

Centre and the Vancouver Traffic Centre (chart attached). In support of this system, the two Coast Guards have progressively installed a network of communications and radar surveillance equipment. It is expected that Canada will have installed such equipment in the order of \$18 million by early 1978. Plans for similar improvements have been announced by the USA authorities.

22. The traffic separation scheme consists of a network of one-way traffic lanes with separation zones in between and precautionary areas. These areas have been well publicized in notices to mariners and are depicted on all current charts of the area. In the Strait, the traffic lanes are at least 1,000 yards wide, with separation zones at least 500 yards wide.

23. Between 85 and 95 percent of the ships using the Strait comply with the reporting and advisory system and with the recommended routing scheme but there have been several instances of non-compliance by foreign ships, creating serious navigation hazards. The two Governments have accordingly agreed to develop a comprehensive mandatory vessel traffic management system. A draft agreement to this effect is currently under discussions between officials of the two Governments. A number of meetings have been held in Ottawa and Washington. Canada is represented by an interdepartmental team of officials drawn from the Department of Transport, the Canadian Coast Guard, the Department of Fisheries and the Environment, the Department of Justice and the Department of National Defence, chaired by an official of the Department of External Affairs. The USA side has been represented by officials of counterpart agencies, chaired by the State Department. Federal officials have consulted with the B.C.