

activity, with 238,305 movements, but also continued to lead in number of itinerant movements, with 235,467. It was followed by Vancouver International with 222,526 and Montréal International (Dorval) with 149,092. Traffic at these three airports accounted for 20.8% of the total itinerant traffic reported by the 61 airports with Transport Canada control towers. Light aircraft weighing under 2 000 kg accounted for 47.7% of these itinerant movements. Large aircraft, such as the Boeing 747, DC-8 and DC-10, accounted for 97,969 movements or 3.4%. Piston engine aircraft contributed 54.3%, jet aircraft 27.4% and turbo-props, helicopters and gliders the remainder.

In 1983 there were 287,965 international movements recorded at airports with control towers, up 3.2% from the 1982 total of 279,034. The 1983 total consisted of 250,813 transborder movements (to and from the United States) and 37,152 other international movements.

Domestic charter movements by air carriers, as reported by all airports with control towers, rose by 39.6% from 42,564 in 1982 to 59,418 in 1983. Charter transborder movements were up 6.5% to 16,736 from 15,718. Charter movements to and from other international points were up by 14.0% to 9,817 from 8,611.

The busiest airport in Canada in 1983 in terms of local movements and second in total traffic activity was Saint-Hubert, Que. near Montréal, with 235,414 movements, of which 152,964 were local, related to pilot training or recreational flying.

Commercial air services. Tables 13.2 and 13.3 provide statistics on commercial air services of Canadian airlines. Table 13.2 provides summary data on air transport operations, both regular scheduled services and charter services from 1978 to 1982, as well as operating and financial statistics on all flying operations. Table 13.3 contains comparative data for domestic and international traffic in 1981 and 1982.

13.3 Rail transportation

In Canada, railways began carrying passengers nearly 150 years ago. Built initially to link the Atlantic and Pacific coasts, Canada's major railways were instrumental in opening the west to settlement. Now they are concerned principally in the movement of freight, especially bulk commodities, to processing plants or to markets. Passenger services over their lines are provided by a separate corporation.

In recent years, railways have faced strong competition from highway and marine transport. Still indispensable for carrying bulk commodities, railways facilitate the development of natural resources in isolated areas. Only pipelines have competed with them by providing an alternate economical means of transporting the products of oil and gas fields for long distances overland.

The rapid growth of containerization has contributed momentum to the integration of railway, highway, shipping and other modes of transport. Canada's two major railways are heavily involved in several forms of transportation. They have evolved from purely rail operations to highly-integrated multimodal transportation systems.

13.3.1 Railway systems

Canadian railway transport is dominated by two transcontinental systems, supplemented by some 30 regional railways. The government-owned Canadian National Railway system is the largest transportation enterprise and operates the longest trackage in Canada. It serves all 10 provinces and the Great Slave Lake area of Northwest Territories. CP Rail, operated by a joint-stock corporation Canadian Pacific Ltd., provides services in eight provinces.

Regional railways provide railway services meeting the special needs of their areas of operation, particularly in British Columbia and Northern Ontario. In addition, both Canadian railways and US railroads provide connecting services between the two countries.

13.3.2 VIA Rail Canada Inc.

VIA Rail Canada Inc., a Crown corporation, runs passenger trains over CN and CP tracks. It was incorporated in January 1977 with a mandate to revitalize passenger rail services in Canada and to manage and market them on an efficient commercial basis, reducing the financial burden on the government. VIA operates under contract with the federal government to provide designated passenger rail services, entering into contracts with the railways for the operation of trains. Its income is derived from passenger revenues and payments received from the federal government under passenger rail service contracts. With the exception of commuter services, VIA is totally responsible for all intercity passenger trains previously operated by CN and CP Rail, and has integrated the passenger rail services staffs of the two railways under a single administration.

13.3.3 Rail transport statistics

Trackage and rolling stock. Table 13.4 illustrates the historical development of first main track from 28 416 km in 1900 to 70 858 km in 1960 and to 65 819 km at the end of 1982. It also presents statistics on main and other types of track by province and territory and that operated by Canadian railways in the US for the years 1978 to 1981. Because of a change in reporting requirements, first main track data are not available from 1982.

Table 13.5 gives freight and passenger equipment in operation at year end for the years 1978 to 1981. Because of new reporting requirements, the same breakdown is not available for 1982 and future years. However, the new designators will better reflect the modernization of railway rolling stock in use. Freight