

than in 1974, indicating a slight increase in the number of vessels using this portion of the seaway. Bulk commodities made up 92.5% of the total traffic through the section in 1975, the principal commodities through the St. Lawrence canals being iron ore, wheat, corn, barley, fuel oil, and manufactured iron and steel. Traffic patterns show that 34.7% of the total movement was between Canadian ports, 38.8% between Canadian and United States ports, and 26.3% consisted of foreign trade to and from Canada and the United States. The small remainder was traffic between ports in the United States.

There were 6,041 transits through the Welland Canal in 1975, with a cargo volume of 18.9 million tons (17.1 million t) upbound and 41.0 million tons (37.2 million t) downbound; bulk cargo accounted for 94.9% of the traffic. Although many vessels pass through both the St. Lawrence and Welland canals on "through" trips, there is a substantial amount of local traffic between Great Lakes ports which involves only the Welland Canal. These movements are largely of iron ore, grain and coal. The Welland Canal traffic was 11.8 million tons (10.7 million t) greater than that reported for the Montreal-Lake Ontario section.

Income of the St. Lawrence Seaway Authority for the 15-month period ended March 31, 1976 amounted to \$25.1 million, made up of toll revenue of \$20.3 million assessed for transits through the seaway locks between Montreal and Lake Erie and sundry revenues (rentals, wharfage, bridge revenue) of \$4.8 million. Total expenses (excluding depreciation and interest) for the 15-month period ended March 31, 1976 amounted to \$38.8 million of which operation and maintenance expenses amounted to \$27.4 million and regional and headquarters administration expenses to \$11.4 million (Table 15.27).

Canadian Coast Guard

15.4.4

The Canadian Coast Guard, formerly known as the Marine Services component of the Canadian Marine Transportation Administration was renamed on August 14, 1975. Headed by a commissioner and deputy commissioner, the duties, powers and responsibilities of the Canadian Coast Guard are the same as before the change of name. There are eight headquarters branches and five regional officers pursuing the following objectives: the support of waterborne commerce by providing way facilities and services which promote the safe and efficient movement of marine traffic; the provision of the necessary framework that will permit the marine industry to conduct its affairs in an orderly and efficient manner; the support of the objectives of other departments and agencies of government as they apply to the marine field; the promotion of continuous improvement, innovation, growth or phase-out of various types of marine transportation and the associated ancillary services; and the recovery of financial costs from the users or other beneficiaries of facilities and services provided by Marine Services.

The field organization consists of five Canadian Coast Guard regions, each with a number of field offices. The Commissioner of the Coast Guard also has a functional responsibility for the Pacific, Great Lakes, Laurentian and Atlantic Pilotage Authorities. Each authority is a Crown corporation established under the Pilotage Act.

The Aids and Waterways Branch consists of a Marine Aids Division and a Waterways Development Division. The Marine Aids Division is responsible for policies and standards for visual, oral and electronic shore-based and floating aids to navigation. It provides policies and standards for Marine Traffic Control systems and routing schemes and administers the Navigable Waters Protection Act. The Waterways Development Division is responsible for planning, research and development on navigable waterways, hydraulic model activities, hydraulic engineering expertise and water resources management.

The Ship Safety Branch is concerned with the safety of life and property at sea and the protection of the environment insofar as ships are concerned. The branch