

with Montreal-Contrecoeur second at 38.1%. Port-Cartier had the largest drop in cargo unloadings, almost 40%, with Thunder Bay second at a decrease of 34.6%.

In domestic shipping, the port of Quebec posted the highest increase in outbound cargo with 136.9%. Port-Cartier was second with an increase of 41.1%. Montreal-Contrecoeur had the largest downward slide at 46.5%.

In domestic unloaded shipping, Sept-Îles-Pointe-Noire had the largest increase of 20.6%; Montreal was second with 10.2%. Halifax had the largest decrease at 30.2%.

Quebec showed the largest total increase from 1985 to 1986 at 16.4%; Montreal was second with almost 10.9%. Port-Cartier's activity declined the most at 11.3%.

13.5.2 Canada Ports Corporation

Canada Ports Corporation is a federal system of ports administered according to the Canada Ports Corporation Act, 1983. Of these ports, seven are autonomous local port corporations located in Halifax, Montreal, Prince Rupert, Quebec, Saint John, St. John's, and Vancouver. The other ports are administered on a divisional basis by the Canada Ports Corporation and are located in Belledune, Chicoutimi/Baie-des-Ha! Ha!, Churchill, Port Colborne, Prescott, Sept-Îles and Trois-Rivières.

Ports Canada handles nearly half of the overall Canadian port traffic and more than 95% of the container traffic. The national ports policy provides for, at the best cost possible and in a manner equitable to all users, the services necessary for Canada's international shipping trade at national, regional and local levels.

Ports Canada operates on a decentralized basis: each of the local port corporations functions with a high degree of autonomy in the administration of its own port. In providing a public service, the ports are administered according to common commercial principles.

13.5.3 Ferries

Ferries provide links between Canada's mainland and island areas. For constitutional and historical reasons, Transport Canada provides direct financial support to ferry and coastal shipping services in Eastern Canada and indirect support to a number of services in other regions.

In Eastern Canada these services are operated by Marine Atlantic (previously known as CN Marine) under a fixed price contract, with the government determining service levels and rates. The Marine Atlantic services include North

Sydney-Port-aux-Basques, North Sydney-Argentia, Tormentine-Borden, Digby-Saint John, Yarmouth-Bar Harbour (Maine), and the Newfoundland coastal service.

Other government-supported services in Eastern Canada include Wood Island-Caribou, Souris-Cap-aux-Meules, Montreal-Cornerbrook-St. John's and the Grand Manan ferry. The Newfoundland and Quebec governments also receive direct grants for small provincial ferry services.

On the West Coast ferries are operated by provincial Crown corporations such as British Columbia Ferry Corp. and private companies such as Canadian Pacific Ltd. Federal grants are provided to the province under arrangements similar to those with eastern provinces. The Swartz Bay-Tsawwassen ferry is subsidized as part of the Trans-Canada Highway.

Farther north the Northern Community Resupply Transportation Co. Ltd., a Crown corporation, operates marine transportation services on the Athabaska River and Mackenzie River, the Western Arctic Coast and in the Keewatin District of Hudson Bay.

13.5.4 Canadian Coast Guard

The Coast Guard fleet includes icebreakers, aid and supply vessels, search and rescue vessels, specialized vessels for ship channel maintenance and submarine cable operations, and fixed-wing aircraft and helicopters.

Through its radio stations and other communications facilities linked to domestic telephone and telex lines, the Coast Guard provides 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 and direct ship movements.

In 1988, the Canadian Coast Guard owned 15 icebreaker combination navigation aid vessels. 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 have been accessible throughout the year. During summer, some icebreakers take part in the annual Arctic resupply operations. The icebreakers escort a fleet of 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.