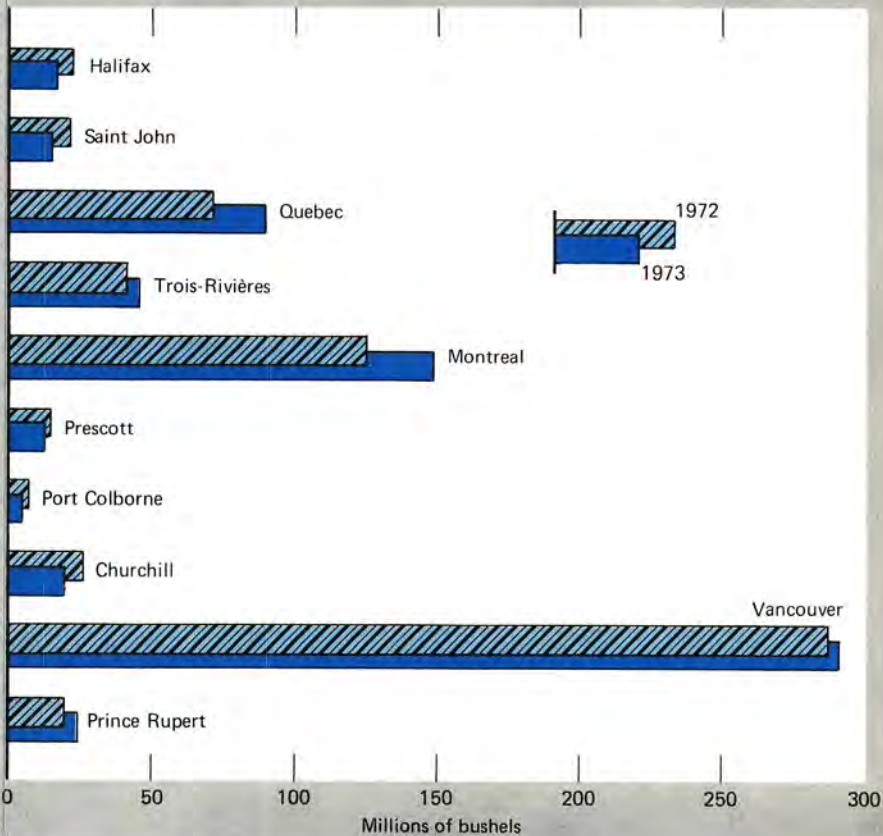


Shipments from National Harbours Board grain elevators, 1972 and 1973



of ships and new developments in cargo handling. Specialized deep-water terminals for bulk commodities are also provided when needed under long-term cost recovery agreements with individual industries. These may complement related development programs sponsored by the Department of Regional Economic Expansion.

Rates and charges. The Ministry establishes and collects fees from users of port facilities, and all rates assessed by ports under federal jurisdiction are subject to Ministry approval. Harbour dues, cargo rates, wharfage, berthage and other charges on goods and vessels are subject to some regional and local variation and are designed to recover a reasonable share of the annual federal investment in Canada's harbours through the Department of Public Works as well as the Ministry of Transport and its component agencies.

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. the Iron Ore Company of Canada owns and operates extensive facilities to load pelletized iron ore onto ocean-going and Great Lakes vessels. Port Cartier was constructed by mining interests in the early 1960s and through large diversified investments of private capital has also become one of Canada's leading export grain terminals. At Port Hawkesbury, NS, Gulf Oil Canada Limited operates a terminal to unload tankers of 350,000 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