

\$5,000 for damage to property, subject to a limit of \$35,000 in any one accident; where, in one accident, claims result from bodily injury to or death of one or more persons and loss of or damage to property, claims arising out of bodily injury or death have priority over claims resulting from loss of or damage to property to the amount of \$30,000, and claims arising out of loss of or damage to property have priority over claims resulting from bodily injury or death to the amount of \$5,000. In Ontario the limits are \$50,000, inclusive of \$5,000 for any property damage claim. Many small claims are handled by the Motor Vehicle Accident Claims Branch (under the Ministry of Consumer and Commercial Relations), subject to a \$50 franchise clause in respect of property damage, but the procedure is such that claims can be settled without resort to litigation. The Minister has the power to act where the defendant is an infant or the defendant owner or driver is deceased.

15.3.3 Road transport statistics

15.3.3.1 Highways, roads and streets

At the end of 1970 Canada had 317,116 miles of highways and rural roads under federal or provincial jurisdictions and 198,806 miles of roads and streets under municipal jurisdiction. Roads in municipalities of less than 1,000 population are now included under municipal rather than rural (Table 15.9). Most of this mileage is in the more populated sections. Roads built by logging, pulp and paper, and mining companies provide some access to remote communities but large areas of most provinces and the territories are still very sparsely settled and are virtually without roads.

Table 15.10 presents expenditure data for all highways, roads and streets in 1969-70 and 1970-71. In 1970-71 total expenditures equalled \$2,101 million; construction expenses and maintenance and administration costs each increased by 7.4%.

15.3.3.2 Motor vehicles

Registrations continue to increase yearly, a record of 9 million being reached in 1971. Of that total, 7 million were passenger cars. Registrations by province are given in Table 15.11 and types of vehicles registered by province in Table 15.12.

Provincial government revenue. The taxation of motive fuels, motor vehicles, garages, drivers, chauffeurs, etc., is an important source of provincial government revenue. In every province, licences or permits issued by the provincial authorities are required for motor vehicles, trailers, operators or drivers, paid chauffeurs, dealers, garages and gasoline and service stations.

The more important sources from which provincial revenue from motor vehicles is derived are shown in Table 15.13. Motive fuel tax rates and federal government revenue from excise and sales taxes are given in Chapter 20.

Sales of motive fuels for motor vehicle use are taxable. To estimate the amount of fuel sold for motor vehicles, tax-exempt sales to the federal government and other consumers, exports and sales on which tax refunds are paid are eliminated from the gross sales. As shown in Table 15.14, consumption of taxable gasoline, which is used almost entirely for automotive purposes, rose 4.4% in 1971 and net sales of diesel oil 17.5%.

Freight carriers. Table 15.15 presents summary statistics on revenues, expenditures, equipment, employees, etc., tabulated from data reported by 1,200 common carriers and 826 contract carriers in 1970 and 1,301 and 913, respectively, in 1969.

Household goods movers and storage operators. In Table 15.16 statistics of movers and storage operators are summarized from data reported in the years 1966-70. In 1970, 263 companies reported a total net revenue of \$2.3 million and investments in land, warehouses, etc., of \$46.6 million.

Passenger buses. The operations of companies predominantly engaged in passenger bus service are summarized in Table 15.17 for the years 1966-71. Data refer to the for-hire segment of the industry. Only firms engaged in intercity and rural operations and having annual gross revenues of \$6,000 or over are covered. Operators predominantly involved in providing school bus service are not included nor are airport servicing and urban transit bus operators. In 1971, 145 carriers reported total net revenues of \$14.2 million and fixed assets of \$118.1 million.

Urban transit systems. Statistical information on urban transit systems presented in Table 15.18 includes operations of motor buses, trolley coaches, streetcars and subway cars carrying passengers in urban and suburban service, 1966-70. There are two subway systems in operation