

This assessment is equally true of U.S. submarine transits through the Dixon Entrance, where garbage and waste water discharges are highly unlikely given that they will be just

about to berth, or have just left, and it is normal practice to perform these operations either in port reception facilities, or inconspicuously far out at sea. Garbage and waste water from normal levels of shipping in the Entrance exceeds by many magnitudes anything that could be expected from the submarines.

E Safety of Submarine Transits Through Fishing Zones (page 12/14) - Overall, risk not considered significant.

While increased submarine presence in Dixon Entrance is a new element, the fact that the transits will be submerged reduces the risk of collision or entanglement with fishing vessels considerably. Furthermore, this is not a nuclear risk, nor is it entirely of foreign origin.

There are four types of Canadian commercial offshore fisheries operating in the Entrance. The halibut, ground-fish, and hook-and-line operations (95 - 135 vessels) sometimes use bottom-situated gear. The salmon, crab, and commercial shellfish operations are less at risk from deep transits, while salmon operators (300 - 500 vessels), fishing closer to the surface, have no risk of encountering submarines travelling at considerable depth.

The main responsibility for avoiding damaging encounters must lie with the submarine operators (since fishing boats are generally unaware of their presence). While incidents can occur, usually in shallow, narrow, heavily travelled waters, the U.S. Navy submarine service has a very creditable record in avoiding fishing nets and gear. U.S. submarines are also equipped with some of the best marine navigation equipment in the world. Avoiding incidents is a performance priority for skippers.

The U.S. intention to avoid running submarine tests during the salmon seasons is intended to ensure that incidents do not occur. The U.S. has also provided assurances on liability and compensation.

**PUBLIC NOTIFICATION**

14. The U.S. Navy will be informing both the Department of National Defence through MARPAC in Esquimalt, and the Department