

The National Harbours Board, a Crown corporation, is responsible for administering the Jacques Cartier and Champlain bridges at Montreal, the grain elevators at Prescott and Port Colborne, Ont. and port facilities such as wharves and piers, transit sheds, grain elevators, etc. at the harbours of St. John's, Nfld.; Halifax, NS; Saint John and Belledune, NB; Chicoutimi, Quebec, Trois-Rivières and Montreal, Que.; Churchill, Man.; and Vancouver and Prince Rupert, BC. The number of vessels and the amount of tonnage handled at these ports in 1971 and 1972 are reported in Table 15.22.

The capital values of fixed assets administered by the Board amounted to almost \$420.0 million at December 31, 1971 and \$421.0 million at December 31, 1972; these figures include expenditures on all buildings, machinery and durable plant improvements less deductions for depreciation, and represent a fair approximation of the properties' present value. During 1971, the federal government advanced \$3.1 million to the National Harbours Board for capital expenditures of \$1.1 million at Halifax and \$2.0 million at Vancouver.

Harbour commissions. Eleven of Canada's major multi-purpose harbours are administered by harbour commissions under the general supervision of the Ministry of Transport. These ports include The Lakehead (Thunder Bay), Windsor, Hamilton, Toronto, Oshawa and Belleville, Ont. on the Great Lakes; Winnipeg - St. Boniface, Man. on the Red River - Lake Winnipeg System; Fraser River (New Westminster), North Fraser, Nanaimo, and Port Alberni, BC. The harbour commissions include municipal as well as federal appointees, and are responsible for regular administration, operation, and maintenance as well as for maintaining close liaison with the Ministry of Transport and with the regional and local interests they serve.

Public harbours. More than 300 public harbours are directly administered by the Canadian Marine Transportation Administration. Harbour masters and wharfingers are appointed by the Minister of Transport. Some of the larger public harbours include Sept Îles, Que.; Corner Brook, Nfld.; Sydney and Port Hawkesbury, NS; Sault Ste. Marie and Goderich, Ont.; and Victoria, BC.

Government wharves. The Canadian Marine Transportation Administration is responsible for several hundred government wharves used for commercial and multi-purpose traffic. Most of these are in public harbours. Federal ferry wharves are administered by the Ministry's Canadian Surface Transportation Administration. In addition, provincial governments administer many ferry wharves for intraprovincial services.

The Ministry of Transport is responsible for providing adequate public port facilities to serve commercial interests using water transportation. It also determines when to expand or phase-out facilities in response to economic growth or changes in cargo traffic patterns resulting from new industries, trends to new types of ships, and new developments in freight handling. The Ministry ensures that the intermodal transfer operations of goods and passengers between vessels and shores meet modern standards and that infrastructures are adequate for needs in all parts of Canada. In accord with the National Transportation Policy the Ministry establishes and collects fees from users of port facilities under its jurisdiction.

Private facilities. In addition to public facilities, there are extensive wharf and associated cargo handling facilities owned by private companies, particularly specialized facilities for handling coal, iron ore, petroleum, grain and pulpwood. At Sept Îles, Que. for example, the Iron Ore Company of Canada Limited owns and operates very extensive private facilities to load pelletized iron ore onto ocean-going and Great Lakes vessels. At Port Hawkesbury, NS, Gulf Oil Canada Ltd. operates a terminal to unload tankers of 325,000 tons deadweight or larger; in Quebec City, Canadian Pacific operates a container terminal at Wolfe's Cove; and at Kitimat, BC, the Aluminum Company of Canada Limited operates a multi-purpose terminal to service smelter operations there.

Administrative developments. A task force on harbour administration was set up in 1970 under the Marine Transportation Administration to review the existing port system under the Ministry of Transport and the National Harbours Board. In May 1971, the Minister of Transport announced a new Canadian port policy providing for greater local participation in management at the National Harbours Board ports through new Local Port Authorities. The policy also provided for the establishment of a National Port Council, with membership on a nationwide basis, to act as an over-all advisory body to the Canadian Marine Transportation