

Canadian registry. Part I of the Canada Shipping Act sets out the sizes, types and ownership of vessels to be registered. As at December 31, 1976, there were 31,593 ships constituting 4,374,923 gross tons (12 388 404 cubic metres) registered in Canada. This represents an increase over the previous calendar year of 305 ships.

Shipping traffic. Table 15.22 shows the number and tonnage of all vessels (except those of less than 15 registered net tons (equivalent to 42 m³), Canadian naval vessels and fishing vessels) entering Canadian customs and non-customs ports.

Freight movement through large ports takes different forms, including cargoes for or from foreign countries and cargoes loaded and unloaded in coastwise shipping, that is, domestic freight moving between Canadian ports. Table 15.23 presents data by province on cargoes loaded and unloaded from vessels in international and coastwise shipping. In 1976 a total of 279 million tonnes were loaded and unloaded at the principal Canadian ports, compared with 274.9 million tonnes in 1975. In-transit movement in vessels that pass through harbours without loading or unloading and movements from one point to another within harbours are also numerous in many ports.

Shipping statistics, which cover traffic in and out of both customs and non-customs ports, do not include freight in transit or freight moved from one point to another within the harbour. Table 15.24 shows the principal commodities loaded and unloaded in international and coastwise shipping at 20 ports handling large cargo volumes in 1976. These ports handled 83.9% of all Canada's international shipping and 64.5% of the coastwise trade. The specific commodities shown are those transported in volume and often in bulk form.

Ports and harbours

15.4.2

The ports and harbours of Canada comprise 25 large deep-water ports and about 650 smaller ports and multi-purpose government wharves on the East and West coasts, along the St. Lawrence Seaway and Great Lakes, in the Arctic, and on interior lakes and rivers.

Administration of Canadian ports is generally under Transport Canada's Canadian Marine Transportation Administration (CMTA). Canada's harbours are subdivided into National Harbours Board ports, harbour commission ports, public harbours and government wharves. About 2,000 fishing harbours and facilities for recreational boating are administered by the fisheries and the environment department.

The National Harbours Board, a Crown corporation, is responsible for administering the Jacques Cartier and Champlain bridges at Montreal, the grain elevators at Prescott and Port Colborne, Ont. and port facilities such as wharves and piers, transit sheds and grain elevators at the harbours of St. John's, Nfld.; Halifax, NS; Saint John and Belledune, NB; Sept-Îles, Chicoutimi, Baie-des-Ha! Ha!, Quebec, Trois-Rivières and Montreal, Que.; Churchill, Man.; and Vancouver and Prince Rupert, BC. The number of vessels and the tonnage handled at these ports in 1976 and 1977 are reported in Table 15.25.

Value before depreciation of fixed assets administered by the board was \$680 million at December 31, 1976, increased from \$436 million at December 31, 1973. These figures include expenditures for developing berthing and terminal facilities, grain elevators and harbour buildings and equipment. The net book value after deducting accumulated depreciation was \$510 million. During 1976, the board had capital expenditures of \$19.1 million. Included in this was \$6.2 million at Vancouver, \$2.5 million at Prince Rupert and \$2.2 million in Saint John.

Canada's major multi-purpose harbours are administered by harbour commissions. These are corporate federal bodies, operating semi-autonomously under the general supervision of the department. The harbour commissions include municipal as well as federal appointees, and are responsible for general administration, operation and maintenance as well as for close liaison with the department and with the provincial, regional and local interests they serve.

More than 300 public harbours are directly administered by CMTA. Most harbour-masters and wharfingers at these ports are fees-of-office employees appointed by the minister of transport.