

that appropriate control is maintained over ships operating in Canadian waters. To achieve these goals, the coast guard has legal powers established mainly through the Canada Shipping Act. It provides a system of navigational aids including radar responders and channel markers. It develops and sets national standards for design and construction of ships and their equipment; methods of handling cargo; safe working practices in ships; life-jackets 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 is responsible for the marine element of search and rescue operations in Canada, working closely with national defence staff to ensure that the most suitable equipment reaches the scene promptly.

Other responsibilities of the coast guard include the operation of the registry of ships, administration of the licensing of small vessels, clearing channels of ice for winter and Arctic navigation, and protection of the interests of owners of wrecked ships and their cargoes. It is also responsible for minimizing pollution from ships under the Canadian Shipping Act and the applicable sections of the Arctic Waters Pollution Prevention Act.

Pilotage is mandatory in certain Canadian waters. The coast guard establishes national standards and maintains liaison with the Atlantic, Laurentian, Great Lakes and Pacific pilotage authorities which administer the provisions of the Canada Pilotage Act and related regulations.

13.2 Air Transport

The CTC air transport committee licenses commercial air carriers to perform specific types of services.

13.2.1 Domestic commercial air services

Domestic commercial air services, performed wholly within Canada, are licensed under seven classes:

Scheduled services provide public transportation of persons, goods or mail, serving points in accordance with a service schedule at a toll per unit.

Regular specific point services, to the extent possible, provide public transportation, serving points in accordance with a service pattern at a toll per unit.

Specific point services offer public transportation, serving points consistent with traffic requirements and operating conditions at a toll per unit.

Charter services offer public transportation on reasonable demand from a base specified in the licence, at a toll per kilometre or per hour for the charter of an entire aircraft or at such other tolls as may be permitted by the air transport committee.

Contract services offer transportation from the base specified in the licence, solely under contract and not to the general public.

Flying club services provide flying training and recreational flying to members of a non-profit flying club from the base specified in the licence.

Specialty services operate for purposes not provided for by any other classes, such as aerial application and distribution (crop dusting, seeding), aerial construction (hoisting, pole-setting), aerial control (fire-fighting, fog dispersal), aerial inspection, reconnaissance and advertising, aerial photography and survey, flying training and recreational flying.

13.2.2 International commercial air services

These services, operated by both Canadian and foreign carriers between Canada and any other country, are licensed under five classes:

International scheduled services provide public transportation of persons, goods or mail between points in Canada and points in any other country in accordance with a service schedule at a toll per unit.

International regular specific point services provide public transportation between points in Canada and points in any other country, to the extent possible, in accordance with a service pattern at a toll per unit.

International specific point services offer public transportation between points in Canada and points in any other country consistent with traffic requirements and operating conditions at a toll per unit.

International charter services offer public transportation on reasonable demand between Canada and any other country at a toll per kilometre or per hour for the charter of an entire aircraft, or such other basis as may be allowed by the air transport committee.

International contract services offer transportation between Canada and any other country from the base specified in the licence, solely under contract and not to the general public.

13.2.3 Carriers

Canadian carriers. For statistical purposes, Canadian carriers were assigned to new reporting levels under revised air carrier regulations implemented at the beginning of 1981. Consequently, data for that year are only roughly comparable to those for previous years. Effectively, Level I now comprises those carriers which in 1980 were in Levels I and II, namely Air Canada, CP Air, Eastern Provincial, Nordair, Québecair and Pacific Western, and in addition, Wardair. Together these airlines earned 83% of total operating revenues for Canadian commercial air carriers. The remaining 17% was earned by 777 smaller air carriers providing public transportation services which are assigned to Levels II through V depending not only on revenue but on licences held, number of passengers carried and tonnes of goods enplaned. Many of these operate in areas of Canada which are relatively inaccessible by surface transport. Some of these carriers provide a