

Facts on Transportation in Canada



September 2008

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**Council of Ministers Responsible for
Transportation and Highway Safety**

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**Council of Ministers Responsible for
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Preface

Transportation plays an essential and vital role in Canada's economic life and in the lives of all Canadians. The Canadian transportation system consists of highways, airports, railways and waterways that crisscross the country. Transportation brings people together for business or pleasure. It connects small and large cities, urban and rural communities, and ultimately connects Canada with the rest of the world allowing for goods and people to reach their final destinations. Canada's transportation system is complex, involving a broad and diversified group of players from both the public and private sectors.

This report presents statistics on some key dimensions thereby giving some indication of the scope and relative importance of transportation from the perspectives of employment, trade and energy use. The report includes transportation data for all modes including road, air, rail, marine and urban transportation, with particular attention to infrastructure, traffic and safety aspects. The road mode focuses mainly on the National Highway System (NHS), which encompasses over 38,000 kilometres (3 percent of the road network) and carries over 37 percent of the annual road travel. The NHS data are segmented into three categories: Core, Feeder, and Northern/Remote (see glossary for definitions). The data in this report are presented at both the national and provincial/territorial levels, providing insight into the diversity of scale and conditions within Canada.

While more data on transportation exist, this report focuses on a selected set of statistics and indicators, with the objective of providing a snapshot of Canada's transportation system and the magnitude of the role it plays. It is the hope of the Council of Ministers responsible for Transportation and Highway Safety and all those directly or indirectly involved in transportation that this report will contribute to a better understanding of the challenges confronting Canada's transportation system.

Contents

Transportation and the Economy	6
Government Transportation Expenditures	7
Transportation and Exports.....	9
Transportation Energy Use	10
Road Transportation.....	11
National Highway System (NHS) Kilometres of Road	11
NHS Pavement Condition.....	12
Bridges and Structures on the NHS – Age Profile.....	13
Bridges and Structures on the NHS by Jurisdiction.....	13
Vehicle Travel on NHS.....	14
Investment in NHS.....	15
Safety Performance on NHS	16
Major Canada-United States Border Crossings (NHS)	17
Registered Road Vehicles	18
Air Transportation	19
Number of Airports.....	19
Total Number of Seats Offered on Non Stop Scheduled Services – Domestic Market	20
Number of Accidents and Fatalities.....	21
Rail Transportation.....	22
Kilometres of Track by Railway Type.....	22
Volume of Rail Freight Traffic by Jurisdiction of Origin and by market segment	23
VIA Rail Passengers	24
Accidents and Fatalities	25
Marine Transportation	26
Number of Ports and Volume of Marine Freight Traffic ⁽¹⁾ Handled by Jurisdiction ...	26
Accidents and Fatalities	27
Passenger Ferry Services - CFOA	28
Transit	29
Routes and Ridership ⁽³⁾	29
Glossary.....	30
Contributions	32

Transportation and the Economy

2006

Jurisdiction	Real GDP ⁽¹⁾ (millions\$)		Exports (\$millions)	Imports (\$millions)	Transportation Employment (thousands)
	Total	Trans- portation			
NL	14,089	514	4,988	2,881	8.08
PE	3,206	91	838	47	1.87
NS	23,689	1,031	5,103	7,460	16.21
NB	19,749	1,068	10,406	7,498	16.36
QC	225,729	9,777	73,114	67,763	142.15
ON	450,120	17,665	198,460	231,915	226.68
MB	34,284	2,342	11,383	12,336	29.06
SK	31,627	2,308	15,618	6,464	20.39
AB	145,603	8,848	83,239	18,258	79.83
BC	136,050	8,944	34,787	38,629	88.97
YT	1,200	40	40	86	0.96
NT	3,093	160	1,605	4	2.40
NU	929	28	6	16	0.51
Total	1,089,367	52,815	439,586	393,358	633.46

Note (1): Please see Glossary for more information regarding the calculation of real Gross Domestic Product (GDP).

Note (2): Exports and imports represent merchandise trade, not services, and are stated in current dollars.

Source: International Trade Database, Statistics Canada

- **Transportation accounted for about 5 percent of Gross Domestic Product (GDP) in 2006; this excludes transportation services provided by firms that move their own goods (i.e. own-account) as well as transportation provided by consumers. Transport GDP does not account for the “enabling effect” that transportation provides to the overall economy, including job creation and facilitation of trade.**
- **In 2006, Canada’s top three trading partners were the United States (69 percent of Canada’s merchandise trade), China (5 percent) and Japan (3 percent).**

Government Transportation Expenditures

Government Transport Expenditures by Mode by Jurisdiction Fiscal 2006/07 (millions \$)

Jurisdiction	Air	Marine	Rail	Roads and Bridges	Transit	Other	Total
NL	10	41	0	203	0	0	254
PE	0	0	0	91	0	0	91
NS	0	6	0	250	0	0	256
NB	0	20	0	360	0	0	381
QC	15	68	3	1,901	321	118	2,425
ON	8	16	23	954	1,576	169	2,746
MB	11	0	0	321	29	2	363
SK	2	4	1	305	3	0	314
AB	1	3	0	814	271	56	1,146
BC	5	175	0	2,057	432	0	2,668
YT	10	0	0	51	0	0	61
NT	23	4	0	40	0	12	79
NU	25	1	0	1	0	0	26
Provincial/ Territorial	109	337	27	7,348	2,631	358	10,810
Percentage	12.2%	25.4%	11.3%	41.7%	70.9%	33.7%	43.5%
Federal	782	990	213	1,128	148	354	3,614
Percentage	87.8%	74.6%	88.7%	6.4%	4.0%	33.3%	14.5%
Local	0	0	0	9,142	930	351	10,423
Percentage	0.0%	0.0%	0.0%	51.9%	25.1%	33.0%	41.9%
Total	891	1,327	240	17,618	3,709	1,063	24,847

Note (1): Nunavut expenditures for the air and marine mode have been estimated by Transport Canada.

Note (2): Government expenditures for the provinces and territories are strictly provincial/territorial expenditures.

Note (3): For Transit, expenditures by provincial and local governments have been adjusted to be at least equal to subsidies reported by transit authorities.

Note (4): 'Other' includes for example, overhead expenses and some expenditure on communication at the local level.

Source: *Transportation in Canada- An Overview 2007*; adapted from Addendum, Tables G5, G7

- **Government transportation expenditures have risen by over 39 percent since 2000/01 (an annual average growth rate of 5.7 percent).**

Government Transportation Expenditures

Government Transportation Expenditures by Mode Fiscal 2006/07 (percent)

Jurisdiction	Air	Marine	Rail	Roads and Bridges	Transit	Other	Total
Provincial/ Territorial	1.0	3.1	0.2	68.0	24.3	3.3	100.0
Local	0.0	0.0	0.0	87.7	8.9	3.4	100.0
Federal	21.6	27.4	5.9	31.2	4.1	9.8	100.0
Total	3.6	5.3	1.0	70.9	14.9	4.3	100.0

Source: *Transportation in Canada- An Overview 2007*; adapted from Addendum, Tables G5, G7

- In fiscal year 2006/07, close to 71 percent of all government expenditures were directed at roads and bridges. This sector gets the larger share of the provincial/territorial and local government expenditures; this is reflective of the fact that provinces, territories and municipalities own the vast majority of roads in Canada.
- Federal government transportation expenditures extend to the marine, air, and rail mode to a larger degree; this is also reflective of its jurisdictional responsibilities.

Transportation and Exports

Value and Tonnage

2006

(Value in \$millions)

Origin of Exports	Mode of Transport used for Export					Total
	Truck	Rail	Marine	Air	Other	
NL	336	4	4,499	78	72	4,988
PE	531	11	102	187	7	838
NS	2,062	449	1,355	301	935	5,103
NB	2,231	1,137	6,607	49	381	10,406
QC	36,214	12,013	10,125	12,848	1,915	73,114
ON	119,890	41,537	12,853	19,735	4,446	198,460
MB	5,351	1,765	2,567	381	1,319	11,383
SK	1,752	2,924	4,982	154	5,806	15,618
AB	7,930	8,844	12,699	2,237	51,529	83,239
BC	9,426	6,716	12,846	2,022	3,778	34,787
YT	7	0	31	1	0	40
NT	1	0	17	1,586	0	1,605
NU	1	0	2	2	0	6
Total	185,731	75,400	68,685	39,581	70,189	439,586
Percentage	42%	17%	16%	9%	16%	

(Tonnage in thousands of tonnes)

Origin of Exports	Mode of Transport used for Export					Total
	Truck	Rail	Marine	Air	Other	
NL	96	9	19,424	26	17	19,571
PE	421	0	96	105	2	624
NS	628	688	13,348	37	1,986	16,687
NB	2,466	1,793	10,992	25	199	15,475
QC	18,073	12,088	107,757	662	269	138,849
ON	34,531	17,899	21,024	2,310	1,734	77,497
MB	2,735	3,346	5,543	103	1,399	13,125
SK	2,035	12,379	19,796	68	14,661	48,939
AB	4,299	15,370	31,971	497	126,649	178,785
BC	6,267	14,386	41,499	167	8,450	70,769
YT	1	0	2	0	0	4
NT	0	0	2	16	0	18
NU	1	0	1	0	0	2
Total	71,554	77,957	271,455	4,015	155,363	580,345
Percentage	12%	13%	47%	1%	27%	

Note (1): Table refers to exports from Canada to the rest of the world.

Note (2): Statistics Canada estimates tonnage by applying conversion factors to the value of exports by commodity type.

Note (3): 'Other' includes exports via pipelines and hydroelectricity (value only).

Source: Statistics Canada

Transportation Energy Use

Purchases of Refined Petroleum Products

2006

(millions of litres)

Jurisdiction	Road	Rail	Marine	Air	Total for Transport	Total for Economy	Transport Share
NL	824.6	0.0	185.3	207.1	1,217.0	1,867.0	65%
PE	281.6	0.0	32.1	5.6	319.3	526.0	61%
NS	1,635.2	34.7	192.6	194.6	2,057.1	3,278.7	63%
NB	1,620.4	88.8	130.5	61.8	1,901.5	2,615.2	73%
QC	11,266.0	249.2	371.3	960.3	12,846.8	16,764.4	77%
ON	20,850.3	484.5	162.5	2,382.1	23,879.4	27,436.0	87%
MB	1,817.2	82.9	0.0	209.7	2,109.8	2,780.7	76%
SK	2,575.6	126.4	0.0	66.0	2,768.0	4,137.9	67%
AB	9,149.3	923.6	0.0	860.4	10,933.3	12,817.3	85%
BC	6,628.8	133.0	797.2	1,528.1	9,087.1	10,714.1	85%
YT	72.0	0.0	0.0	11.2	83.2	125.5	66%
NT	51.7	0.9	0.0	45.4	98.0	247.8	40%
NU	22.4	0.0	0.0	18.0	40.4	50.3	80%
Total	56,795.1	2,124.0	1,871.5	6,550.3	67,340.9	83,360.9	81%

Note: Includes fuel purchased by the manufacturing and commercial sectors in transportation.

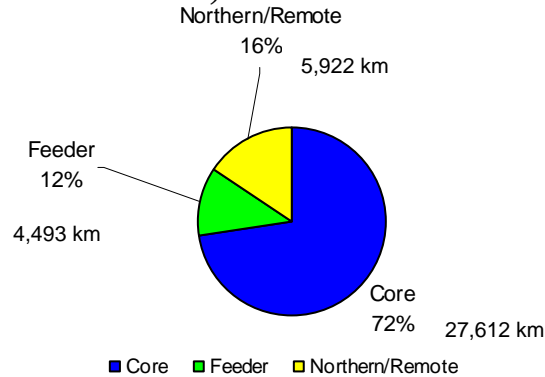
Source: Statistics Canada, *Quarterly Report on Energy Supply – Demand in Canada, 57-003*

- **Transportation accounted for 81 percent of purchased refined petroleum products in 2006. When all sources of energy are considered, the transportation sector is estimated to consume approximately a third of the total energy used in the Canadian economy.**

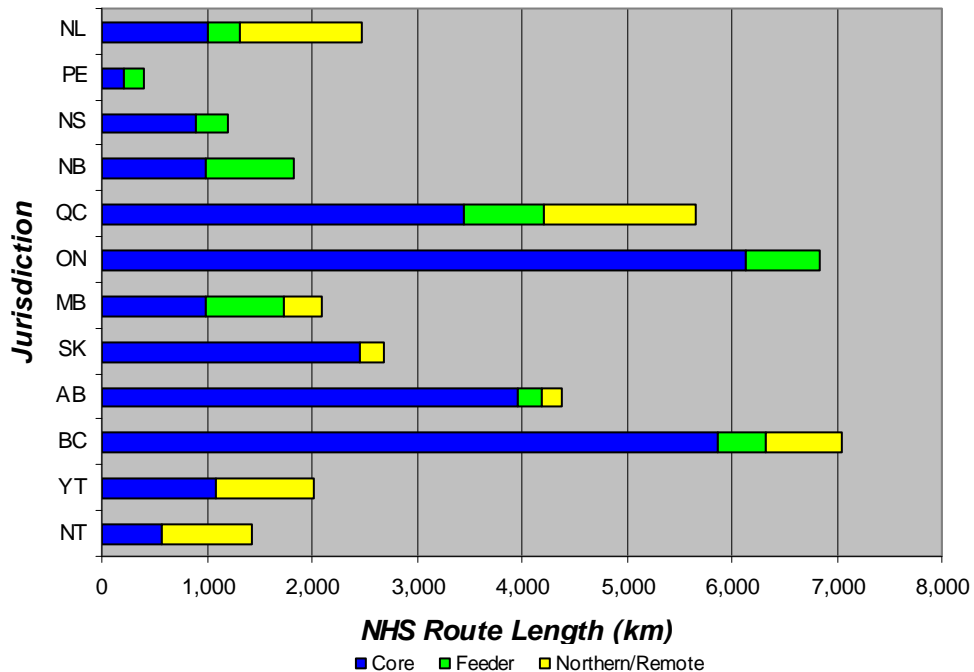
Road Transportation

National Highway System (NHS) Kilometres of Road

NHS Routes, December 31, 2006



NHS Kilometres of Road: By Jurisdiction



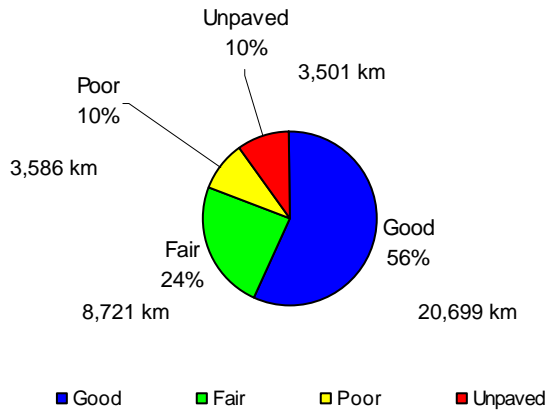
Source: Canada's National Highway System - An Overview (April 2008)

- The National Highway System (NHS) encompasses over 38,000 kilometres (3 percent of the road network) and carries over 37 percent of the annual road travel and 94.5 percent of the Canada-U.S. trade by value moved by truck.
- The NHS is segmented into three categories: Core, Feeder, and Northern/Remote.

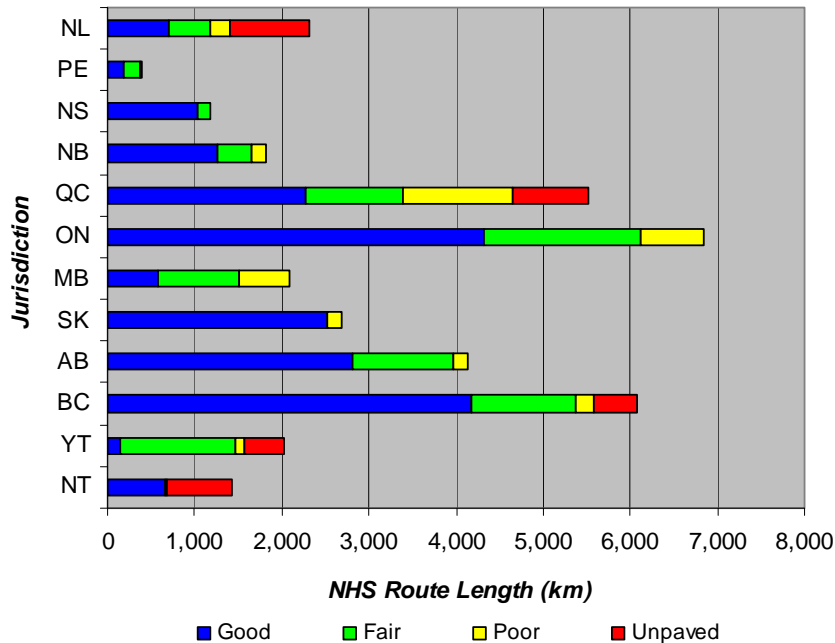
Road Transportation

NHS Pavement Condition December 31, 2006

Surface Condition: All NHS Routes



Surface Condition: By Jurisdiction

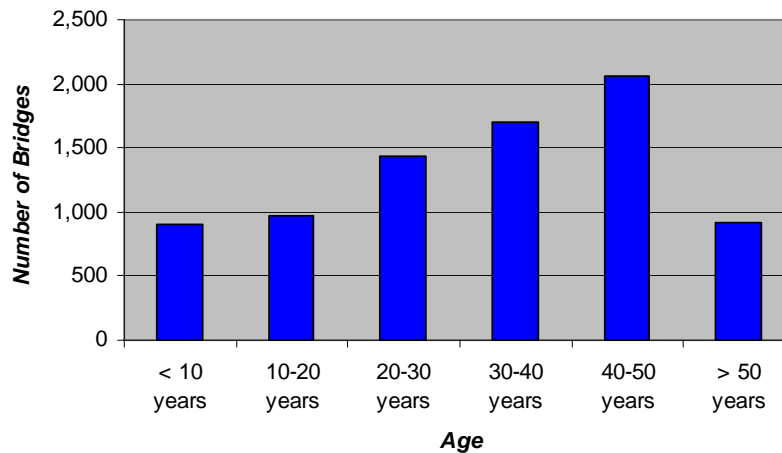


Note (1): Pavement condition rating information provided by jurisdiction is not based on identical criteria and thresholds; variations exist in the factors considered and approaches used to classify pavement as good, fair or poor.
 Note (2): Pavement condition information reported by British Columbia does not include information for roads under federal and municipal jurisdiction (~960km).
 Note (3): Pavement condition information reported by Alberta does not include complete information for roads under federal and municipal jurisdiction (~250km).
 Note (4): Saskatchewan normally uses only two pavement condition rating categories, "Good" and "Poor".
 Note (5): Manitoba provided pavement condition information by 2-lane equivalent kilometers (rather than by section length). The figures presented in the tables were calculated by pro-rating survey data to reflect the percentage of the system that is divided. Manitoba's portion of the NHS includes 663.8 km of divided highways.
 Note (6): The data provided on the condition of roadways in Quebec are based on information available for 4,650 km of routes (or approximately 1,000 km less than the full NHS network).
 Note (7): Transports Quebec does not normally use the categories of "Good", "Fair" and "Poor" in depicting the condition of pavements. The thresholds used to differentiate "Good" from "Fair" are not used in Quebec, and the thresholds to differentiate "Fair" from "Poor" are based on thresholds for intervention, which vary from one class of road to another.

Source: Canada's National Highway System - An Overview (April 2008)

Road Transportation

Bridges and Structures on the NHS – Age Profile December 31, 2006



Bridges and Structures on the NHS by Jurisdiction

Jurisdiction	Core	Feeder	Northern/ Remote	Total
NL	149	32	32	213
PE	32	24	NA	56
NS	352	81	NA	433
NB	439	167	NA	606
QC	1,500	196	91	1,787
ON	1,892	148	NA	2,040
MB	254	32	10	296
SK	104	NA	8	112
AB	464	11	5	480
BC	1,613	155	80	1,848
YT	26	NA	18	44
NT	13	NA	62	75
NU	NA	NA	NA	NA
Total	6,838	846	306	7,990

Key: NA = Not Applicable

Note: Information presented on the number and age of bridges does not include complete information for bridges on NHS roads under federal or municipal jurisdiction.

Source: Canada's National Highway System - An Overview (April 2008)

Road Transportation

Vehicle Travel on NHS Calendar Year 2005

Total⁽¹⁾ Vehicle-Kilometres of Travel (millions of km)

Jurisdiction	Core	Feeder	Northern/ Remote	Total
NL	2,080	386	39	2,505
PE	493	281	NA	774
NS	3,255	591	NA	3,846
NB	2,737	1,117	NA	3,854
QC	27,300	2,200	300	29,800
ON	42,131	1,277	NA	43,408
MB	2,241	282	99	2,622
SK	3,695	NA	128	3,823
AB	12,250	216	58	12,524
BC	15,330	1,059	73	16,462
YT	264	NA	102	366
NT	76	NA	28	104
NU	NA	NA	NA	NA
Total	111,852	7,409	827	120,088
Percentage	93.1%	6.2%	0.7%	

- Of the total vehicle-kilometres traveled on the NHS, 93 percent is traveled on core routes.

Truck Vehicle-Kilometres of Travel (millions of km)

Jurisdiction	Core	Feeder	Northern/ Remote	Total
NL	232	36	7	275
PE	47	24	NA	71
NS	416	52	NA	468
NB	509	134	NA	643
QC	3,450	220	50	3,720
ON	7,338	160	NA	7,498
MB	511	40	11	562
SK	807	NA	14	821
AB	1,826	27	16	1,869
BC	2,070	110	15	2,195
YT	NA	NA	NA	NA
NT	23	NA	4	27
NU	NA	NA	NA	NA
Total	17,229	803	117	18,149
Percentage	94.9%	4.4%	0.6%	

Key: NA = Not Applicable

Note (1): Total includes light and heavy vehicles.

Note (2): Vehicle-km statistics are understated, as complete data were not available for roads under federal and municipal jurisdictions.

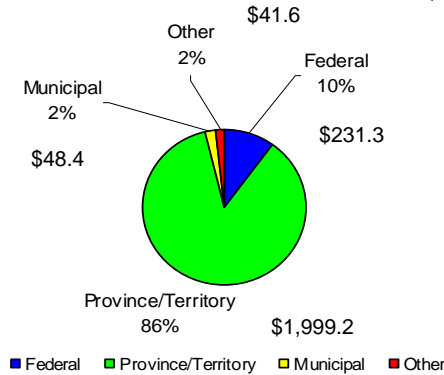
Note (3): Truck vehicle-kilometres are estimates based on the percentage of trucks in the traffic stream.

Source: Canada's National Highway System - An Overview (April 2008)

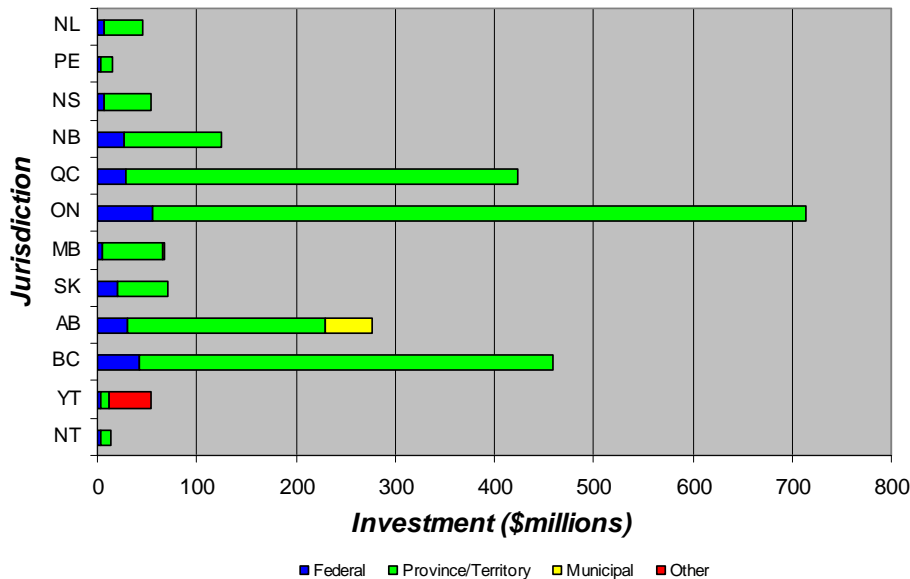
Road Transportation

Investment in NHS Fiscal 2006/07

Total Investments by Level of Government (millions\$)



Investments by Jurisdiction



Note (1): Fiscal year is from April 1st to March 31st.

Note (2): "Other" investments made by Yukon represent investments made by the Government of the United States.

Note (3): Investments includes investments in capital and major rehabilitation.

Note (4): The assumptions used in preparing the investment figures presented may not be completely consistent between jurisdictions.

The data provided by Quebec include only the direct costs of work projects; related and indirect expenses are not included.

Note (5): The reported investments of the federal government are for federal contributions to Quebec projects.

Source: Canada's National Highway System - An Overview (April 2008)

- Over 95 percent of the NHS is owned and operated by provincial authorities. NHS roads under federal control (mostly roads through national parks and the Alaska highway) account for about 3 percent of the NHS network and roads under the municipal control account for about 2 percent.

Road Transportation

Safety Performance on NHS 2005

Jurisdiction	Collisions (total)	Collisions (per billion of vehicle-km)	Fatalities (total)	Fatalities (per billion of vehicle-km)
NL	327	130.5	15	6.0
PE	488	630.5	6	7.8
NS	1,511	392.9	25	6.5
NB	1,667	432.5	46	11.9
QC	27,704	929.7	178	6.0
ON	27,377	630.7	165	3.8
MB	1,609	613.7	17	6.5
SK	2,658	695.3	44	11.5
AB	9,049	722.5	103	8.2
BC	9,264	562.8	186	11.3
YT	205	560.1	6	16.4
NT	139	1336.5	1	9.6
NU	NA	NA	NA	NA
Total	81,998	682.8	792	6.6

Key: NA = Not Applicable

Note (1): Fatality figures reported by Manitoba are the number of fatal collisions; the actual number of fatalities associated with these collisions is not available.

Note (2): Collision data provided for Quebec include accidents of all degrees of severity, including property damage-only collisions.

Source: Canada's National Highway System - An Overview (April 2008); Transportation Safety Board, Transport Canada and Statistics Canada (numbers in narrative)

- In 2005, of the total 660,183 reported collisions on Canadian roads, 12.4 percent occurred on the NHS.
- Of the total 2,905 road fatalities in Canada in 2005, 792 (or 27.3 percent) occurred on the NHS.
- Total road fatalities have declined by over 30 percent since 1987 on Canadian roadways (an annual average rate of decline of 2.1 percent).

Road Transportation

Major Canada-United States Border Crossings (NHS) 2006

Jurisdiction	Border Crossing on NHS	Total Traffic (millions of trips)		Trade (\$billions)		Tourism (\$billions)
		Cars	Trucks	Inbound	Outbound	
NL	0	NA	NA	NA	NA	NA
PE	0	NA	NA	NA	NA	NA
NS	0	NA	NA	NA	NA	NA
NB	2	2.05	0.20	1.43	3.90	0.59
QC	4	2.54	1.31	8.15	18.87	2.14
ON	12	31.68	8.30	112.47	132.70	9.62
MB	1	0.47	0.37	8.18	6.44	0.42
SK	1	0.14	0.15	4.82	2.17	0.09
AB	1	0.32	0.28	5.19	5.45	0.30
BC	5	6.25	1.01	9.40	9.58	2.86
YT	2	0.13	0.01	0.07	0.00	0.11
NT	0	NA	NA	NA	NA	NA
NU	0	NA	NA	NA	NA	NA
NHS	28	43.58	11.63	149.70	179.12	16.14
Percentage NHS	22.0%	77.7%	89.9%	90.1%	98.6%	85.8%
Non-NHS	99	12.47	1.30	16.45	2.59	2.66
Percentage Non-NHS	78.0%	22.3%	10.1%	9.9%	1.4%	14.2%
Total	127	56.06	12.93	166.16	181.72	18.80

Key: NA = Not Applicable

Note (1): Two-way traffic data are estimated by doubling northbound traffic flows.

Note (2): Trade figures refer to exports and imports between Canada and the U.S. only.

Note (3): Imports (i.e. inbound trade) are assigned to the port of clearance, which in some cases may be an inland location and not the land crossing that was used to enter the country. The value of imports passing through NHS crossings is therefore underestimated.

Note (4): Value of tourism spending has been estimated by applying average spending and trip duration information to car traffic.

Source: Statistics Canada, Transport Canada (Tourism)

- Canada-U.S. border crossings are a vital part of Canada's economy and prosperity, providing critical entryways to major U.S. markets.
- Approximately 78 percent of Canada-U.S. car trips and nearly 90 percent of Canada-U.S. truck trips involve crossing a border site on the NHS.
- The top five Canada-U.S. border crossings are located along a major continental gateway corridor, which links central Canada with eastern and mid-western U.S. markets. In 2006, over 78 percent of Canada's total road-based trade (\$348 billion) passed through Ontario and Quebec border crossings with the U.S.

Road Transportation

Registered Road Vehicles

2006

(thousands)

Jurisdiction	Light Vehicles ⁽¹⁾				Medium Trucks ⁽²⁾	Heavy Trucks ⁽³⁾	Total
	Cars	Vans	SUVs	Pickups			
NL	131.4	29.0	19.8	74.1	3.4	2.9	260.6
PE	40.7	12.6	4.1	16.8	1.3	2.5	78.0
NS	291.2	65.8	33.8	129.8	6.6	7.6	534.8
NB	247.4	62.1	24.2	115.6	5.8	4.0	459.1
QC	2,713.4	675.6	295.9	631.1	39.7	46.5	4,402.2
ON	3,916.3	1,265.6	602.8	1,047.4	68.3	109.6	7,010.0
MB	319.0	101.4	56.1	153.1	9.2	15.9	654.7
SK	307.3	82.4	50.2	223.0	29.1	24.6	716.6
AB	981.5	323.7	276.1	735.9	89.4	75.7	2,482.3
BC	1,238.7	414.9	219.9	559.8	76.4	14.0	2,523.7
YT	8.4	2.7	2.9	10.1	1.6	1.2	26.9
NT	5.3	3.1	3.0	9.0	0.7	1.1	22.2
NU	0.4	0.2	0.7	2.1	0.2	0.1	3.7
Percentage	53.2%	15.8%	8.3%	19.3%	1.7%	1.6%	100.0%
Total	10,201.0	3,039.1	1,589.5	3,707.8	331.7	305.7	19,174.8

Note (1): Light vehicles have a gross weight less than 4,500 kilograms.

Note (2): Medium trucks have a gross weight between 4,500 and 15,000 kilograms.

Note (3): Heavy trucks have a gross weight more than 15,000 kilograms.

Source: Statistics Canada, 2006 Canadian Vehicle Survey

- Vans, sports utility vehicles (SUVs) and pickups accounted for over 43 percent of the registered motor vehicle fleet in 2006, seven percentage points higher than their share in 2000.

Air Transportation

Number of Airports 2006

Jurisdiction	Certified Airports		Registered Airports	Other	Total	Number of Enplaned/Deplaned Revenue Passengers at NAS Airports ('000s)
	NAS	Non-NAS				
NL	2	24	13	1	40	1,228
PE	1	2	2	0	5	227
NS	1	17	25	2	45	3,290
NB	3	11	21	1	36	949
QC	3	78	142	3	226	12,176
ON	4	164	237	5	410	34,024
MB	1	38	96	2	137	3,590
SK	2	16	145	1	164	1,924
AB	2	57	161	5	225	16,446
BC	4	81	198	1	284	19,180
YT	1	4	30	0	35	152
NT	1	31	43	0	75	282
NU	1	24	8	1	34	111
Total	26	547	1,121	22	1,716	93,577

Note (1): 'Other' includes military airports.

Note (2): Please see Glossary for definitions.

Source: *Airports: Canada Flight Supplement*; *Enplaned/Deplaned passengers: Statistics Canada, Air Carrier Traffic at Canadian Airports, Cat. 51-203.*

- The 26 airports of the National Airport System (NAS) handled approximately 93 percent of all 2006 enplaned/deplaned revenue passengers in Canada.
- The top five NAS airports are: Toronto/Pearson (handles 29 percent of traffic), Vancouver (16 percent), Montreal/Trudeau (11 percent), Calgary (11 percent) and Edmonton/International (5 percent).

Air Transportation

Total Number of Seats Offered on Non Stop Scheduled Services – Domestic Market

2006

(thousands)

Origin	Destination						
	NL	PE	NS	NB	QC	ON	MB
NL	671	0	474	27	141	251	0
PE	0	0	37	0	44	55	0
NS	477	37	114	64	271	1,065	0
NB	26	0	64	0	175	392	0
QC	143	44	280	175	1,987	1,979	115
ON	248	55	1,059	389	1,987	4,704	913
MB	0	0	0	0	115	899	468
SK	0	0	0	0	0	212	210
AB	0	0	63	0	247	2,127	509
BC	0	0	0	0	335	1,838	224
YT	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0
NU	0	0	0	0	27	67	54
Total	1,566	136	2,093	655	5,330	13,588	2,493

Origin	Destination						Total
	SK	AB	BC	YK	NT	NU	
NL	0	0	0	0	0	0	1,564
PE	0	0	0	0	0	0	136
NS	0	63	0	0	0	0	2,092
NB	0	0	0	0	0	0	657
QC	0	253	336	0	0	27	5,340
ON	212	2,139	1,820	0	0	67	13,592
MB	216	512	227	0	0	55	2,493
SK	226	626	47	0	0	0	1,321
AB	620	2,404	3,168	21	275	0	9,435
BC	47	3,158	4,334	103	0	0	10,040
YT	0	21	103	34	13	0	171
NT	0	277	0	13	557	110	956
NU	0	0	0	0	110	564	822
Total	1,321	9,454	10,035	171	954	823	48,618

Note (1): The table above does not include charter flights.

Note (2): Seats are only counted for non-stop legs to avoid double counting.

Note (3): Domestic market is where departure and arrival airports are Canadian.

Note (4): The number of seats offered leaving one province can be different from the number offered going to the same province.

Source: Official Airline Guide (OAG)

Air Transportation

Number of Accidents and Fatalities Canadian Registered Aircraft 2006

Jurisdiction	Accidents ⁽¹⁾			Fatalities		
	Airliner, Commuter and Air Taxi	Other	Total	Airliner, Commuter and Air Taxi	Other	Total
NL	2	1	3	0	0	0
PE	0	0	0	0	0	0
NS	0	2	2	0	0	0
NB	0	2	2	0	0	0
QC	12	44	56	3	4	7
ON	7	49	56	0	6	6
MB	3	19	22	0	0	0
SK	2	16	18	1	2	3
AB	13	31	44	1	8	9
BC	18	41	59	6	10	16
YT	3	1	4	1	0	1
NT	5	1	6	6	0	6
NU	6	0	6	0	0	0
Total	71	207	278	18	30	48

Note (1): These represent accidents and fatalities for commercial air services in both domestic and international areas.

Note (2): Please see Glossary for definitions of aircraft type.

Note (3): Accidents involve serious personal injury or death, or significant damage to property.

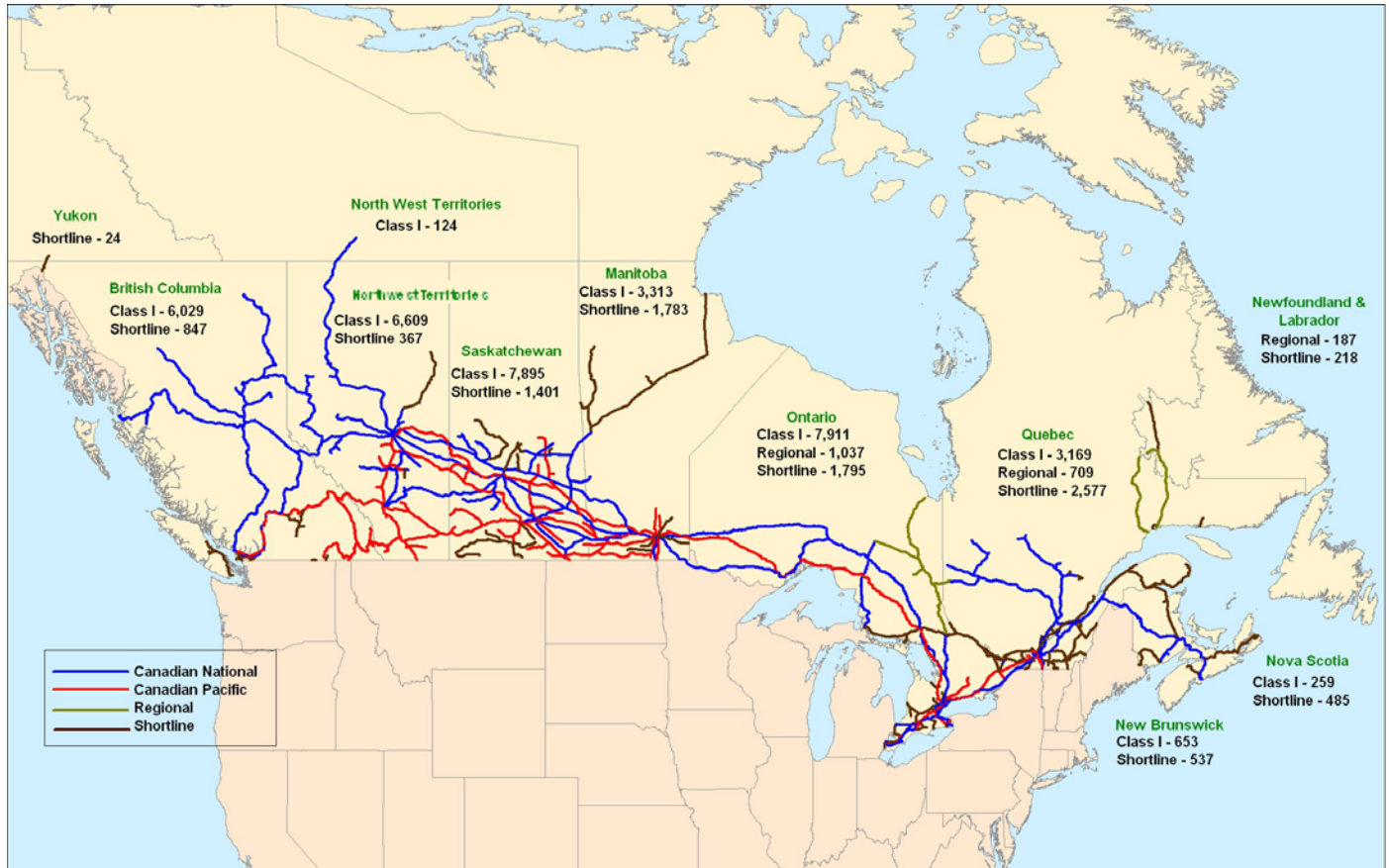
Note (4): Other consists of accidents and fatalities involving aerial work, corporate, state and private aircrafts, helicopters, balloons, gliders, gyrocopters and organizations that rent aircrafts.

Source: Transportation Safety Board of Canada (TSB)

- **Nearly 3 out of 4 accidents in aircraft operations in 2006 and approximately two thirds of fatalities happened in private/recreational aviation and in aerial work and flight training.**

Rail Transportation

Kilometres of Track by Railway Type



Note (1): Based on electronic map files, which avoids double counting of track jointly operated/owned.

Note (2): See Glossary for list of railways by type.

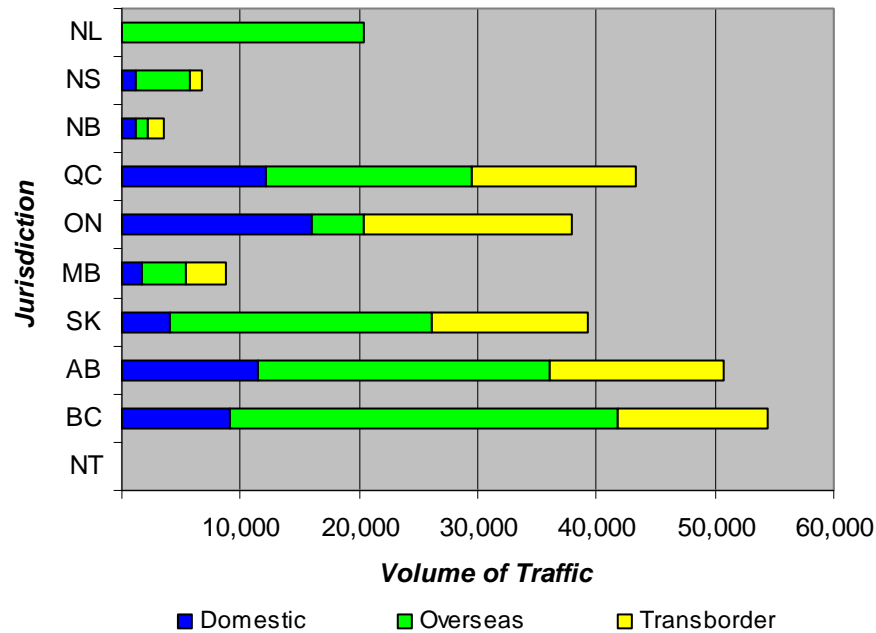
Source: Transport Canada

- **Class 1 railways own 35,962 kilometres (75 percent) of total trackage, Shortline railways own 10,035 kilometres (21 percent) and Regional railways own 1,932 kilometres (4 percent).**

Rail Transportation

Volume of Rail Freight Traffic by Jurisdiction of Origin and by market segment 2006

(thousands of tonnes)



Note (1): Based on CN and CPR rail traffic as well as estimates for some railways whose traffic is not interchanged with CN or CPR.

Note (2): There is no rail traffic in NU, YT and PE.

Note (3): Domestic includes volume transported within Canada; Overseas includes rail shipments to and from a marine port; and transborder includes rail traffic that crosses the Canada-U.S. border.

Source: Transport Canada

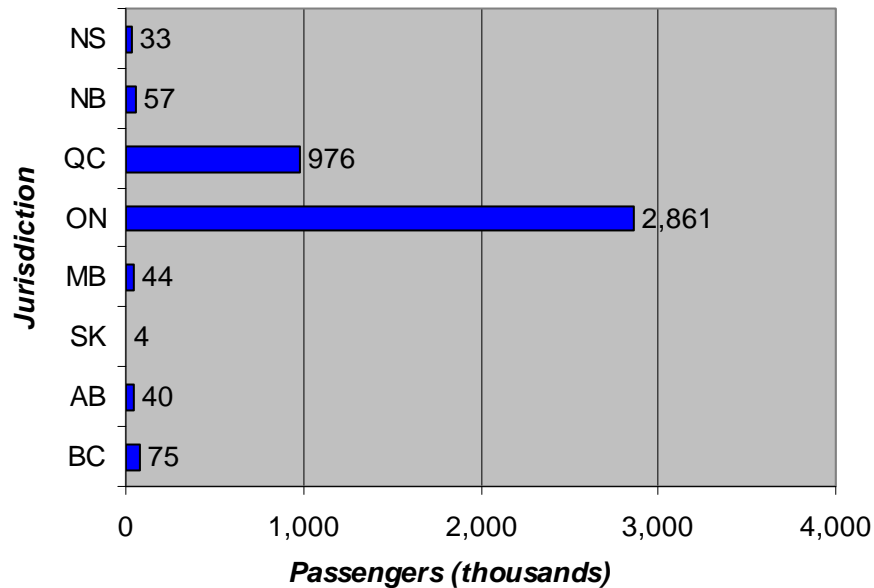
- **The top five commodities (at the national level) in tonnage are: coal, mixed loads or unidentified freight, wheat, iron ore and concentrates, and lumber.**

Rail Transportation

VIA Rail Passengers

2006

Passengers Originating by Jurisdiction



Note: There are zero inter-city rail passengers originating from Northwest Territories, Prince Edward Island, Newfoundland and Labrador, Yukon and Nunavut.

Source: VIA Rail

- **Quebec-Windsor Corridor services account for 90 percent of the passengers carried by VIA Rail.**
- **The number of passengers carried by VIA Rail has increased by approximately 15 percent since 1999 (an annual average growth rate of 2 percent).**

Rail Transportation

Accidents and Fatalities 2006

Jurisdiction	Federally-Regulated Railways	
	Accidents	Fatalities
NL	4	0
NS	11	0
NB	24	0
QC	153	14
ON	335	46
MB	84	3
SK	88	3
AB	248	15
BC	195	13
YT	0	0
NT	1	0
TOTAL	1,143	94

Note (1): Rail accident and fatality information corresponds to federally-regulated railways. Please see list of federally-regulated railways in glossary.

Note (2): Accidents result directly from the operation of rolling stock, where a person sustains a serious injury or is killed as a result of being on board, getting off the rolling stock, or coming into contact with any part of the rolling stock or its contents. Accidents also result when the rolling stock is involved in a grade-crossing collision, a collision or derailment and is carrying passengers, dangerous goods or is known to have last contained dangerous goods, the residue of which has not been purged from the rolling stock, sustains damage that affects its safe operations or causes or sustains a fire or explosion, or causes damage to the railway, that poses a threat to the safety of any person, property or the environment.

Source: Transportation Safety Board of Canada (TSB)

- **In 2006, railway accidents occurred as a result of non-main-track train derailment (represents 42.1 percent of total accidents), crossing collisions (21.7 percent), main-track train derailment (11.7 percent), non-main-track train collision (9.5 percent), trespasser accidents (8.1 percent), fire (2.2 percent), collision involving track unit (1.4 percent), employee accident (1.1 percent), rolling stock with object (1.0 percent), main-track train collision (0.3 percent), passenger accident (0.3 percent), rolling stock with abandoned vehicle (0.2 percent).**

Marine Transportation

Number of Ports and Volume of Marine Freight Traffic⁽¹⁾ Handled by Jurisdiction 2005 (thousands of TEUs⁽²⁾ and tonnes)

Jurisdiction	Canadian Port Authorities			Transport Canada			Other			Total		
	No. of Ports	TEUs	Tonnage	No. of Ports	TEUs	Tonnage	No. of Ports	TEUs	Tonnage	No. of Ports	TEUs	Tonnage
NL	1	0	1,400	14	0	39,979	29	8	18,812	44	8	60,190
PE	0	0	0	2	0	159	2	0	689	4	0	848
NS	1	510	14,156	4	0	124	16	4	37,463	21	513	51,743
NB	2	49	29,548	1	0	988	7	0	1,493	10	49	32,029
QC	5	1,120	71,924	33	0	15,536	41	0	25,201	79	1,120	112,661
ON	4	0	27,428	9	0	3,573	46	0	47,896	59	0	78,897
MB	0	0	0	0	0	0	1	0	489	1	0	489
SK	0	0	0	0	0	0	0	0	0	0	0	0
AB	0	0	0	1	0	0	0	0	0	1	0	0
BC	6	2,123	105,664	16	0	1,365	60	0	26,028	82	2,123	133,056
YT	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	25	0	37	25	0	37
NU	0	0	0	0	0	0	15	0	157	15	0	157
Total	19	3,802	250,120	80	0	61,724	242	12	158,265	341	3,814	470,109

Note (1): Domestic & International shipping - Cargo tonnage loaded and unloaded at Canadian Ports.

Note (2): TEUs (Twenty-foot equivalent) applies to international container traffic only. Please see glossary for more details on TEUs.

Note (3): Totals may not add due to rounding.

Note (4): Transport Canada ports refer to ports currently remaining (wholly or partially) under the administration of Ports Programs. Other Ports refer to non-Canadian Port Authority or non-Transport Canada ports that handle commercial cargo.

Note (5): This table does not include recreational harbours that have been divested by the Department of Fisheries and Oceans.

Note (6): An additional 302 harbours have been transferred to local interests or deproclaimed under Transport Canada's Ports Program & Divestiture. These ports consist mainly of recreational harbours or harbours that are not used.

Note (7): There were also 956 fishing harbours in 2005 (not included in "total"); 71 percent of them in the Atlantic region.

Source: Statistics Canada, Transport Canada, Department of Fisheries and Oceans

- The top three container-handling ports are Vancouver (handling 46 percent of the container traffic), Montreal (29 percent), and Halifax (13 percent).
- Vancouver is Canada's largest port handling 17 percent of the total tonnage, followed by Come-by-Chance (8 percent), Port Hawkesbury (7 percent), Saint John (6 percent), Montreal (5 percent), and Halifax (3 percent).

Marine Transportation

Accidents and Fatalities 2006

Jurisdiction	Accidents	Fatalities
NL	74	5
PE	1	0
NS	8	0
NB	11	0
QC	66	0
ON	40	0
MB	1	0
SK	0	0
AB	4	1
BC	119	4
YT	0	0
NT	4	0
NU	1	0
Unclassified	80	2
Total	409	12

Note (1): Unclassified represents the 80 accidents and 2 fatalities for the Maritime Region (NS, NB and PEI) for which the actual province is not known.

Note (2): Accidents include what the Transportation Safety Board refers to as shipping accidents which occur when the ship sinks, founders or capsizes, is involved in a collision, sustains a fire or an explosion, goes aground, sustains damage that affects its seaworthiness or renders it unfit for its purpose, or is missing or abandoned.

Note (3): Fatalities include fatalities as a result of shipping accidents.

Source: Transportation Safety Board of Canada (TSB)

Marine Transportation

Passenger Ferry Services - CFOA 2005

Jurisdiction	Number of Ferry Routes ^{(1),(2)}		Vehicles Carried (thousands) ⁽³⁾	Passengers Carried (thousands) ⁽³⁾
	Inter-provincial	Total		
NL	2	16	504	1,247
PE	2	2	270	800
NS	5	5		
NB	1	1	107	214
QC	1	11	2,745	5,577
ON	0	7	789	1,888
MB	0	6	95	230
SK	0	0	0	0
AB	0	0	0	0
BC	0	40	11,720	28,475
YT	0	0	0	0
NT	0	5	126	242
NU	0	0	0	0
Total	11	93	16,356	39,474

Note (1): Inter-provincial routes are those that originate/terminate in two separate provinces while others are strictly intra-provincial.

Note (2): A route represents a return-trip vessel route and may include one or more intermediate stops.

Note (3): Vehicle and passenger numbers are based on the province to which the ferry operations are associated. In the case of Northumberland/Bay Ferries Ltd., its operations are associated with both Nova Scotia and Prince Edward Island.

Note (4): The data include only Canadian Ferry Operators' Association (CFOA) members which are a subset of ferry services available.

Note (5): Totals may not add due to rounding.

Source: Canadian Ferry Operators' Association (CFOA)

Transit

Routes and Ridership ⁽³⁾ 2005

Jurisdiction	Number of Systems	Number of Routes ⁽⁴⁾	Ridership (thousands)	Vehicle-Hours (thousands)	Vehicle-Kms (thousands)
NL	2	21	3,399	131	2,624
PE	1	4	79	15	260
NS	3	66	17,771	550	11,687
NB	3	48	5,158	154	2,978
QC	8 ⁽¹⁾	693	501,210	7,852	198,503
ON	36	1,116	727,705	17 771 ⁽²⁾	386,034
MB	2	96	40,871	1,295	24,650
SK	4	49	16,788	569	10,839
AB	11	443	148,516	4,014	88,867
BC	4 ⁽¹⁾	437	198,684	6,188	141,827
YT	1	6	356	14	445
NT	1	3	155	10	-
NU	NA	NA	NA	NA	NA
Total	76	2,982	1,660,693	38,563	868,713

Key: - = Not Available, NA = Not Applicable

Note (1): Transit systems for small communities have been consolidated for reporting purposes, so number of systems is less than actual.

Note (2): Contains an estimate for one transit system based on average vehicle-kilometres.

Note (3): Data include only transit authorities that are members of the Canadian Urban Transit Association.

Note (4): A route represents a service provided on a repetitive, fixed schedule basis along a specific routine with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations.

Source: Canadian Urban Transit Association (CUTA)

- Transit ridership has risen by over 20 percent since 1995 (an annual average growth rate of 1.1 percent).

Glossary

Aviation:

Airliner: An aeroplane, other than an aeroplane authorized to operate under Subpart 704, that has a MCTOW of more than 19,000 lb. (8 618 kg) or for which a Canadian type certificate has been issued authorizing the transport of 20 or more passengers; and a helicopter that has a seating configuration, excluding pilot seats, of 20 or more.

Air Taxi: Single-engined aircraft and non-turbo-jet aircraft with a maximum certificated take-off weight (MCTOW) of 19,000 lb. (8 618 kg) or less and a passenger-seating configuration of nine (9) or fewer, operating air taxi services.

Certified Airport: A facility that meets Transport Canada's standards for airport certification.

Commuter: Multi-engined aircraft that have a MCTOW of 19,000 lb. (8 618 kg) or less and configured to carry between 10 and 19 passengers; and turbo-jet-powered aeroplanes that have a maximum zero fuel weight of 50,000 lb. (22 680 kg) or less and for which a Canadian type certificate has been issued authorizing the transport of not more than 19 passengers.

Deplaned passengers: Traffic which lands and disembarks at an airport in Canada.

Enplaned passengers: Traffic which embarks and takes off from an airport in Canada.

NAS (National Airports System): Includes airports in all national, provincial and territorial capitals, as well as airports with annual traffic of 200,000 passengers or more.

<http://www.tc.gc.ca/programs/airports/policy/nap/NAS.htm>

Registered Airport: A facility that is not certified as an airport and are not subject to ongoing inspection by Transport Canada; however, they are inspected periodically to verify compliance with Canadian Aviation Regulations.

Real gross domestic product (GDP): Figures are expressed in chained 1997 dollars. A detailed description of the methodology can be found at the following website:

<http://www.statcan.ca/english/concepts/chainfisher/methodology.htm>

CPA (Canada Port Authority): Entities created to operate ports deemed vital to Canada's domestic and international trade on behalf of the Government of Canada.

National Highway System:

Core: Key interprovincial and international corridor routes (including links to intermodal facilities and important border crossings).

Feeder Routes: Key linkages to the Core Routes from population and economic centres (including links to intermodal facilities and important border crossings).

Northern and Remote Routes: Key linkages to Core and Feeder routes that provide means of access to northern and remote areas, economic activities and resources.

Province/Territory Acronyms:

NL: Newfoundland

PE: Prince Edward Island

NS: Nova Scotia

NB: New Brunswick

QC: Quebec

ON: Ontario

MB: Manitoba

SK: Saskatchewan

AB: Alberta

BC: British Columbia

YT: Yukon
NT: Northwest Territories
NU: Nunavut

Railways:

Class I: Canadian National Railway, Canadian Pacific Railway, VIA Rail

Regional: Ontario Northland, Quebec North Shore and Labrador, Cartier Railway

Shortline: All other railways owning/operating track in Canada.

U.S. Class I (operating in Canada): BNSF Railway Company, CSX Transportation and Norfolk Southern

List of Federally-Regulated Railways

Arnaud Railway	Minnesota, Dakota & Western Railway
BNSF Railway Company	Montreal, Maine & Atlantic Railway
Canadian National Railway	National Railroad Passenger Corporation (Amtrak)
Canadian Pacific Railway	Nipissing Central Railway
Chemin de fer de la Matapédia et du Golfe	Norfolk Southern
Capital Railway	Okanagan Valley Railway
CSX Transportation	Ottawa Central Railway
Eastern Maine Railway Company	White Pass & Yukon
Essex Terminal Railway Company	Quebec North Shore & Labrador Railway
Goderich-Exeter Railway	RaiLink Canada
Great Canadian Railtour Company	St. Lawrence & Atlantic Railroad
Hudson Bay Railway	Sydney Coal Railway
International Bridge and Terminal Company	Toronto Terminals Railway
Kelowna Pacific Railway	Tshiuetin Rail Transportation
Kettle Falls International Railway Company	Union Pacific
Maine Central Railroad and	VIA Rail
Springfield Terminal Railway	Wabush Lake Railway

TEU: Twenty-Foot (20') Equivalent Unit with respect to the length of containers and trailers.

Contributions

“Facts on Transportation in Canada” was developed by a Policy and Planning Support Committee Task Force under the guidance of the Council of Ministers responsible for Transportation and Highway Safety and with the cooperation of all Provincial and Territorial Departments of Transportation, Transport Canada and, the Council of Ministers responsible for Transportation and Highway Safety Secretariat.

Sincere thanks are expressed to all contributors.