

Serious damage to the environment was averted in six major oil spills that occurred in 1973 through action taken by MOT officers under national pollution contingency plans. Thirty minor spills were also contained. Oil-pollution contingency equipment is now deployed in strategic areas of Canada, along eastern, western and Arctic waters.

The design for a new 7,000-ton icebreaker was completed in 1973. The Ministry proposes to build four of this type to operate in the Gulf and St. Lawrence River in the winter and in the Arctic during the summer. The first construction contract was to be let in early 1974. The Ministry also plans to call tenders for a nuclear propulsion study of a polar icebreaker. The Canadian Coast Guard now operates a fleet of 22 icebreakers.

More than 100,000 tons of cargo were shipped to some 60 sites in the Eastern Arctic during the annual resupply of Arctic outposts and Dew-line bases during the summer by 14 Canadian Coast Guard ships.

Western Arctic points are supplied through the Crown-owned Northern Transportation Company Ltd, which reports to the Minister of Transport and uses the Mackenzie River system. In July, a convoy of seven tugs and 25 barges, the largest to travel to the North, left Vancouver on a month-long,



Press Association photo

The deepest sea rescue in maritime history ended successfully when the Canadian Coast Guard Ship John Cabot hoisted to safety the British mini-sub-

4,800 mile voyage along the British Columbia and Alaska coasts transporting \$20 million in new equipment to the Mackenzie River area.

Ministry researchers have discovered new applications for hovercraft. They found that an air-cushion vehicle can break ice as thick as 27 inches contin-

uously while moving at about four or five miles an hour. The hovercraft carries a crew of two and an engine of less than 2,000 horsepower. To achieve similar results, an icebreaking ship would have a crew of more than 50 and engines of more than 10,000 horsepower.

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Construction program

The Ministry will invest \$8 million to replace existing wartime buildings and provide new facilities for the Coast Guard College in Point Edward, Nova Scotia. Also announced were plans for the establishment of a Canadian transport training institute to be set up in Cornwall, Ontario.

A \$12.5-million railcar ferry will be constructed for the Ministry of Transport to operate between Newfoundland and Nova Scotia. This is the first step in a major program designed to upgrade ferry services on the East Coast.

Construction continued on the new Montreal International Airport, slated to open in 1975. Some \$70 million in contracts were awarded during 1973 towards the construction of the airport. One runway is almost completed, another is well under way.

Announcements were made to expand facilities at the Calgary, Saskatoon, London, Regina and Quebec City air-



Ministry of Transport photo

Keeping the nation's airways safe is the job of Canada's air-traffic con-

trollers, who are aided by modern, automated equipment.