

**Commercial air services.** Tables 15.25 and 15.26 provide statistics on commercial air services performed by Canadian airlines with gross annual flying revenues exceeding \$150,000 and by scheduled foreign airlines. The data for Canadian airlines refer to both domestic and international operations. Figures for the scheduled foreign airlines pertain only to the hours and miles flown over Canadian territory, excluding passengers and goods in transit through Canada. Table 15.26 contains comparative data for domestic and international traffic in 1973.

**Personnel licences.** At December 31, 1974 the total number of personnel licences in force in Canada was 51,034 compared with 46,206 on the same date in 1973. The 1974 licences were constituted as follows with comparable 1973 figures in parentheses: glider pilots 1,821 (1,438), private pilots 31,656 (29,075), commercial pilots 6,522 (5,691), senior commercial pilots 876 (785), airline transport pilots 3,999 (3,450), flight navigators 186 (198), air traffic controllers 1,818 (1,674), flight engineers 141 (127), aircraft maintenance engineers 4,009 (3,762) and gyrocopter pilots 6 (6).

### 15.6 Urban transportation

Almost 60% of all transportation activity in Canada takes place in urban areas, where approximately 75% of the population lives. Of 8 million cars registered in 1973, 5 million were found in cities and accounted for 80% of all urban travel. Municipal transit companies operate buses, trains, subways and streetcars, but in spite of a substantial capital investment in facilities and vehicles, have had limited success in competing with the flexibility, comfort and privacy afforded by the automobile. However, a growing adverse public reaction to further road building and increasing concern over the air pollution and congestion generated by private cars has led to a new emphasis on public transit. Summary statistics of urban transit systems are shown in Table 15.27.

Although provincial and municipal governments have greater responsibility for urban transportation, the federal government is reviewing its transportation policies with particular regard to their effect on urban areas. Airports, ports and rail services are the most important federal concerns but there have been direct initiatives in the urban transit field. The government has granted Ontario \$10 million for the purchase of rolling stock for a commuter rail service between Toronto's Union Station and Richmond Hill. The planned Urban Transportation Development Corporation is intended to develop and market new transit vehicles and systems for Canada and for export. The Corporation will also test new ideas in traffic management and operational methods.

The demand for adequate transport facilities in urban areas has placed a heavy financial burden on municipalities. Provincial cost-sharing programs which have contributed to the capital and operating costs of transportation systems in urban areas have until recently been strongly oriented to freeways and roads. Several provinces are now shifting the emphasis from highway construction toward transit planning and construction.

In Manitoba a feasibility study is being undertaken at a cost of \$300,000 on development of a seven-mile-long transportation corridor, along an existing railway right-of-way, from the city centre to the University of Manitoba. The study is being supported by the federal, provincial and Winnipeg municipal governments.

The province has provided \$250,000 for innovative transit programs in Winnipeg including a dial-a-bus system for the southern part of the city, a downtown free shuttle service (DASH) operating during business hours, suburban feeder services in four areas of the city where roads are not adequate for regular buses, a bus shelter design program, and a preferential signing and control system for buses at a number of major intersections.

The province also provided direct grants of \$3.8 million to Winnipeg, \$82,500 to Brandon, and \$9,000 to Flin Flon to help cover operating deficits.

In Saskatchewan the provincial government was involved in the introduction of Telebus in Regina in 1971. Telebus offers door-to-door service within individual zones of the city and door-to-connection with scheduled line service for trips between zones. Most of the vehicles are small, carrying 16-24 passengers, but during peak hours standard 42-passenger buses are added to increase capacity. About one third of Regina now receives full service and the entire area receives at least part-time service. Initial feasibility studies were sponsored and financed by the federal, provincial and municipal governments.