

Island area where the loss of two Pan Arctic barges occurred in August. Members also had discussions with a leading Canadian Marine Biologist and Ecologist investigating the effects of the Pan Arctic barge accident.

Convinced that Canada is on the threshold of new and major Arctic developments, your Committee wishes to report its conclusions to the House and recommends that the Government should consider giving immediate attention to the recommendations contained herein:

### ARCTIC SOVEREIGNTY

The Committee welcomes the experimental *Manhattan* voyage, and the promise which it holds for the opening up and development of the Arctic regions of North America and notes that the Canadian Arctic Archipelago stands to benefit particularly from this daring, imaginative and costly experiment initiated by the Humble Oil Company.

However, your Committee shares the concern of most Canadians and of conservationists throughout the world of the dangers of pollution inherent in any future oil tanker maritime traffic through Canada's Arctic waters. Your Committee is convinced that the safeguards and pollution controls necessary to protect Canada's Arctic environment and ecology will neither be possible nor enforceable without an effective exercise of Canadian control over the waters and the ships using the waters of Canada's Arctic Archipelago. Your Committee is unimpressed with arguments that adequate pollution safeguards could be effected by international agreement. Not only has progress towards international accord on maritime pollution control been extremely slow, but serious doubts are now being expressed by reputable scientists that present proposals for such international pollution control are adequate even for the world's temperate waters. As desirable as international maritime pollution control would be, the delicate balance of nature in the Arctic can only be protected by a more stringent set of pollution controls than anything that has been proposed internationally to date.

Your Committee rejects the suggestion that an international waterway exists through the Canadian Arctic Archipelago.

The Committee does not accept the assertion that the waters of the Canadian Arctic Archipelago, which are ice locked and traversable by motorized vehicle for 7 or 8 months of the year, and through which no international maritime route, commercial or otherwise, has existed heretofore, are analogous to the waters of the Pacific Archipelagos or other areas of the world where international maritime trade routes have existed for centuries.

The waters of the Canadian Arctic Archipelago lie over the continental shelf; the Arctic islands and the continental shelf are a geological extension of the Canadian mainland and the North American land mass.

Noting Paragraph 2 of Article 5 of the 1958 United Nations Geneva Law of the Sea Convention which specifically accepts the concept of innocent passage through a National State's internal waters, your Committee believes that innocent passage, for ships of all Nations, through the waters of the Canadian Arctic Archipelago is compatible with the protection of fundamental and essential Canadian interests in her Arctic waters. However, the Committee takes the position that any passage which poses a danger to Canada whether this danger takes the form of a threat of pollution or otherwise, is not innocent.