

The problem of transboundary flooding is also raised by the Dickey-Lincoln Project, a hydroelectric system under consideration for the Upper St. John River Valley in Maine. Such a project, still in the study stage, could have marked environmental effect on areas of New Brunswick and Quebec. The United States Corp of Engineers is in the midst of an environmental impact statement (EIS) on the proposal. The Canadian Government is following the developments with great interest, particularly that part of the project that would affect Canadian provinces.

Environmental problems are also present on both our coasts. Of continuing concern to the Canadian Government has been the proposal by the Pittston Company to build an oil refinery and terminal at Eastport, Maine. The only possible route for a tanker supplying Pittston would be through Canadian waters at Head Harbour Passage. Due to the narrow channels, treacherous currents, and variable weather conditions as well as the close proximity of valuable fishing grounds, the Canadian Government has expressed strong opposition to the United States authorities on any proposal calling for the transportation of petroleum products through these Canadian waters.

Pittston received the approval of the Maine Board of Environmental Protection to proceed with construction of the refinery in June 1975. The approval, which is currently before the courts on appeal, was given subject to a set of criteria which included executing agreements with, or receiving approval from appropriate Canadian authorities regarding the movement of tankers through Canadian waters. The Environmental Protection Agency in the United States is preparing an EIS on the project. To date this report has not been released and Pittston has not made an approach to the Canadian Government to satisfy the Board's conditions. There have been no circumstances to alter Canada's basic objections to transport of oil through these Canadian waters.

On the West Coast, continuing discussions have taken place in light of the anticipated increase in tanker traffic in the Puget Sound area which will result from completion of the pipeline from the north slope oil field in Alaska. The "Comprehensive Oil Pollution Liability and Compensation Act" introduced in July 1975 is still before the American Congress. If passed it would supersede the liability and compensation provisions of the Trans-Alaska Pipeline Authorization Act. The proposed Act would afford better access for residents of Canada to compensation arising from environmental damage which might occur from the transportation of Alaska oil down the West Coast. On the state level, an attempt by Washington to control the size of tankers entering its waters failed when a three-man Federal District Court