

Order Paper Questions

3. How many ships operated by the government were so inspected and issued such permits in the 1973 shipping season?

Mr. Joseph-Philippe Guay (Parliamentary Secretary to Minister of Transport): 1. (a) During the 1973 navigation season, 12 vessels were inspected and issued with Arctic Pollution Prevention certificates by the Ministry of Transport. (b) No vessels were refused Arctic Pollution Prevention Certificates for which application was made.

2. All of the vessels known to have operated in territories, to which the requirement applied, carried an Arctic Pollution Prevention Certificate issued by the Ministry of Transport or by the relevant classification society, as required by the Arctic Shipping Pollution Prevention Regulations.

3. None of the vessels operated by the government were inspected and issued with Arctic Pollution Prevention Certificates.

JOINT AIR/SEA STAGING CENTRE IN THE CANADIAN ARCTIC

Question No. 197—**Mr. Forrestall:**

1. What departments or agencies of government are currently involved in discussions relating to the establishment of a joint air/sea staging centre in the Canadian Arctic, particularly the High Arctic, with multi-departmental purpose including defence and transport?

2. What level of funding has been provided for such consideration?

3. What progress has been made to date with such discussions in terms of the establishment of a date at which such a centre would become essential for Canada's claim to Arctic sovereignty particularly over the Canadian Arctic Archipelago?

Mr. John M. Reid (Parliamentary Secretary to President of the Privy Council): 1. The Department of National Defence and the Ministry of Transport are not discussing, with other government departments or agencies, the establishment of new air/sea staging areas in the Canadian Arctic. An air/sea staging area in the Canadian High Arctic, at Resolute Bay, is operated by the Ministry of Transport. It serves the interest of several government departments and meets transportation requirements of the resource exploration industry.

2. No funding has been provided.

3. Not applicable.

ARCTIC OPERATIONS OF "R" CLASS ICEBREAKER

Question No. 198—**Mr. Forrestall:**

Within what zones of the Canadian Arctic Archipelago will the R-class icebreaker be able to operate and, in each instance, for what period of time?

Mr. Joseph-Philippe Guay (Parliamentary Secretary to Minister of Transport): The R-class icebreaker will be able to operate in all the zones of the Canadian Arctic Archipelago. The period of time the ship will be operating in any particular zone will depend upon operational requirements at that particular time.

FACILITIES FOR ICE-MODEL TESTING TANKS

Question No. 199—**Mr. Forrestall:**

1. What are the facilities of the Department of Transport or other agencies of the government in terms of ice-model testing tanks for

[**Mr. Forrestall:**]

research and design experimentation into the construction and development of Canadian icebreaker capability?

2. Does the government assess this capability as adequate to accommodate the indicated development of a polar icebreaker and, if not, on what date can such capability be upgraded to accommodate such requirements?

3. Has the government any arrangement at the present time to share or make use of such facilities located in the United States and, if so, with what frequency have such facilities located outside Canada been employed in the past year?

Mr. Joseph-Philippe Guay (Parliamentary Secretary to Minister of Transport): 1. There are no ice-model testing facilities operated by the Ministry of Transport but there is one operated by the National Research Council.

2. The existing government facility is not totally adequate. The National Research Council advise us it would take about three years, \$1.5 million and 12 extra staff to accommodate such requirements.

3. No arrangement for sharing or making use of any facilities exists except on a contract basis. These facilities were employed once in February of last year.

OPERATIONS OF UNITED STATES COAST GUARD ICEBREAKER
"POLAR STAR"

Question No. 200—**Mr. Forrestall:**

1. What significance does the launching of the United States Coast Guard 60,000 shp icebreaker *Polar Star* by Lockheed Shipbuilding Co. Ltd. have for Canada's claim to sovereignty in the Arctic Archipelago?

2. On what date does the government envisage the use of this vessel in Arctic waters in fully operational capability?

Mr. Joseph-Philippe Guay (Parliamentary Secretary to Minister of Transport): 1. The waters around the Alaskan coast and in the Antarctic, where the United States maintains research facilities, are ice covered for much of the year and the government does not therefore consider the launching of the United States Coast Guard icebreaker "*Polar Star*" has any significance with respect to Canada's claim to sovereignty in the Arctic Archipelago.

2. The government has no knowledge as to the date of use of this ship in Arctic waters in a fully operational state, however, it is understood that the *Polar Star* will be commissioned in late 1974.

ATTENDANCE OF TRANSPORT DEPARTMENT OFFICIALS AT
LAUNCHING OF U.S. COAST GUARD ICEBREAKER

Question No. 201—**Mr. Forrestall:**

Were any officials of the government present at the launching of the 60,000 shp icebreaker for the US Coast Guard by Lockheed Shipbuilding Co. Ltd., of Seattle, Washington on the week-end of November 17, 1973 and, if so, what were their names and what positions do they hold?

Mr. Joseph-Philippe Guay (Parliamentary Secretary to Minister of Transport): There were no officials of the Ministry of Transport present at the launching of the U.S. Coast Guard icebreaker on the week-end of November 11, 1973.