

The first step was completed in 1967 with the establishment of the Maritime Region, covering the Maritime Provinces and outlying islands including Sable Island and the Magdalen Islands, and including all marine works, marine operations and marine regulations activities in the three provinces. In 1968, the Western Region, including the Pacific Coast, western and northwestern Canadian waterways and the western Arctic, was established with the same responsibilities as the Maritime Region. Later, Newfoundland (and Labrador) was reorganized using an area concept and reporting through an area manager located at St. John's. The Laurentian Region was established early in 1972 and covers all Marine Services field responsibilities in Quebec. The Central Region was established in the summer of 1972 covering Ontario and Manitoba.

Aids to navigation. Canada's system of aids to navigation is compatible with other North American systems and is installed, operated and maintained as a support service for the safe and expeditious passage of marine commerce and the boating public. The Ministry of Transport maintains lights, buoys, day beacons, radio beacons and two electronic networks operating on the hyperbolic principle — Loran and Decca — in Canadian and contiguous waters. During the year ended March 31, 1971, 4,024 lights, 381 fog signals, 2,436 lighted buoys and 13,317 unlighted buoys and beacons were maintained.

All aids incorporating light or sound devices are listed in the Ministry of Transport annual publication, *List of lights, buoys and fog signals*. Information on radio beacons and on Loran and Decca is published in *Radio aids to marine navigation*. Broadcast *Notices to shipping* and weekly editions of *Notices to mariners* provide additional information on marine hazards and related matters.

Steamship inspection. The Board of Steamship Inspection, established under the Canada Shipping Act, formulates and enforces a variety of regulations made under the Act, the most important of which deal with: approval of design and construction of ships and equipment; inspection during construction and periodically afterward; the carriage of dangerous goods; accident prevention during cargo operations; pollution prevention and control of the marine environment; and training and certification of marine engineers.

The Board's headquarters is in Ottawa; field offices are maintained in the principal ocean and inland ports. Some 2,000 Canadian-owned or registered ships were inspected during the fiscal year ending March 31, 1972.

15.5 Civil aviation

15.5.1 Administration and policy

Administration. Civil aviation in Canada is under the jurisdiction of the federal government and is administered under the authority of the Aeronautics Act and the National Transportation Act as amended. The Aeronautics Act is in three parts. Part I deals with the technical side of civil aviation including matters of aircraft registration, licensing of airmen, establishing and maintaining airports and facilities for air navigation, air traffic control, accident investigation and the safe operation of aircraft. This Part of the Act is administered by the Director General, Civil Aeronautics, under the supervision of the Administrator, Canadian Air Transportation Administration, Ministry of Transport. Part II of the Act deals with the economic aspects of commercial air services and assigns to the Canadian Transport Commission certain regulatory functions respecting commercial air services. Part III deals with matters of internal administration in connection with the Act.

International air agreements. Canada's position in the field of aviation as well as its geographical location makes imperative its co-operation with other nations engaged in international civil aviation. Canada therefore took a major part in the original discussions that led to the establishment of the International Civil Aviation Organization which has headquarters in Montreal, Que. In 1972, Canada had air agreements with 23 other countries.

Federal civil aviation policy. The federal government's objective is to provide an efficient and stable service for the Canadian public within the best possible economic framework for the development of commercial aviation. In formulating its aviation policy in 1964, three basic principles were accepted by the government. The first related to the international field and stated that air services provided by Canadian airlines should serve the Canadian interest as a whole; that these services should not be competitive or conflicting but should represent a