

# Transport Canada – April 2025 Engagement Opportunities

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## **Rail**

### **Rail Safety and Security**

Transport Canada’s Rail Safety Directorate wants to engage with local and First Nation, Inuit, and Métis communities, organizations, and Governments to build and maintain relationships, and to facilitate opportunities to participate in developing and improving rail transportation.

More information on engagement can be found on [Rail Safety’s Let’s Talk Transportation](#) page, and Rail Safety can be reached at any time by email: [TC.RailSafety-Securiteferroviaire.TC@tc.gc.ca](mailto:TC.RailSafety-Securiteferroviaire.TC@tc.gc.ca) or by toll-free phone: 1-844-897-7245. We are open to ongoing feedback and look forward to hearing from you.

### **Modernization of the Rail Proximity Guidelines**

The [Railway Association of Canada \(RAC\)](#) is working with an independent consultant, Dillon Consulting, to update the [2013 Proximity Guidelines](#) to enhance safety, sustainability, and community well-being in rail adjacent developments. The Guidelines serve to maintain safety and provide guidance to developers and communities when considering residential or industrial development in proximity to rail.

The goal of the modernization is to provide a risk-based approach to safely develop near rail operations while enabling communities and railways to grow and thrive. Modernized guidelines will offer clear and practical guidance on how and when to consider noise, vibrations, and emissions impacts from rail operations.

RAC and Dillon Consulting want to hear from First Nation and Métis communities, organizations, and Governments to build relationships and facilitate opportunities for Indigenous perspectives to be included in modernized Proximity Guidelines.

An online survey is available until May 31<sup>st</sup> to provide feedback:

[https://www.surveymonkey.com/r/RAC\\_RPGS\\_2025](https://www.surveymonkey.com/r/RAC_RPGS_2025)

Interested in learning more, or have questions? Please reach out to Jenelle Saskiw ([jsaskiw@railcan.ca](mailto:jsaskiw@railcan.ca)), Ben Chursinoff ([bchursinoff@railcan.ca](mailto:bchursinoff@railcan.ca)), or Brandy MacInnis ([brandy@macinnis.com](mailto:brandy@macinnis.com)) and visit [Proximity Initiative | Railway Association of Canada](#).

## **Road**

### **Regulations recently published in Canada Gazette, Part II: Regulations Amending the Motor Vehicle Safety Regulations (School Buses)**

The [Regulations](#) require new school buses to be equipped with an exterior perimeter visibility system, consisting of a series of cameras that provide visibility around the exterior of the school bus, and a

monitor to display the views to the driver. In addition, the Regulations set minimum requirements that apply to image recording systems (hereinafter referred to as infraction cameras), if voluntarily installed.

According to the National Collision Database statistics, school buses are the safest way to transport children to and from school, more so than any other form of transportation including walking, cycling or by passenger vehicle. Despite their excellent safety record, data from 1998 to 2019 indicates that, every year, an average of three children and vulnerable road users are fatally injured, and ten major injuries are reported in collisions with a school bus or collisions with a passing vehicle while in the immediate vicinity of a school bus in Canada.

In 2022 and 2023, Transport Canada consulted with Indigenous Services Canada to better assess the potential impact and financial cost of these Regulations to First Nation communities. In June 2022, school buses were added as an eligible expense under the Indigenous Services Canada contribution authority to support Indigenous communities. School buses, along with other funding expense requests, are then prioritized in conjunction with the Indigenous communities and the Indigenous Services regional offices. It is estimated that the incremental cost for new school buses would increase by 4.4%. Indigenous Services Canada is supportive of increasing the safety of school buses.

The Regulations came into force on the date of publication in the *Canada Gazette*, Part II; however, there is a transitional period, so that the requirements regarding exterior perimeter visibility systems and infraction cameras will not be mandatory until November 1, 2027.

The Regulations were published in the [Canada Gazette](#), Part II on December 18<sup>th</sup>, 2024.

Transport Canada welcomes feedback or requests for additional information at [RegulationsClerk-ASFB-Commisauxreglements@tc.gc.ca](mailto:RegulationsClerk-ASFB-Commisauxreglements@tc.gc.ca).

## **Marine**

### **Ocean Protection Plan**

To support the participation of Indigenous Peoples and local communities in Oceans Protection Plan engagement, short-term grant funding is available through Transport Canada's [Community Participation Funding Program \(CPFP\)](#), if you are not already receiving capacity funding through the Indigenous and Local Community Engagement and Partnership Program (ILCEPP). To submit an application, please visit <https://www.tc.gc.ca/en/services/marine/apply-cpfp-funding.html>.

### **Development of a Collaborative Governance Framework (Marine Safety Partnerships)**

This initiative seeks to build a national policy framework for advancing partnerships and collaboration with Indigenous Peoples to strengthen marine safety and environmental protection. Transport Canada, with support from Canadian Coast Guard, is working with interested coastal First Nations, Métis and Inuit peoples to collaboratively develop recommendations for this national policy framework.

Following regional workshops in Fall 2024 to share interests and identify common objectives related to marine safety partnerships, preparation is now underway for a national workshop targeted for 2025. The purpose of the workshop is to collaboratively identify core concepts for a national policy framework

that will guide Transport Canada and the Canadian Coast Guard when working in marine safety partnerships with First Nations, Inuit, and Métis peoples in Canada. The workshop may include topics such as definitions and principles, common objectives, best practices, mechanisms and models, specific program and policy areas for partnerships, and enablers such as funding arrangements.

A second national workshop is planned for 2026 to complete the collaboration process. Outcomes are planned to be presented to government decision-makers to determine next steps.

To share your ideas and suggestions or to participate in the collaboration process on behalf of your organization, please contact [OPPCollabGov-GouvCollabPPO@tc.gc.ca](mailto:OPPCollabGov-GouvCollabPPO@tc.gc.ca).

### **Regulatory Roundtable**

The Regulatory Roundtable aims to build and test a new process to include advice from Indigenous peoples early when developing marine safety and environmental regulations.

Following the initial meeting of the National Roundtable in June 2024, Transport Canada met with multiple Indigenous organizations in all coastal regions throughout Fall 2024 and early 2025 and began discussions on a range of potential marine safety and marine environmental regulations.

If your organization or community is interested in further information on the Regulatory Roundtable and/or you are interested in becoming involved, please contact: [oppregulatoryroundtable-tablerondesurlareglementationppo@tc.gc.ca](mailto:oppregulatoryroundtable-tablerondesurlareglementationppo@tc.gc.ca).

### **Potential New Regulations to Improve Preparedness and Response to Marine Incidents**

Following changes to the *Canada Shipping Act, 2001* in 2023 to strengthen marine safety and environmental protection, Transport Canada is developing new rules and processes to strengthen marine emergency management, and preparedness and response to Hazardous and Noxious Substances (HNS) incidents from ships. This includes potential requirements for some vessels to have arrangements in place for certain marine emergency services (e.g. emergency towing, marine firefighting), response plans for incidents involving hazardous and noxious substances for vessels and handling facilities and introducing the role of a response coordinator to help implement vessel pollution response plans.

In October 2024, Transport Canada posted a [discussion paper](#) on our initial intentions to establish such requirements and sought comments from the public until January 31, 2025. We plan to publish a “What We Heard” report in Spring 2025 and will be developing a second discussion paper with more detailed proposals based on initial input. For further information or discussion please contact [OPP.EMEM.HNS-PPO.AGUM.SNPD@tc.gc.ca](mailto:OPP.EMEM.HNS-PPO.AGUM.SNPD@tc.gc.ca).

### **Marine Safety and Security Policy and Regulatory Updates**

#### **Mandatory Wear of Personal Flotation Devices (PFDs) and Lifejackets**

To help address consistently high fatality rates among recreational boaters, Transport Canada is exploring potential regulatory amendments regarding the mandatory wearing of PFDs or lifejackets in certain circumstances. This work is being done in coordination with boating safety organizations and industry stakeholders, with proposed policy criteria developed based on observed wear rates and contemporary boating fatality data. These criteria include mandatory wear options based on age, size,

and type of vessel. This proposal could impact Indigenous operators and guests on board recreational boats by requiring a PFD or lifejacket to be worn in certain circumstances.

In the fall of 2024, Transport Canada published the proposed policy criteria for mandatory wear on its [Let's Talk Transportation](#) web page for public review and comment. A "What We Heard" report summarizing the feedback received will be published on Transport Canada's website in Spring-Summer 2025.

Transport Canada welcomes hearing views on the mandatory wearing of PFDs/lifejackets. To provide feedback or request additional information, please contact us at [MSSRegulations-ReglementsSSM@tc.gc.ca](mailto:MSSRegulations-ReglementsSSM@tc.gc.ca).

### **Upcoming Engagement Opportunities: *Fishing Vessel Safety Regulations (Phase 2)***

As the second phase of its three-phase approach to modernizing regulations for small and large commercial fishing vessels, Transport Canada is updating requirements for the design and construction of small commercial fishing vessels (24.4 metres in length and below, and less than 150 gross tonnage). These updates are intended to align Canadian requirements with contemporary standards and best practices, enhancing the safety of small fishing vessels. These proposed regulations would impact Indigenous builders of small commercial fishing vessels who would need to meet the new construction requirements. Also, Indigenous operators of small commercial fishing vessels would need to ensure their vessels meet key safety provisions in the new regulations and, should their vessel undergo major modifications, they would need to ensure the modification aligns with the new construction requirements.

Transport Canada will continue discussing Phase 2 of the [Fishing Vessel Safety Regulations](#) at national and regional meetings of the Canadian Marine Advisory Council. Additional consultation activities will be scheduled in 2025 as work on this project continues to develop. The proposed regulations are targeting pre-publication in the *Canada Gazette*, Part I in early 2026. Pre-publication will be followed by a 60-day comment period.

Transport Canada welcomes feedback on Phase 2 of the [Fishing Vessel Safety Regulations](#). To provide views on how this project may impact you or your communities, please contact us at [MSSRegulations-ReglementsSSM@tc.gc.ca](mailto:MSSRegulations-ReglementsSSM@tc.gc.ca).

### **Upcoming Engagement Opportunity: Small Vessel Construction and Equipment Regulations**

Transport Canada is currently working on a comprehensive review of regulatory requirements for the construction of, and equipment for, new commercial vessels that are less than 24 metres in length but more than 15 gross tonnage (excluding fishing vessels), and new vessels that are 15 gross tonnage or less carrying more than 12 passengers. The goal is to consolidate requirements that are currently found across several regulations to produce a single set of streamlined and modern regulations that would provide clear and coherent requirements for the construction of, and equipment for, small vessels that are safe for their intended purpose.

Transport Canada provided updates on the proposed regulations at the National Canadian Marine Advisory Council meeting on November 13, 2024. As the next step in engagement, the department is planning to launch targeted consultation sessions throughout the spring and summer of 2025 with marine stakeholders, including industry, other government departments, and interested members of the general public, and wishes to engage Indigenous communities on the proposed regulations.

Transport Canada welcomes feedback on the proposed [Small Vessel Construction and Equipment Regulations](#). To provide views on how this project may have an impact on you or your communities, please contact us at [MSSRegulations-ReglementsSSM@tc.gc.ca](mailto:MSSRegulations-ReglementsSSM@tc.gc.ca).

### **Engagement Opportunity: Proposed changes to the *Navigation Safety Regulations, 2020***

In February 2025, Transport Canada launched a [Let's Talk Transportation consultation](#) regarding proposed changes to the [Navigation Safety Regulations, 2020](#). The consultation was open for public participation until April 6, 2025.

The [Navigation Safety Regulations, 2020](#) help improve maritime safety, protect the marine environment, and make vessel operations more efficient in Canadian waters through marine navigation and marine radiocommunication requirements.

Transport Canada is proposing changes to parts of the *Navigation Safety Regulations* that deal with:

- Search and rescue cooperation plans;
- Newly registered vessels;
- Automatic identification systems (AIS);
- Lost containers;
- Fines;
- VDRs and electronic inclinometers;
- Old agreements that have been cancelled.

Transport Canada provides more details on the proposed modifications on the [Let's Talk Transportation webpage](#).

### **Engagement Opportunity: Let's talk: Expanding Transportation Security Clearance Requirement to Additional Port and Marine Facility Employees**

To address risks of criminal activity at Canadian ports, and to further enhance border security, Transport Canada is assessing options to extend requirements to obtain a Transportation Security Clearance to additional employees at additional Canadian ports and marine facilities.

An online [Let's Talk Transportation consultation](#) took place from January 31, 2025, to March 31, 2025. A "What Was Heard" report is in development and will be published on Transport Canada's website in mid-2025.

Transport Canada welcomes any feedback on the possible expansion of Transportation Security Clearance requirements at [TC.MarineSecurity-SecuriteMaritime.TC@tc.gc.ca](mailto:TC.MarineSecurity-SecuriteMaritime.TC@tc.gc.ca).

### **Proposed Regulations soon to be published in *Canada Gazette, Part I: Regulations Amending the Competency of Operators of Pleasure Craft Regulations***

The proposal aims to amend the [Competency of Operators of Pleasure Craft Regulations \(COPCR\)](#) to address gaps and inconsistencies since 1999, ensuring they remain effective in promoting boating safety.

The proposed regulations seek to enhance safety by ensuring operators have the necessary skills and knowledge, thereby reducing incidents and improving public safety. They also aim to promote compliance with safety standards and establish accountability by maintaining records of Pleasure Craft Operator Card (PCOC) suspensions or cancellations for enforcement purposes.

A title change to “Operators of Pleasure Craft Regulations” is proposed to simplify references and reduce confusion. The introduction of open-book testing (excluding challenge tests) aligns the regulations with current practices, removing ambiguity about allowed resources during the TC boating safety test. This change allows the use of course manuals and other materials for both online and in-person courses, except for challenge tests.

The proposed regulations would grant the Minister clear authority to suspend or cancel a PCOC if it is obtained fraudulently, if the holder is incompetent, or if public safety is at risk. Administrative updates will improve the clarity, consistency, and readability of the Regulations, making them more user-friendly. These updates include new definitions (e.g., “boating safety course;” “personal watercraft”) and amendments to existing ones (e.g., “operate”; “proof of competency”) to align more closely with the [Canada Shipping Act, 2001](#).

Age restrictions for pleasure craft operators will be consolidated within the COPCR, incorporating relevant sections from the [Vessel Operation Restriction Regulations \(VORRs\)](#) to make the regulations more comprehensive.

These amendments align with broader governmental policies to enhance public safety, environmental protection, and societal well-being, supporting the Government of Canada’s commitment to reducing preventable accidents and promoting safe recreational activities.

Transport Canada is aiming for pre-publication of the proposed regulations in the *Canada Gazette*, part I, in is anticipated by 2025/early2026, followed by a 60-day comment period.

Transport Canada welcomes any feedback on the proposed regulations. For more information or to provide feedback on how this project may impact you or your communities, please contact us at [MSSRegulations-ReglementsSSM@tc.gc.ca](mailto:MSSRegulations-ReglementsSSM@tc.gc.ca).

### **Regulations soon to be published in *Canada Gazette*, Part I: Regulations Amending the *Vessel Pollution and Dangerous Chemicals Regulations* (Division 1 - Oil)**

The proposed regulations would amend Division 1 – Oil requirements specific to heavy fuel oil of the [Vessel Pollution and Dangerous Chemicals Regulations](#) to bring them in line with International Maritime Organization provisions to implement the ban on the use and carriage for use of heavy fuel oil (HFO) as fuel in the Arctic. The provisions were approved by the International Maritime Organization in June 2021 and came into force on July 1, 2024. The proposed regulations would also bring into force domestically similar provisions for the Antarctic region that came into force internationally in 2011.

Transport Canada is aiming for pre-publication of the proposed regulations in the *Canada Gazette*, part I, in late 2025/early 2026, followed by a 60-day comment period.

Transport Canada welcomes any feedback on the proposed regulations. For more information or to provide feedback on how this project may impact you or your communities, please contact us at [MSSRegulations-ReglementsSSM@tc.gc.ca](mailto:MSSRegulations-ReglementsSSM@tc.gc.ca).

### **Regulations soon to be published in *Canada Gazette*, Part I: Marine Personnel Regulations, 2025**

With this regulatory initiative, Transport Canada aims to:

- Promote a safe, efficient, and environmentally responsible marine transportation;
- Ensure consistency and best practices in the marine industry;
- Harmonize, to the greatest extent possible and desirable, with international requirements and standards to increase efficiency and service delivery; and

- Modernize the delivery of the marine medical program to increase efficiency and service delivery, which would involve the elimination of duplicate reviews of medical certificate applications, while enhancing the audit capabilities of the Department of those issuing medical certificates on behalf of the Minister.

This initiative also addresses Transportation Safety Board recommendations.

Transport Canada is aiming for pre-publication of the proposed regulations in the *Canada Gazette*, part I, by the end of 2025, followed by a 60-day comment period.

Transport Canada welcomes any feedback on the proposed regulations. For more information or to provide feedback on how this project may impact you or your communities, please contact us at [MSSRegulations-ReglementsSSM@tc.gc.ca](mailto:MSSRegulations-ReglementsSSM@tc.gc.ca).

### **Regulations soon to be published in Canada Gazette, Part I: Canadian Marine Pilotage Regulations**

In this proposal, the *General Pilotage Regulations* would be repealed and replaced by the proposed *Canadian Marine Pilotage Regulations* (CMPR). Much of the original structure of the existing regulations would be replicated. Each pilotage region would continue to have its division which covers requirements respecting compulsory pilotage areas and ships subject to compulsory pilotage, as well as the classes of licences and pilotage certificates. However, the proposed regulations would also modernize and align to the extent possible substantive requirements in each pilotage region. New requirements respecting management systems and administrative monetary penalties (AMP) would also be introduced.

In developing the proposed Regulations, TC has the following objectives:

- To simplify regulatory pilotage requirements, reduce the compliance burden, and amend existing provisions drafted vaguely to increase the overall efficiency of the regulatory regime;
- To harmonize, to the extent possible, pilotage requirements across Canada's four pilotage regions, namely the Atlantic, Laurentian, Great Lakes and Pacific regions;
- To strengthen enforcement and compliance of pilotage requirements by implementing an administrative monetary penalties regime; and
- To further advance a culture of safety in the marine industry and help ensure pilotage services are cost-effective and efficient by requiring pilotage authorities to implement management systems.

TC expects the proposed regulations to strengthen Canada's national pilotage regime, while simultaneously taking into account differences throughout each of the four pilotage regions. Having a predictable and modern regulatory framework for marine pilotage will enhance the safety of navigation, while also supporting a well-functioning transportation system that is critical to commerce and trade.

The proposed regulations are expected to be published in the *Canada Gazette*, Part I, in late 2025/early 2026 with a 60-day public comment period.

Transport Canada welcomes feedback on the proposed regulations. For more information or to provide feedback on how this project may impact you or your community, please contact us at [MSSRegulations-ReglementsSSM@tc.gc.ca](mailto:MSSRegulations-ReglementsSSM@tc.gc.ca).

### **Regulations soon to be published in Canada Gazette, Part I: Arctic Shipping Safety and Pollution Prevention Regulations**

Canada is introducing amendments to its [Arctic Shipping Safety and Pollution Prevention Regulations](#) to meet our international commitments as a member of the International Maritime Organization (IMO), an agency under the United Nations, working to promote safe shipping through international cooperation.

The amendments to the [International Convention for the Safety of Life at Sea \(SOLAS\)](#) are set to come into effect internationally on January 1, 2026 (or on January 1, 2027, for ships constructed before January 1, 2026). Failure to bring these amendments into force through our domestic regulatory regime could result in Canada being given a ‘non-conformity’ penalty under the IMO. The proposed Regulations would increase the requirements for what some cargo ships, fishing boats, and pleasure yachts need to carry onboard, and prepare in advance of, travelling in Arctic and Antarctic waters. The proposed Regulations would apply to Canadian and foreign vessels alike.

Transport Canada plans to publish the proposed regulations in the *Canada Gazette*, Part I at the end of 2025 with a 60-day public comment period.

Transport Canada welcomes any feedback on the proposed regulations. For more information or to provide feedback on how this project may impact you or your communities, please contact us at [MSSRegulations-ReglementsSSM@tc.gc.ca](mailto:MSSRegulations-ReglementsSSM@tc.gc.ca).

### **Regulations soon to be published in the Canada Gazette, Part II: Modernizing the Vessel Operation Restriction Regulations (VORR) (2022 Submission)**

Transport Canada is working on modernizing the [VORR](#), in response to concerns from local authorities with the extended length of time required to have a restriction implemented and the desire from local authorities to have more decision-making powers to address issues on their waterways. Changes have been proposed to the approval process for new restrictions, aiming to have restrictions put in place more quickly. Indigenous local authorities who intend to apply for vessel operation restrictions would benefit from these changes by leading the development of local solutions and from a faster approval of requests.

The proposed Regulations were published in the [Canada Gazette, Part I](#) on September 14, 2024, followed by a 75-day comment period which ended on November 28, 2024.

Transport Canada officials reviewed all comments received from stakeholders and took them into consideration while finalizing the amendments. The regulations are targeting publication in the *Canada Gazette*, Part II, and entry into force is anticipated in mid-2025.

Transport Canada welcomes feedback or requests for additional information on the VORR at [MSSRegulations-ReglementsSSM@tc.gc.ca](mailto:MSSRegulations-ReglementsSSM@tc.gc.ca).

### **Regulations soon to be published in the Canada Gazette, Part II: Regulations Amending the Small Vessel Regulations – Pleasure Craft Licensing**

The proposed regulations would enhance the quality of data collected in the Pleasure Craft Electronic Licensing System by:

- Establishing a new five-year validity period for all pleasure craft licences;
- Reducing the timeframe licence holders have to update their licence information, should it change, from 90 days to 30 days;

- Requiring that a new owner of a pleasure craft apply to transfer a pleasure craft licence upon purchasing the pleasure craft;
- Expanding the Federal Minister of Transport's authority to cancel a pleasure craft licence for non-compliance or upon a licence holder's request; and,
- Broadening the scope of pleasure craft for which a pleasure craft licence is required to include wind-powered vessels above six metres in length.

The proposed regulations would also introduce a new service fee of \$24, subject to annual inflation, for services related to pleasure craft licences, namely: issuing, renewing, transferring, or requesting a replacement or duplicate pleasure craft licence. There would not be a charge for updating contact information.

The proposed regulations would also formalize the current practice for holders of a Manufacturers Identification Code to notify the Minister of Transport of a change in the name or contact information associated with the code within 30 days of the change. The proposed regulations would impact pleasure craft licence holders and dealers in Canada, and manufacturers, builders, rebuilders, and importers of small vessels who hold a Manufacturer Identification Code.

The proposed regulations were published in the [Canada Gazette](#), Part I on May 13, 2023, followed by a 60-day comment period.

Following concerns raised during the *Canada Gazette*, Part I consultation period, Transport Canada has had several follow-up discussions with representatives from the Otipemisiwak Métis Government and the Inuit Tapiriit Kanatami. These discussions helped Transport Canada better understand the potential impact of the proposed regulations on Indigenous peoples. Outcomes of these discussions are being considered as Transport Canada works to finalize the regulations.

The regulations are targeting publication in the *Canada Gazette*, Part II, and entry into force is anticipated in mid to late 2025.

Transport Canada welcomes feedback on the proposed regulations. For more information or to provide feedback on how this project may impact you or your communities, please contact us at [MSSRegulations-ReglementsSSM@tc.gc.ca](mailto:MSSRegulations-ReglementsSSM@tc.gc.ca).

### **Regulations soon to be published in *Canada Gazette*, Part II: *Vessel Traffic Services Zones Regulations***

The proposal aims to repeal the [Vessel Traffic Services Zones Regulations \(VTS\)](#), the [Eastern Canada Vessel Traffic Services Zone Regulations](#) and the [Northern Canada Vessel Traffic Services Zone Regulations](#) and to consolidate them into the (proposed) Vessel Traffic Services Zones Regulations. This will harmonize the requirements of each of the current reporting regimes, eliminate outdated measures, and pave the way for emerging and future VTS technologies and practices to be implemented in Canada.

The proposed Regulations were published in the [Canada Gazette, Part I](#), on June 1, 2024, with a 60-day comment period ending July 31, 2024. The proposal received one comment, which was out of scope. Publication in the *Canada Gazette*, Part II, is anticipated in mid-2025.

Transport Canada welcomes any feedback on the proposed regulations. For more information or to provide feedback on how this project may impact you or your communities, please contact us at [MSSRegulations-ReglementsSSM@tc.gc.ca](mailto:MSSRegulations-ReglementsSSM@tc.gc.ca).

## **Transportation of Dangerous Goods**

### **Survey on the Transportation of Dangerous Goods Regulations - Remotely Piloted Aircraft Regulatory Proposal**

The [Transportation of Dangerous Goods Regulations](#) (TDGR) establishes the requirements for the safe transport of dangerous goods. To promote public safety in the transportation of dangerous goods, Transport Canada (TC) is developing a regulatory proposal to incorporate definitions, safety provisions and specific requirements for Remotely Piloted Aircrafts (RPA) in the TDGR. Your feedback is important and will be used to help TC address specific provisions in the TDGR to transport dangerous goods by RPA, more commonly known as drones.

[This survey](#) invites Indigenous Peoples to provide input on the potential benefits or risks that transporting low-risk dangerous goods by drone could have in their community. Input from Indigenous Peoples is essential, as it will allow the [Transportation of Dangerous Goods Directorate](#) to incorporate their unique perspectives into the proposed regulations, while maintaining transparency and safety. Your participation is voluntary. To protect your privacy all feedback will remain anonymous, and data will be aggregated for reporting purposes only.

If you have any trouble accessing the survey, please copy and paste the following link into your internet browser: <https://www.surveymonkey.ca/r/QJS3QQR>.

The survey will remain open until June 30, 2025. Should you have any questions on the survey, please contact [TC.TDGRegulatoryProposal-TMDPropositionReglementaire.TC@tc.gc.ca](mailto:TC.TDGRegulatoryProposal-TMDPropositionReglementaire.TC@tc.gc.ca).

The [Transportation of Dangerous Goods Regulations](#) (TDGR) establish the requirements for the safe transport of dangerous goods in the four modes of transport, namely, road, marine, rail and road. Dangerous goods (DGs) are defined in the [Transportation of Dangerous Goods Act, 1992](#) (TDGA) as “a product, substance or organism included by its nature or by the regulations in any of the classes listed in the schedule”. The classes of dangerous goods are as follows:

- ❖ Class 1 Explosives, including explosives within the meaning of the [Explosives Act](#);
- ❖ Class 2 Gases: compressed, deeply refrigerated, liquefied or dissolved under pressure;
- ❖ Class 3 Flammable and combustible liquids;
- ❖ Class 4 Flammable solids; substances liable to spontaneous combustion; substances that on contact with water emit flammable gases;
- ❖ Class 5 Oxidizing substances; organic peroxides;
- ❖ Class 6 Poisonous (toxic) and infectious substances;
- ❖ Class 7 Nuclear substances, within the meaning of the [Nuclear Safety and Control Act](#), that are radioactive;
- ❖ Class 8 Corrosives; and
- ❖ Class 9 Miscellaneous products, substances or organisms considered by the Governor in Council to be dangerous to life, health, property or the environment when handled, offered for transport or transported and prescribed to be included in this class.

Currently, there is an absence of specific provisions in the TDGR to transport dangerous goods by Remotely Piloted Aircraft (RPA), more commonly known as drones.

To promote public safety in the transportation of dangerous goods, Transport Canada (TC) is developing a regulatory proposal to incorporate definitions, safety provisions and specific requirements for RPA in the TDGR.

TC is looking to implement a step by step approach that would allow in its first stage the transportation of certain low-risk dangerous goods by drone that have been selected by targeting the low-risk associated to their transport while taking into consideration the needs of various communities. Other dangerous goods would be evaluated by TC on a case-by-case basis and would require an approval process to be authorized for transport.

In practice, the dangerous goods considered to be low-risk and the exemptions that would provide flexibility for their transport are as follows\*:

Low-risk DGs that would be allowed:	Exemptions considered to provide flexibility
<ul style="list-style-type: none"> <li>➤ Samples for testing (forensic samples, medical samples)</li> <li>➤ First aid kits</li> <li>➤ Batteries (Lithium, Nickel, alkali) </li> <li>➤ Li batteries installed in equipment</li> <li>➤ Magnetized materials (magnets, ferromagnetic metals and shielding materials) </li> <li>➤ Blood, tissue, tissue fluids transported for research, diagnosis, disease treatment.</li> <li>➤ Aerosol (spray cans) </li> <li>➤ Medicine</li> <li>➤ Ammunition</li> <li>➤ Sanitizers and cleaning products </li> <li>➤ Alcohol (liquor and spirits)</li> </ul>	<ul style="list-style-type: none"> <li>➤ Li batteries contained in or packed with equipment (such as laptops, drills, defibrillators)</li> <li>➤ Other batteries (nickel and wet batteries)</li> <li>➤ Alcohol-based sanitizer and cleaning products</li> <li>➤ DGs required for emergency response and search and rescue operations</li> <li>➤ DGs dropped for avalanche control, agriculture, forestry</li> <li>➤ Low-risk patient samples</li> <li>➤ DGs required for the propulsion or operation of the drone</li> <li>➤ Samples for classification or for inspection or investigation</li> </ul>

\*A detailed list of the low-risk dangerous goods and the envisioned specific provisions for their transport can be found in the following consultation document, titled *Consultation Document, Envisioned concept of draft provisions, Transportation of Dangerous Goods Regulations - Remotely Piloted Aircraft*.