

12. The safety of submerged submarine transits through fishing zones was considered, though not directly related to port visits. It was concluded, on the basis of the historical record, the fact that transits in Canadian territorial waters are generally on the surface, and the low fishing density, that the risk is **not significant**.

13. Though all potential impacts were judged **not significant**, much of the data provided to support these conclusions comes from our allies and the historical record. It was decided in 1990 to update the assessments for NPV/NCV visits. Further, in compliance with the Green Plan, an environmental review of the current policy of permitting these visits is being carried out in concert with the harbour assessments. Therefore, all the potential impacts discussed herein will be subject to further in-depth study to confirm the analysis and, if necessary, to develop better plans and procedures to ensure that the safest conditions always prevail.

#### **CONCLUSIONS AND RECOMMENDATIONS**

14. On the basis of this assessment, it was concluded that there is enough confidence in the safety and high potential for insignificant adverse environmental impact associated with visits of NCVs and NPVs to permit the visits to continue. This conclusion assumed that the importance of the visits to Canadian defence and foreign policy is such that the remaining uncertainties need not be investigated as a precondition to continuing the visits.

15. The Department proposes that the Government grant approval for the continuation of NPV and NCV visits, and that the following measures be implemented:

- a. specific environmental and harbour assessments be continued to ensure all possible safety and mitigation measures are identified;
- b. Canadian Forces nuclear emergency response plans be reviewed and improved in accordance with the recommendations resulting from the specific environmental and harbour assessments and integrated with those of civilian authorities.