

years with a German shipbuilder on studies of icebreaking cargo vessels—the so-called EOS class. During this time the Canadian government has been invited to discuss ways of joint co-operation on ice research and on the design and development of icebreaking cargo vessels. The results of the German work are expected to be made available to the Canadian government some time in early 1974. The Germans have stressed that this offer carries no obligation to any joint endeavour; in turn, the Canadian government has stated that agreement to study the German report implies no commitment to joint endeavour. At this stage, it is therefore not possible to state whether these talks will lead to co-operation between the Canadian and West German governments since we have, at the moment, neither sufficient information about the FGR capacity nor comparative data about the capacities of other countries and systems of transportation in ice-covered waters to take decisions regarding co-operative ventures on this field. A wide variety of approaches to the subject of transport in ice conditions will be examined as part of the policy announced last July by the Ministry of State for Science and Technology that Canada would achieve excellence within five years in transportation on and below ice covered waters. No formal proposals for co-operation with Canada have been received from the government of the Federal Republic or firms based therein; it is not possible to state at present whether such proposals should be anticipated in any of the years specified in the question.

2. There are no formal negotiations going on in this regard; the discussions taking place on this question are described above.

TONNAGE MOVED IN CANADIAN ARCTIC ARCHIPELAGO

Question No. 190—Mr. Forrestall:

1. What was the level in terms of tonnage moved in the Canadian Arctic Archipelago in each year since 1963?
2. For each year, what was the percentage of this tonnage moved in (a) Canadian (b) Commonwealth (c) other vessels?

Mr. Joseph-Philippe Guay (Parliamentary Secretary to Minister of Transport): 1. Tonnage figures for the total cargo which was moved in the Canadian Arctic Archipelago (Arctic Islands only) during 1963/73 are not available. However, the tonnages shipped/handled to sites in the eastern Arctic during the annual Department of Transport resupply operation in the years 1963-73 inclusive, are shown in the statement attached hereto.

2. The percentages of the tonnages lifted in Canadian, Commonwealth and other vessels, during the same period, is included in the statement.

Year	Tonnage Shipped/Handled	Vessels		
		Canadian per cent	Commonwealth per cent	Other per cent
1963	112,509 s/tons	89	Nil	11
1964	105,000 s/tons	97	Nil	3
1965	106,600 s/tons	97	Nil	3
1966	100,675 s/tons	86	Nil	14
1967	108,067 s/tons	85	Nil	15
1968	106,745 s/tons	95	Nil	5

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Year	Tonnage Shipped/Handled	Vessels		
		Canadian per cent	Commonwealth per cent	Other per cent
1969	117,062 s/tons	94	3	3
1970	127,079 s/tons	94	Nil	6
1971	113,573 s/tons	88	Nil	12
1972	99,871 s/tons	97	Nil	3
1973	92,700 s/tons (Estimate)	100	Nil	Nil

TEAM COMMISSIONED BY GOVERNMENT TO GATHER DATA RELATING TO ICEBREAKER DESIGN

Question No. 191—Mr. Forrestall:

1. What are the names of the members of the team commissioned by the government to gather all the pertinent data to bring about a polar icebreaker design, cost estimate and anticipated Arctic traffic that it may be required to support?
2. What progress has been made to date by this group and what is (a) the present cost estimate (b) the anticipated traffic for the next ten years?

Mr. Joseph-Philippe Guay (Parliamentary Secretary to Minister of Transport): 1. Persons from several government departments, MOT, DSS, NRC, AECL and DRB have been involved to date in the studies related to the design of a polar icebreaker. Numerous other individuals including outside consultants will be contributing to a greater or lesser degree as the studies and design progress and it is consequently not possible at this time to list the names of all the persons who have had, or will have, involvement in this group.

2. Model and full scale preliminary tests have been conducted, discussions have been held with consultants both in Canada and abroad and the undertaking of a further major study and design contract is now being considered. (a) No realistic cost estimate can be given at this time nor will be available until major ship parameters, such as dimensions and type and power level of propulsion machinery, have been determined. (b) Not known at this time.

OFFICERS DESIGNATED TO CARRY OUT INSPECTIONS UNDER ARCTIC SHIPPING POLLUTION PREVENTION REGULATIONS

Question No. 192—Mr. Forrestall:

1. How many officers of the Marine Administration of the Department of Transport have been designated as pollution officers?
2. How many selected officers of the Canadian Coast Guard have been provided with the necessary authority to carrying out inspections under the Arctic Shipping Pollution Prevention Regulations?

Mr. Joseph-Philippe Guay (Parliamentary Secretary to Minister of Transport): 1. Three hundred and ninety.
2. One hundred and forty three.

PERMITS ISSUED UNDER THE ARCTIC SHIPPING POLLUTION PREVENTION REGULATIONS

Question No. 193—Mr. Forrestall:

1. How many vessels have been (a) inspected and issued permits under the Arctic Shipping Pollution Prevention Requirements (b) inspected and refused permits under the ASPPR?
2. Did any vessels operate in the territories under the jurisdictional purview of the ASPPR without the permits required and, if so, how many and what company owned each?