

controls. The need for government to be in a state of readiness is discussed in the final section of the report.

We are right out there on the frontier. Nobody has ever built an ice-breaking oil tanker of that size or capability, with the kind of power to go through those conditions, so we would like to proceed cautiously so that we are confident that we know what we are doing, that the industry knows what it is doing, and so we do not wind up with some kind of ecological disaster or accident on our hands. (Mr. G.M. Sinclair, DOT, Issue 30:31, 15-6-1982)*

The Federal Government also bears a major responsibility in assuring that mitigative measures to handle oil spills are in place should a tanker system be used to transport oil either from the Arctic Islands or from the Beaufort Sea Region. Oil spills probably present the greatest single danger of Beaufort Sea Region development to the arctic environment. Since 1973 a considerable amount of research and development work has been carried out in Canada on spill countermeasures. Although much research has been conducted by industry and government on containment and burning measures, it is not yet clear whether the state-of-the-art matches the risk of a major oil spill in arctic conditions. Research and development in clean-up and control of spills has attempted to meet the unique ice conditions, temperatures and remoteness of the Arctic. Contingency plans need to provide a quick, coordinated and effective response to spills.

In the case of marine pollution incidents in arctic waters, the Canadian Coast Guard has operational responsibility for the Arctic Marine Emergency Plan. The Coast Guard has lead agency responsibility for all emergencies resulting from marine transport, including ship equipment, cargo, fuel and stores. The Arctic Marine Emergency Plan sets out the response mechanism to respond to a marine pollution emergency and establishes procedures to deploy spill countermeasure resources.

Government plans for a co-ordinated marine pollution response capability are still in the process of development. The Committee is sympathetic to the difficulties with which the Canadian Coast Guard is faced in spreading its meagre financial and personnel resources across the whole gamut of year-round marine services in arctic waters. Response to pollution emergencies, where it is the lead agency, is after all only one facet of its surveillance role. Another equally important responsibility is its support function in search and rescue operations and marine distress incidents.

The Committee recommends:

That in order to upgrade the Federal Government's year-round arctic response capability, the Canadian Coast Guard be provided with adequate financial and personnel resources to conduct R and D, to supply marine support services and to meet emergencies.

*Note: Misquoted in *Proceedings* as "economic".