordination among road safety agencies and improved road safety data.

Air Bags: The performance of air bag systems is being closely monitored by the Department. Air bag systems can, and do, save lives. However, in limited circumstances where occupants are incorrectly seated or positioned too close to the air bag at the time it opens, injuries may occur. Air bags are currently designed to protect both belted and unbelted occupants. They are designed to meet U.S. requirements, where 60% of people wear seat belts. In Canada, where 92% of drivers wear seat belts, Transport Canada is working with Canadian automakers and U.S. regulators to help ensure that air bags deploy less aggressively and are designed and optimized to protect belted occupants. In addition, the Department is working to further the development of “smart” systems that will tailor air bag deployment according to occupant size, seat belt use, occupant presence, proximity to the air bag and the type of occupant.

A major education campaign is already under way to inform parents of the vital importance of having children properly restrained and placed in the back seat.

7. Research and Development

The Department will focus its research and development activities on its safety, regulatory and policy roles. This service line undertakes projects with government and industry partners responding to broad national priorities, such as energy efficiency, environmental protection and accessibility. It also undertakes selective partnerships with transport-sector stakeholders.

Initiatives for 1997–98 include the following:

- Research on the factors affecting safety of aircraft operations in winter.** Research will include: evaluating de-icing and anti-icing fluids and their application; developing hold-over timetables in conjunction with the international aviation community; and measuring aircraft performance on snow and ice contaminated runways. This work will be the basis for improved standards and guidelines for aircraft operations in winter.
- Improved rail inspection technology** to detect flaws and safety defects. This work will help detect flawed rails, which can be replaced before they cause derailments.
- Research into the effects of human fatigue** on pilots, air traffic controllers, truck drivers and marine operators. This information will help in reviewing hours-of-service regulations for personnel in jobs in which safety is critical. Field studies will measure operators' performance and fatigue under realistic conditions.
- Systems to monitor energy efficiency, emission performance and ice loads in marine propulsion systems.** This research, undertaken with marine operating partners, will underpin design standards and regulations for the marine sector.
- With federal, provincial and industry partners, trying out a system for automating the preclearing of commercial vehicles for international customs,** with the aim of shortening delays at border crossings.
- In collaboration with industry and consumer associations, improving intercity bus accessibility.** This work will provide improved mobility for the elderly and physically disabled. Two initiatives are under way: one involves developing a portable wheelchair lift for intercity buses; the other will evaluate the use of on-board compartments for securing passengers in wheelchairs. Both will be completed by the end of 1997–98.

8. Security and Emergency Planning

Withdrawal of the RCMP from International Airports: Currently the RCMP provides protective policing and security services at international airports. In 1997–98, Transport Canada regulations will require aerodrome operators to begin providing these services to ensure the security of civil aviation. Transport Canada is working with aerodrome operators and police forces to ensure that the transition is smooth. Transport Canada is also working with the RCMP and central agencies to ensure the cost burden on airport operators associated with this change is minimized.

Security Screening Equipment: Currently, Transport Canada owns and maintains security screening equipment at all airports, which the air carriers operate in order to screen passengers and their effects. Transport Canada has reached agreement-in-principle with air carriers to assume responsibility for acquisition and maintenance of security screening equipment beginning in 1997-98. Screening equipment currently in the federal inventory will be turned over to the air carrier industry. Regulations will be put in place requiring them to maintain it to Transport Canada standards. Transport Canada will be working with the aviation industry to ensure that Canada's ability to detect explosives remains commensurate with the threat.

Marine Security Regulations: Transport Canada will institute regulations in 1997-98 to govern the security of marine transportation for the security of cruise ship operations in Canada. The regulations will deal with searching passengers and their belongings, carrying weapons on cruise ships, making false statements about weapons, access control, security organization and administration. Transport Canada has been promoting the voluntary implementation of the International Maritime Organization's "Measures to Prevent Unlawful Acts against Passengers and Crews on Board Ships," issued in 1986, but monitoring of vessel operations has shown that the measures are not properly followed. Given this situation, regulations are the best way to achieve consistent application of essential security measures.

9. Aircraft Services

Service to Clients: Aircraft Services is responsible for the maintenance of 86 fixed and rotary wing aircraft. Of these aircraft, 44 are owned by Transport Canada and are used in the provision of flying and training services to the civil aviation component of Safety and Security. The remaining 42 aircraft are owned by the Department of Fisheries and Oceans, the Department of National Defence and NAV CANADA. Aircraft Services has contracts/memoranda of understanding with: the Department of Fisheries and Oceans for helicopter services and environmental response/national aerial surveillance program; the Department of National Defence for maintenance of the executive aircraft fleet; NAV CANADA for aircraft maintenance and flying services; and the Transportation Safety Board for flying services. The goal of Aircraft Services is for all aircraft to be efficiently maintained and be available 90% of the time, allowing for approximately 34,500 flying hours. Aircraft Services also provides the appropriate professional training for Transport Canada and Transportation Safety Board pilots (civil aviation inspectors), to ensure competency and safety when they are conducting their flying duties.

Alternative Service Delivery Project: Aircraft Services faces new challenges over the next couple of years as a direct result of the reorganization of the Department and the changing needs of its clients. To address this situation, Aircraft Services has commissioned a study to evaluate alternative ways of providing service, given its current and future clients and potential markets.

3.3 Programs and Divestiture

Planned Expenditures by Service Line			
(millions of dollars)	Main Estimates 1997–98	Planned 1998–99	Planned 1999–2000
Gross expenditures	1,319.9	842.3	306.5
Less revenues	299.8	219.8	241.5
Net Expenditures	1,020.1	622.5	65.0
Net Expenditures by Service Line*			
Airports	(49.8)	(29.7)	(99.2)
Harbours and Ports	67.3	63.1	37.1
Other	1,002.6	589.1	127.1
Total	1,020.1	622.5	65.0

*No service lines have yet been approved for the Programs and Divestiture business line. This table presents the financial effects of the National Airports Policy and the port divestiture component of the National Marine Policy.

Objective: To reduce the burden on the federal taxpayer for the operation of the Canadian airports and ports systems by transferring ownership or operations, or both, to local organizations, while ensuring the continued existence of adequate, safe, efficient and environmentally responsible systems.

Key Results: The aims of the Programs and Divestiture business line are as follows:

Commercializing ports and airports:

- ▶ establishing a National Port System through the creation of financially self-sufficient Canada Port Authorities (CPAs);
- ▶ establishing a National Airports System through the creation of Canadian Airport Authorities;
- ▶ transferring regional/local airports and ports, meeting the needs of the users and the communities they serve;
- ▶ instituting greater local management and user “pay and say” for airports and ports;
- ▶ reducing costs to the Canadian government for operating airports and ports; and
- ▶ ensuring the continued viability of the Canadian airport and port networks.

Other operations:

- ▶ ensuring safe and efficient operation of airports and ports operated by Transport Canada (e.g. remote sites and those not transferred);

- ▶ promoting regulations and programs to minimize the impact of transportation systems on the environment;
- ▶ administering the subsidies supporting highways, bridges, ports, airports and other program areas as required (e.g. interim statutory payment to NAV CANADA);
- ▶ managing the airport, port and air navigation system property owned by Transport Canada; and
- ▶ administering leases for airports and air navigation system sites.

Context: The Programs and Divestiture business line was formed by amalgamating the following former programs: the Airports activity; the Harbours and Ports sub-activity of the former Marine activity; the highway and bridge subsidies from the former Policy and Co-ordination activity; the environment team; the real property management function; and the air navigation services negotiating team from the Departmental Administration activity.

Plans and Strategies

1. National Airports Policy

National Airports Policy expects the following in upcoming fiscal years:

- ▶ all National Airport System airports to be transferred by the end of 1998–99; all others to be transferred by the end of 1999–2000;
- ▶ savings (over 1994–95 levels) will exceed \$100 million and reduction of 2500 FTEs by 1999–2000; and
- ▶ an evaluation to be performed in 1998–99 to determine whether the transfers have led to greater user satisfaction and community say.

The National Airports Policy, announced on July 13, 1994, outlines plans for federally owned airports. Transport Canada identified 26 airports as part of the **National Airports System**. These include airports in provincial and territorial capitals and any airport that handles at least 200,000 passengers each year. They are considered essential to Canada’s domestic prosperity and international competitiveness. These 26 airports handle 94% of air travellers in Canada.

Ownership of airports of the National Airports System will be retained by Transport Canada, but operations will be transferred to Canadian Airport Authorities. The government is continuing to support remote airports that provide exclusive, reliable year-round access to remote communities and that currently receive federal assistance.

By the end of 1997–98, 24 airports in the National Airport System will have been transferred to Canadian Airport Authorities. The other two National Airport System airports are Arctic airports: the Yellowknife Airport, which was transferred to the government of the Northwest Territories on July 1, 1995; and the Whitehorse Airport, which was transferred to the government of the Yukon Territory on October 1, 1996 as part of the Arctic “A” transfers.

In addition, 69 regional and local airports that serve scheduled passenger traffic but handle fewer than 200,000 passengers each year will be transferred to local management by 1999–2000. Transport Canada is offering ownership of these airports to provincial and local governments, airport commissions, private businesses or other interests. Local ownership and operation will enable these airports to tailor their services to community needs.

All 31 of the small airports (e.g. that offer no scheduled passenger service) previously owned by the government are scheduled for transfer by the beginning of 1997–98. Four of these airports are satellite airports — that is, they are close to a major airport and take some of its general aviation traffic. These satellite airports were to have been transferred to local interests in 1996–97, as part of the package deal for the transfer of the major airport with which they are associated. The transfer has been delayed and will take place in 1997–98.

Transport Canada will continue to set **safety and security standards** for all Canadian airports. An Airports Capital Assistance Program was implemented on April 1, 1995 to provide financing for airport safety-related capital projects.

Airport Divestiture						
	Done	1996–97	1997–98	1998–99	1999–2000	Total
National Airports System*	5	3	14	2	0	24
Regional/Local	13	23	24	7	2	69
Small	8	19	4	0	0	31
Arctic**	9	2	0	0	0	11
Remote	0	0	1	0	1	2
Total Transfers	35	47	43	9	3	137

* Include transfers to LAAs prior to the National Airports Policy
 ** Arctic airports include two NAS airports: Yellowknife and Whitehorse

2. Air Navigation System Transition Payment

On November 1, 1996 the air navigation system was transferred to NAV CANADA, a not-for-profit private corporation. Air navigation services, when operated by the Department, were funded mainly through the Air Transportation Tax (ATT). In order to allow NAV CANADA time to implement its own user charges, Transport Canada will make payments of \$700 million in the first year and up to \$740 million in the second year of the new arrangement. The government will continue to collect ATT until NAV CANADA has put its own user charges in place.

3. National Marine Policy: Ports Divestiture

A new National Marine Policy was unveiled in December 1995 following the report on Marine Policy by the Standing Committee on Transport and consultations with shippers and industry. Under this policy, the government has identified three categories of ports: the National Ports System; regional or local ports; and remote ports. The policy's aims are as follows:

- ▶ 225 remaining regional/local ports are to be transferred by the end of 2001–02 (549 total).
- ▶ Foster a port system that better responds to community needs; to be evaluated at a later date.
- ▶ Annual savings of \$40 million in the year 2001–02 compared to 1994–95 Estimates levels.

The **National Ports System** will include approximately 15 ports vital to domestic and international trade, specifically: St. John's, Halifax, Saint John, Quebec City, Montreal, Vancouver, Fraser River, Prince Rupert, Sept Iles, Trois Rivières, Saguenay, Thunder Bay, Windsor, Nanaimo and Port Alberni. As set out in the proposed *Canada Marine Act*, these ports will be managed by Canada Port Authorities, made up of representatives from user groups and various levels of government. Canada Ports Corporation, which currently oversees many of these ports, will be phased out. The port authority model will bring commercial practices into the management of Canada's major ports, increasing their efficiency in the interest of making ports and their users competitive in the global economy. Other ports may also apply for Canada Port Authority status. Government funding will not be available for Canada Port Authorities; these ports must be financially self-sufficient. Port authorities will be bound by strict principles of public accountability. They will have the freedom to make contracts and leases, to set tariffs and fees, and to borrow money on commercial markets. Port authorities will have overall responsibility for port policing and security.

Regional or local ports — that is, those not meeting the Canada Port Authorities criteria as laid out in the proposed *Canada Marine Act* and not designated as remote — will be transferred to other interests including provincial governments, municipal authorities, community organizations, private interests and other groups. The transfer will take six years, with federal help through a \$125 million Port Divestiture Fund. These ports will be managed by local interests in a manner more responsive to local needs, with lower costs and better service.

While the maintenance of designated **remote ports** will be ensured by the Government of Canada, if an opportunity arises to transfer a remote port to an outside interest, Transport Canada will pursue that option. These ports have been designated on the basis of the community's isolation and its reliance on both marine transportation and an existing Transport Canada fixed wharf structure. Operations of these ports will, however, be managed with greater efficiency.

DETAILS BY BUSINESS LINE

	Transferred or deproclaimed to date	Remaining	Total
Public Harbours and Ports	278	271*	549

* Including 46 remote port sites possibly to be retained by Transport Canada.

4. Environmental Initiatives

In 1997–98, to support divestiture initiatives, the Programs and Divestiture Group will undertake environmental baseline studies, environmental assessments and necessary remedial work at those airports and ports scheduled for imminent transfer.

As part of the transfer agreement, Transport Canada is conducting an environmental site assessment of all facilities that have been transferred to NAV CANADA. In accordance with the transfer agreement, any recommended environmental remediation on the sold and assigned properties, including storage tank upgrades, removal of PCBs, soil and groundwater remediation, will be carried out by NAV CANADA over a five-year period, starting in 1997–98. The work will be funded by Transport Canada.

3.4 Departmental Administration

Planned Expenditures by Service Line			
(millions of dollars)	Main Estimates 1997-98	Planned 1998-99	Planned 1999-2000
Gross expenditures	74.0	59.1	55.9
Less revenues	9.3	9.3	9.3
Net Expenditures	64.7	49.8	46.6
Net Expenditures by Service Line			
Corporate Services	54.9	40.9	37.5
Corporate Management	9.8	8.9	9.1
Total	64.7	49.8	46.6

Objective: Efficient and effective financial, administrative, informatics, human resource, internal and external communication, legal and executive support services that respond to the Department's needs.

Key Results: Efficient and effective support services.

Context: The Departmental Administration business line consists of the former Departmental Administration activity without the following functions, which have been transferred to other business lines:

- ▶ the Security and Emergency Planning function is now part of the Safety and Security business line;
- ▶ the Western Grain Transportation Office and the program evaluation functions are part of the Policy business line; and
- ▶ the facilities management and lease administration functions are now part of the Programs and Divestiture business line.

The new Departmental Administration business line includes the Directors General Offices for the five regions.

Divestiture: The largest factor affecting this business line is the decrease in the Department's size resulting from the transfer of the Canadian Coast Guard to the Department of Fisheries and Oceans in April 1995, the commercialization of the air navigation system, and the ongoing divestiture of airports and ports to local entities. In the short term, this business line will have an increased workload as it deals with the financial and human resource planning issues arising from

these initiatives. However, its activities will decrease in proportion to the reductions to the Department as a whole.

Technology: New technology has led to the introduction of integrated systems for finance, material management and for human resources. These systems suit the government's direction toward technological advances, shared systems, and applications that are recognized by all departments. The increased efficiency of these changes has been considered in the Department's administrative and functional review.

Administrative and functional review (overhead study): In 1997–98, the Department will complete the final year of its five-year administrative and functional review. The review enabled a reduction in inefficiencies and duplication in administrative practices and will have led to savings of about \$50 million and a reduction of about 1000 full-time equivalents over the course of five years.

4.0 Supplementary Information

Appendix 1 – Department Spending Authorities

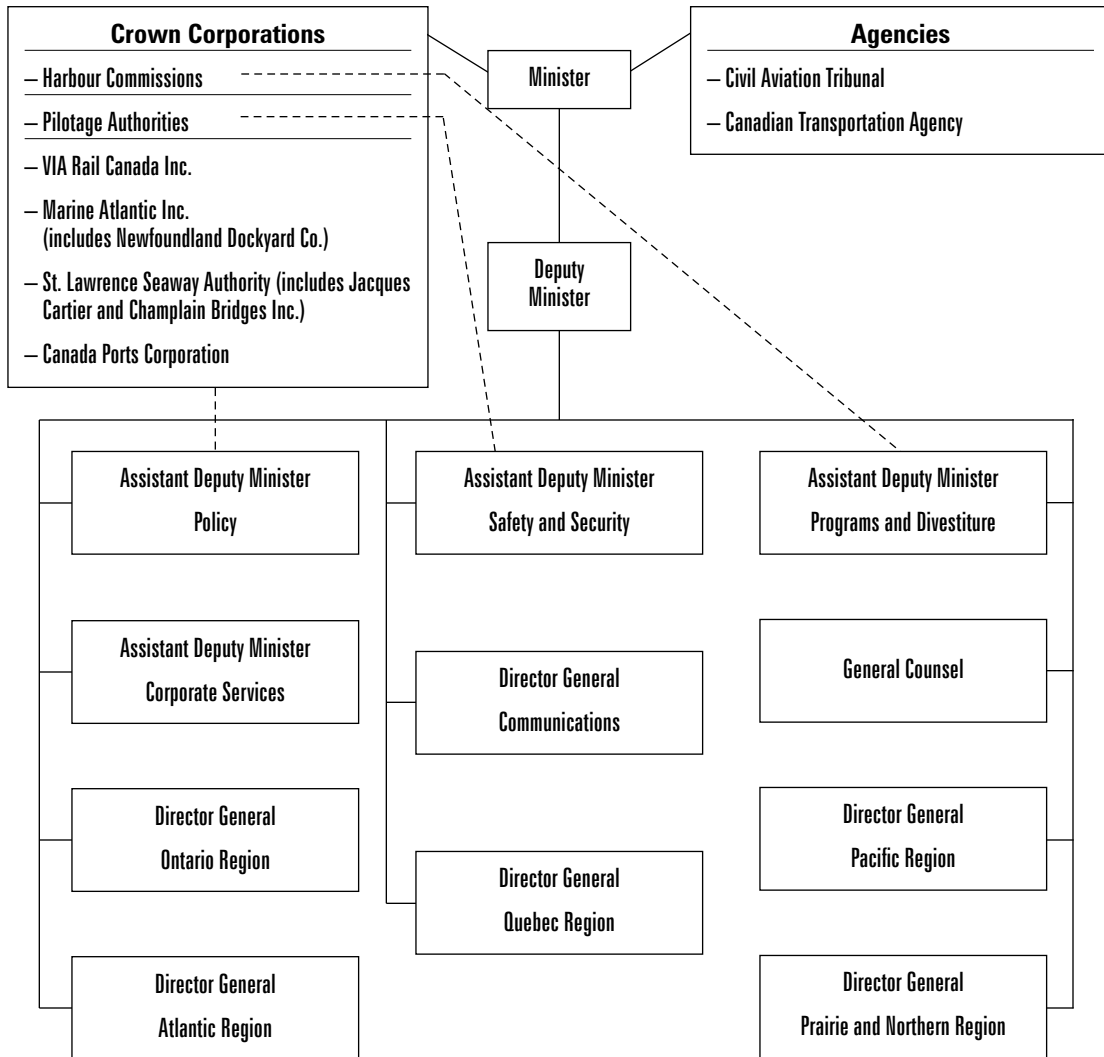
Summary of Authorities Contained in Part II
of the 1997–98 Main Estimates

1.1 Financial Requirements by Authority			
Vote	(millions of dollars)	Main Estimates 1997–98	1996–97
Transport			
1	Operating expenditures*	111.3	410.7
5	Capital expenditures	106.2	449.3
10	Grants and contributions	410.0	406.5
15	Payments to Jacques Cartier and Champlain Bridges Inc.	29.9	31.9
20	Payments to Marine Atlantic Inc.	91.3	87.2
25	Payments to VIA Rail Canada Inc.	216.2	248.5
30	Payments to St. Lawrence Seaway Authority for the Valleyfield Bridge	2.0	2.0
(S)	Transition period payments to NAV CANADA under the <i>Civil Air Navigation Services Commercialization Act</i> (S.C. 1996 c.20)	716.0	—
(S)	Minister of Transport – Salary and motor car allowance	0.1	0.1
(S)	Termination of tolls – Victoria Bridge	6.7	6.7
(S)	Contributions to employee benefit plans	41.4	96.6
—	Payments to Canada Ports Corporation	—	1.5
Total Department		1,731.1	1,741.0

* Net of \$367.8 million in vote-netted revenue.

Appendix 2 – Organization

2.1 Organization Chart



4.0 SUPPLEMENTARY INFORMATION

2.2 Gross Resource Requirements by Organizational Unit and Business Line					
(millions of dollars)	1997-98 Main Estimates				Total
	Business Lines				
	Policy	Programs and Divestiture	Safety and Security	Departmental Administration	
Organizational Unit					
ADM Policy	82.4				82.4
Crown Corporations					
— Marine Atlantic Inc.	91.3				91.3
— VIA Rail Canada Inc.	216.2				216.2
— Jacques Cartier and Champlain Bridges Inc.	29.9				29.9
— St. Lawrence Seaway Authority	2.0				2.0
— Canada Ports Corporation	—				—
ADM Programs and Divestiture		1,190.0			1,190.0
ADM Safety and Security			183.4		183.4
Crown Corporation					
— Pilotage Authorities			—		—
ADM Corporate Services				44.4	44.4
Corporate Management (Communications, Legal Offices of the Minister and Deputy Minister)				5.8	5.8
Director General, Atlantic Region	0.6	35.9	16.5	3.8	56.8
Director General, Quebec Region	0.3	21.6	19.6	4.5	46.0
Director General, Ontario Region	0.2	27.4	20.6	4.2	52.4
Director General, Prairie and Northern Region	1.2	25.2	21.2	6.9	54.5
Director General, Pacific Region	0.9	19.8	18.7	4.4	43.8
Total Main Estimates	425.0	1,319.9	280.0	74.0	2,098.9

Appendix 3 – Capital Projects

3.1 Capital Expenditures by Business Line			
(millions of dollars)	Estimates 1997–98	Planned 1998–99	Planned 1999–2000
Policy	2.6	10.9	0.6
Programs and Divestiture	80.9	111.2	73.3
Safety and Security	16.1	32.3	15.5
Departmental Administration	6.6	3.3	3.3
Total	106.2	157.7	92.7

TRANSPORT CANADA REPORT ON PLANS AND PRIORITIES

3.2 List of Capital Projects by Business Line				
	Current Estimated Total Cost	Forecast Expenditures to March 31, 1997	Planned Expenditures 1997–98	Future Years' Requirements
Business Lines				
A. Policy				
All capital projects are under \$1 million			2.6	
B. Safety and Security				
Aviation Safety				
Air Personnel Licensing System (S-DA)	1.5	1.0	0.5	—
Automated Weather Observing System (AWOS) Action Plan (S-DA)	2.0	1.6	0.4	—
Marine Safety				
Ship Inspection Reporting System (S-DA)	1.0	0.1	0.4	0.5
Ship Safety Automated Exam Question System (S-DA)	1.0		0.3	0.7
Aircraft Services				
Pt-6 engine overhauls (S-DA)	2.9	0.9	0.9	1.1
Safety and Security projects under \$1 million			13.6	
Total Safety and Security			16.1	
C. Programs and Divestiture				
Airports				
Headquarters				
Purchase/relife emergency response vehicles (S-DA)	7.9	4.0	3.1	0.8
Charlottetown, Prince Edward Island				
Rehabilitate runway 03/21 (I-DA)	2.6	—	0.1	2.5
Halifax International Airport, Nova Scotia				
Upgrade climate control system (S-DA)	16.4	14.1	2.3	—
Fire protection system – air terminal building (S-DA)	1.6	1.4	0.2	—
Re-roof original air terminal building (S-DA)	1.6	0.1	1.5	—
Demolish Halifax Hotel (S-DA)	1.8	0.3	1.5	—
Moncton, New Brunswick				
Replace reservoir and upgrade water distribution system (S-DA)	2.4	2.2	0.2	—
Quebec, Quebec				
Rehabilitate runway 12/30 (drainage) (I-DA)	3.3	—	0.2	3.1
Lac Eon, Quebec				
Airport decontamination project	2.4	1.2	1.2	—
Pickering, Ontario				
Land management (S-DA)	1.5	0.9	0.3	0.3

4.0 SUPPLEMENTARY INFORMATION

	Current Estimated Total Cost	Forecast Expenditures to March 31, 1997	Planned Expenditures 1997–98	Future Years' Requirements
London, Ontario				
Restore runway 15-33 (S-DA)	3.4	0.1	3.3	—
Saskatoon, Saskatchewan				
Repair runway 09/27 (S-DA)	2.0	0.1	1.9	—
Cranbrook, British Columbia				
Maintenance garage (I-DA)	1.2	—	0.1	1.1
Smithers, British Columbia				
Rehabilitate runway/taxiway (S-DA)	2.6	0.1	2.5	—
Williams Lake, British Columbia				
Overlay runway/taxiway (S-DA)	2.0	—	0.1	1.9
Harbours and Ports				
Charlottetown, Prince Edward Island				
Berth dredging (S-DA)	1.0	—	1.0	—
Sydney, Nova Scotia				
Replace and extend west berth (S-DA)	12.6	12.3	0.3	—
Programs and Divestiture projects under \$1 million			61.1	
Total Programs and Divestiture			80.9	
D. Departmental Administration				
Headquarters				
Transport Canada Internet (TCI) (S-DA)	6.1	4.9	1.2	—
Oracle Financials migration (S-DA)	2.4	0.6	1.8	—
Moncton, New Brunswick				
Refit regional office	1.0	0.4	0.6	—
St. John's, Newfoundland				
Relocation of employees to Cabot Place Building (S-DA)	1.0	0.5	0.5	—
Departmental Administration projects under \$1 million			2.5	
Total Departmental Administration			6.6	
Total Capital Expenditures			106.2	

Some projects listed in the 1996–97 Part III as requiring future year funding are not listed in Table 3.2 for the following reasons:

- ▶ Air Navigation System projects are not shown since they were transferred to the commercialized entity NAV CANADA on November 1, 1996. This includes the Canadian Automated Air Traffic System (CAATS), a major Crown project.
- ▶ Projects at Lester B. Pearson International Airport and Macdonald-Cartier International Airport are not shown as they were transferred to the Canadian Airport Authorities who began operating these airports in 1996–97.
- ▶ Projects at Quebec, Kapuskasing, London, North Bay and Sault Ste. Marie airports are not shown as these airports are expected to be transferred in 1997–98.
- ▶ Harbours and ports projects at Argentia, Sorel, Pointe-au-Pic, Goderich and Zeballos are not proceeding as they are being considered in light of the new Marine Policy and resulting plans for the divestiture of public harbours and ports.

Appendix 4 – Additional Financial Information

4.1 Gross and Net Departmental Expenditures by Business Line			
(millions of dollars)	Estimates 1997–98	Planned 1998–99	Planned 1999–2000
Gross Expenditures by Business Line			
Policy	425.0	336.5	330.2
Programs and Divestiture	1,319.9	842.3	306.5
Safety and Security	280.0	290.6	276.8
Departmental Administration	74.0	59.1	55.9
Total Gross Expenditures	2,098.9	1,528.5	969.4
Less:			
Revenue Credited to the Vote and Revenue Credited to the Consolidated Revenue Fund			
Policy	—	—	—
	15.0	63.7	8.9
Programs and Divestiture	299.8	219.8	241.5
	781.9	419.8	—
Safety and Security	58.7	60.7	62.7
	—	—	—
Departmental Administration	9.3	9.3	9.3
	—	—	—
Total Revenue Credited to the Vote and to the Consolidated Revenue Fund	1,164.7	773.3	322.4
Net Expenditures by Business Line			
Policy	410.0	272.8	321.3
Programs and Divestiture	238.2	202.7	65.0
Safety and Security	221.3	229.9	214.1
Departmental Administration	64.7	49.8	46.6
Total Net Expenditures	934.2	755.2	647.0
Estimated cost of services provided by other departments	46.9	46.9	46.9
Total Net Cost	981.1	802.1	693.9

4.0 SUPPLEMENTARY INFORMATION

4.2 Details of Revenues by Business Line				
(millions of dollars)	Estimates 1996–97	Estimates 1997–98	Planned 1998–99	Planned 1999–2000
Revenue Credited to the Vote by Business Line				
Programs and Divestiture				
Harbours and ports fees	16.1	8.8	3.8	2.0
Revenues associated with the air navigation system	231.8	—	—	—
Airports – Rentals	42.9	12.5	1.7	0.6
Airports – Concessions	83.6	24.2	1.7	0.1
Airports – Landing fees	79.3	26.7	2.7	0.4
Airports – General terminal fees	44.6	20.2	1.4	0.2
Airports – Miscellaneous	9.2	7.5	4.3	4.2
Airports – Local Airport Authorities lease payments	40.2	82.0	86.8	104.2
Airports – Canadian Airport Authorities lease payments	4.4	109.7	109.8	122.1
Airports – Canadian Airport Authorities chattel payments	—	7.6	7.6	7.7
Miscellaneous recoveries from other departments	0.6	0.6	—	—
	552.7	299.8	219.8	241.5
Safety and Security				
Sales, rentals, licences and services – aviation	12.1	15.4	15.4	15.4
Recoveries from the Department of Fisheries and Oceans – Helicopter services	14.3	14.4	14.4	14.4
Recoveries from Department of National Defence – Maintenance of executive fleet	7.4	7.4	7.4	7.4
Recoveries from Air Navigation System – Provision of aircraft maintenance and flying services	6.7	—	—	—
Other recoveries	1.2	3.7	3.7	3.7
NAV CANADA – Aircraft maintenance and flying services	—	8.7	8.7	8.7
Used car importation	—	0.1	0.1	0.1
Motor Vehicle Test Centre	0.3	0.2	0.2	0.2
Ship safety and registration tariffs	6.8	8.8	10.8	12.8
	48.8	58.7	60.7	62.7

TRANSPORT CANADA REPORT ON PLANS AND PRIORITIES

(millions of dollars)	Estimates 1996-97	Estimates 1997-98	Planned 1998-99	Planned 1999-2000
Departmental Administration				
Training and computer services	9.4	9.3	9.3	9.3
Total Revenue Credited to the Vote	610.9	367.8	289.8	313.5
Revenue Credited to the Consolidated Revenue Fund by Business Line				
Policy				
Return on investment	20.0	11.0	9.9	8.9
Sales	—	—	53.8	—
Privileges, licences and hopper car leases	8.0	4.0	—	—
	28.0	15.0	63.7	8.9
Programs and Divestiture				
Air Transportation Tax	688.9	781.9	419.8	—
Total Revenue Credited to the Consolidated Revenue Fund	716.9	796.9	483.5	8.9
Total Revenues	1,327.8	1,164.7	773.3	322.4

4.0 SUPPLEMENTARY INFORMATION

4.3 Transfer Payments by Business Line				
	Estimates 1996–97	Estimates 1997–98	Planned 1998–99	Planned 1999–2000
Grants by Business Line				
Policy	27.0	22.6	22.6	22.6
Programs and Divestiture	—	—	—	—
Safety and Security	—	—	—	—
Departmental Administration	—	—	—	—
Total Grants	27.0	22.6	22.6	22.6
Contributions by Business Line				
Policy	31.4	37.3	37.2	35.8
Programs and Divestiture	339.4	1,058.2	646.7	174.0
Safety and Security	12.2	12.1	12.1	12.0
Departmental Administration	3.1	2.5	2.5	2.5
Total Contributions	386.1	1,110.1	698.5	224.3
Total Grants and Contributions	413.1	1,132.7	721.1	246.9
Additional detail on transfer payments by business line can be found in Part II of the Estimates.				

TRANSPORT CANADA REPORT ON PLANS AND PRIORITIES

4.4 Presentation by Standard Object				
(millions of dollars)	Estimates 1996-97	Estimates 1997-98	Planned 1998-99	Planned 1999-2000
Personnel				
Salaries and wages	658.0	223.5		
Contributions to employee benefit plans	97.6	41.4		
Other personnel costs	15.0	20.1		
	770.6	285.0	239.3	234.7
Goods and Services				
Transportation and communications	82.0	45.5		
Information	6.8	4.8		
Professional and special services	320.8	144.4		
Rentals	8.9	4.7		
Purchased repair and maintenance	44.2	26.1		
Utilities, materials and supplies	91.3	50.5		
Payments to Crown corporations	371.1	339.4		
Other subsidies and payments	1.9	—		
	927.0	615.4	460.4	425.1
Capital	241.1	65.8	107.7	62.7
Transfer Payments				
Voted	406.5	410.0	285.8	243.6
Statutory	6.7	722.7	435.3	3.3
	413.2	1,132.7	721.1	246.9
Gross Expenditures	2,351.9	2,098.9	1,528.5	969.4
Less:				
Revenue credited to the Vote	(610.9)	(367.8)	(289.8)	(313.5)
Net Budgetary Expenditures	1,741.0	1,731.1	1,238.7	655.9

4.0 SUPPLEMENTARY INFORMATION

4.5 Summary of Outstanding Balances on Loans by Business Line				
(millions of dollars)	Estimates 1996-97	Estimates 1997-98	Planned 1998-99	Planned 1999-2000
Policy				
Loans to Canada Ports Corporation				
Saint John	18.1	—	—	—
Prince Rupert	14.8	—	—	—
Belledune	0.4	0.3	0.2	0.1
Montreal	2.9	2.2	1.6	0.8
Vancouver	1.7	1.4	0.9	0.5
	37.9	3.9	2.7	1.4
Interport Loan Fund *	50.0	43.7	43.7	43.7
Loan to Saint John Harbour Bridge Authority	28.2	28.2	28.2	28.2
	116.1	75.8	74.6	73.3
Programs and Divestiture				
Loan to Hamilton Harbour Commission	0.2	0.2	0.2	0.2
Total Department	116.3	76.0	74.8	73.5

The above table shows expected outstanding balances on loans owed to Transport Canada at the end of each of the fiscal years.

*The Interport Loan Fund was erroneously left off this table in previous Part III documents.

Appendix 5 – Statutes Administered by Transport Canada

- ▶ *Aeronautics Act* (R.S.C. 1985, c. A-2) as amended
- ▶ *Airport Transfer (Miscellaneous Matters) Act* (R.S.C. 1992, c. 5)
- ▶ *Arctic Waters Pollution Prevention Act* (R.S.C. 1985, c. A-12) as amended
- ▶ *Canada Shipping Act* (R.S.C. 1985, c. S-9) as amended
- ▶ *Canada Transportation Act* (R.S.C. 1996, c. C-10)
- ▶ *Canadian Aviation Safety Board Act* (R.S.C. 1985, c. C-12) as amended
- ▶ *Carriage by Air Act* (R.S.C. 1985, c. C-26)
- ▶ *Carriage of Goods by Water Act* (R.S.C. 1985, c. C-27)
- ▶ *CN Commercialisation Act* (R.S.C. 1993, c. 21)
- ▶ *Department of Transport Act* (R.S.C. 1985, c. T-18) as amended
- ▶ *Hamilton Harbour Commissioners Act* (S.C. 1912 c. 98) as amended
- ▶ *Harbour Commissions Act* (R.S.C. 1985, c. H-1) as amended
- ▶ *Intercolonial and P.E.I. Railways Employees' Provident Fund Act* (S.C. 1907, c. 22) as amended
- ▶ *Marine and Aviation War Risks Act* (R.S.C. 1970, c. W-3) as amended
- ▶ *Marine Transportation Security Act* (R.S.C. 1994, c. 40)
- ▶ *Maritime Code Act* (SC 1977-78, c. 41)
- ▶ *Meaford Harbour Act* (S.C. 1866 c. 78, S.C. 1907-08 c. 46)
- ▶ *Motor Vehicle Fuel Consumption Standards Act* (R.S.C. 1985, c. M-9) as amended
(not in force)
- ▶ *Motor Vehicle Safety Act* (R.S.C. 1985, c. M-10)
- ▶ *Motor Vehicle Transport Act, 1987* (R.S.C., c. 29)
- ▶ *National Transportation Act, 1987* (R.S.C. 1987, c. 34) as amended
- ▶ *Ontario Harbours Agreement Act* (S.C. 1963, c. 39)

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- ▶ *Passenger Tickets Act* (R.S.C. 1985, c. P-3)
- ▶ *Pilotage Act* (R.S.C. 1985, c. P-14) as amended
- ▶ *Public Harbours and Port Facilities Act* (R.S.C. 1985, c. P-29) as amended
- ▶ *Railway Act* (R.S.C. 1985, c. R-3) as amended
- ▶ *Railway Safety Act* (1985, c. 32 (4th Supp.))
- ▶ *Safe Containers Convention Act* (R.S.C. 1985, c. S-1)
- ▶ *Shipping Conferences Exemption Act, 1987* (R.S.C. c. 17)
- ▶ *Teleferry Act* (R.S.C. 1970, c. T-2) as amended (not in force)
- ▶ *Toronto Harbour Commissioners Act, 1911* (S.C. 1911, c. 26) as amended
- ▶ *Toronto Harbour Commissioners' Act, 1985*, (S.C. 1986, c. 10)
- ▶ *Transport Act* (R.S.C. 1985, c. T-17) as amended
- ▶ *Transportation of Dangerous Goods Act, 1992* (R.S.C. 1992, c. 34)
- ▶ *United States Wreckers Act* (R.S.C. 1985, c. U-3)
- ▶ *Blue Water Bridge Authority Act* (R.S.C. 1988, c. 59)
- ▶ *An Act Respecting Buffalo and Fort Erie Public Bridge* (R.S.C. 1995, c. 14)
- ▶ *Canada Ports Corporation Act* (R.S.C. 1985, c. C-9)
- ▶ *Coasting Trade Act* (R.S.C. 1992, c. 31)
- ▶ *Marine Atlantic Inc. Acquisition Authorization Act* (R.S.C. 1986, c. 36)
- ▶ *Marine Insurance Act* (R.S.C. 1993, c. 22)
- ▶ *Montreal Port Wardens Act* (S.C. 1873, c. 11; 1882, c. 45; 1980-81-82-83, c. 8)
- ▶ *National Transcontinental Railway Act* (S.C. 1903, c. 71)
- ▶ *Northern Transportation Company Ltd. Disposal Authorization Act* (R.S.C. 1985, c. 35; R.S.C. 1988, c. 38)
- ▶ *Quebec Port Wardens Act* (S.C. 1871, c. 33; 1873, c. 11; 1980-81-82-83, c. 8; 1985, c. R-3)
- ▶ *Railway Relocation and Crossing Act* (R.S.C. 1985, c. R-4)
- ▶ *St. Lawrence Seaway Authority Act* (R.S.C. 1985, c. S-2)

Appendix 6 – References and Departmental Contacts

Further information on some subjects discussed in this report is available elsewhere. The following is a list of addresses and phone numbers which the reader can use to obtain further information. A cost may be involved for certain publications.

CROWN CORPORATIONS

VIA Rail Canada Incorporated
2, Place Ville Marie
Montréal, Québec
H3B 2G6

St. Lawrence Seaway Authority
14th Floor, Room 1400
360 Albert Street
Ottawa, Ontario
K1R 7X7

Canada Ports Corporation
99 Metcalfe Street
Ottawa, Ontario
K1A 0N6

Marine Atlantic Incorporated
100 Cameron Street
Moncton, New Brunswick
E1C 5Y6

Atlantic Pilotage Authority
Purdy's Wharf, Tower 1
Suite 1402, 1959 Upper Water Street
Halifax, Nova Scotia
B3J 3N2

Laurentian Pilotage Authority
715 Victoria Place
6th Floor
Montréal, Québec
H2Y 2H7

Great Lakes Pilotage Authority Ltd.
P.O. Box 95
Cornwall, Ontario
K6H 5R9

Pacific Pilotage Authority
1199 West Hastings Street
Suite 300
Vancouver, British Columbia
V6E 4G9

Canarctic Shipping Company Limited
150 Metcalfe Street
19th Floor, P.O. Box 39
Ottawa, Ontario
K2P 1P1

4.0 SUPPLEMENTARY INFORMATION

LOCAL AIRPORT AUTHORITIES

Aéroports de Montréal
1100 René-Lévesque Blvd. West, Suite 2100
Montréal, Québec
H3B 4X8
Telephone: (514) 394-7213
Fax: (514) 394-7356

Vancouver International Airport Authority
P.O. Box 23750, Airport Postal Outlet
Richmond, British Columbia
V7B 1Y7
Telephone: (604) 276-6500
Fax: (604) 276-7755

Calgary Airport Authority
Calgary International Airport
2000 Airport Road N.E.
Calgary, Alberta
T2E 6W5
Telephone: (403) 735-1200
Fax: (403) 735-1281

Edmonton Regional Airport Authority
P.O. Box 9860
Edmonton, Alberta
T5J 2T2
Telephone: (403) 890-8900
Fax: (403) 890-8446

CANADA AIRPORT AUTHORITIES

Greater Toronto Airport Authority
Lester B. Pearson International Airport
P.O. Box 6031
Toronto AMI
Mississauga, Ontario
L5P 1B2
Telephone: (905) 676-3344
Fax: (905) 676-3339

OTHER DEPARTMENTS' PUBLICATIONS

The following publications are available from:

Canada Communications Group
Publishing Centre,
Ottawa, Ontario
K1A 0S9

- Canadian Transportation Agency (formerly the National Transportation Agency)
Part III
- Civil Aviation Tribunal Part III
- Department of Fisheries and Oceans
Part III, Performance Report and Report on Plans and Priorities
- Transport Canada National Airports Policy (TP 12163 E)

TRANSPORT CANADA REPORT ON PLANS AND PRIORITIES

TRANSPORT CANADA REPORTS

Monthly Report of Airports Transferred
National Airports Policy
Implementation Team
Transport Canada
Place de Ville, Tower "C"
330 Sparks Street
Ottawa, Ontario
K1A 0N8

Harbours and Ports – Annual Report on
Financial Operations
Transport Canada
344 Slater Street
5th Floor (AMF)
Ottawa, Ontario
K1A 0N7

Road Safety and Motor Vehicle Regulation
Directorate – Annual Report
Transport Canada
13th Floor, Canada Building
344 Slater Street
Ottawa, Ontario
K1A 0N7

General road safety information and vehicle
importation telephone line:
1-800-333-0371

Vehicle defects:
1-800-333-0510

A number of marine safety publications
relating to marine products, practices and
standards and a CD-ROM containing a
consolidation of Transport Canada's Acts
and Regulations including a comprehensive list
of marine safety publications are also available
at the following addresses:

344 Slater Street
11th Floor (AMSB)
Ottawa, Ontario
K1A 0N7

Canadian Motor Vehicle Traffic Collision
Statistics TP3322
(Collected in co-operation with the CCMTA)
Road Safety and Motor Vehicle Regulation
Directorate
AFFCG, 13th Floor, Canada Building
344 Slater Street
Ottawa, Ontario
K1A 0N7

4.0 SUPPLEMENTARY INFORMATION

Available on the internet at www.tc.gc.ca

Aircraft services — list of Transport Canada aircraft and their prime use

Civil Aviation publications and regulations

CANUTEC — North American Emergency guidebook and statistics

Transport of dangerous goods — regulations and how to comment on the update of regulations currently being re-written

Marine safety short publications list

Research and development — science and technology plan; publications

Road safety — how to obtain information on vehicle standards, importation, defects, recalls, fuel consumption guide, acts

Rail safety publications

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