

Georgia system. It will be seen that the main paper (Appendix I) is supported by five Annexes dealing with the impact of oil spills under the following headings: Wildlife; Property, Parks and Recreation; Fisheries; Industry; Physical Consequences of Two Hypothetical Oil Spills. This material demonstrates that a major oil spill arising from large tanker operations would have disastrous effects for the environment and ecology in the Canadian (as well as United States) coastal area, that a great deal of the damage would be beyond capacity to prevent or repair, and that much of the damage would be of a nature not measurable in any economic terms.

Appendix III is an analysis of the international legal situation as it would pertain to the operation of an oil tanker route into the Puget Sound area. This analysis shows that while under established international law damage in Canadian territory from events occurring in United States territory would give rise to clearly valid claims for indemnity, there nevertheless remains the problem of how in present circumstances anyone could obtain prompt and adequate compensation.

In general terms, as outlined on earlier occasions, the Canadian Government is convinced that if the full economic costs of the substantial environmental risks are taken into account it will be found desirable to avoid introducing large and hazardous tanker movements into the inner waters of the Pacific Coast. The Canadian Government is concerned, moreover, that there has so far been no indication of plans to provide for compensation, however negligible the risks of damage from oil spills may be judged to be by United States experts. As expressed by Canadian Ministers to Secretary of State Rogers on June 10 it is the view of the Canadian Government that