

more persons and \$5,000 for damage to property, subject to a limit of \$50,000 in any one accident; if, 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 \$45,000, 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 if the defendant is an infant or the defendant owner or driver is deceased.

### 15.3.3 Road transport statistics

**Roads and streets.** At the end of 1971 Canada had 315,821 miles of highways and roads under federal or provincial jurisdictions and 202,497 miles of roads and streets under municipal jurisdiction (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 roads and streets in 1971-72 and 1972-73. In 1972-73 total expenditures equalled \$2,696 million, an increase of 7.4% over the previous year. Construction expenditures increased 8.4% and maintenance and administration costs rose by 5.8%.

**Motor vehicles.** Registrations continue to increase yearly, a record of 10.6 million being reached in 1973. Of that total, 7.9 million were passenger cars. Registrations by province are given in Table 15.11 and types of vehicles registered by province in Table 15.12.

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.

Motive fuels for motor vehicle use are taxable at the point of sale. 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 gross sales. As shown in Table 15.14, consumption of taxable gasoline, which is used almost entirely for automotive purposes, rose 8.1% in 1973 and net sales of diesel oil 21.4%.

Statistics of intercity and rural passenger bus companies for 1972 are shown in Table 15.15. Table 15.16 presents summary statistics of motor carriers (freight) for the same year.

## 15.4 Water transport

The Canada Shipping Act (RSC 1970, c.S-9) is the most significant statute dealing with shipping. Other important legislative measures include the Pilotage Act, the Arctic Waters Pollution Prevention Act and the Navigable Waters Protection Act. Under the Canada Shipping Act, the Arctic Waters Pollution Prevention Act and their amendments, the Parliament of Canada has complete jurisdiction over the regulation of shipping in Canadian-controlled waters.

### 15.4.1 Shipping

Except in the case of the coastal trade, all Canadian waterways, including canals, lakes and rivers, are open on equal terms to the shipping of all countries of the world so that Canadian shipping must compete with foreign flag shipping.

The carriage of goods and persons from one Canadian port to another, commonly referred to as the coastal trade, is restricted to ships registered in Canada within the region from Havre-Saint-Pierre on the St. Lawrence River upstream to the head of the Great Lakes. Elsewhere in Canada, the coastal trade is restricted to ships registered and owned in a Commonwealth country.