

troops in Western Europe remains necessary to ensure peace and stability, NATO military planners will continue to give high priority to the protection of the supply lines between North America and Western Europe.

Military planners must also take into consideration the fact that the development of submarine-launched cruise missiles (SLCMs) has significantly enhanced the capabilities of submarines. Soviet SSKs and SSNs armed with SLCMs could threaten not only shipping, but also command, communications and harbour installations in North America as well as in Europe. However, in order to put targets in Canada and the United States within the range of their cruise missiles, Soviet SSKs and SSNs, unlike the new SSBNs, would have to venture far from their home waters and approach North American shores. Thus, the network of underwater sensors the West has established over the years to monitor the deployment of Soviet SSBNs now plays a key role in the tracking of other types of Soviet submarines capable of menacing Western interests.

In keeping with its commitments to the defence of North America and to NATO, Canada has participated fully in Western efforts to counter the Soviet submarine threat by patrolling the approaches to North America, by contributing ships and aircraft to NATO patrols in the Atlantic and by sharing with its allies the information gathered by the surveillance network. The focus of Canadian naval activity has traditionally been in the Atlantic Ocean because of the importance of trans-Atlantic trade and NATO's sea lines of communications and as a result, Canada's maritime forces on the Pacific coast are much smaller than those in the Atlantic. In recent years, however, more and more attention has been paid to the Pacific Ocean because of its growing strategic importance and because of the significant trade which now exists between Canada and the Pacific Rim countries.

Vancouver now handles more marine cargo than Toronto, Montreal, Quebec City and Halifax combined. Trans-Pacific trade from North America has been greater than trans-Atlantic trade for more than six years. Meanwhile, tanker traffic along the West Coast between Alaska and the contiguous United States now accounts for between one-fifth and one-quarter of that country's oil needs. The potential for small and catastrophic oil spills has grown. Colonel J.E. McGee, Base Commander at CFB Comox, told Committee Members: "The threat of large carriers leaking large quantities of pollutants must be a fundamental concern of every maritime nation, each of which needs the capability to detect and prosecute such polluters." In a brief to the Committee, Douglas Ross, the Director of the Centre for International Studies at Simon Fraser University, indicated that the fisheries enforcement requirement on the Pacific coast is likely to grow as driftnet fleets deplete open ocean stocks of fish, illegal immigration from Asia will merit effective sea patrol, tighter anti-pollution regulations will necessitate greater enforcement capability, and combatting drug smuggling on the West Coast is likely to call for more