



		<p>application of tools, guidance materials and appropriate risk scoring for individual and multiple violations. Managers will ensure that this undertaking, as well as associated inspector training, is complete by Fall 2020.</p> <ul style="list-style-type: none"> <li>The department will further accelerate the work of the Data Quality Working Group (DQWG) to minimize to the extent possible, by Fall 2020, the number of closed TDG and means of containment sites currently in TDG databases.</li> </ul>	<p><u>Accelerate the Work of the Data Quality Working Group to Minimize Closed Sites</u></p> <ul style="list-style-type: none"> <li>A minimal number of closed dangerous goods and Means of Containment (MOC) sites remain in TDG databases.</li> </ul>	Ongoing	<ul style="list-style-type: none"> <li>Table Client Information Database (CID) Regulations in <i>Canada Gazette II</i> to coincide with the database (Oct. 2022).</li> <li>Implement new risk-based algorithm to prioritize inspections (Aug. 2021).</li> <li>Complete CID (May 2022).</li> <li>Complete testing of CID (Sept. 2022).</li> <li>Continue to reduce the number of closed dangerous goods and MOC sites in TDG databases (ongoing).</li> </ul>		
1.33	Transport Canada should systematically track and document its verification that companies have returned to compliance after violations are found.	<p>Agreed. Transport Canada will strengthen the application of, and the supporting training on, oversight procedures for follow-up activities conducted by inspectors after they detect non-compliance by regulated entities. Management will ensure that inspectors are aware of updated procedures and are able to apply appropriate quality controls. This is to be completed by spring 2021.</p>	<p><u>Strengthening Application of Oversight Procedures</u></p> <ul style="list-style-type: none"> <li>100% of dangerous goods sites on file will have their compliance status documented.</li> <li>TDG Core has been revised, such that inspectors are prompted to document the compliance status when undertaking an inspection.</li> </ul>	<b>Completed</b>	<p>Completed:</p> <ul style="list-style-type: none"> <li>Inspectors' Manual has been extensively revised (July 2020).</li> <li>Procedures for follow-ups to non-compliance have been updated (Oct. 2020).</li> <li>Site compliance status is documented during an inspection in 100% of cases (ongoing).</li> </ul>	Benoit Turcotte Director General, Transportation Dangerous Goods	
1.34	Transport Canada should ensure that means of containment facilities with expired certificates are not conducting the activities for which the certificates were issued.	<p>Agreed. Transport Canada will strengthen its standard operating procedures to ensure that:</p> <ul style="list-style-type: none"> <li>A letter is sent informing a registrant when the registration is about to expire;</li> <li>Following expiration, a letter is sent</li> </ul>	<p><u>Strengthening Standard Operating Procedures</u></p> <ul style="list-style-type: none"> <li>A process exists for sending renewal and expiry notices by email, on a monthly basis, to registered MOC facilities. Those MOC facilities with expired</li> </ul>		<p>Completed:</p> <ul style="list-style-type: none"> <li>Implemented a process for sending renewal and expiry notices by email, on a monthly basis, to registered MOC facilities (Jan. 2020).</li> </ul>	Benoit Turcotte Director General, Transportation Dangerous	

		<p>indicating the registration has expired and the registrant may no longer conduct such work; and</p> <ul style="list-style-type: none"> <li>In cases where Transport Canada cannot verify whether a registrant has ceased to perform the functions following the expiry of the registration, a registrant will be the subject of an on-site verification under the Transportation of Dangerous Goods Program's National Oversight Plan.</li> </ul> <p>This work will be complete by spring 2021.</p>	<p>certificates that cannot be verified, are subject to on-site verification under the National Oversight Plan.</p>	<p><b>Completed</b></p>	<ul style="list-style-type: none"> <li>On-site verification procedures developed for MOC facilities that cannot be verified (Apr. 2020).</li> </ul>	<p>Goods</p>	
<p>1.41</p>	<p>Transport Canada should strengthen its processes for collecting data from its partners to better identify the national rate of regulatory compliance in the transportation of dangerous goods.</p>	<p>Agreed. Transport Canada will undertake the following activities:</p> <ul style="list-style-type: none"> <li>By spring 2022, as part of the Transportation of Dangerous Goods Transformation Road Map, the department will implement a data-driven oversight initiative that will include the implementation of the "TDG-Core" central database initiative (revamping of the Inspection Information System, creation of the Client Identification Database, and integration into the Inspection Information System of the FDR database of registered facilities). This initiative will be supported by a renewal of information-sharing agreements with provinces, territories, and other appropriate government programs and agencies, such as the Canadian Nuclear Safety Commission and Health Canada.</li> <li>By spring 2021, the department will also further accelerate the quality control activities being conducted by the Data Quality Working Group, with the objective of strengthening</li> </ul>	<p><u>Implement the TDG Core Initiative</u></p> <ul style="list-style-type: none"> <li>The Regulatory Oversight Management (ROM) system, which replaces the Inspector Information System, is fully implemented, with TDG staff fully trained in its use.</li> <li>The Client Information Database (CID) is in force, and has gone live for companies.</li> </ul> <p><u>Complete the Renewal of Data-Sharing Agreements</u></p> <ul style="list-style-type: none"> <li>Transport Canada has concluded data-sharing agreements with all provinces and territories.</li> </ul>	<p>Sept. 2021</p> <p>Fall 2022</p> <p>Ongoing</p>	<p>Completed:</p> <ul style="list-style-type: none"> <li>Data-sharing agreements with all provinces and territories, except Nunavut and the Northwest Territories, have been signed (Nov. 2020).</li> </ul> <p>In Development:</p> <ul style="list-style-type: none"> <li>Implement ROM on schedule (Sept. 2021).</li> <li>Deliver internal ROM training on schedule (July 2021).</li> <li>Continue to advance remaining data sharing agreements (ongoing).</li> </ul>	<p>Benoit Turcotte Director General, Transportation Dangerous Goods</p>	

		transportation of dangerous goods oversight systems and data relevant to transportation of dangerous goods regulatory responsibilities to assess and verify compliance of regulated entities under the <i>Transportation of Dangerous Goods Act, 1992</i> and the <i>Transportation of Dangerous Goods Regulations</i> .					
1.48	Transport Canada should finalize its approval of the interim emergency response assistance plans by completing the necessary investigations and by developing national guidance and criteria for assessing firefighting capacity for plans related to flammable liquids. The department should ensure that approvals for all future plans are finalized within its prescribed timelines.	<p>Agreed. Transport Canada will undertake the following activities:</p> <ul style="list-style-type: none"> <li>By 31 December 2020, develop tools to identify, assign, and track necessary investigations for existing and future emergency response assistance plans.</li> <li>By 1 January 2021, determine the necessary firefighting capacity for flammable liquids within an emergency response assistance plan and establish the related assessment criteria and guidelines.</li> <li>By 1 January 2021, update policies, procedures, and guidelines related to the assessment of emergency response assistance plans.</li> <li>By 1 December 2021, complete the necessary investigations for emergency response assistance plans that have been interim for 3 or more years.</li> </ul>	<p><u>Develop Tools to Identify and Track Existing and Future Emergency Response Assistance Plans</u></p> <ul style="list-style-type: none"> <li>The Response Operations Team uses a tracking system to identify, assign, and track investigations related to ERAPs, ensuring that conditions are met and that ERAPs do not stay interim for longer than necessary. Guidance materials to assist Remedial Measures Specialists (RMS) in assessing ERAP applications, as well as necessary training, have also been developed.</li> </ul> <p><u>Determine Firefighting Capacity for Flammable Liquids</u></p> <ul style="list-style-type: none"> <li>Requirements within an ERAP to respond to fires of Class 3 flammable liquids during a derailment have been developed.</li> </ul> <p><u>Update Policies, Procedures, and Guidelines for Assessing ERAPS</u></p> <ul style="list-style-type: none"> <li>Detailed ERAP Assessment and Response guidelines and procedures have been</li> </ul>	<p><b>Completed</b></p> <p>Dec. 2021</p>	<p>Completed:</p> <ul style="list-style-type: none"> <li>Software acquired to track ERAP investigations and follow-ups. Guidance material and training developed (Apr. 2020).</li> <li>ERAP Online Services and Response Operations Online Tool developed (2019).</li> <li>Remote investigation procedures to simplify processes and reduce the number of interim plans (Oct. 2020).</li> <li>Internal TDG staff review and validation of proposed firefighting requirements completed (Apr. 2021).</li> <li>34 out of 70 ERAPs identified as having been interim for 3 years or longer, have been resolved (Apr. 2021).</li> </ul> <p>In Development:</p> <ul style="list-style-type: none"> <li>Communications strategy with ERAP Class 3 holders on new firefighting</li> </ul>	<p>Benoit Turcotte Director General, Transportation Dangerous Goods</p>	

			<p>developed and adapted to the current business program management. RMS have been trained on these, and they are currently used to assess ERAPs.</p> <p><u>Complete Investigations of ERAPS that have been interim for 3 Years or Longer</u></p> <ul style="list-style-type: none"> <li>ERAPs that have been interim for 3 years or more have been investigated, and where possible resolved.</li> <li>The circumstances under which interim approvals need to be granted are reduced, while maintaining a risk-based approach to the assessment of ERAPs. Every reasonable effort is made to grant shorter interim approval periods.</li> </ul>	<p><b>Completed</b></p> <p>Dec. 2021</p> <p>Mar. 2022</p>	<p>requirements (June 2021).</p> <ul style="list-style-type: none"> <li>Resolve all remaining interim ERAPs having Class 3 requirements (Dec. 2021).</li> <li>Resolve all remaining interim ERAPs (Dec. 2021).</li> <li>New assessment and approval policies and procedures for ERAPs are drafted (Dec. 2021).</li> <li>TDG staff are trained on new procedures (Mar. 2022).</li> </ul>		
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