

public transportation between cities and in rural areas. In 1982 the Canadian intercity bus industry carried over 31 million passengers. Although its major services are intercity, the industry also provides some other passenger services such as school bus, charter, tour and sightseeing. Most operators carry parcels as well. Table 13.12 presents summary statistics of this industry for the period 1978-82. Especially for commuters, however, trains and other guided ground transport systems are providing fast and efficient services in large metropolitan regions such as those around Toronto, Vancouver and Calgary.

13.4.5 Travel to work

Each day an estimated 6.7 million Canadians travel to work in 5.6 million automobiles, according to a November 1983 survey. At that time 1.4 million persons commuted by public transportation and 1.1 million walked or used other means of transportation such as bicycles or taxis. The pattern of commuter travel in Canada has changed only slightly in recent years. Despite substantial increases in gasoline prices since 1978, the number of commuters using public transportation increased only 6% while persons driving alone increased by 9%.

Public transit use is highest in the provinces of Quebec, Ontario and Manitoba, where higher proportions of the population live in metropolitan areas with better access to public transportation facilities. Metropolitan areas with the highest public transit use in November 1983, in terms of percent of total commuters, were Montréal (31%), Toronto (29%), and Ottawa-Hull (27%).

13.4.6 Trucking

The truck is the most versatile of the goods-carrying vehicles in that it is not bound by tracks or waterways. It is as useful for door-to-door delivery in a city as for long distance haulage. Because it runs on public roads and highways its use is not confined to for-hire carriers. Firms in other industries may carry their own goods or use trucks for other operations related to their business. Thus trucking should be considered as having three components: for-hire trucking, private trucking and household goods moving.

For-hire trucking. In 1982 the Canadian for-hire trucking industry, excluding household goods movers and small operators, reported a gross operating revenue of \$5.6 billion, a fleet of 50,600 trucks and tractors, and some 83,000 trailers and other equipment. Transport of goods between Canadian cities alone earned an estimated \$3.1 billion, with the industry hauling about 141 million tonnes of goods. All but 15% of this total remained in the province of origin. The industry also hauled goods both between Canada and the United States, and locally within Canadian cities.

Private trucking. It has long been thought that carriage of goods by firms in industries other than

for-hire trucking might possibly equal the volume carried by for-hire truckers, with no accurate estimate of the actual extent. A new survey launched by Statistics Canada in 1982 attempts to delineate private trucking in Canada. It is apparent that other industries use many trucks. From the results of the 1982 and 1983 surveys, it can be estimated that they had a combined fleet of 481,000 trucks and tractors and 83,000 trailers.

In terms of reporting units, industries involved most in private trucking are construction (28%), manufacturing (18%) and wholesale trade (14%). A proportion use trucks for purposes other than goods transport, including mobile workshops, sales and on-site activities. In 1982, only 58% of reporting units and 64% of the equipment used were chiefly involved in long distance trips. This is the group that may be considered competitors of intercity for-hire trucking.

Comparing for-hire trucking with other industrial uses of trucks, the two groups are nearly equal in vehicle-related employment and expenses but not-for-hire truck users, with a total of four times the fleet, consume three times the fuel and travel nearly five times the distance as the for-hire truckers.

Household goods movers. In 1982 about 400 household goods movers earning more than \$100,000 gross revenue annually had total operating revenues of \$340 million; 67% was from household goods moving, 6% from other for-hire trucking and the remaining 27% from storage, warehousing, packing and subsidies. Local movers reported \$55 million in operating revenue, compared with \$285 million for intercity carriers.

13.5 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.

The carriage of goods and persons from one Canadian port to another is commonly known as the coasting trade. Ships engaged in this trade are said to be in coastwise or domestic shipping. In the region from Anticosti Island on the St. Lawrence River upstream to the head of the Great Lakes, the coasting trade is restricted to ships registered in Canada. All other ships require a waiver to engage in this trade, except for ships registered in a Commonwealth country which may operate from a port on the west coast of Anticosti Island to a port on the east of that island.

Except for the coasting trade, all Canadian waterways including canals, lakes and rivers are open