

for the proposed tanker traffic in an enclosed high-use region, such as the Strait of Georgia, is a mistake. Other considerations support this conclusion. It is known that a major portion of the oil in spills on open coasts, i.e. open to the full sweep of wind, wave and tide, can be, in relatively short time, effectively dealt with both by natural forces, assisted where possible, by human efforts. Thus through appropriate site selection the consequences of a spill can be reduced by several orders of magnitude.

In recent years, there has been a major effort to provide a consequence limiting capability equivalent to the size of the cargoes carried. In general, dispersants have shown the only possible method of success. However, there are many cases where the use of dispersants is restricted and these are usually associated with enclosed systems such as the Strait of Georgia.

The extent of the destruction of the marine environment resulting from a catastrophic spill cannot adequately be estimated from an economics point of view. It is obviously impossible to put a price on the destruction of a species of wildlife or the decimation of a coastline. The annexed material provides additional information on the impact of an oil spill on the regional Canadian interests.

The rich wild life along the proposed tanker route will be placed in a precarious position should a major spill