

In June 1974, the Government of British Columbia presented a "request" to the International Joint Commission challenging the legal validity of the 1942 Order. The Commission, in response, asked the four governments involved for opinions on whether the Commission had jurisdiction to review its 1942 Order. Briefs were submitted by the four governments but the Commission has deferred any decision on the matter pending the outcome of negotiations in which the City of Seattle and British Columbia are attempting to reach a private settlement of the dispute.

Environmental issues arising from proposed activities in coastal areas have also been the subject of discussions between Canada and the United States over the past year.

On the West Coast, the threat to the environment posed by the intensification of tanker traffic in the Puget Sound area which will occur as a result of the transportation of North Slope oil from Alaska to the west coast of the United States has been the subject of continuing discussions. A part of these discussions has been aimed at assessing the adequacy of the remedies available to Canadians under the provisions of the Trans-Alaska Pipeline Authorization Act. A recent development in this regard has been the introduction in Congress by the U.S. Administration on July 9, 1975, of a "Comprehensive Oil Pollution Liability and Compensation Act" which will supercede the liability and compensation provisions of the Trans-Alaska Pipeline Authorization Act.

On the Atlantic coast the proposal by the Pittston Company to build an oil refinery and terminal at Eastport, Maine, presents environmental dangers for Canada. The tankers supplying the Pittston refinery would have to pass through Canadian waters (pollution control zones/Bay of Fundy/territorial sea and internal waters) in order to gain access to Eastport, and there would be a serious risk to the Canadian marine environment resulting from such traffic. The Canadian Government has expressed to the United States authorities the Government's strong opposition to the carriage of oil through the Canadian waters concerned.

On June 4, 1975, Pittston received the approval of the Maine Board of Environmental Protection to proceed with construction of the refinery. However, approval was given subject to certain conditions which