

the functions of the Canadian Coast Guard, the Canada Ports Corp., a harbours and ports directorate, four pilotage authorities, the St. Lawrence Seaway Authority, the Canarctic Shipping Company Ltd. and the Northern Transportation Co. Ltd. The CMTA has responsibility for ports, public harbours and government wharves. Canada Ports Corp., a Crown corporation established in 1983 and known as Ports Canada, is responsible for the administration of 15 ports. Local port corporations have been created for the five ports of Vancouver, Prince Rupert, Montreal, Quebec City and Halifax. Ports Canada is responsible for ensuring that the ongoing maintenance, upgrading and major expansions to port facilities will provide enhanced services to port users on a competitive and cost-effective basis. Under a new national ports policy, Ports Canada is expected to set up a framework for broader regional participation in the overall planning and development of the ports.

Within CMTA, the harbours and ports directorate consists of 366 small transportation port facilities which handle some 20% of Canada's waterborne traffic. The directorate also assumes ministerial responsibilities for the nine harbour commissions of Port Alberni, Nanaimo, Fraser River, North Fraser, Lakehead, Windsor, Hamilton, Toronto and Oshawa. Many of the government wharves for which CMTA is responsible are located in public harbours and are used for commercial traffic including auto, truck and passenger ferries.

The Canadian Coast Guard, part of CMTA, is primarily responsible for safety at sea. It must ensure that ships can navigate safely in Canadian waters, that all Canadian ships and ships voyaging in Canadian waters are in seaworthy condition, and 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, and 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 Canada 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

13.2.1 Air service categories

The same three categories of air services have been offered by air carriers in Canada in recent years. These categories are unit toll (composed of mainline unit toll and other unit toll), charter and specialty. Each category may be domestic or international in designation and technically, at least, can be provided by either fixed-wing aircraft or helicopters. In 1985, there were 1,314 Canadian carriers and approximately 950 foreign carriers licensed to provide air services within and to and from Canada.

Although the categories have remained, for the most part, immutable, the entry barriers for these services have gradually evolved and changed. For example, prior to 1967, to obtain a unit toll licence for scheduled services, evidence of "Public Convenience or Necessity" (PCN) had to be provided for the proposed service of a carrier. To obtain a licence for a carrier in any one of the other classes, evidence of "Public Interest", a lesser criterion, was required.

In 1967, with the passage of the National Transportation Act, the PCN criterion was necessary for all types of licences and, until recently, it was also the main requirement for approval of a new service. With the introduction of the "New Canadian Air Policy" in May 1984, and the "Freedom to Move" paper (published by the Minister of Transport) in July 1985, a new criterion termed "Fit, Willing and Able" (FWA) was proposed.