

bours would be closed down and fewer but larger harbours of higher quality would be constructed to concentrate fishery activities of a given area. Much of the testimony presented by fishermen indicated that such action could cause relocation problems, increased "sailing" distance, congestion, loss of labour hours, and lower quality produce.

Therefore, your Sub-committee concludes:

1. That a national policy of small craft harbour centralization could not be effectively applied in many areas; and
2. That in some Atlantic regions, the feasible alternative is the upgrading of existing marine facilities.

Your Sub-committee has heard evidence of widespread deterioration of harbour and wharf facilities in many Atlantic communities. Many of the cases involved wharf extensions, dredging requirements, needs for breakwaters, storage facilities and repair services. In many cases, it appears that a relatively small expenditure is required in order to bring the small harbours back to full capacity. In many cases, the present marine facilities increase the danger of fire and fishermen experience considerable damage to their boats and equipment as a result of these congested and run-down facilities which prevent efficient loading, unloading, docking, and storage activities.

Therefore, your Sub-committee concludes:

3. That the present condition of small craft harbours and wharves in the Atlantic regions is extremely poor and such conditions present a serious safety hazard, as well as, a critical social and economic problem to numerous local Atlantic communities; and
4. That in a great number of cases, only a relatively minor expenditure is required to correct the situation.

Your Sub-committee has heard evidence of too many cases in which facilities were planned and built and which subsequently were of no value or proved inadequate for the fishery. In almost every case, Government officials did not consult local fishermen on their needs and requirements.

Therefore, your Sub-committee concludes:

5. That small craft harbour facilities are being planned, designed, constructed and repaired without adequate consultation with their primary users, the local fishermen.

The evidence presented before your Sub-committee suggests that the present condition of such harbours and wharves poses serious financial problems for local communities with respect to additional repair costs to vessels and equipment and lower quality and quantity of fish products.

There appears to be some confusion as to the responsibility of various Government Departments with respect to

small craft harbours. The testimony points out numerous, seemingly justified requests, being refused over and over again. There were instances of conflicting replies from different departments and further instances of approval of funds but no subsequent action taken.

Therefore, your Sub-committee concludes:

6. That a major contributing factor to the delay in the evaluation and implementation of small craft harbour programs and requests is the fact that too many different departments share responsibility.

#### *Recommendations*

On the basis of these conclusions, the Sub-committee recommends:

1. That the Government give consideration to the advisability of very substantially increasing current budgetary expenditures on harbour and wharf facilities in small craft harbours in the Atlantic regions.

2. That bearing in mind conclusion number two in this report, the Government give consideration to the advisability of putting forward, for the current fiscal year, supplementary estimates in the amount necessary to proceed immediately with all approved projects which are locally acceptable and to effect renewals, alterations or repairs in other harbours to make them safe and usable.

3. That the Government give consideration to the advisability of a complete review of existing programs relating to small craft harbours in the Atlantic regions with special reference to any proposals aimed at the centralization of small craft harbour facilities.

4. That the Federal Government, in co-operation with the various provincial governments, consider the feasibility of developing provincial and regional policies and programs on small craft harbours and related infra-structures in the Atlantic regions.

5. That the Government, in developing such provincial and regional programs designed to improve the small craft harbour facilities, do so in such a way as to incorporate the views of local fishermen, their unions, and local community organizations and interests.

6. That the Government give consideration to implementing at the earliest possible date the transfer of responsibility for small craft harbours in the Atlantic regions to a single federal agency.

A copy of the relevant Minutes of Proceedings and Evidence of the Committee (*Issues Nos. 14, 15 and 21*) and of the Sub-committee (*Sub-issues Nos. 1 to 4 inclusive*) is tabled.

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*(The Minutes of Proceedings and Evidence accompanying the said Report recorded as Appendix No. 37 to the Journals).*