

Administration. An interdepartmental Ports and Harbours Planning Committee was established by Cabinet to review all major development proposals in National Harbours Board and Commission ports as well as at public harbours and government wharves. The National Port Council met for the first time in September 1972 and will make recommendations to the administrator on many aspects including the future administrative status of ports in Canada.

New developments in shipping. The trend to larger, more sophisticated ships and specialized carriers is continuing. Deep-water oil terminals now in operation at Port Hawkesbury, NS, and Mispec Point, NB, regularly accept tankers of 250,000 tons deadweight or more. Port Hawkesbury handled the largest vessel ever to cross the Atlantic, the 327,000-ton Universe Japan. A third such terminal is being completed at Come-by-Chance, Nfld. Dry-bulk carriers of 150,000 tons regularly load at the National Harbours Board terminal at Roberts Bank, under the administration of the Port of Vancouver, and 100,000-ton vessels will shortly be able to reach Quebec City. New facilities at Sept Îles, Que. will soon permit loading of ore carriers up to 250,000 tons.

The role of containerization continues to expand, bringing significant changes in cargo routing and handling. Major container terminals are situated at Saint John, Halifax, Quebec, Montreal and Toronto, and in Vancouver and Fraser River (New Westminster, BC). Both CP Rail and Canadian National operate fast container-trains between these ports and inland centres in Canada and the United States.

The new container ships travel at speeds up to 33 knots and port turnaround time is critical to the economics of operating them. Consequently highly specialized port facilities are constantly being upgraded and made more efficient by the installation of special ramps for roll-on roll-off vessels; large container cranes which can handle 20 or more 15-ton containers per hour; special container packing facilities; large open storage areas for containers, automobiles, lumber, and bulk products such as coal; rail and truck loading and unloading facilities, etc.

Investment in ports is increasing as larger ships require facilities farther from shore, channel dredging, larger turning basins, and more sophisticated systems of navigational and traffic control aids. In addition, environmental considerations often require that the least expensive alternative for terminal construction be rejected in favour of an environmentally more acceptable, but more costly, one.

In addition to these developments, port facilities and ancillary industrial facilities are moving away from urban centres, returning waterfront lands to public residential, commercial and recreational use. In Toronto, for example, the core of the port facilities has gradually moved from the downtown area eastward and an entirely new "outer harbour" basin has been constructed in Lake Ontario. Concurrently, much of the old waterfront property is being filled, and construction of a \$250 million residential, hotel, office, and recreational complex known as Harbour Square is under way.

15.4.3 The St. Lawrence Seaway

Events leading up to the beginning of the St. Lawrence Seaway project and the progress made during the years of its construction are covered in earlier editions of the *Canada Year Book*. The 1956 edition (pp. 821-829) gives detailed information on Great Lakes - St. Lawrence waterway traffic immediately before construction began on the project and the 1960 *Canada Year Book* (pp. 851-860) relates the story of the Seaway during the second year of its operation. The first decade of Seaway development and operations is discussed in the 1969 edition (pp. 841-845).

The St. Lawrence Seaway Authority, constituted as a corporation by Act of Parliament in 1951, undertook the construction (and subsequent maintenance and operation) of Canadian facilities between Montreal and Lake Erie to allow navigation by vessels of 27-foot draft. At the same time, construction of similar facilities in the International Rapids Section of the St. Lawrence River was undertaken by the Saint Lawrence Seaway Development Corporation of the United States. The Seaway was opened to commercial traffic on April 1, 1959 and officially inaugurated on June 26, 1959. With its opening, certain ancillary canals were transferred to the Seaway Authority's jurisdiction for operation and maintenance purposes. These include Lachine (closed in 1971), a section of the Cornwall Canal (closed in 1968), a portion of the third Welland Canal and the Canadian lock at Sault Ste. Marie. Tolls are not assessed against