

ensuring that passengers between ages 6 and 15 are properly buckled up; persons age 16 and older are responsible for themselves. In BC 60-70% of all motor vehicles are required to be mechanically inspected.

In Yukon Territory, registration plates remain with the owner of the vehicle and may be transferred to a vehicle of the same type upon payment of a prescribed fee. All vehicles in the Yukon Territory must be registered; an exemption is given to tourists who do not remain more than 90 days. Safety regulations require all vehicles to meet certain standards.

### 15.3.3 Road transport statistics

**Roads and streets.** At the end of 1974 Canada had 295 807 kilometres of highways and roads under federal or provincial jurisdictions and 564 912 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 1974 and 1975. In 1975 total expenditures equalled \$3,804 million, an increase of 22% over the previous year. Construction expenditures increased 24% and maintenance and administration costs rose 19.2%.

**Road motor vehicles.** Registrations continue to increase yearly, a record of 11.4 million being reached in 1975. Of that total, 8.9 million were passenger cars. Registration by province is given in Table 15.11 and types of vehicles registered by province in Table 15.12.

Taxation of motive fuels, motor vehicles, garages, drivers and chauffeurs is a 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 road 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 15.15, consumption of gasoline, which was taxed at road-use rates and which is used almost entirely for automotive purposes, rose 1.9% in 1976 and net sales of diesel oil were up 8.4%.

Statistics of intercity bus companies for 1975 and 1976 are shown in Table 15.16. Table 15.17 presents summary statistics of the Canadian urban transit industry, and Table 15.18 of the motor carriers (freight).

## 15.4 Water transport

The Canada Shipping Act (RSC 1970, c.S-9), is the most significant statute dealing with shipping. Other 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 federal government has complete jurisdiction over the regulation of shipping in Canadian-controlled waters.

### 15.4.1 Shipping

Except in the case of the coasting trade, all Canadian waterways, including canals, lakes and rivers, are open on equal terms to the shipping of all countries, and Canadian shipping must compete with foreign flag shipping.

The carriage of goods and persons from one Canadian port to another, commonly referred to as the coasting trade, is restricted to ships registered in Canada within the region from Havre-Saint-Pierre on the St. Lawrence River, upstream to the head of the Great Lakes. Elsewhere in Canada the coasting trade is restricted to ships registered and owned in a Commonwealth country.