

Passengers carried. In 1986, 23 million revenue passengers travelled by rail. VIA Rail Canada Inc. carried 30.7% or 7 million passengers. Class II railways carried 69.3% or 15.9 million passengers. Total passengers in 1986 increased less than 1% from the 1985 total, and by over 5% from 1984.

Revenues. As shown in Table 13.7, total operating revenues in 1986 were down 1.3% from 1985, and less than 1% from 1984. This was due mainly to less government assistance and less revenues from services for VIA Rail. These latter revenues have declined steadily in the last three years. Revenues, in 1986, from services rendered by VIA Rail were 37.4% less than in 1985; revenues in 1986 were down 39.7% from 1984.

Employment. Employment fell 7.1% between 1985 and 1986; the 1986 employment level decreased 9.4% from 1984, due mainly to decreases in the areas of employment of road maintenance, equipment maintenance and transportation.

Energy and fuel. Railway carriers used 10.8% more electric energy in 1986 than in 1985 and registered a marked 56.4% increase over the 1984-86 period. Likewise, use of crude oil climbed 28.8% in 1986 from 1985. The use of diesel oil fell 2.9%, however, during this same period.

Railway cars used. The number of cars used in 1986 decreased 2% from those used in 1985; the 1986 total was down 4% from 1984. The number of cars used for barley in 1986 increased 113% over 1985. The number of cars used in the transportation of wheat decreased 1.9% between 1985 and 1986, and 27.7% since 1984. Pulpwood cars decreased 3.2% in 1986 from the total in 1985, while the cars shipping iron ore decreased 6.4% to 398,642. The number of cars used to transport lumber in 1986 decreased 5.5% from 1985; the number of cars used to move potash increased 3.6%.

Freight traffic. The changes in the total freight traffic have been less than 1% during the 1984 to 1986 period. Trains moved 115% more barley in 1986 than in 1985 and wheat tonnage rose 2.3%. Pulpwood movement decreased minimally in 1986 from its total in 1985; iron movement decreased 6.4%. In 1986, the movement of lumber decreased 3.3% from 1985; movement of potash increased 3.8%.

13.4 Road transport

13.4.1 Roads and highways

Information presented is based on a census of federal, provincial, and territorial departments

and agencies financing the construction and maintenance of roads and highways or having public roads and highways under their jurisdiction. The highway system reported under the jurisdiction of the different levels of government covers only those sections of road that are for the use of the general public.

Federal. In 1986, federal roads and highways in Canada reached 13 806 km in length, a 2.5% increase over 1985. Federal roads and highways steadily increased from 12 784 km in 1982 to 13 479 km in 1985, an increase of 5.4%, and an increase of almost 8% from 1982 to 1986.

In 1986, the federal government spent \$235.6 million on roads and highways in Canada. This expenditure was down 5.4% from 1985. The \$249 million spent on roads and highways in 1985 was the highest amount the federal government spent in one year during the 1982-86 period. The lowest expenditure was in 1983 at \$189.9 million, 23.7% lower than in 1985.

Provincial/Territorial. Provincial/Territorial roads and highways totalled 266 455 km in 1986, an increase of less than 0.5% from the 1985 total of 265 201 km. In 1986, \$5.2 billion was spent on roads and highways by provincial/territorial governments, 12% more than in 1985, and the highest amount spent in one year during the 1982-86 period. The lowest was in 1982, with \$3.9 billion spent by provincial/territorial governments.

13.4.2 Motor vehicles

In 1986, there were over 11 million passenger cars in Canada, one for every 2.3 persons. Once considered a luxury, the automobile has become a virtual necessity for most Canadians — for driving to work, for shopping, and for recreational activities. Higher incomes and relatively easier financing have brought ownership within reach of most families. Canada now has more cars than the number of households. Though owning and operating an automobile is considered more expensive than travelling by either rail or bus, the family car offers convenience, privacy and ready availability. The passenger car now accounts for over four-fifths of all intercity passenger travel.

Registrations. In 1986, road vehicle registrations reached 15.2 million, an increase of over 3% from 1985. Included in this statistic are registrations for passenger automobiles, trucks and truck tractors, school buses, motorcycles, mopeds, fire trucks, and ambulances. Ontario and Quebec registered the highest number of road vehicles in 1986; Ontario registered 35.2% of the total with Quebec second at 20.6%. These percentages have changed