

Transportation services

15.1

New water transport surveys

15.1.1

Because of Canada's size, geography and dependence on trade, water transportation has always occupied a dominant role within the overall economic system. Historically, the earliest industries of the country developed because of convenient access to water transportation. To the present day, water transport has continued to be a relatively cheap and easy means of moving raw materials and consumer goods. Section 15.4 provides a broad view of water transport in Canada.

In the early 1970s the transportation and communications division of Statistics Canada developed a comprehensive and accurate survey to replace the annual Water Transportation Report which for more than 30 years had surveyed water transportation in Canada. The Water Transportation Data Sheet, 1974, established a new statistical benchmark for the water transport industry. Statistics for the years 1974 and 1975 based on the data sheet and a revised survey indicate a sharply higher level of water transport activity than was represented by the previous survey method.

Water transportation in 1975 generated revenues of \$1.231 billion for 560 Canadian domiciled for-hire, private and sightseeing carriers, compared with 1974 revenues of \$1.215 billion for 587 carriers. The largest portion of these revenues in 1975, \$1.128 billion, was generated by 485 for-hire carriers representing the for-hire water transportation industry; in 1974 there were 512 for-hire carriers which generated \$1.142 billion. The water transport operations of 50 private carriers accounted for \$100.6 million in 1975 compared with \$71 million by 54 private carriers the previous year. Sightseeing undertakings contributed the balance of the total revenue.

The 560 carriers in 1975 employed 20,082 vessel crew who earned wages totalling \$278.9 million. By comparison, in 1974 the 587 carriers crew employed 20,054 crew whose total wages were \$244.4 million.

Government promotion and regulation

15.1.2

The federal government plays a twofold role in developing transportation services — promotional, to ensure the growth and development of transportation appropriate to need; and regulatory, including economic regulation of rates and services and the application of technical regulations to meet safety requirements. The first category has included building of canals from the time of Confederation to the construction of the St. Lawrence Seaway, underwriting railway development and branch-line extension, establishing Air Canada, investing in airports and aeronautical installations and building the Trans-Canada Highway.

Transport Canada (the department of transport) is a corporate structure of administrations and Crown corporations with varying degrees of autonomy, and separate agencies for development and economic regulation. As outlined in Appendix 1 of this edition, it includes a department headquarters staff and three major operating administrations: the Canadian marine transportation administration, the Canadian air transportation administration and the Canadian surface transportation administration. The Arctic transportation directorate works with other bodies in dealing with transportation problems in the North. The Transportation Research and Development Centre provides the national focus for changing technology and development in transportation. The Canadian Transport Commission performs an independent regulatory role. Air Canada, Canadian National Railways and the Northern Transportation Co. Ltd. are autonomous Crown corporations which report to Parliament through the minister of transport.

The transport department and the various Crown agencies have jurisdiction over canals, harbours, shipping, civil aviation and interprovincial and international railways.