

1974. The 1975 licences were constituted as follows with 1974 figures in parentheses: glider pilots 2,054 (1,821), private pilots 33,015 (31,656), commercial pilots 6,705 (6,522), senior commercial pilots 826 (876), airline transport pilots 3,593 (3,999), flight navigators 150 (186), air traffic controllers 1,696 (1,818), flight engineers 133 (141), aircraft maintenance engineers 4,318 (4,009) and gyrocopter pilots 6 (6).

Urban transportation

15.6

Almost 60% of all transportation activity in Canada takes place in urban areas, where approximately 75% of the population lives. Of 8.5 million cars registered in 1974, there were 5.3 million in cities, accounting for 80% of all urban travel. Municipal transit companies operate buses, 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 energy conservation, air pollution and congestion generated by private cars has led to a new emphasis on public transit.

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 initiatives in the urban transit field. Means of supplying more direct assistance to urban transit are being actively examined and the excise duty on large cars has been increased as an energy conservation measure. The Department of Transport has established an urban transportation research branch to develop and demonstrate improvements to traffic management and public transport.

The demand for adequate transport facilities in urban areas has placed a heavy financial burden on municipalities. Provincial cost-sharing programs which have assisted in meeting 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.

Newfoundland does not have a current program related to urban transportation problems although considerable work and planning are under way toward improving access to, from and across St. John's. The city is served by a bus system subsidized by the provincial government at \$4.00 per capita of the city population. No federal financial assistance is received but discussions are to be undertaken at the federal level related to future urban transportation requirements.

New Brunswick. The NB Six Cities Public Transit Study, completed in July 1976 at a cost of \$150,000, reviewed existing systems of transit and recommended future plans for each of the six cities: St. John, Moncton, Fredericton, Bathurst, Edmundston and Campbellton. Funding was by the federal Department of Regional Economic Expansion and the province.

Quebec is developing an integrated multi-mode urban transportation policy. A program of aid for public transit announced in December 1975 attests to the government's interest in providing an alternative to individual transportation. The Quebec government, through its Department of Transport, pays the full cost of studies on setting up or improving public transit systems and subsidizes 30% of acquisition or improvement costs to transit corporations or inter-municipal groups, for vehicles manufactured in Quebec. It subsidizes operating deficits of public transit systems at rates of 45% to 55% depending on the utilization rate of each system. In medium-density areas where the quality of service must be upgraded, municipal corporations may be set up. Where such a transit corporation takes over a system, the Quebec Transport Department may pay up to 33% of takeover costs.