

research consists of designing light aircraft with improved crash survival features; developing energy efficient small aircraft; and reducing hazards caused by bird strikes.

The National Transportation Act (RSC 1970, c.N-17) defines a national transportation policy for Canada with a view to achieving maximum efficiency in all available modes of transportation at the lowest cost. The act established the Canadian Transport Commission (CTC) to carry out functions formerly performed by the Board of Transport Commissioners for Canada, the Air Transport Board and the Canadian Maritime Commission. It created a framework within which the CTC might regulate interprovincial and international motor transport and transportation by pipeline of commodities other than oil and gas.

The Canadian Transport Commission has established several committees, five of which are railway transport, air transport, water transport, commodity pipeline transport and motor vehicle transport. The commission is a court of record. Its decisions are binding within its jurisdiction and may be reviewed only by appeal to the Supreme Court of Canada on a question of law or jurisdiction, or by the Governor-in-Council. However, a party to a licence application under the Aeronautics Act or the Transport Act may appeal to the transport minister.

The commission has jurisdiction under several acts, including the Railway Act, the Aeronautics Act and the Transport Act, over transportation by rail, air and inland water.

Under the Railway Act the commission has jurisdiction over construction, maintenance and operation of railways that are subject to the legislative authority of Parliament, including matters of engineering, location of lines, crossings and crossing protection, safety of train operation, operating rules, investigation of accidents, accommodation for traffic and facilities for service, abandonment of operation and uniformity of railway accounting. The commission regulates tolls for the use of international bridges and tunnels.

Except for certain statutory rates, and subject to certain powers to deal with rates that the commission finds to be contrary to the public interest, the railways are free under the statutes to establish freight rates in accordance with market forces. This feature is constrained by a lower limit, with all rates compensatory, and an upper limit which provides for determining a rate for a shipper when no alternative, effective and competitive service is available by a common carrier other than a rail carrier.

The commission is responsible for the economic regulation of commercial air services in Canada and is required to advise the transport minister on matters relating to civil aviation. The regulatory function relates to Canadian air services within Canada and abroad and to foreign air services operating into and out of Canada. Because of this responsibility the CTC participates in bilateral negotiations for the exchange of traffic rights. The commission is responsible for licensing commercial air services and regulating the licensees. It issues regulations dealing with, among other things, the classification of air carriers and commercial air services, licences, tariffs, service schedules and statistical reporting. The CTC also takes an active part in the work of international organizations and conferences related to economic matters of air transport.

As provided by the Transport Act, the commission grants licences for ships to transport goods and passengers between ports or places in Canada on the Great Lakes, on the St. Lawrence and Mackenzie rivers, and in the Western Arctic. Provisions of the act do not apply to the transport of goods in bulk other than on the Mackenzie River. The commission must determine that the service is required. Tariffs of tolls must be filed and the commission has regulatory powers over such tolls.

The commission, under the Pilotage Act, is empowered to investigate objections to proposed tariffs of pilotage charges, to hold public hearings, and to make recommendations to the appropriate pilotage authority. Under the Shipping Conferences Exemption Act, ocean carriers which are members of a shipping conference are required to file with the commission copies of their agreements, arrangements, contracts, patronage contracts and tariffs. These documents are available for public inspection.

The commission is also authorized, under the St. Lawrence Seaway Authority Act, to consider any complaint of unjust discrimination in an existing tariff and to report its findings to the authority.