

highway transport to points in Canada outside the territories was authorized at a level of 50% of that portion of the freight rate earned within the territory.

Rail transport statistics

15.2.2

Trackage and rolling-stock. Table 15.2 illustrates the historical development of first main track from 17,657 miles (28 416 km) in 1900 to 43,941 miles (70 716 km) in 1975. It also presents statistics on main and other types of track by province and territory and that operated by Canadian carriers in the US for the years 1971-75.

Table 15.3 gives freight and passenger equipment in operation in 1974 and 1975. The freight carrying capabilities of the railways are steadily being improved with larger, more efficient cars and locomotives and modernized handling and terminal services. Each year hundreds of units, particularly freight cars, are converted and modified to make them suitable for specific types of traffic or are replaced by special-purpose equipment designed for particular hauling jobs. Because of the fuel consumption efficiency of the railways and higher fuel costs, there is a trend to greater freight movement by rail. Container and piggyback traffic has also increased in the past few years.

Revenue freight. Total freight carried by all common carrier railways (including national loadings and receipts from US connections) in 1974 and 1975 is shown in Table 15.4 under the commodity structure adopted in 1970 based on Statistics Canada's Standard Commodity Classification. Despite some loss of continuity with previous data, the new commodity breakdown permits improved comparisons with other series (such as water transport, imports and exports) which are also based on this classification.

Capital structure and finance. Tables 15.5 - 15.8 give information on capital investment in road and equipment, and on operating revenues, expenses and net income of all common carrier railways operating in Canada, except those of the Cartier Railway which are not available. In transportation statistics a distinction is made between expenditures and expenses. In the following data, the term "expenses" refers to the expenses of furnishing rail transportation service and of operations incident thereto, including maintenance and depreciation of the plant used in such service.

The capital structure of the Canadian National Railway System is presented in Table 15.6 and financial details of operations in both Canada and the United States in Table 15.7. Revenues and expenses include those of express and commercial communications and highway transport (rail) operations. Tax accruals and rents are charged to operating expenses.

Total operating revenues and expenses of common carrier railways operating in Canada (except the Cartier Railway) continued to rise, both reaching peak levels in 1975; increases over 1974 amounted to 6.4% and 11.5% respectively (as calculated from Table 15.8). A net operating deficit of \$68.2 million was recorded in 1975.

Road transport

15.3

The federal government establishes motor vehicle safety standards, while registration of motor vehicles and regulation of motor vehicle traffic lie within the jurisdiction of the provincial and territorial governments. An outline of legislation, as well as summaries of motor vehicle and traffic regulations common to all provinces and territories, are presented in the following sections.

Federal safety regulations

15.3.1

The Motor Vehicle Safety Act, in effect since January 1, 1971, permits the promulgation of the Motor Vehicle Safety Regulations. The act establishes mandatory safety standards for new motor vehicles to ensure minimum standards