

assessed for transits through the seaway locks between Montreal and Lake Erie and sundry revenues (rentals, wharfage, bridge revenue) of \$5.5 million. Total expenses (excluding depreciation, interest and write-off of future planning costs) for the 12-month period ended March 31, 1978 amounted to \$41.3 million, of which operation and maintenance expenses amounted to \$28.8 million, regional and headquarters administration expenses \$11.7 million, and employee termination benefits \$0.8 million.

15.4.5 Canadian Coast Guard

The Canadian Coast Guard forms part of Transport Canada's Canadian marine transportation administration and is headed by a commissioner. Headquarters staff in Ottawa develop policy and program standards. Operations are the responsibility of five regional offices.

The primary aim of the Canadian Coast Guard is safety at sea. To achieve this, it must ensure that: ships can navigate safely in Canadian waters, all Canadian ships and ships voyaging in Canadian waters are in seaworthy condition, and appropriate control is maintained over ships operating in Canadian waters. To achieve these goals, the coast guard has legal powers provided mainly through the Canada Shipping Act. A proposed new maritime code would cover all aspects of navigation and shipping, including ownership and registration of ships, seamen's contractual rights and conditions of service and carriage of goods.

The coast guard develops standards for the design and construction of ships, their machinery, fittings and equipment, then monitors compliance with the regulations by builders and operators. It also sets national standards for methods of loading, unloading and stowing cargo, safe working practices in ships, lifejackets and other emergency flotation devices, number, qualifications and certification of seagoing personnel, discipline on board ships, bridge-to-bridge communications between ships, and safe navigating and operating procedures. The coast guard operates the registry of ships, administers the licensing of small vessels, and protects the interests of owners of wrecked ships and their cargos.

The coast guard is responsible for minimizing pollution from ships under the Canada Shipping Act and the applicable sections of the Arctic Waters Pollution Prevention Act.

To guarantee that ships can navigate safely in Canadian waters and to enable the government to exercise adequate control, the coast guard provides aids systems which have been steadily improved, with new types of buoys, radar responders and special buoyed channels to deep-water ports.

There are 54 coast guard radio stations, linked by domestic telephone and telex lines. They provide 24-hour ship-to-shore safety and commercial communications and regularly scheduled weather and navigation information broadcasts to all vessels. In some areas, particularly busy harbours, this network is supplemented by local systems which monitor ship movement.

The coast guard fleet includes icebreakers, aids and supply vessels, search and rescue vessels, specialized vessels for ship channel maintenance, submarine cable operations and meteorological purposes, as well as fixed wing aircraft and helicopters.

On average, more than 1,700 ships a year receive icebreaker support either singly or in convoy or are routed through the ice. Since 1970, ports in the Gulf of St. Lawrence and as far inland as Montreal on the St. Lawrence River are accessible throughout the year. During summer some icebreakers take part in the annual Arctic resupply operations. The icebreakers escort a fleet of government-chartered tankers and dry cargo vessels which deliver the bulk petroleum, building supplies, food, clothing, furniture and other products needed by the residents of remote settlements and military installations.

Other coast guard vessels are assigned to specialized operations. On the East Coast, the John Cabot, a cable-laying and cable repair ship, supports transatlantic cable communications. Off the West Coast, the ships Vancouver and Quadra alternate at an ocean weather station to relay observations needed by international meteorologists. During the summer the Narwhal takes part in a hydrographic and oceanographic survey of Hudson Bay, and the icebreaker Labrador, when its other duties permit, is used in