

work done for the protection, safety and convenience of the public at railway crossings.

Late in December, legislation to amend the Railway Act to require the railways to disclose information on their operating costs was tabled by the Government in the House of Commons.

The Federal Government also announced near the end of the year that it would "freeze" a 12,413-mile regional network of rail lines in the Prairie Provinces until the year 2000 and that an additional 6,283 miles of rail lines in the same region would remain "frozen" for at least one year to evaluate their future.

#### Anti-pollution measures

The Ministry was instrumental in organizing a number of conferences during the year, including the National Conference of Railway Car Supply and Demand and the National Symposium on Marine Pollution. The latter was held late in 1974 to examine the Government's and industry's current state of anti-pollution effectiveness, explore additional preventive steps and assess the problems in this area.

Canada and the United States signed an agreement for a joint contingency plan to ensure a co-ordinated effort in containing and removing discharged oil and other pollutants which could threaten the waters and coastal areas of both countries.

#### Aviation security

Another area of concern was aviation security, which was improved through the new Civil Aviation Security Regulations. The regulations provide the Federal Government with the authority to regulate security measures at airports for the search of persons and property and the protection of passengers, crews and aircraft. Although the airlines are responsible for the security inspection of passengers, facilities and equipment are provided by the Ministry of Transport.

Late in the year the Ministry also implemented an air-transportation tax to help offset the costs of maintaining and operating the nation's airports. The tax, payable in Canada, is 5 per cent of the air fare to a maximum of \$5 on any ticket sold in Canada for air travel within the designated taxation area. There is a specific tax of \$5 for international trips ending outside the

taxation area. The taxation area includes Canada, the United States (except Hawaii) and the French Islands of St. Pierre and Miquelon.

#### Northern operations

Early in 1974, it was announced that the annual resupply service to the six Keewatin communities on the west side of Hudson Bay would be provided by the Northern Transportation Company Limited from a base at Churchill, Manitoba. Previously the operation had been carried out from Montreal; the change will expand the role of Churchill as a gateway for northern shipping.

A four-year program to dredge Churchill harbour to a depth of 35 feet has begun and is considered the key to expanding the operational limits of the port. The port, for the first time, also handled sulphur and it was established that it could handle a variety of commodities and provide a greater service than it has in the past.

In July, Transport Minister Jean Marchand officially inaugurated a short take-off and landing (STOL) service between Ottawa and Montreal. That same month he also announced plans to build a \$9.5-million motor-vehicle test centre near the new Montreal International Airport. The centre will permit the Ministry to increase the scope of its safety investigations on motor vehicles.

#### Emphasis on safety

Earlier in the year, the provinces and the Federal Government announced a co-ordinated five-year program to improve highway safety in Canada. A 15 per cent reduction in the rate of road traffic fatalities by 1979 has been set as a target for the program.

Safety in all modes was a major consideration during the year. Electronic-vessel traffic management systems are in operation on both the east and west coasts, and an agreement was reached with the U.S. for co-operation in the use of telephone communication on the Great Lakes for distress, safety and navigational purposes.

Air safety will be enhanced by the introduction of an \$18.6-million program for the manufacture and installation of 12 enroute terminal systems to improve automated air-traffic control; and the Ministry's Air Safety Division is working on some 60 safety re-

search projects, ranging from turbulence in large jetliners to the fire resistance of aircraft interiors.

Through the Community Airports Assistance Program, more than \$2 million was granted to 29 airport projects throughout Canada.

A new policy to upgrade air-transportation facilities in the North was also announced in the form of a five-year project estimated at \$40 million to improve reliability and regularity of services to Northern communities.

#### Collective bargaining in the federal Public Service

Federal Government negotiators will meet Public Service bargaining agents in 1975 to renew terms of collective agreements, which come up for renewal this year, covering some 155,000 employees in 36 bargaining units.

During the year just ended, Treasury Board negotiators signed collective agreements with representatives of 35 bargaining units, establishing rates of pay and conditions of employment for some 101,000 federal scientific, professional, technical, administrative and operational employees.

The average annual compound rate of increase provided through collective agreements signed in 1974 was 10.8 per cent. Most federal employees also received a \$500-increase in annual rates of pay effective April 1, 1974, which represented, on average, the equivalent of a 5 percent increase.

Apart from the negotiated increases, employees who are below the maximum rate receive annual automatic increases of approximately 4 per cent.

During 1974, 20 collective agreements were concluded at the bargaining table without third-party assistance, 13 agreements followed arbitration, one was concluded after conciliation and one agreement followed a lawful strike.

Collective bargaining in the federal Public Service, which began in 1967, is a continuing operation. As the year 1975 began, Treasury Board, which is the employer for Federal Government employees, was already in various stages of negotiation with representatives of 23 bargaining units involving 46,000 employees, and ranging in size from the 64 employees in the Home Economics Group to the 19,000 of the General Labour and Trades Group.