

into an agreement with the Canadian Government, guaranteed by bond, to provide up to \$10 million to USA claimants. Under the provisions of the Arctic Waters Pollution Prevention Act, some \$30 million is available to Canadian claimants in the event of an oil spill. Canada and the USA agreed in the summer of 1977 to extend the operation of the Joint Oil Spills Contingency Plan to the trans-boundary waters of the Beaufort Sea.

West coast environmental issues continued to be an active area in 1977 with the start of Alaska tanker traffic carrying oil to the southern 48 states along British Columbia's coast. For the past five years, Canada has expressed opposition to large-scale tanker movements through the Strait of Juan de Fuca en route to and from Puget Sound. In 1974 the Canadian and USA governments agreed to undertake negotiations for a general plan to reduce environmental risks in the area. A voluntary vessel traffic management scheme was introduced in the Strait in 1974 followed by a voluntary traffic separation scheme in 1975. An oil spill contingency plan, similar to the one which was introduced in 1977 in the Beaufort Sea, has been operational since 1975. Discussions were held with USA officials throughout 1977 to make the voluntary vessel traffic management/traffic separation scheme mandatory for all ships navigating the Strait.

While the west coast still remains a problem area in Canada/USA environmental relations, a number of major positive developments took place in 1977 with regard to the Garrison Diversion Unit. In the late 1960's the USA began construction of an irrigation project in North Dakota which, in the opinion of Canada, would seriously degrade the waters of the Red River in Manitoba to the injury of the health and property in Canada, thus violating the Boundary Waters Treaty of 1909. After several years of exchanges, President Carter in April 1977, recommended to Congress that the project be markedly reduced in scale, eliminating virtually all parts of the project affecting Canada. Although Congress voted full funding for Garrison despite the President's recommendation, a report of the House Appropriations Committee recognized the importance of considering the IJC's study of the project, and noted that construction carried out in the budgetary period in question would accordingly not deal with works potentially affecting Canada. The U.S. Government also reiterated its commitment regarding construction of works potentially affecting Canada, and added that these undertakings were "in keeping with the spirit of mutual understanding and forbearance which has characterized and will continue to characterize the efforts