

A panoramic view of the Toronto skyline at dusk. The sky is a mix of purple, blue, and orange. The CN Tower stands prominently on the right. Numerous skyscrapers are visible, with some having logos like 'STREGIS', 'KPMG', and 'BMO' on them. The city lights are beginning to glow.

Ontario 2026

Smart Mobility Market Report

About the report

This report is produced by the JASMEX project, co-funded by the Interreg Central Baltic Programme. JASMEX helps small and medium-sized enterprises in Finland, Sweden and Estonia enter the Canadian smart mobility and smart city markets.

The report gives SMEs a practical starting point for exploring Ontario, Canada's largest provincial economy. It covers the trade context, CETA and public procurement, how transport is governed, key mobility sectors, planned investments and upcoming tenders.

The report is based on desk research using public sources. These include Canadian federal, provincial and municipal governments, public transit agencies, statistical offices, EU institutions, procurement portals and news media. The analysis of awarded contracts draws on a JASMEX dataset of more than 40 000 public contracts.

Sources are listed as footnotes on each page. Where helpful, amounts in Canadian dollars have been converted to euros at the ECB reference rate of 15 September 2026 (EUR 1 = CAD 1.6062).

This report is an introductory overview, not a comprehensive market study or legal advice. It reflects information available in September 2026. Trade policy, budgets and procurement plans in Canada are changing quickly, so readers should check key figures, rules and tender details with the original sources before making business decisions.



Central Baltic Programme

JASMEX

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Ontario in Brief

About Ontario

Canada is the world's ninth-largest economy, and Ontario is its economic heartland. With around 16 million inhabitants, Ontario is Canada's most populous province,¹ and with a GDP of €741 billion, it is also the country's largest provincial economy.

Ontario is also geographically vast: its area exceeds that of Finland, Sweden and the three Baltic states combined. Its population and industry, however, are densely concentrated in the Golden Horseshoe around the western end of Lake Ontario, where over 7 million people live in an area about a quarter the size of Estonia.

Ontario's main regions have different economic strengths. Toronto is Canada's financial centre and the anchor of the Toronto–Waterloo technology corridor. Ottawa is a hub for telecommunications, software and defence. Southern Ontario, from Windsor-

Essex to the Greater Toronto Area, is the core of Canada's automotive manufacturing, while Northern Ontario holds critical minerals relevant to, for example, battery supply chains.

Ontario's economy also rests on a deep talent pool. Toronto ranks among North America's top three tech labour markets, and Waterloo Region and Ottawa are also among the leaders. Toronto has also created more tech jobs in recent years than any other market on the continent.² Immigration has been a key source of this workforce, with Ontario receiving the largest share of Canada's newcomers.¹

For foreign-owned companies, including subsidiaries of European firms, the combined federal and provincial corporate tax rate is 26.5%. This falls to 25% on manufacturing and processing income and, under a temporary federal incentive, to 17.5% on income from zero-emission technology manufacturing.³



¹ Government of Ontario ² CBRE ³ EY

Ontario as an Export Market

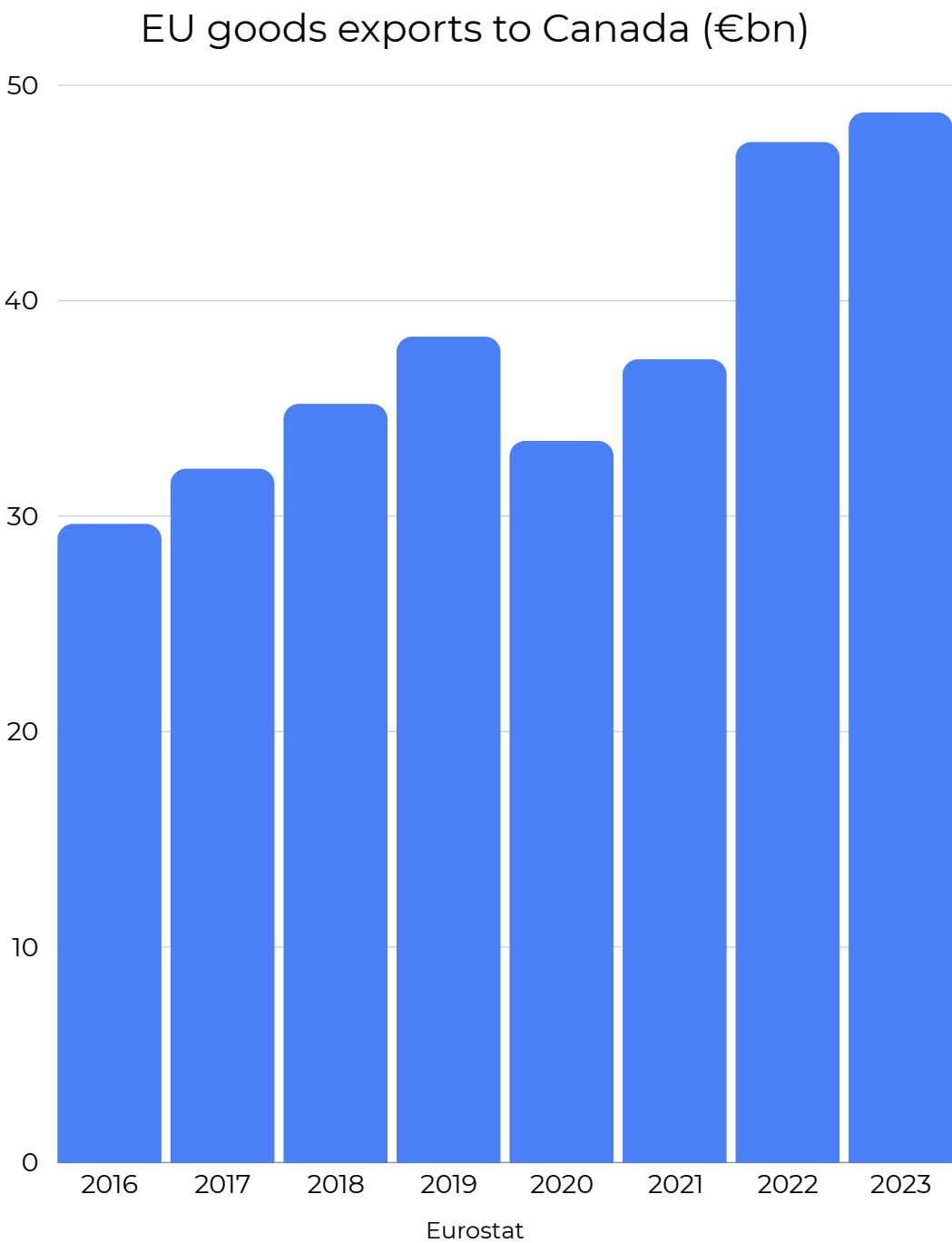
Trade, trade war & EU

Canada remains locked in a trade war with the United States in September 2026. On 21 August 2026, Prime Minister Mark Carney suspended trade negotiations rather than accept terms he called unfair and uneconomic,¹ and Canada's dollar-for-dollar counter-tariffs took effect in September.² The dispute is unlikely to be settled soon, and even if it were, the damage to trust between the two countries will take years to repair.

Diversification has therefore become a necessity for Canadian firms, and the stakes are highest in Ontario, Canada's economic centre. In 2024, 72% of Ontario's exports went to the United States,³ and in the first half of 2026 Ontario's goods trade with the U.S. was by far the largest of any province.⁴ Ontario officials are well aware of this exposure and have taken concrete steps to diversify the province's trade relations. In April 2026,

Ontario's Premier Doug Ford hosted a meeting with diplomatic representatives from Europe, Asia and South America, held "to diversify trade relations and attract investment in response to U.S. tariffs and economic uncertainty".⁵

Europe is one of the most natural partners in this effort. The European Union is already Canada's second-largest trading partner after the United States, ahead of China, accounting for 8% of Canada's goods trade in 2023.⁶ In 2024, trade in goods between the two reached €75.6 billion, and services trade amounted to €48.9 billion.⁶ Transport is among the EU's largest services exports to Canada.⁶ Given the trade war, **Canada–EU economic cooperation is likely to deepen rather than simply continue, and European companies stand to benefit from Canada's diversification.** Both sides have already taken steps to strengthen the relationship. The June 2025



¹ Prime Minister of Canada ² ABC News ³ CTV News / BNN Bloomberg ⁴ Statistics Canada ⁵ Office of the Premier of Ontario ⁶ European Commission ⁷ Council of the EU ⁸ Prime Minister of Canada ⁹ Prime Minister of Canada ¹⁰ Nordic Defence Sector ¹¹ Prime Minister of Canada ¹² FedDev Ontario; CBC News ¹³ TBDC

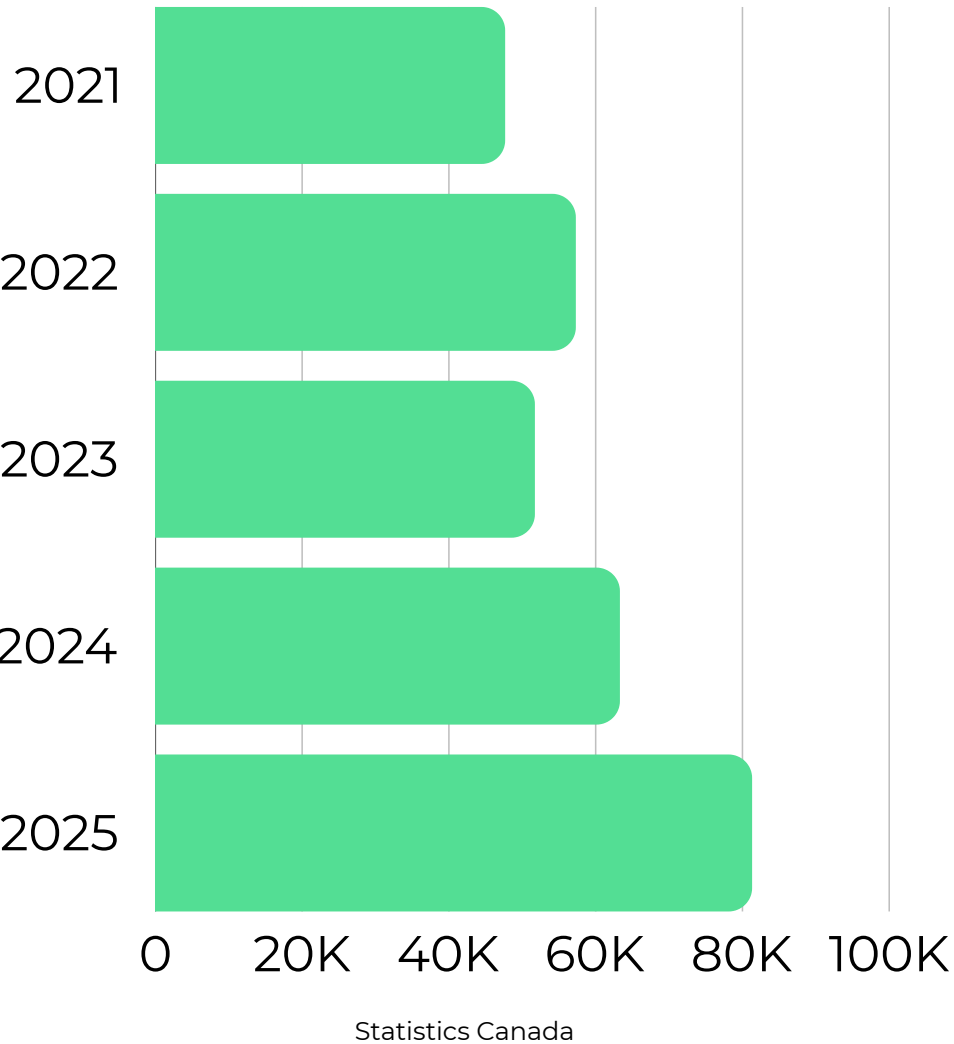
Ontario as an Export Market

EU–Canada summit committed them to deepening trade and investment,⁷ and in February 2026 Canada became the first non-European country to join the EU's SAFE defence initiative.⁸ In May 2026, Carney became the first non-European leader to attend a European Political Community summit.⁹

Canada has also built closer ties with the Nordic countries, through a strategic partnership with Sweden signed in November 2025 that covers security, trade and the Arctic,¹⁰ and agreements with Finland in April 2026 on maritime cooperation and on sovereign technology and AI.¹¹ Most recently, on 16 September 2026, European Commission President Ursula von der Leyen proposed making Canada the EU's first "associate member."¹²

Ontario is building its own bridges to Europe. In July 2026, the federal and Ontario governments each committed about C\$2.5 million to GoEU. This C\$5 million programme, run by the Toronto Business Development Centre (TBDC), will help up to 70 Ontario businesses enter European markets.¹² TBDC also runs programmes such as Horizon for European founders and start-ups interested in the Canadian market.¹³

Ontario's merchandise exports to countries other than the US, 2021–2025 (C\$ million)



¹ Prime Minister of Canada ² ABC News ³ CTV News / BNN Bloomberg ⁴ Statistics Canada ⁵ Office of the Premier of Ontario ⁶ European Commission ⁷ Council of the EU ⁸ Prime Minister of Canada ⁹ Prime Minister of Canada ¹⁰ Nordic Defence Sector ¹¹ Prime Minister of Canada ¹² FedDev Ontario; CBC News ¹³ TBDC

Ontario as an Export Market

CETA enabling trade

CETA (the Comprehensive Economic and Trade Agreement), the free trade agreement between the European Union and Canada, has been provisionally applied since 21 September 2017. It came about after lengthy negotiations and has still not formally entered into force, because 10 EU member states have yet to ratify it. That said, around 95% of the agreement is already applied, meaning most trade barriers have already been removed. The provisions still awaiting ratification mainly concern investment protection and the investment court system.

CETA has significantly boosted trade between the EU and Canada. Between 2016 and 2023, EU goods exports to Canada increased by 64%, while EU services exports increased by 81%.¹ Exports of industrial goods and services have grown in both Finland and Sweden, but especially in Estonia, where industrial exports alone have grown by more than 30% since

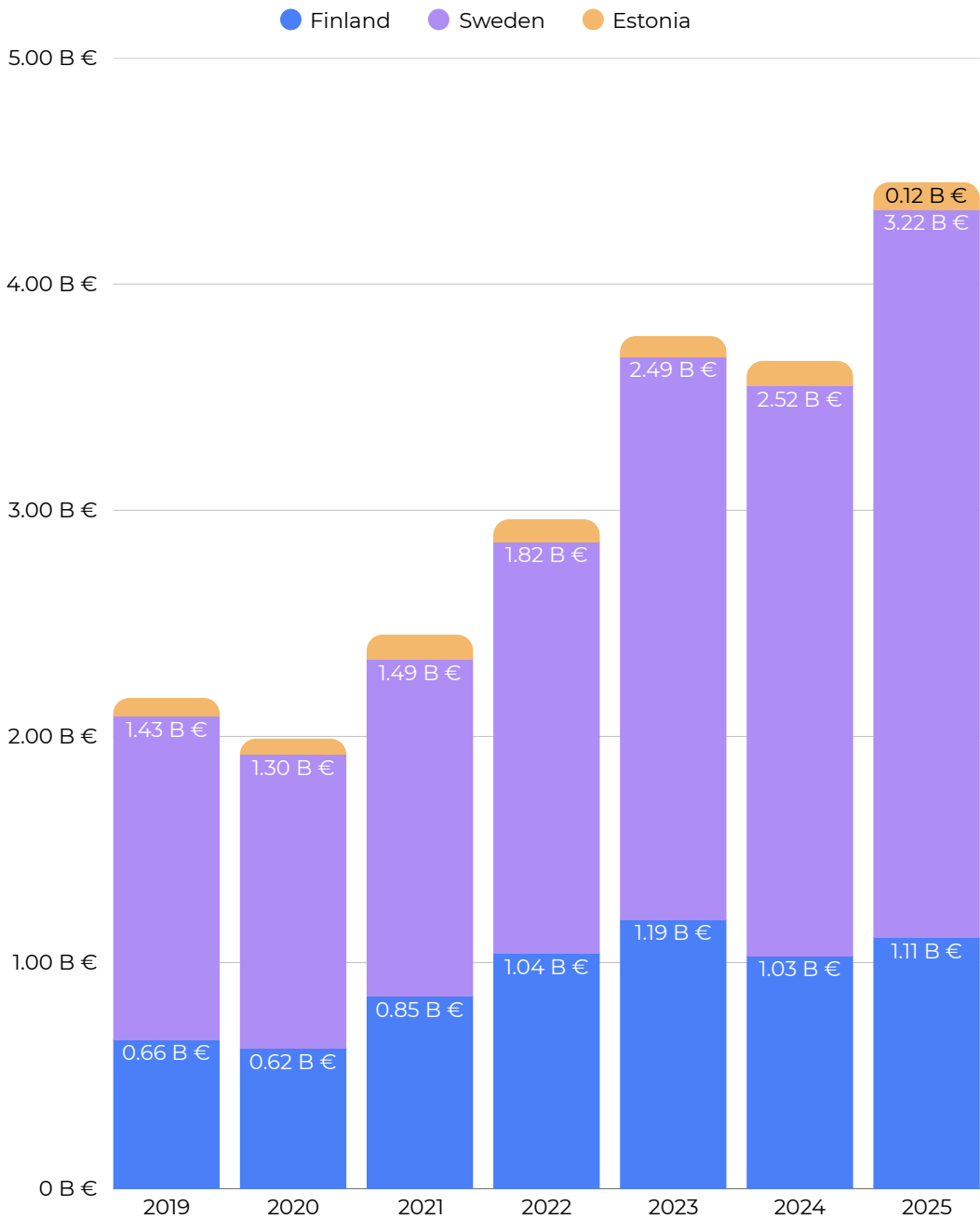
CETA came into force. Finland, meanwhile, was among the EU countries experiencing the fastest growth in the number of firms trading with Canada following CETA's entry into force.²

SMEs among CETA's biggest winners

Free trade agreements typically benefit large, export-experienced companies the most, but CETA pays unusually close attention to the needs of SMEs as well. Unlike some of Canada's later trade agreements, CETA doesn't have a dedicated chapter for SMEs. Instead, their interests are addressed through supplementary protocols.

Still, the agreement's effectiveness shows: Since CETA's provisional application in 2017, the number of EU SMEs exporting to Canada has grown proportionally faster than the number of larger EU firms: 20.3% versus 13.8% between 2012–2016 and 2017–2022.³

Exports to Canada 2019-2025 (€bn)



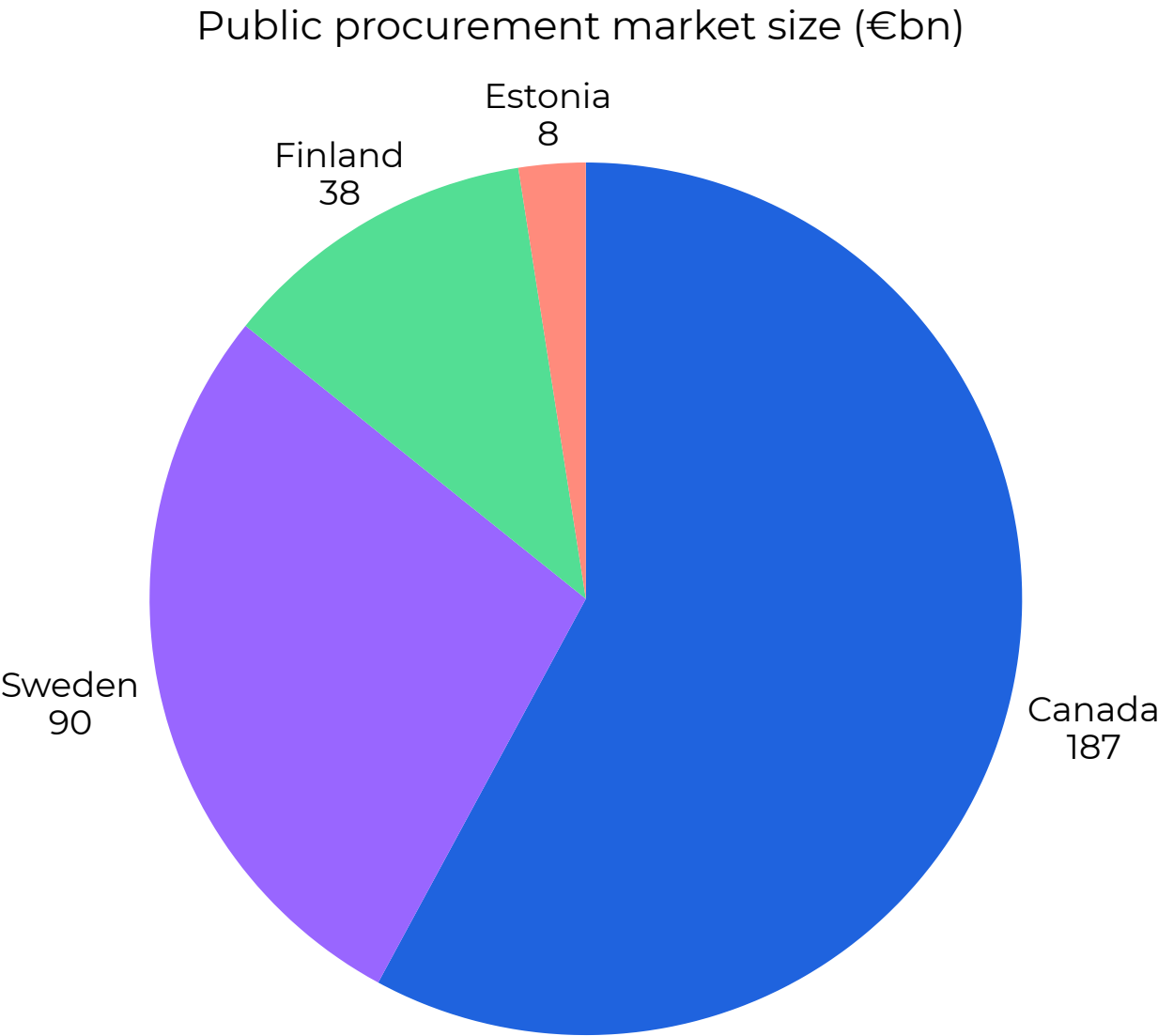
¹Commission Staff Working Document Evaluation of the impact of the Comprehensive Economic and Trade Agreement between the EU and its Member States and Canada ²CETA and SMEs: A Firm-Level Trade Assessment ³Report From the Commission....on the Implementation and Enforcement of EU Trade Policy

Ontario as an Export Market

Public procurement

If there's one part of CETA that stands out as particularly valuable for European SMEs, it's Chapter 19 on public procurement. CETA gives European companies exceptional access to Canada's procurement markets, going well beyond, for example, the WTO's Government Procurement Agreement (GPA) or any of Canada's other trade deals in scope.

Public procurement in Canada naturally happens at the federal level, but provinces, territories, and municipalities also procure heavily, as do hospitals, schools, universities, and state-owned enterprises. The result is a fairly fragmented, multi-layered procurement market with an annual value of approximately €187 billion. CETA opens every one of those levels to European SMEs on the same terms as Canadian bidders, provided the contract exceeds CETA's value thresholds. These thresholds are lowest for federal contracts and higher for provinces, municipalities and Crown corporations.



Transport Governance

Three levels of governance

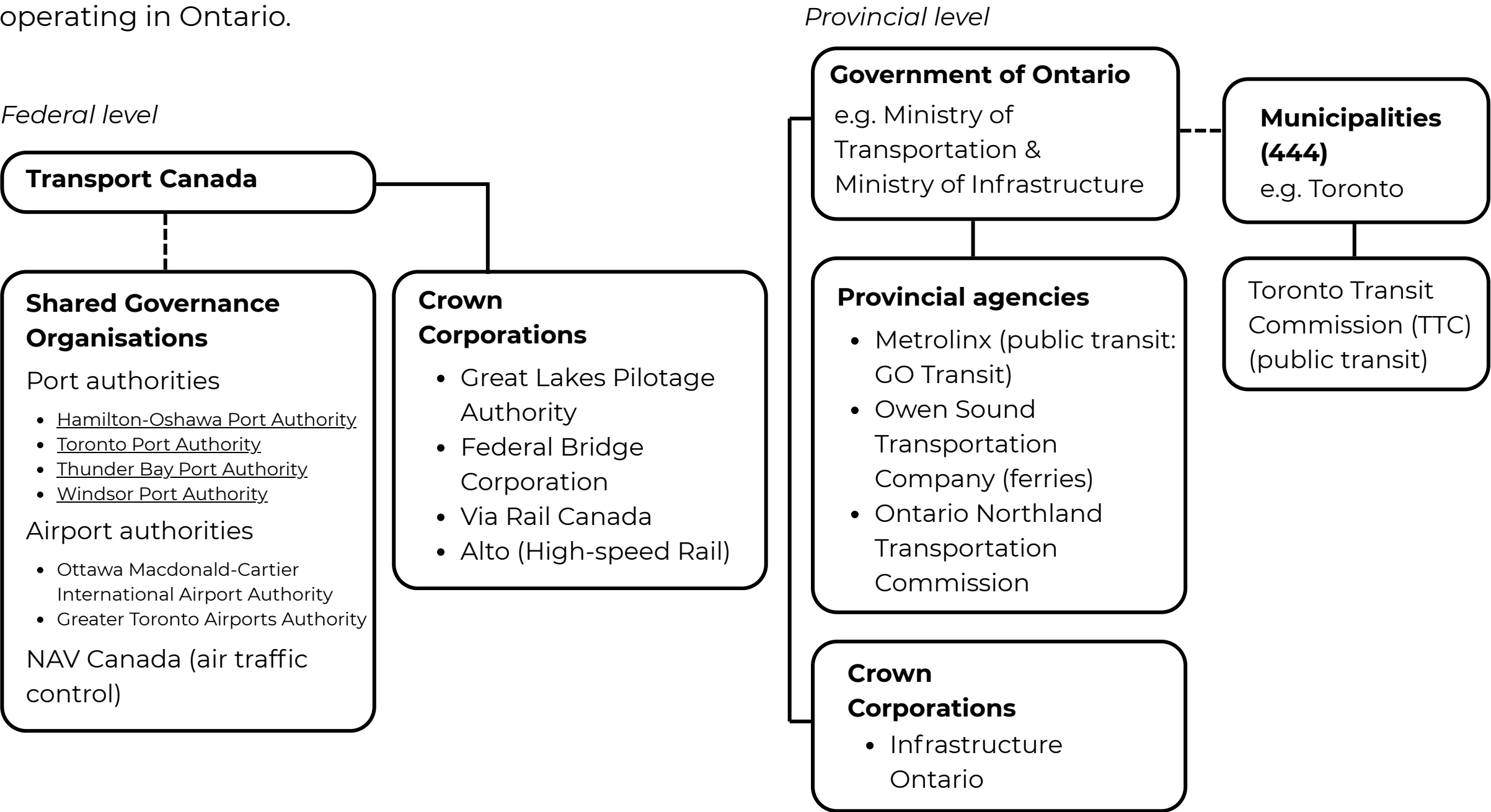
Government in Canada is divided broadly across three levels: federal, provincial and municipal. The provinces run their own transport systems, while the federal government handles interprovincial and international transport.

In Ontario, transport decisions are made at both the provincial and municipal level. The Ministry of Transportation is responsible for the highway network and, through provincial agencies, for things such as ferry services and the building and operation of regional transit in the Greater Toronto and Hamilton Area (GO Transit).

Municipalities are responsible for public transit within their own boundaries. In Toronto this splits responsibility: the TTC operates the city's subway and buses, while Metrolinx builds the new subway lines. Procurement for the largest infrastructure projects usually runs through Infrastructure Ontario.

Overview of the Transport Governance in Ontario and Canada

This is a simplified graphic, illustrating the most important, but not all, transport-related organisations operating in Ontario.



Key mobility sectors

Rail

Ontario's rail network runs on four layers: freight (CN and CPKC mainlines plus shortlines and the provincial Ontario Northland), intercity passenger (VIA Rail in the Quebec City–Windsor corridor, mostly on freight-owned track and chronically delayed), regional commuter rail (GO Transit's seven lines around Toronto), and urban transit (Toronto's subway and streetcars, Ottawa's O-Train, Waterloo's LRT).

Toronto opened two light rail lines in late 2025 and early 2026, the second after 15 years of construction and over €8.1 billion. More subway and LRT projects are underway in Toronto, Mississauga and Hamilton, Ottawa's extensions are still coming, core GO Transit lines are being converted to all-day electrified service, Ontario Northland is restoring northern passenger service in 2026, and a federal high-speed line

from Toronto to Quebec City is in planning with construction not expected before roughly 2030.

Arctic & Defence

Although Canada's Arctic lies outside Ontario, projects there are highly relevant to Nordic and Baltic companies with Arctic and defence experience, which is why they are covered here.

Canada's 2024 defence policy names asserting Arctic sovereignty as its most urgent task,¹ citing climate change and threats from Russia and China.² In a region that relies on air links, barges and seasonal winter roads, this is largely a transport and connectivity challenge. The Arctic and Northern plan announced in March 2026 is backed by over €24.9 billion. Most of the money goes to military airfields and bases, but the plan also has a clear civilian

mobility agenda. It includes €183 million to modernise Rankin Inlet and Inuvik airports for larger aircraft, and a €623 million Arctic Infrastructure Fund for dual-use roads, rail, airports, bridges and ports.^{3,4}

Two dual-use corridors are central to the plan.³ The Mackenzie Valley Highway, an approximately 800 km all-season road, would cut travel time between Yellowknife and Inuvik from 38 to about 23 hours.⁵ It received €252 million in federal funding in September 2026.⁶ The Grays Bay Road and Port would combine a 230 km all-season road with a deepwater port and airfield on the Arctic Ocean.

Canada's February 2026 Defence Industrial Strategy prioritises Canadian suppliers but turns to trusted allies where domestic capability is lacking.⁷

¹ Department of National Defence · ² Department of National Defence · ³ Prime Minister of Canada · ⁴ Prime Minister of Canada · ⁵ Major Projects Office · ⁶ Transport Canada · ⁷ Prime Minister of Canada · ⁸ Prime Minister of Canada · ⁹ Finnish Government · ¹⁰ Public Services and Procurement Canada · ¹¹ Prime Minister of Canada

Key mobility sectors

A Canada–Finland maritime agreement covers icebreakers under the trilateral ICE Pact, shipbuilding, ports, marine technologies, and satellite and communications technologies.^{8,9,10} Canada's 2025 strategic partnership with Sweden includes pillars on polar connectivity and on 5G and 6G networks.¹¹

ITS

Transport Canada published the first national ITS architecture in 2000. It was derived from the U.S. National ITS Architecture, since renamed ARC-IT. Version 3, released in early 2020, mapped one-to-one onto ARC-IT 8.3 and retained only four Canadian-specific service packages. ARC-IT incorporated these four later that year, so Transport Canada now directs users to ARC-IT and its companion planning tools, RAD-IT (Regional Architecture Development for ITS) and SET-IT (Systems Engineering Tool for ITS).

For Canadian planners and engineers, the framework provides a shared vocabulary and a reference model organised into four views: enterprise, functional, physical and communications. Together, these describe how travellers, vehicles, roadside devices and control centres interact, what communications they require, how data should be shared and which standards apply.

The framework is not meant to be applied unchanged. Regions are expected to tailor it into a regional architecture: a map of the information flows among the systems their stakeholders own, operate or rely on, shaped by local transport policy.¹

ITS in Ontario

Ontario manages its highway network with a range of ITS applications. COMPASS, the Ministry of Transportation's (MTO) freeway traffic management system, combines a

traffic operations centre with closed-circuit cameras, vehicle detectors and changeable message signs.² Highway 407 ETR, now privately operated, illustrates the province's early adoption of tolling technology: when it opened in 1997, it was the first highway with fully electronic, barrier-free tolling, delivered with Raytheon as a key contractor.³

Domestic suppliers also play a role. Toronto-based Transnomis, for example, has supplied MTO and the City of Toronto with an incident management platform, a maintenance awareness platform, a road weather information system, a queue and stopped vehicle advisory system (QSVAS) and a travel time system.⁴

Finally, MTO's Ontario 511 service gives travellers highway information through a mobile app, alerts, a website and a phone line.⁵

¹ Transport Canada - ITS Architectures ² Ontario Ministry of Transportation ³ Award of Excellence: 407 express toll route ⁴ Transnomis ⁵ Ontario 511

Key mobility sectors

Automotive

Ontario is one of North America's leading automotive hubs. The province is home to more than 700 parts manufacturers and it built roughly 1.3 million vehicles in 2024.¹

It is also the only sub-national jurisdiction in North America where five global automakers assemble vehicles: Ford in Oakville, General Motors in Oshawa and Ingersoll, Honda in Alliston, Stellantis in Windsor and Brampton, and Toyota in Cambridge and Woodstock.¹ Not all of these plants are currently running, however. Stellantis's Brampton plant has been idle since 2023,² and GM's CAMI plant in Ingersoll stopped production in late 2025.³

The sector also benefits from what Invest Ontario describes as the second most concentrated ICT cluster in North America, after Silicon Valley.¹

The industry's main vulnerability is its dependence on the United States, which buys more than 90% of Canadian-built vehicles. Since April 2025, Canadian-made vehicles have faced a 25% U.S. tariff on their non-U.S. content.⁴

The federal government responded in February 2026 with a new national automotive strategy.⁴ It allocates C\$3 billion (about €1.9 billion) to help the industry adapt and diversify. It also strengthens the remission framework to reward companies that produce and invest in Canada, keeps counter-tariffs on vehicles imported from the United States, reintroduces consumer incentives for electric vehicles, and sets emissions standards aimed at reaching 75% EV sales by 2035.

In the second quarter of 2026, zero-emission vehicles accounted for 10.7% of new vehicle

registrations in Canada, of which battery-electric vehicles made up 7.4 percentage points and plug-in hybrids the remainder.⁵

Canada is also positioning itself for the next generation of vehicles. Much of this activity in Ontario is coordinated by the Ontario Vehicle Innovation Network (OVIN), the province's flagship automotive innovation programme. OVIN works to accelerate the development and commercialisation of electric, connected and autonomous vehicles and other mobility technologies.⁶

It also operates Technology Pilot Zones, where companies can test their solutions in real-world conditions. The Toronto pilot zone, for example, focuses on the mobility problems of Canada's largest cities, such as congestion, ageing infrastructure, rapid urbanisation and accessibility.⁶

Finding tender opportunities

Canadian tendering platforms

Canada Buys	Federal layer tender opportunities	Visit
Ontario Tenders Portal	Ontario Public Service ministries such as Ministry of Transportation & Ministry of Infrastructure	Visit
Merx	Tenders aggregated from many public bodies, also the exclusive system for <u>Metrolinx</u> & TTC tenders	Visit
Toronto bids portal	City of Toronto tenders	Visit
bids& tenders	Bidding platform used by dozens of Ontario municipalities and public sector bodies	Visit

JASMEX resources

The JASMEX project supports Finnish, Swedish and Estonian SMEs by gathering the most relevant Canadian smart mobility and smart city tenders and business opportunities onto a single platform. The platform also lets users search for suitable business partners in Canada. The most promising opportunities are published in regular lead briefs, which project partners share with SMEs.

[Visit JASMEX home page](#)

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Business Case: Congestion in Toronto

Costly problem

Traffic congestion is one of those problems that brings Ontarians together across ideological lines. It's a particular source of frustration in the region's biggest cities, Toronto and Ottawa. In Toronto it ranked as voters' third biggest economic concern¹ in August 2026. Statistically, Ontario's cities aren't necessarily more congested than Helsinki or Tallinn, but since driving is a far more popular way to get around there, the problem affects a lot more people.

Annoyance and road rage aren't the only consequences of congestion in Ontario. The problem has been estimated to cost the province as much as €34 billion a year², so it's no surprise that there's an active push to solve it. For the smart mobility sector, that means market opportunities, and Toronto's 2026 Congestion Management Plan³ is a good example of that.

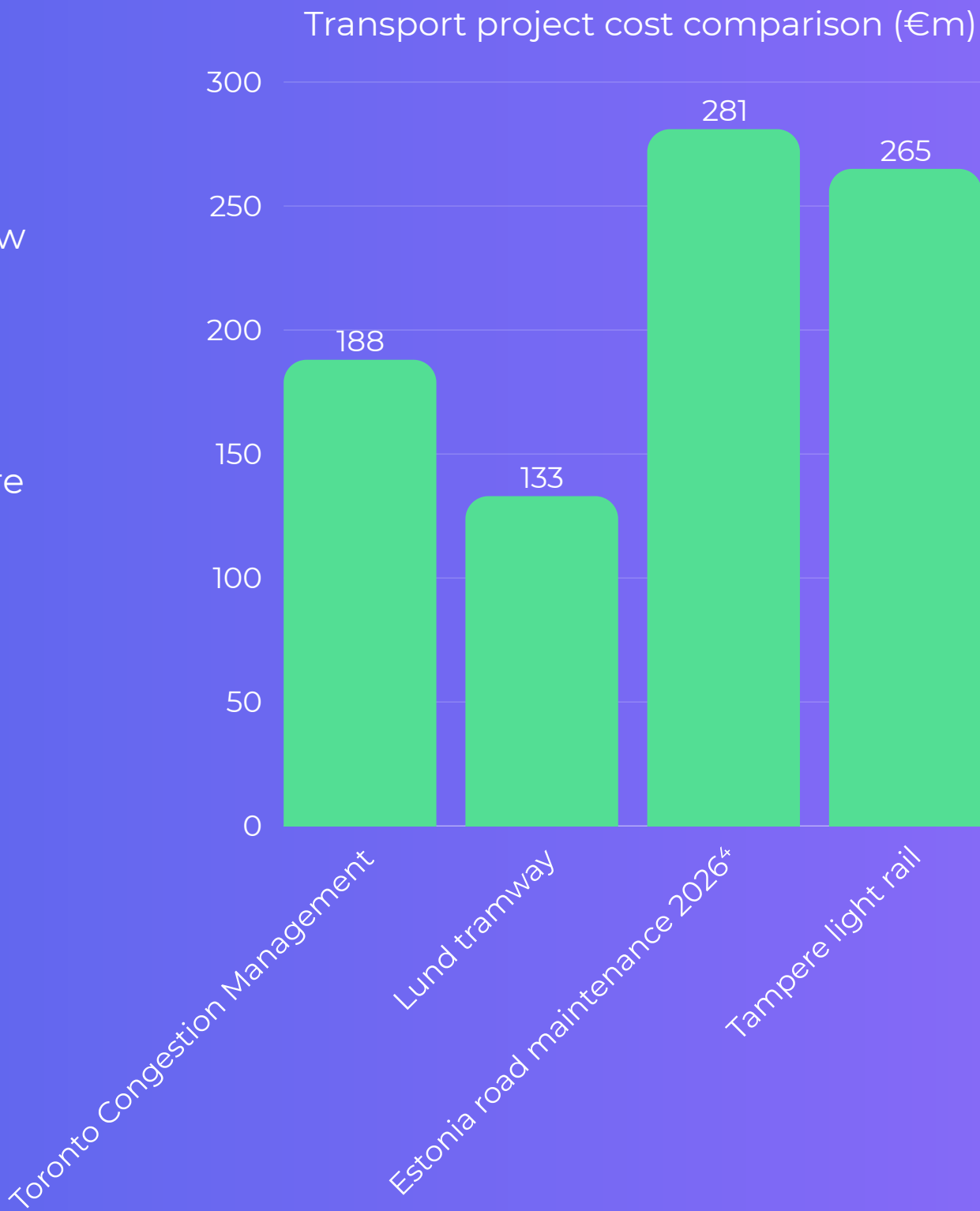
Upcoming investment

The plan runs through 2028 and comes with €188 million in funding. ITS solutions and new technologies play a big part in it. The following investments are announced in the plan:

- modernising the Traffic Operations Centre and possibility of an additional facility
- testing of new technology, including predictive AI modelling tools
- increasing the number of Smart Traffic Signals from 190+ to 325+
- increasing the number of Intelligent Intersections from 325 to 400+
- upgrading, repairing, maintaining, or replacing existing ITS items

Current suppliers in Toronto

- Transnomis Inc. - RoDARS Road Management System
- TransCore ITS - Smart Traffic Signals
- Miovision - Intelligent Intersections



¹ Toronto Region Board of Trade 2026 ² Cancea, 2026, Impact of Congestion in the GTHA and Ontario ³ City of Toronto, Congestion Management Plan - 2026 Spring Update ⁴ ERR

Future Transport Investment

Ontario 10-year Capital Plan

Ontario's 10-year capital plan, which the government calls "the most ambitious provincial capital plan in Canadian history", totals more than €130 billion, including €22 billion in 2026–27.

Highlights from the plan:

€130 billion

Total amount invested in the next 10 years

€19 billion

planning and construction of **highway** expansion and rehabilitation projects

€38 billion

For **public transit**, including subway, LRT and GO network expansion. Reopening Northlander train service between Northern Ontario and Toronto. 90 % of the transit budget is for expansion.



Future Transport Investment

TTC Capital Investment Plan

Toronto Transit Commission's plan presents the total capital requirements for the TTC over the next 15 years (2026 to 2040). Of the €33.6 billion, approximately €23.2 billion is still unfunded.

Highlights from the plan:

€523.3 million

Construction of a new operations facility and ITS Data Centre

€200.9 million

Delivering Wayfinding Strategy (e.g. information screens and other digital solutions)

€869.2 million

The implementation of an ATC system on Line 2

and many billions more..

for new platforms, low-emission vehicles, subway trains, charging infrastructure...

Ottawa's Transportation Master Plan (TMP)

The TMP is Ottawa's long-range plan for its transport system to 2046. The plan is committed to moving 50% of trips to sustainable modes by 2046, with transit ridership growing more than twice as fast as population.

Highlights from the plan:

€1.4 billion

for transit projects such as Bus Rapid Transit corridors

€1 billion

for roads such as road widenings and new roads, plus upgrades adding sidewalks, cycling facilities and bus stops to existing arterials.

€5 million

every year for transit signal priority and intersection works

Procurement pipeline highlights 2026-2027

Procuring organisation	Project name	Estimated value	Estimated date of publication	Link
TTC	Wilson Yard – Train Entry Platform	€12.5M – €31.1M	2026-Q4	Link
TTC	Subway Ventilation Equipment Replacement	€3.1M – €12.5M	2026-Q4	Link
Metrolinx	Provision of Critical Light Rail Transit (LRT) Electrification Equipment	€3.1M – €12.5M	2026-Q4	Link
Metrolinx	Procurement and Installation of Network Backbone to Connect Various Systems on the Train	€3.1M – €12.5M	2027-Q1	Link
Metrolinx	Tools - Track Geometry/Geospatial Tool	€0.6M – €3.1M	2027-Q1	Link
Metrolinx	Procurement and Installation of Automatic Passenger Counter (APC) to Assess Train Capacity	€12.5M – €31.1M	2027-Q1	Link

Procurement pipeline highlights 2026-2027

Procuring organisation	Project name	Estimated value	Estimated date of publication	Link
Metrolinx	Rehaul of One Existing Locomotive to Create One Battery Hybrid Locomotive for a Pilot Program	€0.6M – €3.1M	2027-Q1	Link
Metrolinx	Procurement and Installation of Closed-Circuit Television (CCTV) Cameras - Interior Passenger Facing Cameras	€31.1M – €123.9M	2027-Q1	Link
Metrolinx	Procurement and Installation of Passenger Displays to Meet Accessibility for Ontarians with Disabilities Act (AODA) Regulations	€31.1M – €123.9M	2027-Q1	Link
Metrolinx	Managed Services for Vulnerability Management, Advanced Threats and Emergent Cyber Initiatives - Cyber Security Vulnerability Management	€0.6M – €3.1M	2027-Q2	Link
Metrolinx	Networking Gear - Long Branch GO	€0.6M – €3.1M	2027-Q2	Link

Procurement pipeline highlights 2026-2027

Procuring organisation	Project name	Estimated value	Estimated date of publication	Link
Metrolinx	Hamilton LRT, Package 2: Installation of the stops, rail, and LRT systems along the 14 km route.	€623M – €3.1B	2027-Q2	Link
Metrolinx	Design, Supply, Replacement, Testing and Commissioning Services for Snow Clearing Devices on the Metrolinx Owned Rail Corridors	€0.6M – €3.1M	2027-Q3	Link
Metrolinx	Supply, Installation, Testing and Commissioning Services Involving Remote Monitoring and Instrumentation of Railway Track and Signaling Equipment Along Metrolinx Owned Rail Corridors.	under €0.6M	2027-Q3	Link

Click to view full procurement pipelines:

- Toronto Upcoming Capital Projects
- TTC Notice of Planned Procurement
- Metrolinx Procurement Pipeline
- Infrastructure Ontario June 2026 Market Update
- Ontario’s highway programs database

Who Supplies Smart Mobility Solutions to the Public Sector?

Public bodies in Canada publish their awarded contracts, but the data is scattered across different platforms. The JASMEX project screened more than 40 000 awarded contracts across Metrolinx, Toronto, Ottawa, Montreal, Quebec and the Government of Canada, identified the 172 most relevant to smart mobility, and reorganised them into a single structure. Together their value is ~€577 million and foreign suppliers hold roughly two-thirds of disclosed value.

Rail signalling accounts for €324M across just ten contracts, and fare collection €107M with a €2.3M median. Below them passenger information and wayfinding has a median award of €65,600 across fifteen contracts, traffic data €67,200 across nine, and infrastructure monitoring €56,000 across eleven.

Smart mobility has no strict definition, so the filtering and categorisation of the data here reflects our judgement rather than an agreed standard. Each buyer's full contract list is attached to the file below for more specific needs.

Also, coverage varies by source: some buyers were captured completely, others only for recent months, and many contracts are published without a value, so totals should be read as a floor rather than a measure of market size.

This data should be treated as a starting point and not as a definitive account of the market.

[Download the dataset](#)

Example contracts from the dataset

Buyer	Theme	Title	Supplier	Awarded value	Date
1 Metrolinx	Vehicle telematics & on-board systems	RFP-2023-ITIN-481: Computer Aided Dispatch/Automatic Vehicle Location System	Ineo Systrans Inc	\$17 447 199	2025-11-17
2 Metrolinx	Data, software & planning	RFP-2023-PVMD-446 : Providing a journey planning tool for Transit agencies	Siemens Mobility Limited	\$2 318 000	2024-10-11
3 City of Toronto	Traffic signals & intersections	Adaptive Traffic Signal Control System (Smart Signals) Pilot	TransCore ITS, LLC	\$1 750 023	2017-10-11
4 City of Toronto	Automated enforcement	Provision of Automated Speed Enforcement Services	Redflex Traffic Systems (Canada) Ltd.	\$12 619 448	2019-11-26
5 City of Ottawa	Automated enforcement	IWSD/IS/DCMB CP001001 - 2025 Automated Speed Enforcement Sites	InDepth Contracting	\$733 335	2025-08-07
6 City of Toronto	Traffic signals & intersections	Traffic Management Center, Situation Control Room operations	Fortran Traffic Systems Limited	\$1 683 883	2013-01-16
7 City of Toronto	Traffic signals & intersections	For Traffic Data Collection Services	Spectrum Traffic Data Inc.	\$4 435 260	2023-08-21
8 City of Ottawa	Vehicle telematics & on-board systems	TS/TCSP/ Modems for OC Transpo and Para Transpo Buses	Novotech Technologies Corp	\$2 259 168	2024-10-31
9 City of Ottawa	Data, software & planning	TS / TCSP Cloud-Based On-Demand Transit Software Solution	Via Transportation, Inc.	\$90 400	2026-06-09
10 Metrolinx	Automated enforcement	RFP-2021-STNS-317: Parking Management and Enforcement System	Precise ParkLink Inc.	\$527 101	2022-07-12
11 Metrolinx	Fare collection & payments	RFP-2020-ITIN-188: Parking Fare Ticket Processing System	Gtechna Inc.	\$1 250 381	2021-06-30
12 City of Ottawa	Video, sensing & security	TS/TCSP/ Supply and Deliver Bus Security Camera Systems	360 Advanced Security Corporation	not disclosed	2025-12-18
13 Metrolinx	Vehicle telematics & on-board systems	RFP-2019-POPD-136: Car Matching and Trip Tracking Tool	RideShark Corporation	not disclosed	2019-12-18
14 Metrolinx	Vehicle telematics & on-board systems	RFP-2024-BFEN-544: Provision of Bus Collision Avoidance System	Provox Inc.	not disclosed	2025-12-22

Top suppliers by value

1. PNR RailWorks / Siemens Mobility €236.0M
1. Siemens Mobility €70.0M
2. Accenture €56.9M
3. Guild Electric €43.5M
4. Deloitte €23.8M
5. Sigma Spa €19.3M
6. MER MEC €13.5M

Top suppliers by number of contracts

1. Miovision
2. Accenture
3. Xerox IT Solutions
4. Siemens
5. Guild
6. Fortran Traffic

Key takeaways for Nordic and Baltic SMEs

Canada is actively looking for new partners. The trade war with the United States has made diversification a priority for Canada and especially for Ontario, and relations with the EU and the Nordic countries are closer than ever. European companies are well placed to benefit.

CETA opens the door to public procurement. Finnish, Swedish and Estonian companies can bid for federal, provincial and municipal contracts on the same terms as Canadian firms, above CETA's thresholds. Suppliers of transit vehicles should plan for Canadian content requirements.

Money is committed to transport. Ontario's 10-year capital plan includes about €38 billion for public transit and €19 billion for highways. Toronto, Ottawa and the TTC have their own multi-year plans with clear roles for ITS, digital passenger information and traffic management.

Start small and partner locally. Smaller contracts, pilots and subcontracting to established suppliers are realistic first steps. Local partners help with relationships, compliance and any Canadian content requirements.

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