

- On the same date we withdrew our reservation to allowing our claim to be tested, if we wish, before the International Court of Justice. We prefer a negotiated settlement but we have confidence that we would win if our position were argued in court.
- On January 11, 1988, George Shultz and I signed the Canada-United States Arctic Cooperation Agreement ensuring that from then on American icebreakers would require prior Canadian consent to enter waters we consider to be Canadian including the Northwest Passage.
- Last November the government awarded a contract in Vancouver to design a Polar 8 Icebreaker. It will be the largest in the world. It will be an important element in ensuring safe navigation in the North and Canadian control of that navigation.
- It is our North and we are providing the infrastructure necessary for the safe use of it: aids to navigation, ice reconnaissance, coordination of Northern activities, conservation, protection of the environment. We have created a new national park on Ellesmere Island; established two months ago the Canadian Polar Research Commission; and, separately, put in place an Arctic Marine Parks and Sanctuaries Commission.
- In defence of our independence and our sovereignty we are expanding airfields, upgrading radar systems, deploying sonar systems, increasing surveillance flights and holding more military exercises in the North. We are acquiring nuclear-propelled submarines for defence, surveillance and control of our Northern waters. While that is not the primary role of those submarines, it is an important one, because they alone can operate under ice.

The fact is we have done more to assert Canadian sovereignty in the North in four years than any other Canadian government. We will do more, as our means allow.

I mentioned our recent agreement with the U.S.A. on Arctic navigation in the waters of the Arctic Archipelago. The immediate background to that negotiation was the 1985 voyage of the U.S. icebreaker Polar Sea through the Northwest Passage.