

# REGULATORY RECONCILIATION AND COOPERATION TABLE (RCT)

## 2025 WORK PLAN<sup>1</sup>

Approved by RCT: December 17, 2024

Updated: January 13, 2025

### Overview

- Since its creation in 2018, 38 reconciliation items have been added to the RCT Work Plan. Twelve reconciliation agreements, covering 17 reconciliation Work Plan Items, have been negotiated to date with respect to the following items:
  - Occupational Health and Safety (2018 Reconciliation Agreement)
    - First Aid Kits (Item 1a)
    - Hearing Protection (Item 2)
    - Personal Flotation Devices (Item 4)
    - Head, Foot and Eye Protection (Item 5)
  - Occupational Health and Safety (2020 Umbrella Reconciliation Agreement)
    - First Aid Training (Item 1b)
    - Fall Protection (Item 3)
    - Personal Protective Equipment – Filtering Respirators (Item 27)
  - Transport: Wide-base Single Tires (Item 8)
  - Transport: Truck Driver Certification Entry-Level Training (ELT) (Item 29)
  - Standards and Codes: Construction Codes (Item 12)
  - Technical Safety: CRN for Pressure Vessels (Item 13)
  - Standards and Codes: Energy Efficiency Standards for Household Appliances (Item 14)
  - Agriculture / Agri-Food / Aquaculture: Aquaculture Site Marking (Item 17)
  - Agriculture / Agri-Food / Aquaculture: Aquaculture Organic Labelling (Item 18)
  - Agriculture / Agri-Food / Aquaculture: Grade Inspection for Produce (Item 19)
  - Regulatory Requirements: Corporate Registry (Item 22)
  - Textiles / Upholstery: Upholstered and Stuffed Articles (Item 24)
- Since the Work Plan was created in 2018, six cooperation items have been included, with negotiations having concluded on the following four items:
  - Transport: Testing of Automated and Connected Vehicles (AV/CVs) (Item 2)
  - Construction: Builders' Lien – Prompt Payment Legislation and Associated Regulations (Item 3)
  - Transport: Electronic Logging Devices (Item 11)
  - Standards Codes: Energy Using and Saving Products (Item 6)

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<sup>1</sup> This is developed pursuant to Annex 404 (para. 8) of the Canadian Free Trade Agreement (CFTA).  
2025 RCT Work Plan (Last updated: January 13, 2025)

## Summary of 2025 Work Plan<sup>2</sup>

For more detailed information, see Annex 1

Theme	Topic	Deadline to Conclude Negotiation			
<b>Items for Regulatory Reconciliation</b>					
Occupational Health and Safety	<ul style="list-style-type: none"> <li>• <a href="#">First Aid Kits</a> (Item 1a)</li> <li>• <a href="#">Workplace First Aid Training</a> (Item 1b)</li> <li>• <a href="#">Hearing Protection</a> (Item 2)</li> <li>• <a href="#">Fall Protection</a> (Item 3)</li> <li>• <a href="#">Personal Floatation Devices</a> (Item 4)</li> <li>• <a href="#">Head Foot and Eye Protection</a> (Item 5)</li> <li>• <a href="#">Occupational Exposure Limits</a> (Item 6)</li> <li>• <a href="#">Occupational Health and Safety Management System</a> (Item 7)</li> <li>• <a href="#">Personal Protective Equipment – Filtering Respirators</a> (Item 27)</li> <li>• <a href="#">High Visibility Safety Apparel</a> (Item 31)</li> <li>• <a href="#">Building Anchors for fall Protection Systems</a> (Item 32)</li> <li>• <a href="#">Fall Protection Training</a> (Item 33)</li> </ul>	<ul style="list-style-type: none"> <li>• Negotiations Complete</li> <li>• Negotiations Complete</li> <li>• Negotiations Complete</li> <li>• Negotiations Complete</li> <li>• Negotiations Complete</li> <li>• Negotiations Complete</li> <li>• By December 31, 2026</li> <li>• Deferred</li> <li>• Negotiations Complete</li> <li>• By December 31, 2026</li> <li>• By December 31, 2027</li> <li>• By December 31, 2027</li> </ul>			
	Transport	<ul style="list-style-type: none"> <li>• <a href="#">Wide Base Single Tires</a> (Item 8)</li> <li>• <a href="#">Spring Weight Restrictions (Trans-Canada Highway)</a> (Item 9)</li> <li>• <a href="#">Size and Weight Restrictions (excepting Spring Weight Restrictions)</a> (Item 10)</li> <li>• <a href="#">Truck Driver Certification Entry-Level Training</a> (Item 29)</li> </ul>	<ul style="list-style-type: none"> <li>• Negotiations Complete</li> <li>• Deferred</li> <li>• Deferred</li> <li>• Negotiations Complete</li> </ul>		
		Standards and Codes	<ul style="list-style-type: none"> <li>• <a href="#">Construction Codes</a> (Item 12)</li> <li>• <a href="#">CRN for Pressure Equipment</a> (Item 13)</li> <li>• <a href="#">Energy Efficiency Standards for Household Appliances</a> (Item 14)</li> <li>• <a href="#">Canadian Electrical Codes</a> (Item 28)</li> </ul>	<ul style="list-style-type: none"> <li>• Negotiations Complete</li> <li>• Negotiations Complete</li> <li>• Negotiations Complete</li> <li>• By April 30, 2025</li> </ul>	
			Agriculture/Agri-Food/Aquaculture	<ul style="list-style-type: none"> <li>• <a href="#">Food Inspection</a> (Item 15)</li> <li>• <a href="#">Meat Inspection</a> (Item 16)</li> <li>• <a href="#">Aquaculture Site Marking</a> (Item 17)</li> <li>• <a href="#">Aquaculture Organic Labeling</a> (Item 18)</li> <li>• <a href="#">Grade Inspection for Produce</a> (Item 19)</li> <li>• <a href="#">Construction Labour (Hiring Priority System)</a> (Item 20)</li> </ul>	<ul style="list-style-type: none"> <li>• By December 31, 2025</li> <li>• By December 31, 2026</li> <li>• Negotiations Complete</li> <li>• Negotiations Complete</li> <li>• Negotiations Complete</li> <li>• Deferred</li> </ul>
				Drug Scheduling Requirements	<ul style="list-style-type: none"> <li>• <a href="#">Drug Scheduling</a> (Item 21)</li> </ul>
	Registration Requirements	<ul style="list-style-type: none"> <li>• <a href="#">Corporate Registry</a> (Item 22)</li> <li>• <a href="#">Workers' Compensation Board</a> (Item 23)</li> </ul>		<ul style="list-style-type: none"> <li>• Negotiations Complete</li> <li>• Deferred</li> </ul>	
		Textiles/Upholstery		<ul style="list-style-type: none"> <li>• <a href="#">Upholstered and Stuffed Articles Regulatory Requirements</a> (Item 24)</li> </ul>	<ul style="list-style-type: none"> <li>• Negotiations Complete</li> </ul>
	Technical Safety/Labour Mobility	<ul style="list-style-type: none"> <li>• <a href="#">Gasfitter/Gas Technician Licensing/Certification</a> (Item 25)</li> </ul>		<ul style="list-style-type: none"> <li>• By April 30, 2025<sup>4</sup></li> </ul>	
	Goods and Services	<ul style="list-style-type: none"> <li>• <a href="#">Identification and Mutual Recognition of Regulatory Measures Related to the Sale or Provision of Goods and Services</a> (Item 30)</li> </ul>	<ul style="list-style-type: none"> <li>• By June 30, 2025<sup>4</sup> and By December 31, 2025)</li> </ul>		

<sup>2</sup> Note on colour coding: green indicates a regulatory reconciliation item, while yellow indicates a regulatory cooperation item.

Theme	Topic	Deadline to Conclude Negotiation
<b>Items for Future Regulatory Cooperation</b>		
Construction	• <a href="#">Builders' Lien – Prompt Payment Legislation and Associated Regulations</a> (Item 3)	• Complete
Technical Safety/ Labour Mobility	• <a href="#">Building Officials/Inspectors Certification/Licensing</a> (Item 4)	• TBC
Temporary Labour Mobility	• <a href="#">Temporary Rapid Registration for Workers in Times of Urgent Need (e.g., Floods, epidemics)</a> (Item 5)	• By December 31, 2025
Transport	• <a href="#">Testing of Automated and Connected Vehicles</a> (Item 2)	• Complete
	• <a href="#">Electronic Logging Devices</a> (Item 11)	• Complete
Standards and Codes	• <a href="#">Energy Using and Saving Products</a> (Item 6)	• Complete

## Annex 1: 2025 RCT Work Plan

This Annex arranges the Work Plan items in three sections to recognize the stages an item progresses through once it is added to the Work Plan. Section A lists items that are in active negotiation by a Working Group. At this phase in the process, a Working Group is exploring the issue(s) identified and actively working to reach a resolution to address the identified barrier. The result is a reconciliation agreement approved by the Working Group, endorsed by the RCT, and advanced for signature. For a cooperation item, the result can vary, including a summary of how the discussions transpired and/or the next steps to be taken.

Section B provides a list of all reconciliation items that have completed the negotiation phase and are now in the signing and/or implementation stage. See the Reconciliation Agreement Implementation Status Report for specific information on the Parties to each agreement and whether, and if so, when, they have signed and/or implemented the negotiated agreement.

Section C provides a list of all cooperation items negotiated.

Lastly, Section D lists items that have been deferred or are inactive for any number of reasons. While these items are not in active negotiation, they remain a priority and work continues to encourage progress allowing for a resolution.

### A. Items in Active Negotiation

Item # & Topic	6. OCCUPATIONAL EXPOSURE LIMITS	Item Type	Reconciliation
<b>Theme</b>	Occupational Health and Safety		
<b>Timing</b>	By December 31, 2026		
<b>Description</b>			
Businesses operating in or desiring to expand into other jurisdictions in Canada must comply with differing federal, provincial, and territorial OSH regulations. OELs for chemicals vary across Canada.			
<b>Additional Information</b>			
CAALL-OSH continues to explore possibilities for alignment of threshold values on Occupational Exposure Limits (OELs) for hazardous substances. Although most jurisdictions agree on limits and latest science, a key challenge is that the process and constraints for adoption are very different for each jurisdiction.			

Item # & Topic	15. FOOD INSPECTION	Item Type	Reconciliation
<b>Theme</b>	Agriculture/Agri-Food/Aquaculture		
<b>Timing</b>	By December 31, 2025		
<b>Description</b>			
Food sold within a province or territory must comply with that province or territory's food safety and inspection rules. Once it crosses provincial/territorial limits, it falls within the jurisdiction of the new province/territory, as well as applicable federal legislation. To trade interprovincially, businesses must meet all the applicable federal requirements to get a federal registration.			
<b>Additional Information</b>			
Many small or medium businesses do not seek to have their establishments federally registered, as their local markets do not require this level of oversight. However, businesses seeking to expand into other domestic markets may be constrained by the costs associated with meeting current federal requirements. This can impact growth and innovation within the Canadian market.			

<b>Item # &amp; Topic</b>	<b>16. MEAT INSPECTION</b>	<b>Item Type</b>	Reconciliation
<b>Theme</b>	Agriculture/Agri-Food/Aquaculture		
<b>Timing</b>	By December 31, 2026		
<b>Description</b>			
<p>Only meat processed in federally registered abattoirs can be exported inter-provincially.</p> <p>Meeting the requirements for federal registration is currently costly and time consuming, and there are no provisions for exemptions based on regulatory system recognition.</p>			
<b>Additional Information</b>			
<p>Federal and provincial meat inspection requirements differ mainly in the area of building requirements, written program requirements, and level of oversight by an inspector and veterinarian.</p> <p>For those businesses that do wish to expand interprovincially, businesses must undertake additional costs (time and/or financial) to meet federal requirements and register their establishments.</p>			

<b>Item # &amp; Topic</b>	<b>25. GASFITTER/GAS TECHNICIAN LICENSING/CERTIFICATION</b>	<b>Item Type</b>	Reconciliation
<b>Theme</b>	Technical Safety/Labour Mobility		
<b>Timing</b>	By April 30, 2025		
<b>Description</b>			
<p>Differences exist among provinces and territories in the licensing, training, qualifications, certification, and scope of work of gasfitters/gas technicians. These differences present an opportunity to align regulations or policies in a way that will facilitate the ability of skilled gasfitters/gas technicians from one jurisdiction to work in others, enhancing nation-wide labour mobility and strengthening interjurisdictional commerce. If successful, this work could provide a model for reconciliation in other technical trades.</p>			
<b>Additional Information</b>			
<p>Currently, gasfitter trade is a Red Seal recognized by most jurisdictions except SK, ON, NB and NL. While Red Seal trades are recognized across jurisdictions, the application of the trade (what the tradesperson can do or cannot do) which is defined through licensing, differs across jurisdictions. These differences act as a barrier to labour mobility and interprovincial commerce.</p>			

<b>Item # &amp; Topic</b>	<b>28. CANADIAN ELECTRICAL CODES</b>	<b>Item Type</b>	Reconciliation
<b>Theme</b>	Standards and Codes		
<b>Timing</b>	By April 30, 2025		
<b>Description</b>			
<p>The Canadian Electrical Code (CE Code) is developed by CSA Group as a National Standard of Canada. It is incorporated by reference in the regulations of every Canadian province and territory as well as in federal regulations to ensure the safety of electrical installations.</p> <p>Currently, the adoption of the CE Code by federal, provincial, and territorial governments is misaligned. It takes governments different lengths of time to adopt the latest edition of the CE Code which results in having different editions of the CE Code adopted. Second, some jurisdictions make jurisdiction-specific modifications and amendments to the CE Code as part of their adoption process.</p> <p>The objective is to facilitate the timely and aligned adoption of the CE Code across Canada by removing technical differences that may act as barriers to trade and addressing other issues related to aspects of CE Code implementation, including manufacturing, education/training, product design and certification, and labour mobility.</p>			

**Additional Information**

CSA Group publishes a new edition of the CE Code every three years; the current edition was published in 2018 and the next edition is expected in 2021. The earliest that CE Code could be impacted by this reconciliation process is 2024.

<b>Item # &amp; Topic</b>	<b>30. IDENTIFICATION AND MUTUAL RECOGNITION OF REGULATORY MEASURES RELATED TO THE SALE OR PROVISION OF GOODS AND SERVICES</b>	<b>Item Type</b>	Reconciliation
<b>Theme</b>	Goods and Services		
<b>Timing</b>	<p><b>By June 30, 2025</b> for identification of existing regulatory measures; developing draft text; and identifying measures for exceptions and transitional provisions for goods</p> <p><b>By December 31, 2025</b> for full reconciliation agreement on goods and services</p>		

**Description**

The identification and mutual recognition of regulatory measures, such that any good or service that may legally be sold or provided in the jurisdiction of one Party may legally be sold or provided in the jurisdiction of all other Parties, without further material requirements, unless specifically listed as an exclusion.

**Additional Information**

Currently, every business, worker and investor wishing to sell or provide a good or service across Canada must identify all applicable regulatory measures in up to 14 different jurisdictions. All these measures in each jurisdiction must then be separately complied with, even when such measures are similar, and designed to achieve the same objective(s).

<b>Item # &amp; Topic</b>	<b>31. HIGH VISIBILITY SAFETY APPAREL</b>	<b>Item Type</b>	Reconciliation
<b>Theme</b>	Occupational Health and Safety	<b>RCT Liaison</b>	Nova Scotia
<b>Working Group</b>	Canadian Association of Administrators of Labour Legislation Occupational Health and Safety Sub Committee (CAALL-OSH)		
<b>Timing</b>	By December 31, 2026		

**Description**

Significant variation exists across jurisdictions in the requirements for High Visibility Safety Apparel (HVSA) required on a worksite to improve worker visibility and safety. While the High Visibility Safety Apparel used across different jurisdictions are similar both in appearance and performance, apparel that performs adequately in one jurisdiction may not be permissible in another due only to slight variations in requirements. These variations in requirements can costs businesses that operate in multiple jurisdictions time and money, both in determining compliance and in purchasing multiple sets of slightly differing safety apparel unnecessarily. High Visibility Safety Apparel

**Additional Information**

This harmonization proposal is in line with other RCT Work Plan initiatives achieved to date to align requirements for Personal Protective Equipment.

<b>Item # &amp; Topic</b>	<b>32. BUILDING ANCHORS FOR FALL PROTECTION</b>	<b>Item Type</b>	Reconciliation
<b>Theme</b>	Occupational Health and Safety	<b>RCT Liaison</b>	Nova Scotia
<b>Working Group</b>	Canadian Association of Administrators of Labour Legislation Occupational Health and Safety Sub Committee (CAALL-OSH)		
<b>Timing</b>	By December 31, 2027		

**Description**

An anchor is the secure point that workers connect their lanyards or lifelines to when using a fall protection system. Significant variation exists across jurisdictions in the requirements for Building Anchors for Fall Protection Systems. Currently, strength requirements for anchors differ across jurisdictions and there hasn't been a certification method acceptable by all jurisdictions. The Canadian Standards Association (CSA) has recently addressed this gap with CSA standard Z195.14 (Anchorage connectors) by providing a certification process that could be used to harmonize nationally. The variation in requirements for these building anchors for Fall Protection Systems can cost businesses that operate in multiple jurisdictions time and money, both in determining compliance, and in purchasing multiple sets of differing safety equipment to attach to a Fall Protection System. The opportunity is for a certification process Manufacturers can follow that they know will be acceptable across jurisdictions.

**Additional Information**

This harmonization proposal is in line with other RCT Work Plan initiatives achieved to date to align requirements for Personal Protective Equipment.

<b>Item # &amp; Topic</b>	<b>33. FALL PROTECTION TRAINING</b>	<b>Item Type</b>	Reconciliation
<b>Theme</b>	Occupational Health and Safety	<b>RCT Liaison</b>	Nova Scotia
<b>Working Group</b>	Canadian Association of Administrators of Labour Legislation Occupational Health and Safety Sub Committee (CAALL-OSH)		
<b>Timing</b>	by December 31, 2027		

**Description**

Significant variation exists across jurisdictions in the requirements for Fall Protection Training required on a worksite. All jurisdictions are committed to the safety of workers, however, the variation in safety requirements for Fall Protection Training impacts workforce mobility and availability. This costs businesses that operate in multiple jurisdictions time and money when workers that are already trained in one jurisdiction are required to re-take a training course in another jurisdiction before being allowed to work. On the construction site of major projects, where workforce availability and coordination of multiple lines of work is key, small delays can lead to weeks and weeks of delays when workers that are already trained are not available to work when they are needed. Aligning requirements for Fall Protection training would remove a significant barrier to workforce mobility and availability, which is key for housing and major projects.

**Additional Information**

This harmonization proposal is in line with other RCT workplan initiatives achieved to date to align requirements for Personal Protective Equipment.

<b>Item # &amp; Topic</b>	<b>4. BUILDING OFFICIALS/INSPECTORS CERTIFICATION/LICENSING</b>	<b>Item Type</b>	Cooperation
<b>Theme</b>	Technical Safety/Labour Mobility		

<b>Timing</b>	TBC
<b>Description</b>	
A patchwork of professional requirements across Canada inhibits labour mobility and professional development and opportunity, and potentially constrains business investment and mobility, while driving up costs for businesses and governments. The varying requirements negatively impact the quality and consistency of building code inspections and the enforcement of building code requirements.	
<b>Additional Information</b>	
Across Canada, there are currently several different certification and licensing models for this occupation: (1) licenses through a building officials' association, (2) some provinces license through government bodies, (3) some provinces and territories have no licensing requirements, and (4) in many provinces, their municipalities look after inspections but may contract out those of large and/or complex buildings to qualified third parties, oftentimes relying on professional accreditations determined by provincial building officials' associations.	

<b>Item # &amp; Topic</b>	<b>5. TEMPORARY RAPID REGISTRATION FOR WORKERS IN TIMES OF URGENT NEED (E.G., FLOODS, EPIDEMICS)</b>	<b>Item Type</b>	Cooperation
<b>Theme</b>	Temporary Labour Mobility		
<b>Timing</b>	By December 31, 2025		
<b>Description</b>			
The registration requirements and processes of regulatory authorities are seen as barriers to the quick deployment of workers to assist with managing a crisis. Allowing regulators to quickly issue temporary registration to needed workers would address this concern.			
<b>Additional Information</b>			
Over the course of the pandemic, various barriers to labour mobility have been identified by service providers seeking to operate in new jurisdictions. In particular, there is a lack of transparency regarding the contact information for the relevant regulators and licensing authorities in each jurisdiction.			



## B. Reconciliation Items in the Signing and/or Implementation Stage<sup>3</sup>

Work Plan Item	1A. FIRST AID KITS (2018)	Theme	Occupational Health and Safety
Working Group	Canadian Association of Administrators of Labour Legislation Occupational Safety and Health Subcommittee (CAALL-OSH)		
Participating Parties	All Parties		
Impact	Common standards have been agreed to for first aid kits. When implemented, businesses operating across multiple jurisdictions will no longer bear the time and expense of navigating different requirements.		
Implementation Target Date	November 30, 2019		
Signatories	All Parties		
Implementation Status	Complete		

Work Plan Item	1B. WORKPLACE FIRST AID TRAINING (2021)	Theme	Occupational Health and Safety
Working Group	Canadian Association of Administrators of Labour Legislation Occupational Safety and Health Subcommittee (CAALL-OSH)		
Participating Parties	All Parties		
Impact	Common standards have been agreed to for first aid training. When implemented, businesses operating across multiple jurisdictions will no longer bear the time and expense of navigating different requirements.		
Implementation Target Date	March 2023		
Signatories	AB, BC, CA, MB, NB, NL, NS, NT, NU, PE, QC, YK		
Implementation Status	Complete except ON, QC, SK		

Work Plan Item	2. HEARING PROTECTION (2018)	Theme	Occupational Health and Safety
Working Group	Canadian Association of Administrators of Labour Legislation Occupational Safety and Health Subcommittee (CAALL-OSH)		
Participating Parties	All Parties		
Impact	Common standards have been agreed to for hearing protection. When implemented, businesses operating across multiple jurisdictions will no longer bear the time and expense of navigating different requirements.		
Implementation Target Date	November 2019		
Signatories	All Parties		

<sup>3</sup> See Signature and Implementation tracking tables for more details.  
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<b>Implementation Status</b>	Complete
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<b>Work Plan Item</b>	<b>3. FALL PROTECTION (2020)</b>	<b>Theme</b>	Occupational Health and Safety
<b>Working Group</b>	Canadian Association of Administrators of Labour Legislation Occupational Safety and Health Subcommittee (CAALL-OSH)		
<b>Participating Parties</b>	All Parties		
<b>Impact</b>	Common standards have been agreed to for fall protection. When implemented, businesses operating across multiple jurisdictions will no longer bear the time and expense of navigating different requirements.		
<b>Implementation Target Date</b>	April 2022		
<b>Signatories</b>	All Parties		
<b>Implementation Status</b>	All Parties have implemented (ON has implemented administratively pending regulatory change)		

<b>Work Plan Item</b>	<b>4. PERSONAL FLOATATION DEVICES (PFDs) (2018)</b>	<b>Theme</b>	Occupational Health and Safety
<b>Working Group</b>	Canadian Association of Administrators of Labour Legislation Occupational Safety and Health Subcommittee (CAALL-OSH)		
<b>Participating Parties</b>	All Parties		
<b>Impact</b>	Common standards have been agreed to for PFDs. When implemented, businesses operating across multiple jurisdictions will no longer bear the time and expense of navigating different requirements.		
<b>Implementation Target Date</b>	November 2019		
<b>Signatories</b>	All Parties		
<b>Implementation Status</b>	Complete		

<b>Work Plan Item</b>	<b>5. HEAD, FOOT, AND EYE PROTECTION (2018)</b>	<b>Theme</b>	Occupational Health and Safety
<b>Working Group</b>	Canadian Association of Administrators of Labour Legislation Occupational Safety and Health Subcommittee (CAALL-OSH)		
<b>Participating Parties</b>	All Parties		
<b>Impact</b>	Common standards have been agreed to for head, foot, and eye protection. When implemented, businesses across multiple jurisdictions will no longer bear the time and expense of navigating different requirements.		
<b>Implementation Target Date</b>	November 2019		
<b>Signatories</b>	All Parties		

<b>Implementation Status</b>	Complete		
<b>Work Plan Item</b>	<b>8. WIDE BASE SINGLE (WBS) TIRES (2018)</b>	<b>Theme</b>	Transport
<b>Working Group</b>	Task Force for Vehicle Weights and Dimension Policy & Task Force on Trucking Harmonization		
<b>Participating Parties</b>	All Parties		
<b>Impact</b>	Weights for wide-base and dual tires were aligned within jurisdictions to make the use of these tires more practical for the transportation sector.		
<b>Implementation Target Date</b>	December 2021		
<b>Signatories</b>	All Parties		
<b>Implementation Status</b>	Complete (NS, NL, NT by permit; others, by regulation.)		

<b>Work Plan Item</b>	<b>12. CONSTRUCTION CODES (2019)</b>	<b>Theme</b>	Standards and Codes
<b>Working Group</b>	Canadian Board for Harmonized Construction Codes (CBHCC) (formerly Provincial-Territorial Policy Advisory Committee on Codes (PTPACC))		
<b>Participating Parties</b>	All Parties		
<b>Impact</b>	Jurisdictions are identifying, reducing, or eliminating existing variations between their construction codes and the National Codes. This will minimize variations in the future. A transformed national code development system will underpin these regulatory alignment efforts, which is estimated to have a \$1 billion impact.		
<b>Implementation Target Date</b>	Ongoing		
<b>Signatories</b>	All except NB		
<b>Implementation Status</b>	Codes have been made freely available in a digital format. A model for the Transformed National Code Development System has been created and implementation is underway. Work to reduce further variations from the National Codes is ongoing. Parties have committed to adopt codes within 24 months of publication of the 2020 codes and within 18 months of publication of the 2025 codes.		

<b>Work Plan Item</b>	<b>13. CRN FOR PRESSURE EQUIPMENT (2018)</b>	<b>Theme</b>	Standards and Codes
<b>Working Group</b>	Provincial-Territorial Advisory Committee (PTAC)		
<b>Participating Parties</b>	All Parties; AB is an observer.		
<b>Impact</b>	Mutual recognition for the review of pressure vessel equipment design removes the need for redundant and expensive reviews by Participating Parties.		
<b>Implementation Target Date</b>	December 2019		
<b>Signatories</b>	BC, NS NT, ON, PE, QC, SK, YK		

<b>Implementation Status</b>	Complete: BC, MB, NS, NT, NU, ON, PE, QC, SK, YK A three-year review is underway to assess how the agreement is going for adopted Parties and whether changes are needed.
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<b>Work Plan Item</b>	<b>14. ENERGY EFFICIENCY STANDARDS FOR HOUSEHOLD APPLIANCES (2019)</b>	<b>Theme</b>	Standards and Codes
<b>Working Group</b>	Energy and Mines Ministers Conference – Energy Efficiency Standards Working Group		
<b>Participating Parties</b>	BC, CA, MB, NB, NS, ON, QC		
<b>Impact</b>	Participating parties are aligning their respective regulations by reconciling differences to provide consumers and industry with certainty and clarity regarding the energy efficiency rules for household appliances.		
<b>Implementation Target Date</b>	“expeditiously”		
<b>Signatories</b>	All except NB		
<b>Implementation Status</b>	Complete except NS		

<b>Work Plan Item</b>	<b>17. AQUACULTURE SITE MARKING (2019)</b>	<b>Theme</b>	Agriculture/Agri-food/ Aquaculture
<b>Working Group</b>	Aquaculture Site Marking Working Group		
<b>Participating Parties</b>	CA, NL, NS		
<b>Impact</b>	NL and NS have aligned their site marking requirements with the federal requirements, reducing the variance between, and duplication of, regulations and procedures, and making compliance easier for aquaculturists in those provinces.		
<b>Implementation Target Date</b>	March 2022		
<b>Signatories</b>	All		
<b>Implementation Status</b>	Complete		

<b>Work Plan Item</b>	<b>18. AQUACULTURE ORGANIC LABELING (2018)</b>	<b>Theme</b>	Agriculture/Agri-food/ Aquaculture
<b>Working Group</b>	n/a		
<b>Participating Parties</b>	CA		
<b>Impact</b>	The <i>Safe Food for Canadians Regulations</i> broadens the scope of products that may be labelled as organic.		
<b>Implementation Target Date</b>	January 2019		
<b>Signatories</b>	All		
<b>Implementation Status</b>	Complete		

<b>Work Plan Item</b>	<b>19. GRADE INSPECTION FOR PRODUCE (2018)</b>	<b>Theme</b>	Agriculture/Agri-food/ Aquaculture
<b>Working Group</b>	n/a		
<b>Participating Parties</b>	CA		
<b>Impact</b>	The <i>Safe Food for Canadians Regulations</i> eliminates requirements for quality inspections for blueberries and requirements related to inspections for grade of apples and potatoes prior to conveyance from one province to another.		
<b>Implementation Target Date</b>	January 2019		
<b>Signatories</b>	All		
<b>Implementation Status</b>	Complete		

<b>Work Plan Item</b>	<b>22. CORPORATE REGISTRY (2019)</b>	<b>Theme</b>	Registration Requirements
<b>Working Group</b>	Extra-Provincial/Territorial Corporate Registration Harmonization Working Group		
<b>Participating Parties</b>	All Parties		
<b>Impact</b>	Parties are reconciling differences in corporate registration and reporting requirements between jurisdictions to alleviate the burden placed on businesses seeking to expand their operations across the country. This includes a commitment to develop and implement the Multi-Jurisdictional Registry Access Service (the “MRAS”), which enables information to be shared among jurisdictions through a central hub. This allows suppliers, buyers, creditors, and consumers to verify and identify businesses in Canada more easily.		
<b>Implementation Target Date</b>	2020 for AB, BC, SK, MB, CA, and QC. Varied implementation dates for other Parties given the complexity of the work and investment requirements.		
<b>Signatories</b>	All except NB, NU, PEI		
<b>Implementation Status</b>	Search Function: AB, BC, CA, MB, NS, ON, QC, SK Registration/Notification Function: AB, BC, CA, MB, QC, SK		

<b>Work Plan Item</b>	<b>24. UPHOLSTERED AND STUFFED ARTICLES REGULATORY REQUIREMENTS (2019)</b>	<b>Theme</b>	Textiles/Upholstery
<b>Working Group</b>	Upholstered and Stuffed Articles Working Group		
<b>Participating Parties</b>	CA, MB, ON, QC		
<b>Impact</b>	The agreement reconciles regulatory differences, as well as overlap and duplication, that act as a barrier to trade of upholstered and stuffed articles within Canada, while maintaining strong levels of consumer protection through accurate labelling. This reduces costs to business and improves opportunities for trade.		
<b>Implementation Target Date</b>	December 2021		
<b>Signatories</b>	All		
<b>Implementation Status</b>	Complete		

<b>Work Plan Item</b>	<b>27. PERSONAL PROTECTIVE EQUIPMENT – FILTERING RESPIRATORS (2023)</b>	<b>Theme</b>	Occupational Health and Safety
<b>Working Group</b>	Canadian Association of Administrators of Labour Legislation – Occupational Safety and Health Subcommittee (CAALL-OSH)		
<b>Participating Parties</b>	All Parties		
<b>Impact</b>	The recognition of a Canadian standard for respirators across multiple jurisdictions provides Canadians with increased access to domestically produced filtering respirators.		
<b>Implementation Target Date</b>	December 2023		
<b>Signatories</b>	AB, CA, MB, NB, NS, PE, QC, SK, YK		
<b>Implementation Status</b>	AB, BC, CA, MB, NS, NB, QC, SK, YK		

<b>Work Plan Item</b>	<b>29. TRUCK DRIVER CERTIFICATION ENTRY-LEVEL TRAINING (ELT) (2021)</b>	<b>Theme</b>	Transport
<b>Working Group</b>	Canadian Council of Motor Transport Administrators		
<b>Participating Parties</b>	All Parties except CA and NU		
<b>Impact</b>	The agreement sets out minimum standards for commercial truck driver ELT across Canada to support national reciprocity and road safety. Once implemented, a truck driver's ELT will be the minimum training credential accepted by driver licensing authorities across Canada, saving the driver and the sponsoring company time and money while upholding high safety standards.		
<b>Implementation Target Date</b>	September 2022 – AB, BC, MB, ON, SK Other Parties have varied implementation dates.		
<b>Signatories</b>	BC, MB, NL, NT, ON, QC, SK, YK		
<b>Implementation Status</b>	AB, BC, MB, NL, NT, ON, SK		

**Notes:**

- Reconciliation Item #11 Electronic Logging Devices was implemented by Transport Canada and the CCMTA without the need for a formal reconciliation agreement and was completed as a Cooperation Item.
- Reconciliation Item #26 became Regulatory Cooperation Item #6 (Standards and Codes – Energy Using and Saving Products).
- Cooperation Item #1 become Reconciliation Item #29 (Truck Driver Certification Entry-Level Training (ELT)).

**C. Completed Cooperation Items**

Item	Theme	Topic
2	Transport	Testing of Automated and Connected Vehicles
3	Construction	Builders' Lien – Prompt Payment Legislation and Associated Regulations
11	Transport	Electronic Logging Devices
6	Standards and Codes	Energy Using & Saving Products

## D. Deferred or Inactive Items

<b>Item # &amp; Topic</b>	<b>7. OCCUPATIONAL HEALTH AND SAFETY MANAGEMENT SYSTEM</b>	<b>Item Type</b>	Reconciliation
<b>Theme</b>	Occupational Health and Safety		
<b>Description</b>			
<p>An Occupational Health and Safety Management System is a process put in place by an employer to minimize the risk of injury and illness. Currently no Canadian jurisdiction requires the use of occupational health and safety management systems in legislation or regulation and there are no known plans for doing so, but a number of provinces do encourage the use of such systems by providing benefits for businesses.</p>			
<b>Additional Information</b>			
<p>Currently, there is no nationally recognized Health and Safety Management System(s) and because different provinces recognize different systems it requires employers to be recertified to each specific provincial scheme if they wish to take advantage of offered benefits. Also, some sectors require the adoption of these systems even though the government does not, often known as “blue tape”.</p>			
<b>Item # &amp; Topic</b>	<b>9. SPRING WEIGHT RESTRICTIONS (TRANS-CANADA HIGHWAY)</b>	<b>Item Type</b>	Reconciliation
<b>Theme</b>	Transport		
<b>Description</b>			
<p>Differing spring weight regulations require transport trucks, which are distributing goods across provincial boundaries on the Trans-Canada Highway, to abide by the lowest weight restriction.</p>			
<b>Additional Information</b>			
<p>Imposing spring weight restrictions on highways that have been built to the standard for the TransCanada Highway has resulted in trucks being forced to carry lighter loads during a six to eight week period during the spring thaw. This requirement results in additional truck loads being needed and thus increases shipping rates.</p>			
<b>Item # &amp; Topic</b>	<b>10. SIZE AND WEIGHT RESTRICTIONS (EXCEPTION: SPRING WEIGHT RESTRICTIONS)</b>	<b>Item Type</b>	Reconciliation
<b>Theme</b>	Transport		
<b>Description</b>			
<p>Trucking businesses have to contend with different trucking rules, depending on whether they are travelling inter-provincially or intra-provincially. Each province and territory is responsible for regulating the size and weights of trucks allowed on their highway systems.</p>			
<b>Additional Information</b>			
<p>While work is being undertaken to improve the uniformity of regulations for certain types of commercial vehicles, through a Memorandum of Understanding under the Council of Ministers of Transportation and Highway Safety, differences still exist.</p>			

Item # & Topic	20. CONSTRUCTION LABOUR (HIRING PRIORITY SYSTEM)	Item Type	Reconciliation
Theme	Construction		
<b>Description</b>			
<p>In general, in Québec, an employer must give priority to hiring workers residing in the region where the construction site is located before using workers from other regions.</p> <p>The province is divided into 11 regions (zones).</p>			
<b>Additional Information</b>			
<p>Workers may only work on sites in other regions when the workforce mobility rules allow it (e.g. labour shortages, specialized trade).</p> <p>When registering with the Commission de la construction du Québec, a worker residing in another province or territory must select one of the 11 regions as his/her region of residence for the purposes of this priority hiring system.</p> <p>Quebec's regulatory regime with regards to construction labour mobility differs significantly from those found in other Canadian jurisdictions. The regulatory regime currently in effect makes it more challenging for workers from outside a specific region (including workers from outside of the province) to participate in the workforce.</p>			

Item # & Topic	21. DRUG SCHEDULING	Item Type	Reconciliation
Theme	Drug Scheduling Requirements		
<b>Description</b>			
<p>When a drug is approved for sale in Canada, Health Canada decides whether or not the drug requires a prescription to be sold. The scheduling of non-prescription drugs (decisions on how they are to be sold in pharmacies) is the responsibility of the provinces and territories.</p> <p>Currently, the process by which P/Ts schedule non-prescription drugs varies across the country. This leads to uneven access to consumer health products and imposes a high regulatory burden on industry.</p> <p>The situation becomes even more complex when a prescription drug already on the market in Canada is switched from prescription to non-prescription status. The complexity and uncertainty involved in the switch process creates a disincentive for companies to pursue such switches, which can result in innovative non-prescription products not coming to market in Canada.</p>			
<b>Additional Information</b>			
<p>Drug scheduling and conditions of sale are generally determined by the National Association of Pharmacy Regulatory Authorities (NAPRA), an association of provincial and territorial pharmacy regulatory bodies.</p> <p>While many provinces and territories incorporate NAPRA's decisions by reference, some have separate or additional processes to determine the conditions of sale for non-prescription drugs in their jurisdictions.</p> <p>A streamlined approach to scheduling could benefit Canadians by reducing the lag time between market authorization of non-prescription products and when they are available for sale and reducing inconsistencies in scheduling decisions.</p>			



<b>Item # &amp; Topic</b>	<b>23. WORKERS' COMPENSATION BOARD</b>	<b>Item Type</b>	Reconciliation
<b>Theme</b>	Registration Requirements		
<b>Description</b>			
<p>Current Canadian workers' compensation legislation varies from one province to the next. As a result, businesses employing workers in many provinces or territories must comply with sometimes highly variable rules according to the government authority – federal, provincial or territorial.</p>			
<b>Additional Information</b>			
<p>For instance, in British Columbia, businesses from another province operating there must register with WorkSafeBC if they work in the province for 15 or more days per year. Conversely, in Nova Scotia, extra-provincial businesses must register their employees with the provincial Workers' Compensation Board once they have three or more employees working there for five or more days during a calendar year.</p>			