

operations, for developing new or improved specialized equipment and for providing electronic navigational systems.

The major function of the Marine Emergency Office is the development and execution of oil pollution contingency plans for all territorial waters including those which are contiguous with US waters.

**Field organization.** In the field, a regional management organization within the Marine Services has been developed to provide the Ministry with more efficient means of matching resources to workloads in all areas. Included in the completed system are 11 established District Marine Agencies, and 15 other Marine Services field offices that in the past have reported individually to Marine Services directors or to the Administrator, Canadian Marine Transportation Administration.

The first step was completed in 1967 with the establishment of the Maritimes Region, covering the Maritime provinces and outlying islands including Sable Island and the Magdalen Islands, and including all Marine Services 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 other than the Magdalen Islands. The Central Region was established in the summer of 1972 covering Ontario and Manitoba.

**Aids to navigation.** To ensure safe marine navigation, the Ministry of Transport operates lights, buoys, beacons and two electronic networks working on the hyperbolic principle — Loran and Decca. During the year ended March 31, 1974, 4,124 lights, 378 fog signals, 2,656 lighted buoys and 14,777 unlighted buoys and beacons were maintained in Canadian and contiguous waters.

The Ministry operates a vessel traffic management program in the approaches to both coasts, principal harbours, estuaries and bays leading to ports to provide the maximum element of safety to ships entering and leaving Canadian ports.

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 1,800 Canadian owned or registered ships were inspected during the fiscal year ending March 31, 1974.

## 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 personnel, 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