

North Atlantic Treaty Organization's Committee on Challenges to Modern Society (CCMS). The United States responded, linking its own Northern Maine Regional Planning Commission Study to the Canadian one. This CCMS project encouraged the two countries to create a specific Canada/US Water Quality Committee to deal directly with the Saint John. The International Joint Commission (IJC) was asked to recommend future institutional arrangements, and in 1975 the Canada/US committee suggested that water-quality objectives and timetables be set; the IJC recently recommended that the two countries negotiate a water-quality agreement.

In the meantime, there has been progress in eliminating the actual pollution. The potato and beet processing complex at Easton Station went bankrupt, and its new owners must now meet tight environmental standards. A number of American towns on the river and its tributaries are going ahead with sewage treatment programs. The Fraser Company in Madawaska has reduced its pollution, and the Edmundston mill will convert to new production methods which will sharply reduce pollution on the international section of the river.

#### [THE LAKE]

Lake Champlain is the sixth largest lake in the United States. Most of it lies between New York and Vermont; a small part is in southwest Quebec, and the river which empties it, the Richelieu, flows north through Canada to the St. Lawrence.

In recent years of high lake water the Richelieu has overflowed its Quebec banks, shortening the growing seasons and seriously reducing the yields of grain and corn on six hundred farms. The flood damage in the US, though substantial, has been of less concern, since most farms are on high banks set back from the lakeshore.

In 1937 the International Joint Commission approved construction of flood-control works in southwestern Quebec. A dam at Fryer's Island on the Richelieu was finished in 1939; but the program stopped during World War II, and that dam has not been used since.

In 1968, when the recent high water levels began, Quebec farmers asked that the control program be completed. However, a new consciousness of possible environmental effects had developed since the original program was planned. Lake water levels play an important role in maintaining the wetland habitats of insects, plants, fish, fur-bearing animals and waterfowl.

In March 1973 Canada and the United States asked the IJC to report on the feasibility of regulating the system. In March 1975 the commission

concluded that the original flood-control program, authorized in 1937, should not be completed but that control on the lake and river could be accomplished through a dredged channel and a control structure in the St. Jean Rapids. The interim report called for environmental cost and benefit studies and a measuring of the recreational advantages to both countries. A new board was named to carry out the recommendations, and it will make a final report next December.

#### [THE OCEAN]

As consumption has grown, the United States has come to rely more and more on oil shipped by tankers from distant fields. The possibility of a major west coast spill has caused much concern in British Columbia and the state of Washington.

When Alaskan crude oil becomes available this year, it will be carried to refineries on the west coast of the United States. The supply will exceed the capacity of the refineries by four hundred thousand to six hundred thousand barrels a day. To deliver the additional oil to areas of the United States which need it most, new delivery systems will be needed.

There are many alternatives; the ones of particular concern to Canadians are those which would increase the amount of oil transported through the Strait of Juan de Fuca by tanker or which would move oil by pipelines across Canadian territory. The Canadian government wants primarily to reduce the risk of spills off the Canadian west coast. The United States wants to achieve environmental safety while distributing new oil.

US and Canadian officials met in August 1974 and agreed to work on a comprehensive plan to reduce the risk to the Juan de Fuca area.

At present the two governments are continuing co-operative research (currently they are studying near-surface currents in the strait), negotiating an agreement on liability and compensation for oil spills, formulating a system of vessel-traffic management (the equivalent of air-traffic control), and developing contingency oil-spill clean-up plans.

Some goals have been at least partially achieved. A contingency clean-up plan for the west coast, Juan de Fuca and Puget Sound areas became operative in March 1975.

One proposed alternative to the Juan de Fuca route would involve using a port at Kitimat, British Columbia, connected by pipeline to Edmonton, Alberta, where existing pipelines serve Canada and the US. Canada has established an independent inquiry to examine that proposal's marine safety and environmental aspects.