

To complete the highway system, bridges, ferries and causeways are used to cross major waterways. A CN Marine ferry joins Port-aux-Basques in Newfoundland and North Sydney in Cape Breton; the Canso Causeway links Cape Breton Island to mainland Nova Scotia. Highways in that province are supplemented by many ferries, providing connections to Prince Edward Island, New Brunswick, Newfoundland and Maine. Along the lower St. Lawrence River and the Niagara River, international toll bridges and ferries link Ontario to New York State. Two bridges and a tunnel join Windsor and Detroit. Crossing the St. Clair River are two toll ferries and a bridge. Another bridge connects the twin cities of Sault Ste Marie, Ont. and Sault Ste Marie, Mich.

On the West Coast, ferries are used between mainland British Columbia and Vancouver Island, in coastal waters and to points on the US seaboard. They vary from the SeaBus, a commuter ferry which is part of Vancouver's urban transit system, to the Prince Rupert-Skagway ferry which is a coastal service linking the Yellowhead and Klondike highways. This ferry and others along the Inner Passage take the place of highways along the rugged shoreline. The ferry from Swartz Bay to Tsawwassen is part of the Trans-Canada Highway, and the major link between Victoria and Vancouver. To the South, the Victoria-Seattle ferry is a popular summer alternate to air or highway journeys to the west coast states.

13.4.2 Motor vehicles

Registrations. The number of vehicles registered for road use increased to 14.8 million in 1985. Of that total, 75.0% were passenger cars and 21.2% were trucks and buses. Total registrations by province and territory are given in Table 13.9 and detail by type are shown in Table 13.10. Because of interprovincial differences in vehicle classification, the data are not fully comparable among the various jurisdictions.

Motive fuel sales. Most provinces levy taxes on motive fuels at point of sale. To estimate the amount of fuel sold for road motor vehicles, tax-exempt sales, exports and sales on which tax refunds are paid are eliminated from gross sales. A summary for the years 1981-85 is shown in Table 13.11. However, because Alberta and Saskatchewan no longer collect road fuel taxes, data are unavailable for Alberta from 1979 and for Saskatchewan from April 1, 1982.

13.4.3 Urban transportation

Almost 60% of all transportation activity in Canada is in urban areas, where 75% of the

population lives. About 80% of all urban travel is by private automobile. Adverse public reaction to further road building and concern over energy, air pollution and congestion generated by private cars has led to new emphasis on public transit, including buses, subways and streetcars.

Although provincial and municipal governments have prime responsibility for urban transportation, the federal government has taken some initiatives in the urban transit field. Transport Canada, in an urban research program to develop improvements to traffic management and public transport, has reviewed urban transportation services for the disabled and supported the development of a training program for urban transit personnel, a project carried out jointly with the provinces and the transit industry. A federal Urban Transportation Assistance Program (UTAP) provides the provinces with funds but does not specify their use. Projects selected by the provinces have included bus and equipment purchases, construction of garage and maintenance facilities, provision of bus shelters and pedestrian walkways, and grade separations.

Demand for adequate transport facilities in urban areas has placed a heavy financial burden on municipalities. Formerly, provincial cost-sharing programs which assisted in meeting the capital and operating costs of urban transportation systems were strongly oriented to freeways and roads. Several provinces are now shifting their emphasis toward transit planning and construction.

13.4.4 Intercity buses

In recent years buses have to a considerable extent supplanted the train for relatively short journeys by public transportation between cities and in rural areas. In 1984 the Canadian intercity bus industry carried about 28 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 1980-84. 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 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