

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 1984 the Canadian for-hire trucking industry, excluding household goods movers and small operators, reported a gross operating revenue of \$6.7 billion, a fleet of 50,064 trucks and tractors, and some 88,755 trailers and other equipment. Transport of goods between Canadian cities alone earned an estimated \$4.4 billion, with the industry hauling about 162 million tonnes of goods. All but 14% 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 was launched by Statistics Canada in 1982 to delineate private trucking in Canada. The results showed that other industries use numerous trucks. In 1984 there were 2,954 private carriers operating a fleet of 15 or more trucks, tractors and trailers and having dedicated drivers. These carriers, in total, operated about 142,000 pieces of equipment and spent \$604 million on fuel. See Table 13.18 for additional information.

Household goods movers. In 1984, 416 household goods movers earning more than \$100,000 gross revenue annually had total operating revenues of \$380 million. These carriers employed 8,514 people and operated 6,055 pieces of equipment.

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 on equal terms to all countries, and Canadian ships must compete with foreign-flag ships.

13.5.1 Canadian water carriers

Ships of Canadian registry. Part I of the Canada Shipping Act sets out the sizes, types and ownership of vessels which must be registered. As at January 1, 1985, there were 36,301 ships with a total gross register tonnage (GRT) of 5.515 million in the Canadian registry. Of these, 85% were less than 40 GRT and 11% from 40 to 500 GRT. This was an increase of 679 ships since 1984.

Statistics on water transportation. During 1984, revenues of \$2.3 billion were generated by 320 Canadian-domiciled for-hire, private, government and sightseeing marine carriers, according to the 1984 annual survey of water transportation. This survey excludes operators earning less than \$100,000 gross operating revenues in the previous year. Revenues for 1983 were \$2.4 billion for 309 carriers. The largest portion of 1984 revenues, \$1.2 billion, was generated by 214 carriers in the for-hire water transportation industry. In 1983 there were 217 for-hire carriers which generated \$1.3 billion. The water transport operations of 48 private carriers accounted for \$567.0 million in 1984 compared with \$430.1 million by 49 carriers in 1983. The 30 government carriers accounted for \$435.6 million, up from 30 carriers and \$420.6 million in 1983. Sightseeing undertakings contributed the balance of the total revenue.

The 320 carriers in 1984 employed 16,519 crew who earned wages totalling \$544.2 million. Of these totals, the 214 for-hire carriers employed 6,555 crew, with wages of \$253.1 million.

13.5.2 Freight movement

Shipping traffic. Table 13.19 shows the number and net register tonnage of vessels entering Canadian customs and non-customs ports, except for exclusions from the source surveys or from the tabulations. In coastwise shipping these are vessels of less than 15 net register tons (equivalent to 42 m³), Canadian naval vessels