

This information contributes to the composition of national economic statistics such as the Gross National Product and the Gross Domestic Product which, in turn, are used in the formulation of national or regional economic policies. Other secondary objectives include aiding in the assessment of the industrial growth rate reflected by this activity, providing information on regional development, and assisting in transportation studies such as transportation planning. In 1986, Class I and Class II urban transit carriers generated \$1 billion in revenues. Municipal and provincial subsidies amounted to \$1.3 billion. This total of \$2.3 billion represents almost 100% of the gross operating revenues of the industry.

Canadian urban transit statistics for the period 1984-86 are shown in Table 13.13. The total operating revenues for 1986, \$2.3 billion, were up 19.7% from 1985 and up 35% from 1984. Operating expenses showed a corresponding increase: 1986 totals were up 12.2% from 1985 and up 30.5% from 1984. Fare passengers carried were on the increase in 1986, up 5.1% from 1985 and up 7.7% from 1984.

#### 13.4.5 Truck transport

Growth in the trucking industry in the past 40 years has been a significant development in Canadian transportation history. Some of the main reasons for this growth are the decentralization of the industry, the growth of metropolitan areas, technological improvements in truck designs and better, more abundant roads. Advantages of truck transport include flexibility; ability to adapt the vehicle to the size of the shipment thereby enabling economic handling of less-than-carload freight; door-to-door service; less warehousing and handling of goods; and lower packing costs. Technological improvements in the design of motor vehicle equipment have contributed to improved operating efficiency. With their increased capacity, trucks can carry heavier loads over longer distances. Adding to these improvements is the popular use of diesel engines. These engines economize on fuel consumption, travel greater distances, and minimize major repairs and overhauls.

**For-hire trucking.** A for-hire carrier is any carrier which, for compensation, undertakes the transport of goods. Summary statistics by province or territory of establishment for the for-hire trucking industry for the 1984-86 period are shown in Table 13.15.

In 1986, Canada's for-hire trucking industry reported a gross operating revenue of \$8.6 billion, up 5.1% from the 1985 total of \$8.2 billion and

up 21.3% from the 1984 total of \$7.1 billion. Operating expenses in 1986 were up 4.6% from 1985 and up 21.1% from 1984. The total equipment in use increased over the 1984-86 period. In 1986, the for-hire trucking industry had a fleet of 158,573 trucks, up less than 1% from 1985 and up 9.5% from 1984. Ontario had the highest figures with Quebec following second. The Yukon reported the lowest fleet figures.

The top commodities moved by for-hire trucks in Canada during the 1984-86 period, ranked with respect to tonnes moved in 1986 are shown in Table 13.14. In 1986, the commodity that accounted for the greatest number of tonnes was sand, gravel and crude stone with a 47.8% increase from 1985.

**Private trucking.** Private carriers are those owners/operators of motor vehicles carrying their own freight. Summary statistics by industry group for the period 1984-86 are shown in Table 13.16. Manufacturing had the highest operating expenses of all industries in 1986; manufacturing employed the highest number of drivers and paid the highest average annual salary — above the industry average.

The top commodities moved by private trucks in Canada during the 1984-86 period, ranked according to tonnes moved in 1986 are shown in Table 13.17. In 1986, petroleum and coal products ranked first; other food preparations ranked second; sand, gravel and crude stone were third; and non-alcoholic beverages and dairy products were fourth and fifth, respectively.

Comparative summary statistics between motor carriers of freight (MCF) fleets and private trucking (PT) fleets for 1986 are shown in Table 13.18. Ontario's private straight truck fleet was the largest with 39,197 vehicles compared with 23,955 vehicles in Quebec which ranked second. Saskatchewan had the highest private trucks to motor carriers of freight ratio at 10.1:1, followed by Prince Edward Island with an 8.5:1 ratio.

#### 13.5 Water transport

By the end of the 19th century, negotiations began between Canada and the United States to contribute to the development of the St. Lawrence canals. This water route seemed the most economical route for the transportation of goods in and out of the industrial heart of North America. By 1900, the St. Lawrence canals had been enlarged from nine feet to a minimum depth of 14 feet in response to the demand for larger waterways for the export of grain from the rapidly expanding area west of the Great Lakes. The ever-increasing volume of freight moving through the canals soon