



2008 Transportation in Canada

An Overview



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29 MAY 2009

Her Excellency the Right Honourable Michaëlle Jean, C.C., C.M.M., C.O.M., C.D.
Governor General of Canada
Rideau Hall
1 Sussex Drive
Ottawa, Ontario
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Excellency:

It is with great pleasure that I submit to your attention the Overview report on the state of transportation in Canada. This report is produced in conformity with the statutory requirements outlined in Section 52 of the *Canada Transportation Act (CTA)*. Section 52 of the CTA, amended in June 2007, calls for a brief overview of the state of transportation in Canada and for an expanded comprehensive review every five years. This Overview report is thus the second of the former.

The year 2008 came with its share of challenges with Canada's transportation system and all transportation stakeholders, from infrastructure providers and carriers to the shipping, commuting and traveling communities of users having been affected by the global recession and liquidity crisis, record high fuel prices, significant losses in equity value and asset prices and, important fluctuations in the demand for transportation services.

The report presents selected highlights and developments across the main four modes of transportation and across four key domains using the most recent information available. In conjunction with its companion statistical addendum, it also allows for a better understanding of the evolution of transportation demand and of the transportation system in response to changing needs and market conditions.

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This overview report on the state of the Canadian transportation system and its statistical addendum provide relevant information for policy development, planning and program management.

Sincerely,

A handwritten signature in black ink, appearing to read "John Baird". The signature is written in a cursive, slightly slanted style.

John Baird, P.C., M.P.

The 2008 Overview report presents a brief overview of the state of transportation in Canada using the most current information available.

The Minister of Transport has a statutory responsibility to table in Parliament, each year, a brief overview of the state of transportation in Canada and every five years, an expanded and more comprehensive review. This responsibility derives from Section 52 of the *Canada Transportation Act* (1996), as amended in June 2007, with Section 52 (1) calling for an Industry Overview in the following terms:

“Each year before the end of May, the Minister shall, using the most current information available, prepare and lay before both Houses of Parliament a report providing a brief overview of the state of transportation in Canada.”

And Section 52(2) calling for an Industry Review every five years in the following manner:

“Every five years, the report referred to in subsection (1) shall be expanded to a comprehensive review of the state of transportation in Canada which shall include

- (a) the financial performance of each mode of transportation and its contribution to the Canadian economy;*
- (b) the extent to which carriers and modes of transportation were provided resources, facilities and services at public expense;*
- (c) the extent to which carriers and modes of transportation received compensation, indirectly and directly, for the resources, facilities and services that were required to be provided as an imposed public duty;*
 - (c.1) the long term outlook and trends in transportation in Canada; and*
- (d) any other transportation matters that the Minister considers appropriate.”*

This overview report is the second such report submitted by the Minister since the coming into force of the amended Section 52 of the *Canada Transportation Act*. In producing this overview report, Transport Canada used the most current data and information available. The most current data means the most recent year for which data were available, which was not always 2008. While the scope of the report goes beyond the federal transportation responsibilities, limited attention was paid to urban and intermodal transportation matters. The overview report with its companion addendum nevertheless offers a broad coverage of Canada's transportation system.

The brief overview of the state of transportation in Canada in 2008 presents in essence selected highlights from year 2008 for each of the four modes of transportation (road, rail, marine and air) and across four domains including: the place of transportation in the economy, government spending in and revenues from transportation, safety and security in transportation and, transportation and the environment. The overview, while offering a

glimpse of key events and noticeable trends taking place in 2008 is supplemented with its traditional companion addendum. The Addendum carries relevant detailed information on a large number of areas including: employment, trade and tourism, the energy consumed in transportation and, accident and incidents statistics by mode. Addendum tables and figures also cover transportation infrastructure, the industry structure, activity levels and, performance, making for a rather complete and informative picture. Readers interested in detailed and/or time series information are invited to consult this Addendum on Transport Canada's Web site at www.tc.gc.ca. In addition, the 2007 report and addendum are also accessible at www.tc.gc.ca.

In one way or another, transportation is a part of all social and economic activities. Transportation opens markets to natural resources, agricultural products and manufactured goods, and it supports service industries. It also overcomes the challenges delimited by topography and geography, linking communities and reducing the effects of distances separating people from each other. Such essential roles of transportation reflect its intertwined and interdependent relationships with the economic and social fabrics of our society. But transportation needs evolve over time as circumstances and conditions change.

Changes in economic activities affect transportation demand. The changes can take place at various levels, at the regional or sectoral levels, for example. We must keep in mind that demand for transportation services originates from all sectors of the economy – that is, transportation demand is a derived demand. Changes in trade patterns and activities also affect transportation demand and they force adjustments to the supply of transportation services and to transportation infrastructure to accommodate actual and foreseeable trade-driven changes.

Most of the data used and presented in this Overview report and in the Addendum came from organizations other than Transport Canada. Such external sources bear the onus for data validation. Transport Canada devoted proper care and attention to data quality and limitations when producing this report, and used footnotes where needed to flag issues. When issues were identified, they were flagged to the “source” of the information. Given the constraint of the statutory deadlines under which this report is produced, an issue was not pursued further if the validity of the information was confirmed. In this report, it is only exceptionally that attempts to circumvent data limitations by estimating were made. The final point to signal to the reader is that the report does not attempt to present a prospective view of Canada's transportation system.

Transportation and the Economy

- In 2008, the Canadian economy started to feel the effects of the global recession. In the fourth quarter, the real gross domestic product (GDP) fell at an annual rate of 3.4 per cent. For 2008 as a whole, the Canadian economy grew at only 0.5 per cent, down sharply from 2.7 per cent growth in 2007.
- Growth in domestic demand slowed to 2.5 per cent from 4.2 per cent, while foreign demand for Canadian exports fell 4.7 per cent.
- The Canadian dollar remained around par with the U.S. dollar for the first half of the 2008 but then declined 19 per cent to US\$0.81 in December. The average value of the Canadian dollar against the U.S. dollar decreased 0.8 per cent to US\$0.938.
- Overall, the consumer price index (CPI) increased by 2.3 per cent in 2008, following the 2.2 per cent average increase in 2007. Major contributors to the increase were energy prices, food and mortgage costs. Transportation prices increased 2.1 per cent, but this increase was tempered by a decrease in the price of automobiles.
- In real terms, Canadians enjoyed 3.1 per cent more personal disposable income per capita in 2008.
- Canada's average number of persons employed increased by 1.5 per cent.
- In 2008, five provinces experienced growth in real GDP, with Saskatchewan leading the way at 4.4 per cent. Due to lower exports, Newfoundland and Labrador, Ontario, Alberta and British Columbia saw declines of less than half a per cent. New Brunswick was unchanged. The Yukon and Nunavut enjoyed more than five per cent economic growth, while the Northwest Territories had a large decline.
- In 2008, Canada's trade with the United States increased by 4.5 per cent, while trade with other countries increased by 12 per cent, driven mostly by imports.
- Trucking accounted for 54 per cent of the value of trade with the United States, followed by pipeline at 18 per cent, rail at 16 per cent, and marine and air at six per cent each.
- More than 75 per cent of Canada–U.S. trade (by value) carried by trucks took place at six border crossing points: Windsor/Ambassador Bridge, Fort Erie/Niagara Falls and Sarnia, in Ontario, Lacolle in Quebec, Emerson in Manitoba and Pacific Highway in British Columbia.
- In 2008, Canada had \$314 billion in trade with countries other than the United States. Of this total, \$206 billion, or 66 per cent, were imports, mostly from China and Japan.
- Of Canada's top 20 trade partners, six countries had a two-digit average annual growth rate in their trade with Canada from 1999 to 2008.
- In 2008, China ranked second (\$42.6 billion) and fourth (\$10.4 billion), respectively, in terms of Canada's total imports and exports.

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- Tourism expenditures, including those on transportation, rose 8.2 per cent in 2008. Transportation expenditures rose 9.9 per cent. The number of Americans visiting Canada fell 7.9 per cent, the number of foreign visitors other than from the United States rose 12.1 per cent and the number of Canadians travelling outside the country rose 14.9 per cent. As a result, overall international travel to and from Canada fell 1.6 per cent.
 - In 2007, transportation energy use (excluding pipelines) increased by 4.8 per cent. The aviation sector used 0.2 per cent more energy than in 2006, rail 6.3 per cent more and road 5.0 per cent more. Sales of marine fuels in Canada increased by 9.5 per cent in 2007. Pipeline energy use increased by 1.1 per cent.
 - In 2008, the annual average price of crude oil per barrel (in U.S. dollars) increased 37.7 per cent. The price of Canadian oil in Edmonton, however, increased only 33.1 per cent. This was mostly due to the increased value of the Canadian dollar.
 - The retail prices of road gasoline and diesel rose by 12 and 25 per cent, respectively, in 2008. The price of jet fuel increased by 38.8 per cent, marine bunker by 35.5 per cent (estimated) and rail diesel by 34 per cent (estimated). The price increases of road fuel were lower because a much larger proportion of those prices than of other fuels is made of fixed federal and provincial taxes that do not vary with the price of crude oil.
 - In 2007, freight rail once again had strong total factor productivity growth. Productivity growth was also positive in air transportation (after a decline in 2006) and in VIA Rail but slightly negative in public transit. Despite higher fuel prices, transportation output prices were only slightly higher than in 2006.
 - In 2008, commercial transportation services accounted for 4.1 per cent of Canada's value-added GDP.
 - In Manitoba and British Columbia, commercial transportation represented slightly more than six per cent of the provincial GDP. Ontario and Quebec contributed nearly 53 per cent of the total national commercial transportation activity, while Alberta and British Columbia accounted for another 34 per cent.
 - Investment in transportation accounted for 2.8 per cent of Canada's GDP in 2008.
 - Personal expenditures on transportation represented 8.4 per cent of final domestic demand in Canada in 2008.

Note: See tables and figures EC1 to EC75 in the Addendum for additional figures on trade, tourism, employment, energy, and performance in transportation.

Government Spending on Transportation

- In 2007, the Government of Canada announced the \$33 billion Building Canada Plan. The plan includes the \$2.1 billion Gateways and Border Crossings Fund (GBCF) and the \$1.0 billion Asia–Pacific Gateway and Corridor Initiative (APGCI). Both are merit-based targeted funds to enhance infrastructure and thus improve the competitiveness, reliability and efficiency of strategic trade corridors and international gateways.
- In fiscal year 2007/08, all levels of government combined spent \$29.0 billion on transportation net of transfers, \$4.3 billion more than in 2006/07. Federal government expenditures increased by \$492 million to \$4.1 billion, provincial/territorial government expenditures rose by \$3.1 billion to \$14.0 billion and local government expenditures increased by \$735 million to \$10.9 billion.
- In 2007/08, all government levels collected \$16.0 billion in permit and licence fees and fuel taxes from transport users, 1.0 per cent more than the previous year. Fuel taxes from transport were unchanged at \$11.7 billion. Federal transport revenues other than from fuel taxes increased five per cent to \$859 million. Provincial and territorial licences and fees increased 3.5 per cent to \$3.5 billion.
- In 2007/08, direct federal transport expenses increased by 1.6 per cent to \$2.2 billion. Expenditures relating to operations remained at \$1.1 billion. Expenditures relating to safety, security and policy activities rose 2.0 per cent to \$984 million. Of the total direct transport expenses in 2008/09, Transport Canada is forecast to account for 40.6 per cent, Fisheries and Oceans 31.0 per cent, and other federal departments and agencies 28.4 per cent.
- In 2007/08, total direct federal subsidies, grants and contributions grew 32.6 per cent to \$1.9 billion. In 2008/09, the highway mode is expected to receive the largest subsidy at \$898 million, followed by transit at \$609 million, rail at \$315 million, marine at \$178 million, and air at \$83 million. Transport Canada accounted for \$688 million of the subsidies, grants and contributions paid in 2007/08, while Infrastructure Canada accounted for \$1.2 billion.
- Of the \$29.0 billion spent by all levels of government in 2007/08, \$20.9 billion was spent on roads, \$4.4 billion on public transit, \$1.4 billion on marine, \$903 million on air, \$326 million on rail and \$1.1 billion on multimodal and other expenses. Federal and provincial governments spent just over \$2.6 billion on air, marine and rail transportation.
- Provincial, territorial and local governments spent \$24.9 billion on transportation in 2007/08, 18.2 per cent more than in 2006/07. About 79 per cent of the amount was directed at highways and roads.

Note: See tables G1 to G7 in the Addendum for additional government spending figures.

Transportation Safety

- There were 232 aviation accidents in 2008, nine per cent fewer than in 2007, and 44 air fatalities, one more than in 2007. The 2008 accident rate (preliminary data) was 5.2 per cent per 100,000 hours flown, the lowest in the last 10 years.
- In 2008, Canada and the European Commission began ratifying a comprehensive agreement on common safety regulatory standards for product airworthiness, including the certification, manufacture and maintenance of civil aeronautical products.
- In 2008, for the fifth consecutive year, the number of Canadian vessel shipping accidents and accidents aboard ships decreased. The 356 accidents is 16.7 per cent below the 2003 – 2007 average. There were 20 marine accidents per million vessel-kilometres (preliminary data; Canadian vessels, excluding fishing, over 15 gross tons), compared with the previous five-year average of 21.7. There were 20 reported marine fatalities for Canadian vessels, compared with the previous five-year average of 18.2. There were 85 recreational boating fatalities in 2006, down from 114 in 2005 (most recent statistics available; excluding Newfoundland and Labrador). According to industry estimates, there are approximately six million recreational boaters in Canada. In 2008, Service Canada issued over 60,000 new Pleasure Craft Licences.
- In June 2008, the Standing Committee on Transport, Infrastructure and Communities tabled its report on proposed amendments to the *Navigational Waters Protection Act* (NWPA). The amendments are designed to facilitate the consideration of works while protecting navigation and the environment.
- New regulations under the *Canada Shipping Act, 2001* came into force. The Administrative Monetary Penalties Regulations provide a new way to enforce marine safety requirements without using the criminal court system. The Special-purpose Vessels Regulations govern river rafting, and the Vessel Operation Restrictions Regulations set a shoreline speed limit and restrict the operation of recreational vessels.
- On May 5, 2008, the Minister of Transport announced support for joint Canada–U.S. efforts to protect the Great Lakes and St. Lawrence Seaway through ballast water inspections and zero tolerance for pollution from ships.
- On September 4, 2008, the Minister announced the transfer of three marine training simulators from the Government of Canada to the Province of British Columbia, along with federal funding of \$2.3 million for the province to modernize them.
- On December 3, 2008, legislation was introduced to amend the *Arctic Waters Pollution Prevention Act* to give Canada better control over marine activity in the Canadian Arctic while enhancing environmental protection.
- There were 1,147 reported rail accidents and 74 rail fatalities in 2008, 13.3 and 11.9 per cent fewer, respectively, than in 2007.
- Following the release of the *Railway Safety Act* (RSA) review report, Transport Canada established the Advisory Council on Railway Safety (ACRS) to revitalize the rail safety consultative process and address future directions in rail safety, rule-making, regulation, policy and other strategic issues.

- There were an estimated 138,275 road casualty collisions and 2,754 fatalities in 2007.
- On average, collisions involving heavy trucks account for seven to eight per cent of all collisions but roughly 20 per cent of all road fatalities each year.
- Of the fatally injured drivers tested for alcohol in 2007, nearly 39 per cent had a positive Blood Alcohol Concentration (BAC), and a little more than 57 per cent of these had more than twice the legal limit for driving in most jurisdictions.
- In memory of the almost 3,000 Canadians killed and approximately 16,000 seriously injured on Canadian roads, the first annual Canadian National Day of Remembrance for Road Crash Victims was held on November 19, 2008.
- On October 30, 2008, Transport Canada partnered with the Canadian Automobile Association to promote the life-saving benefits of purchasing a new vehicle equipped with Electronic Stability Control (ESC). This technology prevents loss of vehicle control, for example, when swerving to avoid an obstacle or when the vehicle is about to skid on a slippery off-ramp.
- Approximately 200 million tonnes of dangerous goods per year are transported in Canada, more than half of this by road. There were 419 accidents involving the transportation of dangerous goods in 2008, one per cent fewer than in 2007. However, only 12 injuries were directly attributable to the dangerous goods themselves. Accidents occurred more than twice as often during loading or unloading at transportation facilities as during transport.

Transportation Security

- Transportation security continued to be strengthened in Canada in 2008 through various enhancements and initiatives.
- In 2006, the Government invested \$26 million in designing and pilot testing air cargo security enhancements, and between 2006 and 2008, Transport Canada, with the Canada Border Services Agency and industry partners, completed pilot projects and technology assessments, and developed internationally harmonized approaches.
- In 2008, more than \$7 million in funding was approved for over 40 marine security enhancement projects. This was the final round of the \$112 million Marine Security Contribution Program.
- As of December 15, 2008, the Marine Security Transportation Clearance Program was successfully implemented at 11 major ports in Canada: Vancouver, Montreal, Halifax, the St. Lawrence Seaway Management Corporation, Prince Rupert, Victoria, Windsor, Hamilton, Toronto, Quebec City, Saint John (New Brunswick) and St. John's (Newfoundland and Labrador).
- In January 2008, Transport Canada announced new projects to enhance passenger rail and transit security under the final round of the \$80 million Transit-Secure program.
- In 2008, Transport Canada worked with the rail and transit industry to develop a code of practice on security plans. It also co-hosted security workshops and conferences to facilitate information and best practice exchanges between surface transportation stakeholders and security experts.

Note: See tables and figures S1 to S24 in the Addendum for additional transportation safety and security figures.

Transportation and the Environment

- The transportation sector is responsible for 26 per cent of Canada's greenhouse gas (GHG) emissions, second only to stationary sources. Transportation emissions grew at an average annual rate of 0.9 per cent between 2000 and 2006, from 180 to 190 megatonnes (Mt), compared with 2.4 per cent from 1995 to 2000.
- Passenger GHG emissions remained relatively stable in 2006 despite an overall increasing, though slower, trend. From 2000 to 2006, passenger vehicle emissions increased 0.8 per cent a year on average, compared with 0.5 per cent from 1995 to 2000. Passenger-kilometres increased by 1.2 per cent in 2006 and 0.8 per cent a year on average over the 2000 – 2006 period.
- Despite significant improvements in fuel efficiency, freight GHG emissions also continued to grow. As part of a longer increasing trend, on-road freight emissions increased 0.2 per cent in 2006 and 2.7 per cent a year on average from 2000 to 2006. This was a relatively smaller growth rate than in the 1990s. Road freight activity, measured in tonne-kilometres, had an average annual growth rate of 4.1 per cent over this period. This indicates a continued improvement in fuel efficiency compared with the relatively smaller increase in freight emissions.
- The aviation sector had the largest relative growth of GHG emissions in the non-road transportation sector from 2001 to 2006, increasing 3.7 per cent a year on average, from 14.9 to 17.9 Mt.
- The Government of Canada has implemented a \$463 million ecoTRANSPORT Strategy from 2007 until 2012 to reduce emissions of air pollutants and GHG in the transportation sector through mutually reinforcing initiatives.
- Under Transport Canada's ecoAuto Rebate Program, ending in March 2009, \$71 million in rebates was distributed to Canadians to lease/purchase 61,000 eligible fuel-efficient vehicles in 2007/08. Other initiatives included:
 - financial incentives to 14,000 Canadians to retire higher polluting vehicles under Environment Canada's Vehicle Scrappage Program;
 - \$6.1 million to support 18 projects by commercial freight operators to demonstrate or purchase emission-reducing technologies under Transport Canada's ecoFreight Programs;
 - more than \$400,000 for five projects to promote driving best practices under National Resources Canada's ecoEnergy for Personal Vehicle Program; and
 - more than \$250,000 for six projects to instill best practices among fleet managers and drivers under ecoEnergy for fleets Program.

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- The ecoTRANSPORT Strategy also sought to establish partnerships and networks with:
 - municipal governments and transit authorities to support green urban transportation projects under the ecoMobility Program;
 - the automotive industry to identify barriers to the introduction of low-emission vehicles under Transport Canada's ecoTechnology for Vehicle Program;
 - the rail industry to inform their members of emission-reduction technologies under Transport Canada's ecoFreight Partnerships programs; and
 - provincial and territorial governments, transportation industries and associations to initiate a number of studies and explore policy options concerning areas of key interest to Transport Canada regarding the environment.
 - In 2008, Transport Canada began work with the Canadian Airports Council to implement Air Quality Management Plans involving the establishment of emission inventories and determining operational opportunities to reduce emissions. Transport Canada also led the update of the International Civil Aviation Organization Circular 303 — Operational Opportunities to Reduce Fuel Use and Emissions, to better reflect the present state of technology. The revised document is expected to be published in 2010.
 - Transport Canada is an active member of the Group on International Aviation and Climate Change (GIACC). Two working meetings were held in 2008 and the group is working to develop an action plan for the fall of 2009.
 - The Government of Canada is working to develop and implement new regulations, aligned with the U.S. mandatory fuel efficiency standards, to effectively reduce fuel consumption and GHG emissions in an economically sound and sensible way.
 - Transport Canada continued its collaboration with the aviation sector through the 2005 voluntary Memorandum of Understanding to reduce emissions. The first of its kind in the world, this MoU set out a goal to reduce GHG emissions on a per revenue tonne-kilometre basis by an average of 1.1 per cent a year, reaching a cumulative improvement in 2012 of 24 per cent relative to the 1990 baseline. Though four major airlines withdrew from the Air Transport Association of Canada in April 2008, the industry has confirmed that environmental issues remain its top priority.
 - In 2007, Transport Canada, Environment Canada and the Railway Association of Canada signed an MoU identifying commitments of the Canadian railway companies to voluntarily reduce GHG and criteria air contaminant emissions. It includes 2010 efficiency-based GHG emission targets, fleet renewal strategies for 2006 – 2015, and other measures and actions to further reduce emissions. In 2008, the industry demonstrated its achievements in emissions reductions in the 2007 Annual Report on Locomotive Emissions Monitoring Program.

Note: See figures EN1 to EN6 in the Addendum for additional information.

Rail Transportation

- Bill C-8 received Royal Assent on February 28, 2008. The Bill improves the shipper protection provisions of the *Canada Transportation Act* aimed at addressing the potential abuse of market power by the railways. It also provides regulatory stability to the railways to encourage investments needed to keep Canadian shippers competitive in domestic, continental and international markets.
- In consultation with a broad range of stakeholders, the Canadian Transportation Agency finalized and released Guidelines for the Resolution of Complaints Concerning Railway Noise and Vibration in October 2008.
- On August 12, 2008, the Minister of Transport, Infrastructure and Communities released the terms of reference for the Railway Freight Service review. A panel of three eminent persons, in consultation with interested stakeholders will produce recommendations to achieve an efficient and effective rail-based logistics transportation system in Canada. The Review will take 12 to 18 months to be completed.
- The governments of Ontario, Quebec and Canada announced the update of the 1992–95 studies on the feasibility of high-speed rail service in the Quebec City–Windsor Corridor, to be completed by early 2010.
- VIA Rail had an 8.7 per cent increase in passenger-miles and a 3.0 per cent decrease in the average fare, resulting in a 5.2 per cent increase in passenger revenue.
- In July 2008, the Government of Canada, the Government of Manitoba and the Hudson Bay Railway Company signed an agreement for the joint funding of a ten-year, \$60 million rehabilitation of the rail line linking The Pas and Churchill, Manitoba. Each party is contributing \$20 million.
- In 2007, the federal government provided VIA Rail with \$516 million in new capital funding over five years. The funding is for equipment and infrastructure projects designed to sustain the existing network by improving on-time performance, reducing trip times and adding frequencies. In 2008, VIA Rail finished upgrading its track between Coteau, Quebec, and Ottawa and between Chatham and Windsor, Ontario. It also undertook improvements to certain stations, including Ottawa and Winnipeg, and started rebuilding its fleet of 53 F40-type locomotives.
- The Société des Chemins de fer du Québec sold the majority of its assets to Canadian National (CN) for \$49.8 million, including the Ottawa Central Railway, the Chemin de fer de la Matapédia et du Golfe, the New Brunswick East Coast Railway and the COGEMA rail ferry.
- In November 2008, a grade separation in Smithers (northern British Columbia) was completed and opened to the public. This grade separation on the rail line serving Prince Rupert is the first infrastructure project to be completed under the Asia–Pacific Gateway and Corridor Initiative. Several other projects under the initiative are currently underway.

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- In 2007, the Canadian railways carried 355 million tonnes of freight. Historically, this is the fourth best year in terms of volume.
 - The 13 commuter rail lines operating in Montreal, Toronto and Vancouver carried 61.2 million commuters in 2007, an increase of 4.5 per cent.
 - In 2008, CN and Canadian Pacific Railway (CPR) collectively spent over \$2.4 billion on capital programs for track, signals, sidings, locomotives and railcars.
 - In 2007, the railway industry in Canada employed 34,417 people, an increase of 0.65 per cent from 2006, though approximately 12,000 less than 10 years previously.
 - Over 50 shortline and regional railways operate in Canada. In 2006, they accounted for 23.6 per cent of the total kilometres of track and \$642 million in revenues.
 - Rail intermodal traffic continued to experience strong growth with an average annual growth rate (AAGR) of 5.9 per cent from 1998 to 2007. Marine imports drove this growth with an AAGR of 8.2 per cent.
 - From 1998 to 2007, rail sector revenues had a strong AAGR of 3.7 per cent, though CN and CPR saw an AAGR of about 5.2 per cent over this period. A decline in shortline revenue growth was due largely to the transfer of some major shortlines and regional railways to Class I control in recent years. Class I railways now account for 94 per cent of rail sector revenues.

Note: See tables RA1 to RA33 in the Addendum for additional figures in rail transportation.

Road Transportation

- In April 2008, the Council of Ministers Responsible for Transportation and Highway Safety approved amendments to the federal–provincial–territorial Memorandum of Understanding on Vehicle Weights and Dimensions. The memorandum defines seven truck configurations that authorities have agreed can operate throughout Canada's network of major highways.
- In 2008, New Brunswick became the fifth province to open its four-lane highway network to long combination vehicles, joining Quebec, Manitoba, Saskatchewan and Alberta. Later in the year, Nova Scotia announced that it was setting up a long combination vehicle pilot project.
- On June 18, 2008, Canada announced the Brighton Beach industrial area of West Windsor as the environmentally and technically preferred location of the Canadian inspection plaza and river crossing for the new Windsor–Detroit international crossing. The technically preferred design of the new Ontario access road was announced on May 1, 2008. The approval of the environmental assessment by the Ontario Ministry of the Environment is expected in mid-2009.
- Transport Canada continues to work with the State of Michigan and other U.S. partners on the governance structure to oversee the new crossing, including developing the necessary legislation in Michigan to proceed with the procurement phase of the project.
- The length of the National Highway System (NHS) in 2008 was just over 38,000 kilometres, of which 72 per cent was classified as Core routes, 12 per cent as Feeder routes and nearly 16 per cent as Northern and Remote routes.
- The NHS represents three per cent of the highway network in Canada but accounted for over 37 per cent of vehicle-kilometres travelled in 2008.
- In fiscal year 2007/08, governments collectively invested over \$3.2 billion in the NHS, 39 per cent more than the year before.
- The motor vehicle fleet (as of 2007) was divided between 19 million cars/light trucks/vans and 700,000 heavy trucks (gross weight of at least 4.5 tonnes). The light vehicle fleet was driven 300 billion kilometres (up 1.2 per cent), while the heavy truck fleet was driven 32 billion kilometres (up 10 per cent).
- In 2008, traffic (both cars and trucks) crossing the Canada–U.S. border decreased 5.4 per cent.
- The value of Canada–U.S. trade (inbound and outbound) across the land border sites decreased about four per cent. In 2008, \$260 billion, or 80 per cent of Canada–U.S. total road-based trade (\$327 billion) passed through Ontario and Quebec border crossings with the United States.
- In 2008, value of trade at the Windsor–Ambassador Bridge decreased 13 per cent, while truck activity decreased 17 per cent. Fifteen of the 20 largest border crossings recorded less truck traffic.

- In 2007, the operating revenues of for-hire motor carriers of freight with annual revenues of \$30,000 or more were estimated at \$32.4 billion, a 2.8 per cent drop. Carriers with annual revenues of \$25 million or more earned around 26 per cent of these revenues.
- The average cost of road diesel for commercial users increased by more than 25 per cent in 2008. The number of trucking bankruptcies increased 14 per cent, the first increase since 2001.
- In 2006, Canadian for-hire carriers drove 234.3 billion tonne-kilometres, 139.0 billion tonne-kilometres in the domestic sector and 95.3 billion tonne-kilometres in the international sector.
- To help improve public transit, Budget 2008 set aside \$500 million under the Public Transit Capital Trust 2008 to support investments in urban transportation projects such as rapid transit, transit buses and high-occupancy-vehicles and bicycle lanes. Funding was allocated among provinces and territories on an equal per capita basis.
- Transport Canada oversaw the process whereby the provinces and territories made commitments on funding plans before receiving money from the Transit Capital Trust. All provinces and territories made such commitments before March 31, 2008.
- Budget 2008 announced that the Gas Tax Fund (GTF) would become a permanent measure, at \$2 billion per year beyond 2013/14. A significant proportion of the GTF has been spent on transit in many provinces and territories, amounting to 26 per cent overall in 2005/06 – 2006/07 and 30 per cent in 2007/2008. Some major cities, notably Toronto and Vancouver, dedicate 100 per cent of their GTF allotments to transit.
- Federal funding for transit infrastructure has increased significantly in recent years and is projected to reach over \$1 billion in 2008/09 alone. More funding is also available under the Building Canada Plan, which specifically targets transit as a priority investment area.
- In 2007, bus industry revenues (including government contributions) were estimated at \$10.1 billion, up 5.2 per cent.
- Canada–U.S. bus travel accounted for 2.0 million passengers in 2008, down 5.7 per cent from 2007. Canada–U.S. bus travel by U.S. residents was particularly affected, declining almost 12 per cent.
- The rise in fuel prices increased costs for operators but also increased ridership for at least some carriers, as private automobiles became less attractive for intercity travel.
- More Canadians are using urban transit transportation. Over the 2001 – 2006 period, the number of passengers carried by urban transit operators increased by 2.9 per cent per year on average. Urban transit operators carried 1,766 million passengers in 2007.

Note: See tables and figures RO1 to RO28 in the Addendum for additional figures in road transportation.

Marine Transportation

- On June 18, 2008, the amended *Canada Marine Act* (CMA) received Royal Assent. The amended Act and complementary policy initiatives are intended to strengthen the operating framework for Canada Port Authorities (CPA), promote the development of marine infrastructure and foster a more flexible financial environment for CPAs.
- The amalgamated Vancouver Fraser Port Authority became effective on January 1, 2008. The amalgamation will help support and grow trade with the Asia–Pacific region, increase the gateway’s share of container traffic, maximize port efficiencies and optimize port planning.
- In its first full year of operation, the Port of Prince Rupert’s new Fairview Container Terminal handled 181,894 TEU (twenty-foot equivalent units). In July 2008, the COSCO–CKYH Alliance began a new weekly service.
- Transport Canada announced funding for five shortsea shipping infrastructure projects in British Columbia, and a workshop was held to identify promising projects in Atlantic Canada. Transport Canada continued to participate in the Quebec Shortsea Shipping Roundtable and related initiatives to incorporate shortsea shipping into the development of the Ontario–Quebec gateway and trade corridor.
- On May 9, 2008, Canada submitted to the International Maritime Organization its instrument of ratification of the *1976 International Convention for the Limitation of Liability for Maritime Claims, as amended by its 1996 Protocol*. This Convention encourages shipping and trade by giving ship-owners some certainty on their liability.
- On February 25, 2008, the Minister of Transport, Infrastructure and Communities tabled two conventions: the *Protocol of 2003 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992* and the *International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001*. The latter Convention came into force internationally on November 21, 2008.
- In July 2008, the Gateway Performance Table was established and convened major supply chain stakeholders to assess issues that would ensure the long-term competitiveness of the Asia–Pacific Gateway supply chain through the lower mainland of British Columbia. The first meeting was held in December 2008, and it is expected that the Table will fulfill its mandate within 12 to 18 months.
- In 2008, Ridley Terminals Inc. (RTI), a Crown corporation operating bulk commodity facilities at the Port of Prince Rupert, handled approximately 4.9 million tonnes of cargo, down slightly from 5.1 million tonnes in 2007. As RTI reported an operating profit for the second consecutive year, it received no federal contributions in 2008.
- On August 1, 2008, the Government of Canada and the provinces of New Brunswick and Nova Scotia announced up to \$15.1 million in financial assistance to ensure that the Digby–Saint John ferry service continues to run until January 31, 2011. The Government of Canada will fund up to \$11.1 million, while the provinces will provide \$2 million each over two years.

- With \$101 million in support from the Government of Canada, Marine Atlantic Inc. signed a five-year charter agreement for the *Atlantic Vision*, a modern 2002 European vessel with a capacity for 531 cars and 962 passengers, to handle increasing ferry traffic to and from Newfoundland and Labrador.
- Thanks to the strong economic performance of Newfoundland and Labrador, Marine Atlantic Inc. saw increased traffic in fiscal year 2007/08, transporting 416,823 passengers, 141,718 passenger vehicles and 90,039 commercial vehicles. This meant increased revenues from fares and ancillary services totalling \$73.2 million. With only a slight increase in operating expenses, Marine Atlantic Inc.'s cost recovery performance was 58 per cent.
- In 2008, the St. Lawrence Seaway handled 5.4 per cent less volumes (40.7 million tonnes), due mainly to lower imports of steel products and exports of grain.
- In 2007/08, the St. Lawrence Seaway generated \$78.1 million in revenues from tolls and other sources and had operating expenses of \$62.4 million. Expenditures for asset renewal totalled \$38.3 million.
- In 2007, the 19 CPAs handled 56 per cent of Canada's total port traffic (260 million tonnes).
- In, 2007, marine freight traffic was estimated at 398.3 million tonnes, including 67.3 million tonnes in domestic flows, 126.5 million tonnes in transborder traffic and 204.5 million tonnes in other international traffic.
- Marine transportation services handled \$159.7 billion in international trade in 2007, \$78.3 billion in imports and \$81.4 billion in exports.
- Preliminary estimates indicate that international cruise ship traffic in 2008 increased at a record pace at four eastern ports: Halifax (29 per cent), Quebec City (23 per cent), Saint John (38 per cent) and Montreal (14 per cent). Vancouver shows a decreased in cruise traffic.
- In 2007, the 19 CPAs had operating revenues of \$361 million and operating expenses of \$211 million for an average ratio of operating expenditures to operating revenues of 58.6 per cent. Vancouver and Montreal accounted for 54 per cent of total CPA revenues. The CPAs spent \$359 million on capital projects in 2007 and their overall return on assets was 3.3 per cent.

Note: See tables M1 to M29 in the Addendum for additional figures in marine transportation.

Air Transportation

- In 2008, 109.3 million passengers (preliminary data) enplaned and deplaned at Canadian airports, three per cent more than in 2007. Domestic air passenger traffic increased by 2.2 per cent to 68.1 million, transborder passenger traffic remained unchanged at 21.4 million, and other international traffic increased by 9.6 per cent to 19.8 million passengers.
- In 2007, revenues from Airport Improvement Fees increased 26 per cent to \$673.5 million, up from \$535 million in 2006.
- In 2007, the National Airports System (NAS) airport authorities reported earned revenues of \$2.6 billion, a 12 per cent increase from 2006. The airport authorities in Toronto, Montreal and Vancouver accounted for 73 per cent of these revenues. Operating expenses rose 4.5 per cent to \$1.5 billion. The aggregate net income for all airport authorities rose 15 per cent to \$182 million.
- The NAS airport authorities spent eight per cent less on capital projects in 2007. Total capital expenditures were \$1.1 billion, mostly financed by long-term debt. Interest charges on airport authorities' debt rose 21 per cent to \$622 million.
- In 2008, airports across Canada received an estimated \$40.8 million to fund 50 new projects under the federal Airports Capital Assistance Program (ACAP).
- The 95 Canadian airports with a NAV Canada tower or flight service station reported 6.5 million movements in 2008, a 6.6 per cent increase. Itinerant movements were up 8.2 per cent, while local movements were up 2.9 per cent. General aviation enjoyed a one per cent increase in itinerant movements in those 95 airports.
- In 2007, total operating revenues of Canadian air carriers totalled \$16.3 billion, up 6.4 per cent from 2006. Sources of revenues were mainly related to passenger services (\$14.3 billion), with goods services and other flying services accounting for the rest. Canadian air carriers' passenger services accounted for 126.4 billion passenger-kilometres (preliminary data) in 2007, up 6.5 per cent.
- For most Canadian-based carriers, the robust Canadian dollar in the first half of 2008 helped soften the impact of increases in U.S. dollar denominated expenses, particularly fuel. The average price of jet fuel (spot price in New York) increased by almost 40 per cent from 2007 to 2008.
- Faced with these record high fuel prices, most carriers reintroduced or increased fuel surcharges. Fuel costs represented (on average) 34 per cent of Canadian air carriers' total operating expenses in 2008, compared with 26 per cent in 2007.
- Air Canada introduced three new domestic air services, all from Ottawa, and eight new international air services. However, it decreased both its domestic capacity and its system-wide capacity by 0.4 per cent and 1.2 per cent, respectively, as measured in available seat-kilometres.

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- WestJet introduced six new non-stop domestic air services and 14 new year-round or seasonal international air services. It increased its domestic capacity by 12 per cent and its system-wide capacity by 17.8 per cent as measured in available seat-kilometres.
 - Chili-based Lan Chile Airlines began serving Canada in 2008 with a direct flight between Toronto, New York and Santiago de Chile, while a few carriers, including Malev Hungarian, Air Pacific, Qantas, Oasis Hong Kong and Frontier Airlines, all exited the Canadian market. Also in 2008, one new Canadian airline, Calgary-based Enerjet, began operations, while three carriers, Zoom Airlines, Westcan Air and NAC Air, ceased operations.
 - In 2008, carriers providing year-round scheduled or charter air services in northern Canada included First Air / Air Inuit, Canadian North, Air North, Air Canada Jazz, Aklak Air, Kenn Borek Air, Buffalo Airways, Arctic Sunwest, Air Tindi, Calm Air, North Western Air Lease and North-Wright Airways.
 - Carriers such as Cargojet Canada, Kelowna Flightcraft and Morningstar Air Express provided all-cargo air services for Canada Post, courier companies, freight forwarders and consolidators and shippers.
 - In 2008, Canada's trade in air cargo services with other countries increased by 4.6 per cent. The three most important commodities exported by air were aircraft, gold and air equipment (turbo-propellers, turbo-jets and other turbines), while the three most valuable commodities imported by air were pharmaceutical products (e.g. medicines), data processing machines (e.g. computers) and aircraft.
 - Internationally, Canada concluded one "Open-Skies"-type international air services agreement with the Dominican Republic and expanded or renewed agreements with the Philippines and Panama. It also concluded the historic negotiation of a comprehensive air transport agreement with the European Union at the end of 2008.
 - Pursuant to Canada's bilateral air services agreements, several Canadian air carriers announced new or expanded international air services, including Air Canada (Mexico), WestJet (Mexico, Panama, Barbados), Air Transat (Mexico, Panama), Skyservice (Mexico), Sunwing (Mexico, Barbados) and the now defunct Zoom (Italy, Bermuda).

Note: See tables A1 to A25 in the Addendum for additional figures in air transportation.

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