

The aviation group has assumed a part of this responsibility, specifically working to maintain all air traffic control services and aviation regulation. The latter covers licensing and certification, legislation and enforcement, medicine (matters related to the health and security of air travellers) as well as international technical liaison. The aviation group also provides flight services for Transport Canada's aircraft fleet and the aviation activity statistics and forecasts needed for the planning and management of the air transportation program.

The other half of CATA's duties has been assumed by the airports authority group in management of Canada's airport system, by maintaining Transport Canada's owned and/or operated airports. In this regard, it supervises a broad spectrum of activity, ranging from the supervision of airport concessions and security to airport construction, engineering, building and runway maintenance and overall marketing activities.

Another key body concerned with civil aviation safety is the Canadian Aviation Safety Board (CASB). Established in 1984 with the passage of the Act of the same name, its purpose is to improve aviation safety in Canada. The CASB operates independently of any government department and reports directly to Parliament.

Because of Canada's position in aviation and its geographical location, co-operation with other nations engaged in international civil aviation is essential. Canada therefore played a major part in the establishment of the International Civil Aviation Organization with headquarters in Montreal and it continues to play an active role within this organization.

13.1.3 Road transport

Transport Canada administers the Motor Vehicle Safety Act and the Motor Vehicle Tire Safety Act to ensure that new motor vehicles at point of manufacture in Canada or imported into Canada, and certain motor vehicle tires, meet minimum safety standards. Safety and environmental protection standards refer to design, construction and functioning of new motor vehicles. They apply to passenger cars, trucks, buses, motorcycles, minibikes, trailers and snowmobiles. Some standards limit motor vehicle exhaust evaporation and noise emissions. The standards are reviewed and revised regularly to keep pace with engineering or technical advances.

The safety of vehicles in use is a provincial responsibility. Each province has enacted safety

responsibility legislation. In general, laws provide for the automatic suspension of the driver's licence and motor vehicle registration of a person convicted of a serious offence (impaired driving, driving under suspension, dangerous driving) or a person whose uninsured vehicle is involved directly or indirectly in an accident resulting in damage of a specific amount, or injury to or death of any person.

Motor vehicles and trailers are usually registered annually with the payment of specific fees and are required to carry registration plates. In some provinces, multi-year licence plates are issued and validated annually by stickers.

Although the CTC, through its motor vehicle transport committee, has the authority to regulate interprovincial and international for-hire trucking, that power is presently delegated to the provinces. Under their own legislation, the provinces may regulate intraprovincial for-hire trucking.

13.1.4 Water transport

The Canada Shipping Act is the most significant statute dealing with shipping. Other legislative measures include the Pilotage Act, the Arctic Waters Pollution Act and the Navigable Waters Protection Act. Under these acts and their amendments, the federal government has complete responsibility for controlling shipping in Canadian waters.

Through its water transport committee, the CTC administers a variety of acts and regulations. As provided by the Transport Act, the CTC grants licences for ships to transport goods and passengers between ports or places in Canada on the Great Lakes, on the St. Lawrence River and Mackenzie River, and in the Western Arctic. The CTC, 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 Conference Exemption Act, ocean carriers which are members of a shipping conference have been required to file with the CTC copies of their agreements, arrangements, contracts, patronage contracts and tariffs. The CTC 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. The CTC also administers the issuance of waivers permitting foreign ships to operate revenue services between Canadian ports.

Transport Canada's Canadian Marine Transportation Administration (CMTA) co-ordinates