

## PART IV.—WATER TRANSPORT\*

**The Canada Shipping Act.**—Legislation regarding all phases of shipping is consolidated in the Canada Shipping Act (RSC 1952, c. 29). Under the Act and its amendments the Parliament of Canada accepts full responsibility for the regulation of Canadian shipping.

### Section 1.—Shipping Facilities and Traffic

#### Subsection 1.—Shipping

All Canadian waterways including canals, lakes and rivers are open on equal terms, except in the case of the coasting trade, to the shipping of all countries of the world so that the commerce of Canada is not dependent entirely upon Canadian shipping. However, a large part of the inland and coastal traffic is carried in ships of Canadian registry.

Up to June 1961, under the provisions of the British Commonwealth Merchant Shipping Agreement, all Commonwealth ships enjoyed equal privileges with Canadian ships in the carriage of goods and passengers from one port in Canada to another port in Canada, commonly known as the coasting trade. Before the completion of the St. Lawrence Seaway, most of the domestic Great Lakes traffic was moved in Canadian-registered ships and the rights of other Commonwealth ships in this trade were largely theoretical. However, after the Seaway was finished, the intrusion of other Commonwealth ships, particularly from Britain, became a reality and, in order to restore the *status quo* as it existed before the advent of the Seaway, the Canada Shipping Act was amended to exclude the Great Lakes and the St. Lawrence River system from some of the reciprocal provisions of the Agreement. This amendment (SC 1960-61, c. 32) gives to Canadian-registered ships the exclusive right to carry goods and passengers between Canadian ports in the Great Lakes and the St. Lawrence River system from Havre St. Pierre westward.

**Canadian Registry.**—Under Part I of the Canada Shipping Act, ships in excess of 15 tons net register and pleasure yachts in excess of 20 tons net are required to be registered; ships of lower tonnage may be registered voluntarily, otherwise they are required to be operated under a Vessel Licence if powered by a motor of 10 hp. or more. Sect. 6 of the Act restricts ownership to British subjects or bodies corporate incorporated under the law of a country of the Commonwealth or of the Republic of Ireland, and having their principal place of business in those countries. Under the British Commonwealth Merchant Shipping Agreement, all Commonwealth ships are given the general designation 'British Ship'; and a ship that should be but is not registered is not entitled to the privileges accorded to British ships. Ships in the planning stage or in course of construction may be recorded before registry by a Registrar of Shipping at one of the 73 Ports of Registry in Canada.

\* Information and statistics dealing with this subject have been supplied as follows: aids to navigation, canals, harbours, administrative services, and marine services by the Department of Transport and the National Harbours Board; the St. Lawrence Seaway by the St. Lawrence Seaway Authority; part of the financial statistics by the Department of Public Works; shipping subsidies by the Director of Subsidized Steamship Services, Canadian Maritime Commission; and canal traffic and statistics of shipping by the Public Finance and Transportation Division, Dominion Bureau of Statistics.