

This is the case with the sections of the Criminal Code dealing with such matters as impaired driving. Although the Criminal Code is a federal act, the provinces administer it within their own borders. Other matters connected with road traffic, including the licensing of vehicles and drivers, regulations about the use of seat-belts and speed-limits, are direct provincial responsibilities. In urban areas, such matters as parking, speed-limits and other traffic questions fall within the jurisdiction of individual municipalities.

Research and technology

The rapidly-changing technology of the last few decades has brought about many changes in all types of transportation. On the ground, for example, the increasingly-popular snowmobile was a Canadian development. Early models were large and cumbersome, but recent models for one or two people are compact and easy to run. While the snowmobile is perhaps best known as a recreation vehicle, it does have many practical uses. In the Far North, it has all but replaced the dog-team as a means of getting to trap-lines and to checkpoints for hydroelectric power. Nurses use snowmobiles in isolated areas to visit patients. Members of the Royal Canadian Mounted Police also use them in the course of their duties. During recent years, the snowmobile has made a definite place for itself in the Canadian transportation picture.

Efforts are being made to increase the mobility of handicapped persons. Research is being done on the development of personal vehicles for the disabled, the adaptation of existing vehicles such as vans for use by people in wheelchairs, and the provision of public transportation for the handicapped.

Transport Canada is currently engaged in research on a magnetic-levitation train, suspended above a single rail on a magnetic cushion. Such a train, which would be capable of speeds up to 300 miles an hour, would have no engine, would make no noise and would create no pollution — and it would be a great energy-saver.

The Canadian Coast Guard would like to extend the navigational season in the Arctic, which now lasts only from three to four months. Consideration is consequently being given to the construction of an icebreaker that will be larger and more powerful than any afloat. It is possible that such a vessel would be powered by nuclear energy.