

As members may know, the regulations under the Arctic Waters Pollution Prevention Act divide our Arctic waters into various zones, depending on the ice coverage. Cameron Island is in zone one, which means that there is maximal ice coverage, that is to say, a very short season of open water or none at all in the summer. The only tankers which could be considered for use to and from Cameron Island on a regular basis would be Arctic class ten, that is to say, vessels capable of maintaining continuous momentum in ice of up to ten feet thick. By comparison, an Arctic class six vessel could only operate there for one month a year, August 15 to September 15.

Another alternative which has been considered is the transportation of the oil by pipeline to a port on the south of Bathurst Island, which is in zone six. Zone six could be serviced by Arctic class seven tankers on a regular basis. Some consideration has also been given to the possible use

Adjournment Debate

of tankers which are simply ice strengthened as part of this system.

I would emphasize that until such time as it is determined that there is oil in commercial quantities at Cameron Island the consideration of transportation options, whether completely by pipeline, by ice class tankers, or by a combination of these two systems, is still at a very preliminary stage. The Canadian shipping industry is, however, very actively looking into the various options and is keeping officials of the Ministry of Transport abreast of its discussions with Panarctic and the other oil companies. I might add that the Canadian coastguard for some time has been proceeding with development of detailed designs for polar ice breakers in the event that these should be required.

The Acting Speaker (Mr. Turner): A motion to adjourn the House is now deemed to have been adopted. Accordingly, this House stands adjourned until tomorrow at 11 a.m.

Motion agreed to and the House adjourned at 10.28 p.m.
