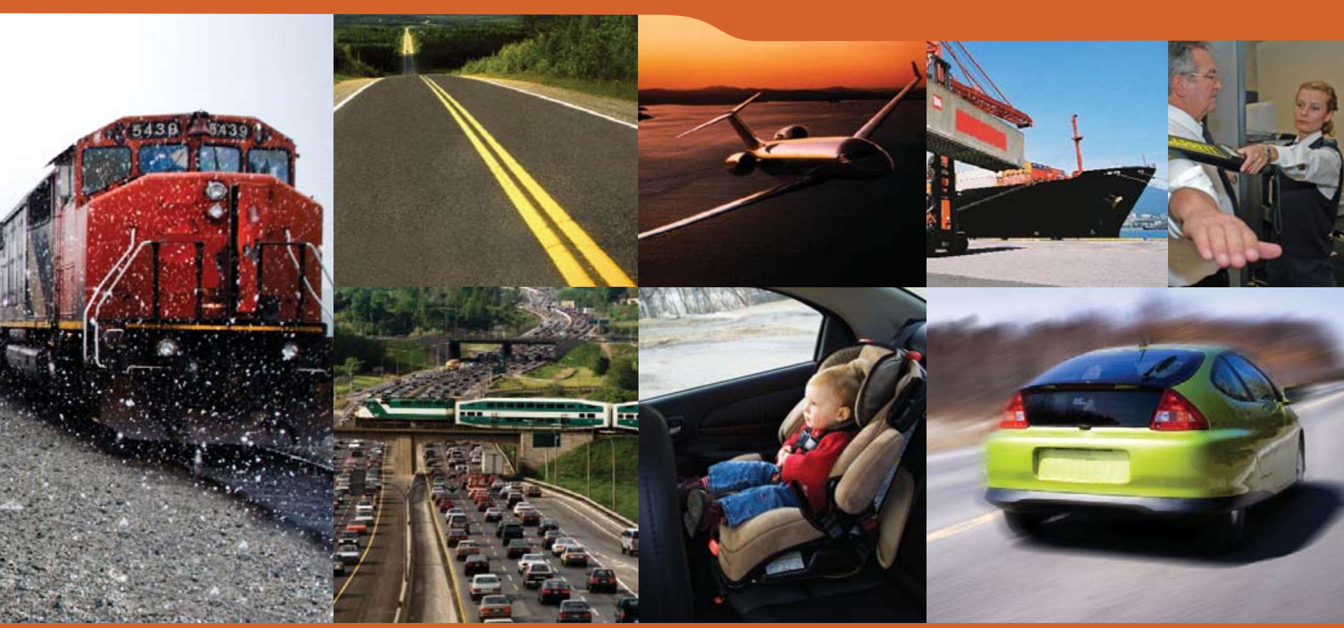
Transport Canada Transports Canada

TP 14816

2010 Transportation in Canada

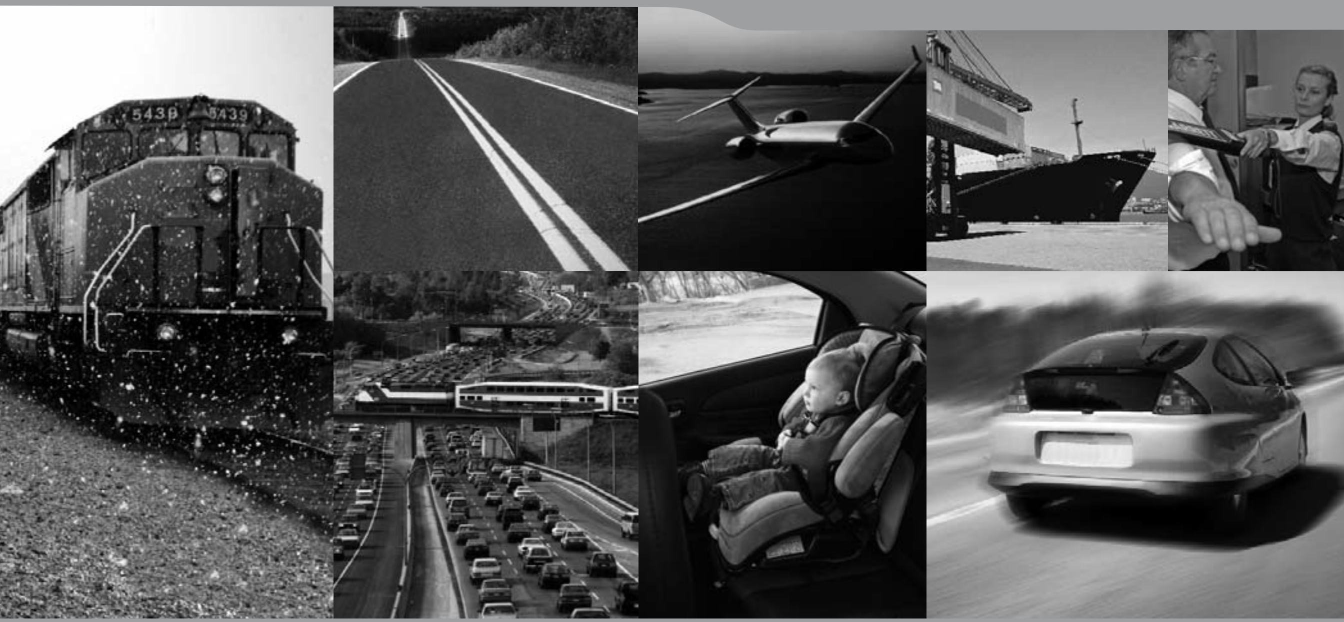
An Overview



Canada

Transportation in Canada 2010

An Overview



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Cat. No. T1-21/2010E-PDF

Également disponible en français sous le titre « Les transports au Canada 2010 – Un survol »

Minister of Transport,
Infrastructure and Communities

Ministre des Transports,
de l'Infrastructure et des Collectivités

Ottawa, Canada K1A 0N5

JUIN
JUN 0 8 2011

His Excellency the Right Honourable David Johnston, C.C., C.M.M., C.O.M., C.D.
Governor General of Canada
Rideau Hall
1 Sussex Drive
Ottawa, Ontario
K1A 0A1

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 fourth of the former.

The transportation industries did well in 2010 and advanced in step with the economic recovery that had started in mid-2009. The global economic recovery meant that Canada's exports rose. Both freight transport and passenger travel increased. Compared to 2009 the production of the air, rail, trucking and water transport industries increased at a faster rate in 2010 than the economy as a whole.

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,

Denis Lebel, P.C., M.P.

Introduction

The 2010 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. Section 52 (1) calls 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."*

Section 52(2) calls 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 fourth such report submitted by the Minister since the coming into force of the amended Section 52 of the *Canada Transportation Act*. To produce the report, Transport Canada uses the most current data and information available. That means the most recent year for which data was available, which was not always 2010.

While the scope of the report goes beyond federal transportation responsibilities, limited attention was paid to urban and intermodal transportation matters. The *Overview Report*, and companion *Addendum*, nevertheless offers broad coverage of Canada's transportation system.

The brief overview of the state of transportation in Canada in 2010 presents selected highlights for each of the four modes of transportation (road, rail, marine and air) and for: 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 offers a glimpse of key events and noticeable trends taking place in 2010; and is supplemented with its traditional companion *Addendum*. The *Addendum* adds detailed information on a large number of areas, including: employment, trade and tourism, energy consumed in transportation and, accident and incidents statistics by mode. *Addendum* tables and figures also cover transportation infrastructure, industry structure, activity levels and performance, making for a complete and informative picture. Readers interested in detailed and/or time series information are invited to consult the *Addendum* on Transport Canada's web site at **www.tc.gc.ca**. Earlier reports and addenda are accessible at the same site.

One way or another, transportation is a part of all social and economic activities. Transportation provides market access to natural resources, agricultural products and manufactured goods in the same way that it provides support to service industries. It also overcomes the challenges posed by topography and geography — linking communities and reducing the effects of distance that separates people from each other. These essential roles reflect transportation's intertwined and interdependent relationships with the economic engines and social fabric of our society.

But transportation needs evolve over time as circumstances and conditions change.

Changes in economic activities affect transportation demand. These changes take place at various levels, for example at both regional and sectoral levels. We must keep in mind that demand for transportation services originates from all sectors of the economy. In other words, 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 data presented in this *Overview Report* and in the *Addendum* comes from organizations other than Transport Canada. These sources bear the onus for data validation. Transport Canada has devoted proper care and attention to data quality and limitations in producing this report, and has used footnotes as needed to flag issues. When issues were identified, they were flagged to the "source" of the information. Given the constraints of the statutory deadlines under which this report is produced, issues are not pursued further if the validity of the information can be confirmed. In this report, it is only exceptionally that attempts to circumvent data limitations by estimating are made. A final point to draw to the reader's attention is that the report does not attempt to present a prospective view of Canada's transportation system.

- In 2010, the Canadian economy continued its recovery from the recession. Strong growth started in the final quarter of 2009 and continued in the first quarter of 2010, but weakened during the second and third quarters, before picking up again in the last quarter. For 2010 as a whole, the Canadian economy grew by 3.1 per cent after declining by 2.5 per cent in 2009.
- Domestic demand grew by 4.4 per cent in 2010 as consumer expenditures increased 3.4 per cent and investment spending rose 8.3 per cent. Demand for Canadian exports rose 6.4 per cent following a 14.2 per cent drop in 2009. Imports rose 13.4 per cent following a 13.9 per cent decline.
- After closing in 2009 at $0.951 USD, the Canadian dollar rose to reach $1.005 USD in April 2010, but declined to a low of $0.922 USD in May, reflecting the appreciation of the U.S. dollar in response to the European sovereign debt crisis. The Canadian dollar then rose as commodity prices increased to reach a high of $1.007 USD at the end of 2010. The average value of the Canadian dollar against the U.S. dollar in 2010 increased 10.9 per cent to $0.971USD after decreasing 6.7 per cent in 2009.
- The consumer price index (CPI) increased by 1.8 per cent in 2010, following a 0.3 per cent average increase in 2009. The CPI increase was largely attributable to a rebound in energy and passenger-vehicle prices, recording increases of 6.7 per cent and 3.5 per cent respectively in 2010 compared to 2009 price decreases. The key factor in 2010 was the gasoline price increase. Transportation prices rose 4.3 per cent after falling 5.4 per cent in 2009.
- Real personal disposable income per capita rose by 2.1 per cent in 2010.
- Canada's average number of persons employed increase 1.4 per cent in 2010 after decreasing by 1.6 per cent in 2009.
- Trade with the U.S. rebounded from $457 billion in 2009 to $501 billion in 2010, a 10 per cent increase, yet 17 per cent below the 2008 peak of $603 billion. Trade with other countries grew 12 per cent in 2010, highlighted by growth with Brazil (up 40 per cent), Mexico (up 27 per cent), the U.K.(up 25 per cent) and China (up 13 per cent).
- Trucking accounted for 58 per cent of the value of trade with the United States in 2010, followed by rail at 17 per cent, pipeline at 14 per cent, and air and marine at 5 per cent each.
- Nearly 74 per cent of Canada-U.S. trade (by value) carried by trucks took place at six border-crossings: Windsor/Ambassador Bridge, Fort Erie/Niagara Falls and Sarnia, in Ontario; Lacolle in Quebec; Emerson in Manitoba; and Pacific Highway in British Columbia. There were an estimated 10.5 million two-way truck movements at border points in 2010, up 8 per cent from 2009.

- In 2010, Canada had $300 billion in trade with countries other than the U.S. (67 per cent, or $200 billion, was in imports, mostly from Asia and Western Europe, representing 41 and 25 per cent, respectively, of Canada's oversea imports.)
- Of Canada's top 25 trading partners, 19 countries had a greater value for their trade (both exports and imports) with Canada in 2010 compared to 2009. In 2010, China ranked second ($44 billion) and third ($13 billion), respectively, in terms of Canada's total imports and exports.
- Tourism expenditures, including those on transportation, rose 6.8 per cent in 2010 while transportation expenditures rose 10.0 per cent. In 2010 the number of Americans visiting Canada fell 1.5 per cent. The number of foreign visitors from other countries rose 6.8 per cent. The number of Canadians travelling outside of Canada rose 12.9 per cent. Total international travel to and from Canada rose 8.5 per cent in 2009.
- In 2009, transportation energy use (excluding pipelines) decreased by 0.9 per cent. The aviation sector used 4.8 per cent less energy than in 2008, rail used 3.3 per cent less and road used 0.2 per cent more energy. Marine fuels sales in Canada decreased 12.7 per cent in 2009. Pipeline energy use decreased 14.5 per cent.
- In 2010, the annual average price of crude oil per barrel increased 27.9 per cent to $79.98 USD. The price of Canadian oil in Edmonton increased 17.6 per cent.
- In 2010, the retail price of road gasoline and diesel increased by 9.5 and 12.5 per cent, respectively. The price of jet fuel increased 29.1 per cent, marine bunker fuel by 27.0 per cent and rail diesel by 30.1 per cent. Road fuel price increases were lower because a much larger proportion of those prices, compared to other fuels, are made up of fixed federal and provincial taxes that do not vary with the price of crude oil.
- Freight rail experienced a decline of 4 per cent in total factor productivity (TFP) in 2009, continuing a decline from 2008. Air transport TFP decreased 7.4 per cent, reversing the trend of productivity gains from the last two years. VIA Rail saw a decrease in TFP of 6.9 per cent, while public transit TFP decreased 6.8 per cent. Transportation output prices were down for the most part, due to lack of demand for services.
- Ontario accounted for 33 per cent of total national commercial transportation activity, Quebec nearly 19 per cent, and Alberta and British Columbia about 15 per cent each.
- Investment in transportation accounted for 2.8 per cent of Canada's gross domestic product in 2010.
- Personal expenditures on transportation represented 8.3 per cent of final domestic demand in Canada in 2010.

Note: See tables and figures EC1 to EC76 in the Addendum for additional figures on trade, tourism, employment, energy, and performance in transportation.

- In fiscal year 2009–10, it is estimated[1] that all levels of government combined spent $39.5 billion on transportation net of transfers, $1.9 billion more than in 2008–09. Federal government expenditures increased by $769 million to $5.6 billion, provincial/territorial government expenditures rose by $1.1 billion to $19.1 billion.
- In 2009–10, all levels of government combined collected $16.5 billion in permit and licence fees, fuel taxes and other revenues from transport users, which is 2.5 per cent more than the previous year. Fuel taxes from transport rose 3.2 per cent to $12.1 billion. Federal transport revenues other than from fuel taxes decreased 2.4 per cent to $803 million. Provincial and territorial licences and fees increased 1.3 per cent to $3.6 billion.
- In 2009–10, direct federal transport expenses increased by 26 per cent to $2.9 billion. Expenditures relating to operations rose 26.1 per cent to $1.4 billion. Expenditures relating to safety, security and policy activities rose 24.5 per cent to $1.3 billion. Of the total direct transport expenses in 2009–10, Transport Canada accounted for 36.2 per cent, Fisheries and Oceans 30.9 per cent, and other federal departments and agencies 32.8 per cent.
- In 2009–10, total direct federal subsidies, grants and contributions rose 6.5 per cent to $2.6 billion. In 2009–10, the highway mode received the largest subsidy at $1.1 billion followed by transit at $842 million, rail at $338 million, marine at $217 million and air at $67 million. Transport Canada accounted for $774 million of the subsidies, grants and contributions paid in 2009–10; Infrastructure Canada accounted for $1.6 billion; and other federal entities for $276 million.
- Of the estimated $39.5 billion spent by all levels of government in 2009–10, $28.9 billion was spent on roads, $5.8 billion on public transit, $1.8 billion on marine, $1.2 billion on air, $435 million on rail and $1.3 billion on multimodal and other expenses. Federal and provincial governments spent $3.4 billion on air, marine and rail transportation.
- Provincial, territorial and local governments spent $33.9 billion on transportation in 2009–10, 3.5 per cent more than in 2008–09. About 81 per cent of the amount was directed towards highways and roads.

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

1 Updated local government statistics were unavailable at the time this report was being developed, with Statistics Canada reworking its government expenditure statistics in accord with international standards. Hence, local government expenditures were kept at 2008–09 levels in the current report.

Transportation Safety and Security

Transportation Safety

Aviation Safety

- In 2010, there were 234 aviation accidents in Canada. The 2010 accident rate (preliminary data) was 5.9 accidents per 100,000 hours flown, a rate identical to that experienced in the 2005 – 2009 period. There were 60 air fatalities in 2010 compared with 62 in 2009.
- In November 2010, an amendment to the Canadian Aviation Regulations limiting the departure speed of aircraft to a maximum of 250 knots came into effect. Lower-speed take-offs reduce the risk of mid-air collisions, particularly with birds, which can result in aircraft damage and injuries to passengers and crew; and also reduces flight delays, cancellations and aircraft downtime.
- In the fall of 2010, officials from approximately 190 member countries attended the International Civil Aviation Organization's (ICAO) 37th General Assembly in Montreal. Canada was re-elected to the Council, ICAO's executive body. At the assembly, Canada confirmed its commitment to increasing aviation safety and security. The ICAO supported the new concept of a State Safety Program, an initiative already in development in Canada.
- Transport Canada announced in 2010 that it will take back the certification and oversight functions for business aviation from the Canadian Business Aviation Association (CBAA). Starting in April 2011, Transport Canada will issue operating certificates to new applicants and will process changes to existing certificate holders. Operators will continue to be responsible for complying with requirements for maintaining their aircraft and Transport Canada will continue to assess compliance.
- Transport Canada provided aircraft and flight crew in support of other government agencies in their mandate to protect the marine environment, including coastal and inland waters under Canadian jurisdiction, and to perform ice reconnaissance surveys in the North. During the oil spill in the Gulf of Mexico, the Government's response included providing aircraft and flight crews for reconnaissance and surveillance.

Marine Safety

- In 2010, for the fifth consecutive year, a record low number of 292 Canadian vessel shipping accidents and accidents aboard ships were reported (322 in 2009); down 21.4 per cent from the 2005 – 2009 average. There were also 59 foreign flag vessel accidents in 2010. There were 292 marine accidents per million vessel-kilometres (preliminary data for Canadian vessels, excluding fishing, over 15 gross tonnes), compared with the previous five-year average of 384.4 accidents per million vessel-kilometres. A total of 17 marine fatalities were recorded in 2010, down from the previous five-year average of 18.4.
- The Canadian Red Cross (CRC) tracked 115 recreational boating-related fatalities in Canada during 2010 through "real-time" media monitoring. In December 2010, the CRC, in collaboration with Transport Canada, released a report showing that during the 1991 – 2006 period, there were over 2,700 boating-related deaths in Canada during some form of recreational boating activity, the most frequent of which occurred in fishing, power-boating and canoeing accidents.

- There are an estimated six million recreational boaters in Canada. In 2010, Service Canada issued over 56,000 new Pleasure Craft Licenses. Funding of $500,000 was announced in May 2010 for 10 projects under the Boating Safety Class Contribution Program to advance boating safety awareness and focus on the importance of following safe boating practices.
- Updated *Small Vessel Regulations* came into effect on May 12, 2010 intended to enhance safety and create process efficiencies for small vessel operations and construction. The new regulations:
  - better reflect the nature of the small-vessel fleet in Canada;
  - help ensure consistency with international standards respecting lifesaving equipment, vessel construction and compliance notices;
  - incorporate new safety equipment and practices requirements, particularly for non-pleasure craft; and
  - provide alternatives for the construction and stability of small vessels.
- Also coming into effect on May 12, 2010, were new *Fire and Boat Drills Regulations*, designed to enhance safety and ensure that passengers and crew of vessels, including passenger ferries, understand what to do during emergencies. The *Fire and Boat Drills Regulations* make practice drills more realistic and efficient.
- As of July 1, 2010, the Government required that foreign and domestic vessels of a certain size report to the Canadian Coast Guard (CCG) if travelling through Canada's Arctic waters. This new mandatory requirement will ensure vessels report information such as identity, position and destination to the CCG. The Coast Guard will be able to promote the safe navigation of vessels, keep watch on vessels carrying pollutants, fuel oil and dangerous goods, and respond quickly in the event of an accident.
- In 2009–10, 11,262 vessels were over flown during 2,274 hours of surveillance. During these patrols, 109 pollution incidents were detected. During the summer of 2010, maritime surveillance systems on surveillance aircraft were upgraded to enable a live streaming video capability. This upgrade enables aircrews to link people on the ground with events being monitored by aircrews in real time.
- On June 10, 2010 Canada ratified the International Labour Organization (ILO), Maritime Labour Convention 2006. The convention aims to achieve both decent work for seafarers and secure economic interests in fair competition for quality ship owners. The convention sets out seafarers' rights to decent conditions of work on a wide range of subjects, and aims to be globally applicable, easily understandable, readily updatable and uniformly enforced.

Rail Safety

- There were 1,075 reported rail accidents and 81 rail fatalities for federally regulated railways in 2010, 3.1 and 14.1 per cent more, respectively, than in 2009.
- Rail Safety Week, a week-long Operation Lifesaver outreach campaign, took place in more than 200 municipalities across Canada in April 2010. Activities included mock accidents, interactive kiosks, school presentations, safety blitzes and trespass enforcement initiatives.

- In 2010 – 11, under the Grade Crossing Improvement Program (GCIP), Transport Canada approved funding for 155 projects related to safety improvements at public grade crossings, at a total estimated cost of nearly $11 million. This program aims to reduce the number of injuries and fatalities as a result of train/vehicle collisions.
- As part of the GCIP, an LED (Light Emitting Diode) signal replacement program was created. A Canadian standard on LED signals for Grade Crossings was developed, higher risk areas were identified and replacements of signals at selected sites are slated to begin in 2011.

Road Safety

- The estimated statistics for road casualty collisions (2009) show a decrease of 2.7 per cent from 2008, with fatalities decreasing 9.1 per cent and injuries dropping 2.6 per cent. Speeding was cited as a contributing factor in 23 per cent of the estimated 2,200 road fatalities in 2009. Each year, on average, roughly 20 per cent of road fatalities result from 7 – 8 per cent of all collisions.
- Of the fatally injured drivers tested for alcohol in 2008, 38.7 per cent had a positive Blood Alcohol Concentration (BAC): 5.7 per cent had alcohol levels between 1 and 80 mg%, 10.3 per cent had levels between 80 and 160 mg% and 22.7 per cent had alcohol levels greater than 160 mg%.
- Although seat-belt wearing increased to 95.3 per cent (based on a 2009–10 survey), a large percentage of occupants who are fatally injured in crashes still do not wear seat belts. About 33.6 per cent of fatally injured drivers and about 36.3 per cent of passengers killed in crashes were unrestrained when collisions occurred.
- On January 21, 2010, Toyota recalled 2.3 million vehicles in the United States and 270,000 in Canada, due to problems with sticking gas pedals believed to prevent the engine from returning to idle. Transport Canada closely monitored Toyota Canada's implementation of its repair plan.
- Transport Canada finalized tire testing on a multi-function activity vehicle (MFAV). The purpose of the tests was to identify the safest configuration of tires on an MFAV for winter highway driving. The results confirmed that the use of winter tires on all wheels improves vehicle stability, steer ability and braking in winter conditions.

Transportation of Dangerous Goods

- There were 342 accidents involving the transportation of dangerous goods in 2010, five per cent more than in 2009 (325 accidents in 2009). Five 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. About half of the accidents involved flammable liquids (class 3).
- In the context of the Vancouver 2010 Olympics and the G8/G20 meetings, interim orders were issued for the movement of dangerous goods, and notifications were made through the Canadian Transport Emergency Centre (CANUTEC) in the order of approximately 5,000 communications. CANUTEC is operated by Transport Canada to assist emergency response personnel in handling dangerous goods emergencies. In 2010, the Centre provided assistance for 847 emergency situations and handled 28,758 telephone calls.

- Transport Canada worked closely with the Vancouver Olympic Committee to develop equivalency certificates for the Olympic Flame, which was transported from Greece to Canada and then travelled all across Canada using all four modes of transport.

Transportation Security

- Budget 2010 provided the Canadian Air Transport Security Authority (CATSA) and Transport Canada with $1.5 billion over the next five years to strengthen the domestic air transportation system against terrorist attacks and enhance the protection of air travelers. This included funding to better align with international aviation security requirements, including regulated Aviation Security Program requirements.
- Budget 2010 provided the Air Cargo Security program of Transport Canada with a $95.7 million investment over five years to mitigate the threat of terrorism and to assist exporters to move cargo in a secure, timely and efficient way.
- Transport Canada rolled out the Nexus Program in 2010, a program designed to expedite the border clearance process for low-risk, pre-approved travellers into Canada and the United States at selected airport checkpoints.
- Full-body screening technology at major Canadian airports became operational in 2010 with 41 full-body scanners at 16 airports across the country. Passengers selected for a secondary search at screening locations now equipped with this technology must choose either the full-body scan or a physical search.
- In 2010, CATSA designed a proposed Passenger Behaviour Observation program for Canadian airports. A pilot project began in early 2011.
- A Maritime Commerce Resumption Pilot Project was completed successfully in Vancouver and finalization of a national Maritime Commerce Resumption Strategy is on track for 2010–11. Subsequent commerce resumption projects in Hamilton, Montreal and Halifax are helping to prepare the maritime community and government officials to jointly coordinate and execute a swift, effective recovery in the event of a man-made or natural disaster involving significant disruptions to maritime commerce.
- A security awareness campaign was developed to keep small vessels and small vessel facilities safe and secure. Four pamphlets were produced to enhance security awareness within small vessel and facility communities. As well, the first of a series of Marine Security Small Vessel Law Enforcement workshops was conducted for federal, provincial and municipal marine law enforcement officers.
- Transport Canada, in partnership with the U.S. Coast Guard and the Organization of American States / Inter-American Committee Against Terrorism, participated in, and contributed expertise to, numerous international marine security capacity building workshops in the Americas. These workshops promoted the implementation of the International Maritime Organization's International Ship and Port Facility Security (ISPS) Code and effective counter-terrorism and security measures throughout Latin America and the Caribbean.

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

Transportation and the Environment

- The transportation sector is the second largest source of greenhouse gas (GHG) emissions in Canada, trailing only stationary sources, with a share of 23 per cent of total emissions in 2008. From 2000 to 2008, transportation emissions grew at an average rate of 1.9 per cent per year (from 147 megatonnes (Mt) to 171 Mt), while total GHG emissions grew by 0.3 per cent per year (from 717 Mt to 734 Mt).
- Passenger- and freight-related emissions grew by 0.8 and 2.3 per cent between 2000 and 2008, respectively. This growth was due to increased activity, a shift towards more GHG-intensive modes of transportation and the continuing use of fossil fuels. Improvements in efficiency helped mitigate the impact of these factors.
- While transportation-related GHG emissions continue to increase, air pollution emissions, such as particulate matter, sulphur oxides, nitrogen oxides and volatile organic compounds, have shown a steady decline due to regulatory initiatives and vehicle fleet renewal.
- In 2009–10, the Clean Transportation programs, which are expected to reduce emissions by almost 1.9 Mt in 2012, continued to address the challenges of air pollution and GHG emissions from the movement of goods and people in Canada. Clean Transportation program activities focused on reducing financial and information barriers to the uptake of clean technologies and on promoting best practices across all transportation modes.
- In October 2010, the Government made several announcements in relation to regulations of emissions from on-road vehicles. The *Passenger Automobile and Light Truck Greenhouse Gas Emissions Regulations* for 2011 – 2016 model year vehicles entered into force. Under these regulations, manufacturers are required to comply with GHG emission standards aligned with United States regulations. A Notice of Intent to develop more stringent regulations to limit GHG emissions from 2017 and later model year vehicles was also published.
- The Government also announced that Canada would develop regulations for GHG emissions from new on-road, heavy-duty vehicles and engines aligned with those proposed in the U.S. for the 2014 – 2018 model years. The Government will consider potential implications for the Canadian trucking sector in developing Canadian regulations, specifically the competitiveness and safety of the Canadian fleet. It is expected that proposed regulations will be published in 2011.
- The Government has continued to support the Memorandum of Understanding (MOU) with the Railway Association of Canada to reduce emissions. In June 2010, the 2008 *Locomotive Emissions Monitoring Program Annual Report* was released and made publicly available.
- The Government is developing regulations for criteria air contaminant emissions from railway locomotives aligned with U.S. regulations. On December 1, 2010, the Government published a pre-consultation document and issue brief for public comment. These proposed regulations are expected to be published in 2011.

- The Government continued its collaboration with the aviation sector through the 2005 voluntary MOU to limit or reduce GHG emissions from aviation in Canada. In December 2010, the 2009 *Annual Report on the Reduction of GHG Emissions* was released and made publicly available.
- Throughout 2010, the Government worked with the International Civil Aviation Organization (ICAO) to develop a resolution to address GHG reductions from international aviation, which was adopted on October 8, 2010. The resolution establishes global aspirational goals, including the development of a carbon dioxide (CO2) standard for aircraft by 2013; and a framework for market-based measures in international aviation consistent with a list of guiding principles. It also encourages member States to submit action plans by the end of June 2012 outlining their respective policies and actions to reduce international aviation emissions, and to report annually to ICAO. Transport Canada continues to lead the update and expansion of the ICAO's *Circular 303 on Operational Opportunities to Minimize Fuel Use and Reduce Emissions* into a new ICAO manual. The new manual is expected to be published in 2011.
- Transport Canada continues to work with the U.S. Federal Aviation Administration (FAA) and the U.S. National Aeronautics and Space Administration (NASA) as a funding sponsor for the Partnership for Air Transportation Noise and Emissions Reduction (PARTNER). This FAA / NASA / Transport Canada Center of Excellence fosters breakthrough technological, operational, policy and workforce advances for the betterment of mobility, the economy and the environment. PARTNER has funded over US$44 million of aviation environmental-related research since 2003.
- Internationally, air pollutants from ships are regulated under Annex VI to the International Convention for the Prevention of Pollution from Ships (MARPOL) administered by the International Maritime Organization (IMO). In March 2010, Canada ratified and became a Party to Annex VI, and began the process to implement Annex VI requirements domestically, under the *Canada Shipping Act, 2001*. In addition, a North American Emissions Control Area (ECA), which will set new emissions standards to reduce ships' air emissions off the coasts of Canada and the United States, was approved by the IMO. The regulations are expected to be finalized by August 1, 2012.
- The Government continued its efforts to streamline regulatory approvals of projects, in part by making amendments to the *Canadian Environmental Assessment Act* through the March 2010 *Jobs and Economic Growth Act*. In addition, the 2009 exclusions of certain federally funded infrastructure projects from the requirement to undergo an environmental assessment (selected projects funded under programs that were part of the Economic Action Plan) were made permanent. These changes will lead to a more streamlined regulatory-approval process without compromising environmental protection.

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

Rail Transportation

- In 2009, Canadian railways carried a total of 272 million tonnes of freight. This represents a decrease of nearly 59 million tonnes from the already depressed level of 2008; a decline of nearly 18 per cent and a record low since 1998.
- The decline in rail intermodal traffic continued into 2009 due to the recession. The average annual growth rate (AAGR) for the 2000 – 2009 period was 1.6 per cent. Marine imports posted the highest measured AAGR rate at 1.8 per cent.
- In 2010, Canada's two Class I freight railways, Canadian National (CN) and Canadian Pacific Railway (CPR) collectively spent over $2.3 billion on capital programs for track and roadway, buildings, rolling stock and information systems.
- Thirty-six shortline and regional railways operated in Canada in 2009. They accounted for 22 per cent of the total kilometres of track and $539 million in revenues.
- During the 2000 – 2009 period, rail sector revenues grew at 1.7 per cent per year on average, although CN and CP experienced an AAGR of about 2.3 per cent during that same period. The growth rates were largely impacted by the latest economic recession. 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 account for an estimated 94.1 per cent of rail sector revenues.
- In 2010, VIA Rail Canada, a Crown Corporation operating the national passenger rail service on behalf of the Government of Canada, experienced a 2 per cent decrease in passenger-miles, but increases in the average fare resulted in a 4 per cent increase in passenger revenues.
- The 13 commuter rail lines that operate in Montreal, Toronto and Vancouver handled 64.1 million passengers in 2009, a decrease of 1.2 per cent from 2008.
- In 2009 the railway industry in Canada employed 31,684 people.
- The Rail Freight Service Review, launched in 2008 to identify ways to improve the efficiency, effectiveness and reliability of Canada's rail-based logistics system, pursued its activities. The review used quantitative analysis to achieve a better understanding of the nature and extent of problems within the logistics chain as well as a three-person panel that consulted extensively and received written submissions from stakeholders across the system. On October 8, 2010, the panel released its interim report with draft recommendations (available on Transport Canada's web site). The panel submitted its final report to the Minister of State (Transport) in December 2010.
- On May 1, 2010, the first load of iron ore was shipped on the new Bloom Lake Railway in western Labrador. The Bloom Lake Mine's annual ore production is currently set at 8 million tonnes of concentrate. Growth is planned to 16 million tonnes by the end of 2012.
- On February 4, 2010, CN sold a 13.6 km section of track west of Union Station in Toronto to Metrolinx. CN will retain some operating rights for its freight customers.

- On March 31, 2010, CN announced plans to establish a new $100-million Calgary Logistics Park a few miles east of the Calgary International Airport. The facility will cover 680 acres and will include an intermodal terminal, automotive compound, warehousing and a liquid/bulk transload and distribution facility.
- During the second quarter of 2010, CP signed service agreements with Teck Coal Ltd., DP World Vancouver, TSI Terminals, CSX and Delaware & Hudson Railway. These service agreements are designed to establish, measure and improve on various performance and service measures. CN signed similar service agreements with the Halifax Port Authority, the Port of Metro Vancouver, TSI Terminal Systems (Vancouver), the Port of Quebec, the Prince Rupert Port Authority, Maher Terminals (Prince Rupert), Ridley Terminals (Prince Rupert) and Western Coal Corporation.
- VIA Rail is in the midst of a six-year, $923 million capital program, which includes $407 million provided as part of the Government of Canada's Economic Action Plan. The funds are being spent on equipment and infrastructure projects designed to improve on-time performance, reduce travel times and add frequencies on key routes in the Quebec-Windsor Corridor and upgrade equipment and stations used across the national network. The infrastructure projects in the Quebec-Windsor Corridor are upgrading rail, adding passing sidings and additional main line tracks, installing new signaling systems and fencing, and upgrading highway upgrading crossing protection. By the end of 2010, the Chatham-Windsor project was complete and work on the other three major infrastructure projects (Ottawa-Coteau, Ottawa-Brockville, Montreal-Toronto) were well advanced. VIA Rail also announced investments of $38.9 million to renovate and improve passenger rail stations in Vancouver, Windsor, Brockville, Belleville and Cobourg and also announced a new station for Smith Falls. Major equipment projects at VIA Rail are well underway to rebuild many of the passenger cars and locomotives used on the Quebec-Windsor Corridor, the transcontinental and remote and regional services. Nearly 50 per cent of the F40 locomotive fleet was rebuilt and major upgrade projects were completed at Winnipeg and Vancouver stations.
- The Government of Canada is a full participant with the Governments of Quebec and Ontario in the high-speed rail study update for the Quebec City-Windsor Corridor. The study update was recently completed with reports on technological feasibility; routing; forecasts of demand, revenue, operating and capital costs; natural and environmental impacts; financial and economic performance and HSR experience and policy frameworks in other countries. A final report will soon be available.
- On November 7, 2010, a ceremony was conducted in Craigellachie, British Columbia, to commemorate the 125th anniversary of the Last Spike of Canada's first transcontinental railway.

Note: See tables RA1 to RA31 in the Addendum for additional figures in rail transportation.

- In 2010, the value of Canada-U.S. trade (inbound and outbound) increased more than 9 per cent. Close to 58 per cent of this trade was shipped by trucks ($291 billion) and nearly 80 per cent of Canada-U.S. total road-based trade passed through Ontario and Quebec border crossings with the United States.
- In 2010, car and truck traffic crossing the Canada-U.S. border bounced back from 2009 lows, reaching 25.7 and 5.3 million vehicles respectively. Car traffic increased by 9 per cent over 2009 while truck traffic increased by 7.6 per cent. Traffic volumes as a whole remain 28 per cent lower than year 2000 levels.
- In 2010, the level of truck activity at the Windsor-Ambassador Bridge increased 16 per cent over 2009. Seventeen of the 20 largest border crossings recorded higher truck traffic from the previous year.
- The motor vehicle fleet (as of 2009) was divided between 19.7 million cars, light trucks and vans; and 755,000 heavy trucks (gross weight of at least 4.5 tonnes). The light vehicle fleet drove 303 billion kilometres, an increase of 3.2 per cent from 2008, while the heavy truck fleet completed 30 billion kilometres (down 5 per cent from 2008).
- In 2009/10, governments collectively invested $4.6 billion in the National Highway System, a highway network of over 38,000 kilometres.
- In 2009, Canadian for-hire carriers moved 212.7 billion tonne-kilometres of freight, down 5 per cent from 2008. Roughly 122.4 billion tonne-kilometres (58 per cent) were carried in the domestic sector and 90.3 billion tonne-kilometres in the international sector.
- The average price of road-diesel fuel for commercial users in 2010 increased by 12.5 per cent over 2009.
- Following a dismal 2009, three of the four largest Canadian publicly traded, for-hire trucking companies (TransForce, Mullen, Vitran and Contrans) reported revenue increases in the first three quarters of 2010 as compared with 2009 (the fourth reported a 0.1 per cent decline), although revenues for all four remained below 2008 levels.
- There were 256 trucking bankruptcies in 2010, an all-time low, representing a 27 per cent decrease from 2009.
- In the intercity bus sector, Canada-U.S. bus travel accounted for 1.75 million passengers in 2010, up 11 per cent from 2009. Canada-U.S. bus travel by both Canadian and American residents recovered by about 11 per cent. Nevertheless, operators reported pressures to reduce service. Manitoba entered into an agreement with Greyhound to continue all services in the province until the end of 2010 in return for a $3.1 million subsidy, later extended until the end of March 2011 for an additional $750,000. Some services were reduced or abandoned in Ontario and New Brunswick in 2010, and a decision on an application to the provincial regulator to reduce service in Nova Scotia was still pending at the end of 2010.

- In 2009, bus industry revenues (including government contributions) were estimated at $13.6 billion, an increase of 12.3 per cent. The urban transit sector accounted for 77 per cent of total bus industry revenues, including government contributions.
- In September 2010, the federal/provincial Task Force on Intercity Bus Services recommended that provinces modify their rules to allow carriers more flexibility to adjust or abandon service, and to make it easier for new or replacement service to enter the market. The task force also recommended that jurisdictions consider the impact on the commercial industry of future public sector, passenger transportation programs, and using private sector carriers to deliver some of them.
- With respect to the Detroit River International Crossing project, in April, 2010 the Government of Canada committed to increase its financial participation of $550 million (USD) to cover project components in Michigan that would not be covered by the public-private partnership or the U.S. federal government. Transport Canada and the Michigan Department of Transportation are developing the governance regime to procure and oversee the new crossing. In December, 2010, the Ontario Ministry of Transportation announced a financial agreement with the Windsor Essex Mobility Group (a consortium of Canadian and International firms) for the design, construction, financing and maintenance of the Windsor-Essex Parkway leading to the bridge crossing, for a 30-year concession period, with construction to start in 2011.
- A significant portion of the Gas Tax Fund (GTF) has been spent on transit in many provinces: 29 per cent ($289 million) in 2008/09 and 22 per cent (or nearly $437 million) in 2009/10. The GTF is a key component of the *Building Canada* infrastructure plan, designed to help build Canada's communities. Toronto, Calgary, Edmonton and Vancouver apply their full GTF allotments to improve public transit infrastructure.
- Federal funding for transit infrastructure has increased significantly in recent years, reaching $840 million in 2009/10. Urban transit operators reported 1.828 billion trips in 2009.

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

- In 2009, marine freight traffic in Canada reached 355 million tonnes, a decrease of 10 per cent over the 2008 tonnage. As much as 54 million tonnes were recorded in domestic flows, 100 million tonnes in transborder traffic and 202 million tonnes in other international traffic. Marine transportation services handled $152.2 billion in international trade in 2009 (down 22 per cent from 2008) with $80.6 billion in imports and $71.6 billion in exports.
- The 17 Canadian Port Authorities (CPAs) handled 57 per cent of Canada's total port traffic (234 million tonnes) in 2009. Operating revenues for the CPAs increased to $390 million. Total operating expenses increased 2.5 per cent to $233 million for an average operating expenditures to operating revenues ratio of 59.7 per cent. Montreal and Vancouver accounted for 59 per cent of CPA revenues. Gross revenue charges paid by CPAs to the Government totalled $13 million. The aggregate net income for the CPAs was $64 million in 2009, a 9 per cent decline from 2008. The CPAs spent $266 million on capital projects in 2009, a $70 million increase that occurred mainly at Vancouver. The CPAs overall return on assets was 2.7 per cent.
- In 2010, the St. Lawrence Seaway handled an estimated 35.5 million tonnes of cargo, representing a 15.5 per cent increase in volume compared to 2009, with most types of traffic posting gains. In 2009–10, the Seaway generated $55.2 million in revenues against operating expenses of $65.0 million. Expenditures for asset renewal totalled $45.2 million.
- In its third full year of operation, the Prince Rupert Port Authority's Fairview Container Terminal handled 343,366 twenty-foot equivalent units in 2010, up 29 per cent from 2009. Based on preliminary 2010 data, four major ports accounted for 99 per cent of international container traffic: Vancouver (54 per cent), Montreal (29 per cent), Halifax (9 per cent) and Prince Rupert (7 per cent).
- In 2010, Ridley Terminals Inc. (RTI), a Crown corporation operating a marine bulk terminal on lands leased from the Prince Rupert Port Authority, handled a record 8.3 million tonnes of cargo, a 99 per cent increase over 2009. This was a significant milestone as it was the greatest one-year shipment volume handled since opening in 1984. Strong global demand for coal continues to drive growth and RTI is forecasting increases in revenue, throughput volumes and net income.
- Marine Atlantic Inc., a Crown corporation that operates a constitutionally mandated ferry service between the province of Newfoundland and Labrador and mainland Canada, saw its revenues increase in 2009–10 to $84 million. Factors contributing to this increase include a 4 per cent growth in commercial traffic, with 96, 694 vehicles; and a 4 per cent growth in passenger and passenger-related vehicles. Marine Atlantic Inc.'s cost-recovery performance was approximately 54 per cent.

- With respect to the Gateway Performance Table (Table), an initiative launched in 2008 to examine the ongoing and future competitiveness of the Asia-Pacific Gateway as a supply chain portal, Phase 2 was launched in late 2010. Table members agreed, to establish two committees – intermodal and bulk – designed to examine relevant metrics, operations optimization and productivity for inbound and outbound supply chains. The recommendations contained in the December 2009 report of the Table will guide the work of the two committees and the Table going forward.
- As a result of the mandatory review of the Vancouver Container Trucking Regulations (section 31.1 of the Port Authorities Operations Regulations), released in September 2009, Transport Canada initiated the formation of a Steering Committee with British Columbia and Port Metro Vancouver to discuss emerging issues and work towards long-term stability.
- In April 2010, the Minister of Transport issued Supplementary Letters Patent to the Sept-Îles Port Authority, increasing its borrowing limit to $43 million in addition to two project-specific borrowings of $6.6 million and $15 million that were tied to federal contribution funding. The additional borrowing capacity has allowed the Port Authority to pursue a number of capital improvement projects, including the construction of a new cruise ship terminal.
- In May 2010, the Government and Marine Atlantic Inc. (MAI) announced that the corporation had entered into an agreement with Stena Group of Companies to charter two vessels to replace the aging *MV Caribou*, and *MV Joseph* and *Clara Smallwood*. The vessels, which have been re-named the MV Highlanders and the *MV Blue Puttees*, are expected to join MAI's fleet in 2011. In July 2010, the Government committed $521 million over five years to MAI to revitalize the corporation through fleet renewal and shore facilities. When added to Government funds announced since 2007, the additional funding will bring total incremental Government funding to MAI to almost $1 billion.
- On July 19, 2010, the Port of Montreal closed to traffic as a result of a labour dispute between the Maritime Employers Association and its longshore labour force. An agreement was reached four days later and cargo operations resumed on July 24.
- On October 1, 2010, the Minister of Finance announced a new duty-remission framework that waived the 25-per-cent tariff on imports of all general cargo vessels and tankers, as well as ferries longer than 129 metres. Remitting the 25-per-cent tariff is expected to save shipowners $25 million per year over the next decade.
- Canada, the United States and Mexico continue to work in partnership to explore shortsea shipping opportunities via the Trilateral Working Group on Shortsea Shipping. The group met to develop specific areas of collaboration.
- In 2010, the Southern Railway of British Columbia rail barge ramp became fully operational. This shortsea shipping project at the marine rail terminal on Annacis Island in Delta was made possible by $4.6 million in federal funding under the Asia-Pacific Gateway and Corridor Initiative.

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

Air Transportation

- Passenger traffic at Canadian airports increased 3.8 per cent in 2010, to a total in excess of 106 million enplaned and deplaned passengers. Domestic, Canada-U.S. and other international traffic increased year-over-year by 1.3 per cent, 6.5 per cent and 9.1 per cent respectively. In 2010, Air Canada and WestJet carried over 32 million and 15 million passengers respectively on a flight-segment basis[1].
- The value of Canada's air cargo trade in 2010 grew 6.9 per cent from 2009 levels to reach $100 billion. The volume of revenue cargo enplaned and deplaned at Canadian airports in 2010 reached nearly 1 million tonnes, a 9.1 per cent increase over 2009.
- The number of take-offs and landings at Canadian airports with NAV CANADA air traffic control towers or flight service stations totalled 5.76 million in 2010, a 2.4 per-cent decrease from the 5.9 million movements in 2009. Commercial carrier movements remained unchanged at 3.13 million and general aviation movements decreased by 5.3 per cent (to 2.63 million). Itinerant movements (flights from one airport to another) decreased 1.4 per cent in 2010 compared to 2009, while local movements (flights that remain in the vicinity of the airport) decreased 5.1 per cent.
- In 2009, the National Airport System (NAS) airport authorities' revenues were $2.6 billion, a decrease of 3 per cent from 2008. The airport authorities in Toronto, Montreal, Vancouver and Calgary accounted for 79 per cent of these revenues. Forty one per cent of revenues earned were from aeronautical sources, 31 per cent were from non-aeronautical sources and 28 per cent were derived from passenger facility fees. Revenues from Airport Improvement Fees yielded $716.4 million in 2009, an increase of $9.1 million or 1.3 per cent over 2008. Airport operating expenses remained virtually unchanged from 2008 at $1.6 billion, while interest charges dropped 4 per cent to $607 million. Total rent paid to the federal government by the airport authorities was $250 million, a 9 per cent decrease from 2008. The aggregate net income for all airport authorities decreased 22 per cent to $160 million in 2009. Total capital expenditures by NAS airport authorities in 2009 amounted to $1.2 billion, down 8 per cent from 2008.
- In 2010-11, 50 safety-related improvements projects at airports across Canada were funded at a cost of more than $44 million, through the Airports Capital Assistance Program.
- Canada's passenger air carriers recovered quickly from the recession of 2009 and seized upon improved economic conditions in 2010. Supply was relatively balanced with demand, as reflected by high load factors. However, yield only improved marginally, particularly in the domestic marketplace, reflecting continued cautious spending by an air-travelling public that in general terms, emerged from the recession with higher personal indebtedness. Seat sales were more selective, and remained the marketing tool of choice to stimulate demand for capacity that would otherwise spoil. This was supported by a strong Canadian dollar, which also provided some relief from U.S. dollar-denominated expenses, including rising fuel prices.

1 Air Canada and WestJet passengers were sourced from their respective 2010 Q4 Management Discussion and Analysis of Financial Results reports. The flight segment basis is included to indicate that the units of measurement (bodies per flight segment) differs from enplanements and deplanements, and thus are not comparable with each other.

- In the absence of commercial credit markets that had all but frozen after the global financial collapse of Fall 2008, Air Canada drew a fully secured loan of nearly $700 million from a credit facility arranged by a syndicate of commercial lenders and Export Development Canada in July 2009 to address severe liquidity issues. Air Canada was able to fully repay and discharge that loan with interest in August 2010. Air Canada also produced a 650-basis point year-over-year improvement in its operating margin on aggressive cost and service realignments and reductions and higher productivity; turning a net loss of $24 million in 2009 into a net profit of $107 million in 2010, including a $46 million one-time charge.
- The completion of its migration to the SABRE reservations and distribution platform enabled WestJet to accelerate its growth during 2010, not just organically, but through interline relationships with other air carriers. These include Air France-KLM, Taiwan's China Airlines, Hong Kong-based Dragonair and American Airlines. An interline arrangement with British Airways PLC was also announced for effect in 2011. WestJet aims to grow these relationships into full "code-sharing" partnerships, as it has with Cathay Pacific Airways, on which each may sell the connecting services of the other but on one ticket, for a seamless travel experience. WestJet was one of the few profitable North American air carriers in 2010, with an operating margin of 9.5 per cent, a 30-basis point improvement over 2009. In addition, WestJet increased their fleet by five Boeing 737s, to 91 aircraft.
- Jazz Air LP began 2010 as the main operating unit of its namesake parent income trust, but ended the year as Chorus Aviation Inc. as the income trust converted to a corporation at year-end. Under its Jazz branding, Chorus operated a vast part of Air Canada's North American regional and off-peak services under contract. In April 2010, Chorus ordered 15 Bombardier Q400 aircraft (with options for 15 more) as part of its fleet renewal and services for Air Canada. Chorus also diversified its revenue stream with an agreement to operate charter flights for Thomas Cook Canada, one of Canada's largest vacation tour operators, using six Boeing 757-200 aircraft leased by Thomas Cook. Chorus also acquired a 33.3 per cent non-voting interest in Pluna, Uruguay's regional air carrier, to tap into the growing South American market. Chorus was profitable in 2010, with a net income of $82.7 million on operating revenues of $1.5 billion.
- Porter Airlines continued to grow its brand of premium-service flights from its hub at Billy Bishop Toronto City airport. Porter served nine Canadian airports and three U.S. airports as well as Mt. Tremblant, Quebec. and Myrtle Beach, South Carolina on a seasonal basis, with 20 Bombardier Q400 aircraft; five more than in 2009.
- The two largest charter operators in Canada, Air Transat and Sunwing, served 21 and 30 Canadian destinations respectively in 2010. With the exit of Skyservice in March 2010, the other large charter airlines currently serving the Canadian market include Canjet, Enerjet, Flair Airlines and Jazz Air (Chorus). Sunwing Travel Group, the corporate parent of Sunwing Airlines, and TUI Travel PLC amalgamated their respective Canadian tour operations, including Sunwing Vacations, Signature Vacations and its retail division, SellOffVacations.

- Eleven air carriers[2] served Canada's North, which unlike other parts of Canada, is highly reliant on air transportation for the year-round supply and movement of goods, including basic necessities like food, medicine and fuel; as well as passenger service.
- Since the November 2006 launch of Blue Sky, Canada's international air policy, Canada has negotiated air transport agreements with more than 50 countries, including "open-skies" -type agreements with 11 countries, expanded agreements with nine countries, and new first time agreements with nine other countries. The comprehensive air transport agreement between Canada and the European Union's 27 member states is being administratively applied pending formal ratification.
- In 2010, Canada concluded open-skies-type agreements with El Salvador, Jamaica, Switzerland and Trinidad and Tobago; an expanded agreement with Egypt; and new first-time agreements with Ethiopia, Tunisia and Qatar.
- Pursuant to Canada's bilateral air services agreements, several foreign air carriers announced new international air services, such as Hainan Airlines to Toronto and China Southern Airlines to Vancouver. Several Canadian air carriers have been authorized by the Minister to operate scheduled air services under the relevant bilateral air transport agreement, including Air Transat (Turkey and the Bahamas); WestJet (Trinidad and Tobago, and Cuba); CanJet (Jamaica, Bahamas and Cuba); Air Canada (Mexico); Sunwing (Cuba and Mexico); and Enerjet (Guyana).

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

2 First Air, Canadian North, Air North, Air Canada/Jazz, Aklak Air, Kenn Borek Air, Buffalo Airways, Arctic Sunwest, Air Tindi, North-Wright Airways, WestJet.

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