

The carriage of goods and persons from one Canadian port to another, commonly referred to as the coastal trade, is restricted to ships registered in Canada within the region from Havre-Saint-Pierre on the St. Lawrence River upstream to the head of the Great Lakes. Elsewhere in Canada, the coastal trade is restricted to ships registered in a Commonwealth country.

Canadian registry. Under Part I of the Canada Shipping Act ships exceeding 15 net registered tons and pleasure yachts over 20 net registered tons must be registered; vessels of lower tonnages, if not registered, must be licensed if powered by a motor of 10 hp or more. Section 6 of the Act restricts ownership: an owner must be a British subject, or a body corporate incorporated under the law of a Commonwealth country with its principal place of business in that country. A ship registrable in Canada may be recorded, pending registration, by a Registrar of Shipping while still under construction.

Vessels on the Canadian shipping registry. As at December 31, 1973, there were 29,539 ships constituting 3.9 million gross tons registered in Canada. This represents an increase over the previous calendar year of 955 ships and 75,094 gross tons.

Shipping traffic. Table 15.15 shows the number and tonnage of all vessels (except those of less than 15 registered net tons, naval vessels and fishing vessels) entering Canadian customs and non-customs ports.

Freight movements through large ports take different forms, including cargoes for or from foreign countries and cargoes loaded and unloaded in coastwise shipping, i.e. domestic freight moving between Canadian points. Table 15.16 presents data by province on cargoes loaded and unloaded from vessels in international or coastwise shipping. In 1972 a total of 299.4 million tons were loaded and unloaded at the principal Canadian ports, compared with 288.1 million tons in 1971. In-transit movement in vessels that pass through harbours without loading or unloading and movements from one point to another within harbours are also numerous in many ports.

Shipping statistics, which cover traffic in and out of both customs and non-customs ports, do not include freight in transit or freight moved from one point to another within the harbour. Table 15.17 shows the principal commodities loaded and unloaded in international and coastwise shipping at the 19 ports handling the largest cargo volumes in 1972. These ports handled 80.5% of all Canada's international shipping and 64.3% of the coastwise trade. The specific commodities shown are those transported in volume and often in bulk form.

15.4.2 Ports and harbours

The ports and harbours of Canada comprise 25 large deep-water ports and about 650 smaller ports and multi-purpose government wharves on the east and west coasts, along the St. Lawrence Seaway and Great Lakes, in the Arctic, and on interior lakes and rivers.

The administration of Canadian ports is generally under the Ministry of Transport's Canadian Marine Transportation Administration. Canada's harbours are subdivided into National Harbours Board ports, harbour commission ports, public harbours and government wharves. About 2,000 fishing harbours and facilities for recreational boating are administered by the Department of the Environment.

The National Harbours Board, a Crown corporation, is responsible for administering the Jacques Cartier and Champlain bridges at Montreal, grain elevators at Prescott and Port Colborne, Ont. and port facilities such as wharves and piers, transit sheds, grain elevators, etc. at the harbours of St. John's, Nfld.; Halifax, NS; Saint John and Belledune, NB; Sept Îles, Chicoutimi, Baie-des-Ha! Ha!, Quebec, Trois-Rivières and Montreal, Que.; Churchill, Man.; and Vancouver and Prince Rupert, BC. The number of vessels and the amount of tonnage handled at these ports in 1972 and 1973 are reported in Table 15.18.

The capital values of fixed assets administered by the Board amounted to almost \$421.0 million at December 31, 1972 and \$439.0 million at December 31, 1973; these figures include expenditures on all buildings, machinery and durable plant improvements less deductions for depreciation, and represent a fair approximation of the properties' present value. During 1973 the federal government advanced \$2.1 million to the National Harbours Board for capital expenditures of \$100,000 at Prince Rupert and \$2.0 million at Vancouver.

Harbour commissions. Eleven of Canada's major multi-purpose harbours are administered by harbour commissions under the general supervision of the Ministry of Transport. These ports