

Mr. Speaker, other measures have been taken as well. For instance, External Affairs Canada has asked the U.S. Department of State to keep it fully informed of further developments and of any possible impact on Canadian waters and resources.

The Department of National Defense will provide additional flights for pollution surveillance, if necessary.

Canadian industry, with the approval of the Canada Oil and Gas Lands Administration, has made arrangements to have the Beaufort Sea equipment operated by the Sea Oil Spill Cooperative shipped by air to Valdez, Alaska.

The Canada-U.S. emergency plan for water pollution is now in effect in order to facilitate transborder shipment of clean-up equipment.

Mr. Speaker, on site in Alaska, Exxon is now transferring the remaining cargo to three ships that will carry it to U.S. ports. The Exxon Baton Rouge has taken on 463,000 barrels, Exxon San Francisco 400,000 and Exxon Baytown will take the rest. It is expected that operations will finish today.

Undersea tests suggest the ship can be salvaged. The intention is to refloat the Exxon Valdez.

Mr. Speaker, the ship's side is intact, but there are still concerns as to the impact of unburdening on her overall stability. Other undersea tests are underway to determine the hull's integrity and the ship's stability. A restricted traffic zone and a control zone have been established in the area. Exxon is now concentrating their efforts on the protection of fish spawning areas.

Mr. Speaker, resources now in place in Alaska include 884 personnel, 100 ships, 49 helicopters, 2 airplanes, and anti-pollution equipment totalling 1 223 tons.

I would now like, Mr. Speaker, to deal with a number of systems that have been developed and located on the West coast to ensure the safety of bulk oil transport. These are:

a) Sophisticated maritime traffic management systems using radar and radio communication systems to monitor and guide the movements of ships in heavy traffic ports and areas of high tanker traffic density.

b) On the West coast, Mr. Speaker, it is excessively important that Canadians be aware of the following rules—on the West coast of Vancouver Island, a special zone has been set up from which tankers are excluded, in

consultation with the industry, to ensure that tankers ply well off the coast. Those arrangements provide that tankers keep 125 miles off the Canadian coast at the Northern tip of the Queen Charlotte Islands, some 60 miles off the North coast of Vancouver Island and some 25 miles off the coast for those entering the Juan de Fuca Strait.

c) A system of navigation lanes in the Juan de Fuca Strait, jointly controlled by the American and Canadian Coast Guards, ensures the spacing of in- and outgoing ships, which also are monitored by radar.

d) Mr. Speaker, long-range navigation aids are jointly offered by Canada and the United States to ensure that ships off the coasts can pinpoint their position at sea, and the Coast Guard radio station network broadcasts weather forecasts and nautical safety bulletins to all ships.

e) Upon entering Canadian territorial waters, these ships use the impressive system of short range navigational aids and a compulsory pilotage system which provides local navigational data.

The Pacific Pilotage Authority, Mr. Speaker, is responsible for pilotage in all Canadian waters in and around the province of British Columbia.

The Authority's Regulations establish five compulsory pilotage areas, namely:

1) The Fraser River;

2) The East coast of Vancouver Island and the West coast of the continent between Pine Island and Race Rocks;

3) The West coast of Vancouver Island, from Race Rocks to Pine Island;

4) The West coast of the continent, from Pine Island to Stewart;

5) The waters around the Queen Charlotte Islands.

All ships that are over 350 gross tons are subject to compulsory pilotage except Canadian or American ships which are employed in the coastal trade between British Columbia, the State of Washington and Alaska.

Pilotage missions are carried out by pilots employed by or under contract with the Authority. The pilots board the ships by launch or helicopter when they arrive off the coast of British Columbia and leave them in the same way. The launches and the helicopters are under the control of the central pilotage services in Vancouver or of its regional offices in Victoria and Prince Rupert. The