

In the Northwest Territories motor vehicles and trailers are registered annually with the payment of specified fees and proof of vehicle insurance. Regulations permit non-residents temporarily in the Northwest Territories to operate vehicles, currently registered in their home province, for three months.

15.3.3 Road transport statistics

Roads and streets. At the end of 1976 Canada had 308 662 kilometres of highways and roads under federal or provincial jurisdictions and 575 611 km of roads and streets under local government jurisdiction (Table 15.9). Most are 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 1975 and 1976.

Road motor vehicles. Registrations reached a record of 12.5 million in 1977. Of that total, 9.6 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. Table 15.15 presents data on consumption of gasoline and net sales of diesel oil over five years.

Statistics of intercity bus companies for 1976 and 1977 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

Because of Canada's size, geography and dependence on trade, water transport has always played a dominant role in the economic system. Historically, the earliest industries 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.

Statistics on water transportation. In 1974 the transportation and communications division of Statistics Canada developed a water transportation data sheet to replace an annual water transportation report used for more than 30 years to survey water transportation in Canada. In 1976 separate tabulations were compiled for private, for-hire and government carriers. The survey included all Canadian-domiciled water carriers transporting freight, passengers or both overseas or on inland and coastal waterways.

Water transportation in 1977 generated revenues of \$1.415 billion for 569 Canadian domiciled for-hire, private, government and sightseeing carriers, compared with 1976 revenues of \$1.277 billion for 544 carriers. The largest portion of these revenues in 1977, \$920.6 million, was generated by 419 for-hire carriers representing the for-hire water transportation industry; in 1976 there were 409 for-hire carriers which generated \$860.6 million. The water transport operations of 86 private carriers accounted for \$230 million in 1977 compared with \$207.6 million by 67 private carriers the previous year. The 41 government carriers accounted for \$259.8 million, up from 40 carriers and \$205.8 million in 1976. Sightseeing undertakings contributed the balance of the total revenue.

The 569 carriers in 1977 employed 19,285 crew who earned wages totalling \$333.9 million. In 1976 the 544 carriers employed 19,809 crew whose total wages were \$303.8 million.