

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.

Road transport statistics

15.3.3

Roads and streets. At the end of 1972 Canada had 251,352 miles (404 512 km) of highways and roads under federal or provincial jurisdictions and 277,198 miles (446 105 km) of roads and streets under local government jurisdiction (Table 15.9). Most 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 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 11.0 million being reached in 1974. Of that total, 8.5 million were passenger cars. Registration by province is 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 and chauffeurs is an important source of provincial revenue. In every province licences or permits are required for motor vehicles, trailers, operators or drivers, paid chauffeurs, dealers, garages and gasoline and service stations. The more important sources from which revenue from motor vehicles is derived are shown in Table 15.13.

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 3.9% in 1974 and net sales of diesel oil 16.2%.

Statistics of intercity and rural passenger bus companies for 1974 are shown in Table 15.15. Table 15.16 presents summary statistics of the Canadian urban transit industry, and Table 15.17 of the motor carriers (freight).

Water transport

15.4

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.

Shipping

15.4.1

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.