

Message Text

UNCLASSIFIED

PAGE 01 OTTAWA 07039 01 OF 02 051412Z
ACTION EUR-12

INFO OCT-01 ISO-00 ERDA-07 AID-05 CEA-01 CIAE-00
COME-00 DODE-00 EB-08 FEAE-00 FPC-01 H-02 INR-07
INT-05 L-03 NSAE-00 NSC-05 OMB-01 PM-05 OES-07
SP-02 SS-15 STR-04 TRSE-00 ACDA-10 NSCE-00 SSO-00
USIE-00 INRE-00 PA-02 PRS-01 DOTE-00 FMC-02 CG-00
DLOS-09 EPA-04 CEQ-01 EURE-00 /120 W
-----111622 051456Z /45

O 041639Z AUG 77

FM AMEMBASSY OTTAWA
TO AMCONSUL VANCOUVER IMMEDIATE
INFO SECSTATE WASHDC IMMEDIATE 4337

UNCLAS SECTION 01 OF 02 OTTAWA 07039

DEPARTMENT PLEASE PASS DOT FOR USCG

EO 11652: N/A

TAGS: SENV, CA

SUBJECT: PACIFIC NORTHWEST VTS PRESS RELEASE AND FACT
SHEET

REF: AMBASSADOR ENDERS/JONIETZ TELCONS

1. THE FOLLOWING PRESS RELEASE/FACT SHEET WAS DEVELOPED
JOINTLY BY THE EMBASSY AND THE DEPARTMENT AND IS AUTHORIZED
TO BE RELEASED IMMEDIATELY:

--- ENVIRONMENTAL SAFETY KEY FACTOR IN ALASKAN OIL TANKER
TRAFFIC

2. THE U.S. AND CANADA HAVE BEEN WORKING CLOSELY TOGETHER
TO ENSURE THAT OIL TANKER TRAFFIC BETWEEN THE ALASKAN PORT
OF VALDEZ AND THE LOWER 48 STATES, ESPECIALLY IN THE PUGET
SOUND AREA, OPERATES WITH MINIMUM RISK TO THE ENVIRONMENT.
ALASKAN OIL TANKER TRAFFIC IS EXPECTED TO INCREASE TOTAL
UNCLASSIFIED

UNCLASSIFIED

PAGE 02 OTTAWA 07039 01 OF 02 051412Z

TANKER TRAFFIC IN THE STRAIT OF JUAN DE FUCA BY ABOUT 10
PERCENT, FROM 31 TO 34 TANKERS PER WEEK.

3. UNDER U.S. LAW, ALL ALASKAN OIL MUST BE CARRIED IN U.S.
FLAG VESSELS, MEETING RIGID COAST GUARD SAFETY STANDARDS
AND BE MANNED BY U.S. CREWS. IN ADDITION, THERE ARE STRICT
REQUIREMENTS FOR MODERN SAFETY, NAVIGATIONAL AND COLLISION

AVOIDANCE EQUIPMENT ON ALL TANKERS, AS WELL AS BACKUP SYSTEMS. PRECISE NAVIGATION WILL BE FACILITATED BY CHAINS OF LORAN-C TRANSMITTERS WHICH ARE NOW OPERATIONAL ON THE COASTS OF ALASKA AND WASHINGTON STATE AND SIMILAR CANADIAN INSTALLATIONS WHICH WILL BE OPERATIONAL SHORTLY.

4. FROM VALDEZ TO THE ENTRANCE OF THE STRAIT OF JUAN DE FUCA THE TANKERS WILL FOLLOW ROUTES ESTABLISHED BY THE COAST GUARD DESIGNED TO KEEP THEM WELL OFFSHORE AND TO SEPARATE NORTH- AND SOUTH-BOUND TRAFFIC. A SIMILAR SEPARATION SCHEME COVERS ALL VESSELS IN THE JUAN DE FUCA AND PUGET SOUND AREA. IN ADDITION, THE U.S. AND CANADA HAVE IMPLEMENTED A JOINT PLAN TO COMBAT ANY POSSIBLE MARINE POLLUTION.

5. FOLLOWING IS A FACT SHEET ISSUED BY THE U.S. EMBASSY IN OTTAWA AND THE DEPARTMENT OF STATE IN WASHINGTON CONTAINING SPECIFIC DETAILS CONCERNING THE OPERATION OF THE TRANS-ALASKA PIPELINE SYSTEM (TAPS) TANKERS BETWEEN THE PORT OF VALDEZ AND THE LOWER 48 STATES:

6. TANKER FREQUENCY. WHEN ALASKAN OIL STARTS TO MOVE SOUTHWARD, 2.8 TAPS TANKERS ON THE AVERAGE ARE EXPECTED TO TRANSIT THE PUGET SOUND AREA PER WEEK. THIS TAPS TRAFFIC WILL INCREASE ONLY SLIGHTLY THE AVERAGE OF 30.8 TANKER TRANSITS PER WEEK IN THE AREA DURING THE SIX MONTHS ENDING UNCLASSIFIED

UNCLASSIFIED

PAGE 03 OTTAWA 07039 01 OF 02 051412Z

LAST APRIL. A PORTION OF THE INCREASED QUANTITY OF OIL SHIPPED BY TANKER WILL REPLACE OIL PREVIOUSLY DELIVERED BY PIPELINE FROM CANADA. THIS LEVEL OF TANKER TRANSITS IS NOT EXPECTED TO INCREASE FOR SOME TIME, UNLESS AND UNTIL DECISIONS HAVE BEEN TAKEN TO MOVE CRUDE OIL THROUGH THIS INLAND AREA RATHER THAN VIA OTHER ROUTES, AND THE REQUIRED FACILITIES ARE COMPLETED. NO SUCH MOVES ARE ANTICIPATED IN THE IMMEDIATE FUTURE.

7. SAFETY EQUIPMENT. ALL TAPS TANKERS WILL BE U.S. FLAG VESSELS WITH EXPERIENCED U.S. CREWS. THEY ARE REQUIRED TO HAVE MODERN EQUIPMENT INCLUDING A RUDDER-ANGLE INDICATOR, GYRO COMPASS, FATHOMETER AND LORAN-C NAVIGATION DEVICES, TOGETHER WITH EFFECTIVE BACK-UP SYSTEMS. ADDITIONALLY, THESE VESSELS WILL BE REQUIRED TO COMPLY WITH NEW REGULATIONS PROPOSED AS A RESULT OF RECENT PRESIDENTIAL INITIATIVES. THE NEW REGULATIONS, WHEN FINAL, WILL REQUIRE IMPROVED EMERGENCY STEERING STANDARDS, INERT GAS SYSTEMS, SEGREGATED BALLAST AND DOUBLE BOTTOMS ON ALL NEW OIL TANKERS OF 20,000 DWT OR MORE WHICH ENTER THE NAVIGABLE WATERS OF THE UNITED STATES TO ENGAGE IN TRADE. ALL VESSELS OF 10,000 GROSS TONS OR MORE WILL BE REQUIRED TO

HAVE A SECOND RADAR SYSTEM AND COLLISION AVOIDANCE EQUIPMENT. THESE REQUIREMENTS INSURE THAT TAPS VESSELS WILL HAVE FULLY EFFECTIVE COMMUNICATIDNS, NAVIGATION AND COLLISION AVOIDANCE CAPABILITIES IN OPERATION AT ALL TIMES DURING TRANSIT OF THESE WATERS.

8. TRAFFIC SEPARATION. A JOINT CANADA-U.S. MARINE POLLUTION CONTINGENCY PLAN SIGNED IN 1974 PROVIDES FOR CLOSE, COOPERATIVE ACTION TO COMBAT POSSIBLE SPILLS. THE TWO COUNTRIES IN 1975 ESTABLISHED A TRAFFIC SEPARATION SCHEME UNDER WHICH ONE-WAY TRAFFIC LANES SEPARATE INBOUND AND OUTBOUND VESSELS IN THE AREA. SINCE THEN THE TWO GOVERNMENTS HAVE CONTINUED WORKING TOGETHER ON ADDITIONAL MEASURES TO INCREASE THE SAFETY OF TANKER TRAFFIC IN THE AREA.

UNCLASSIFIED

UNCLASSIFIED

PAGE 04 OTTAWA 07039 01 OF 02 051412Z

UNCLASSIFIED

NNN

UNCLASSIFIED

PAGE 01 OTTAWA 07039 02 OF 02 051422Z

ACTION EUR-12

INFO OCT-01 ISO-00 ERDA-07 AID-05 CEA-01 CIAE-00
COME-00 DODE-00 EB-08 FEAE-00 FPC-01 H-02 INR-07
INT-05 L-03 NSAE-00 NSC-05 OMB-01 PM-05 OES-07
SP-02 SS-15 STR-04 TRSE-00 ACDA-10 PA-02 PRS-01
NSCE-00 SSO-00 USIE-00 INRE-00 DOTE-00 FMC-02
CG-00 DLOS-09 EPA-04 CEQ-01 EURE-00 /120 W

-----111912 051456Z /45

O 041639Z AUG 77

FM AMEMBASSY OTTAWA

TO AMCONSUL VANCOUVER IMMEDIATE

INFO SECSTATE WASHDC IMMEDIATE 4338

UNCLAS SECTION 02 OF 02 OTTAWA 07039

VESSELS MOVING TO AND FROM ALASKA WILL ENTER THE EXIT THE AREA VIA THE TRAFFIC SEPARATION SCHEME AND BE SUBJECT TO CLOSE MONITORING BY U.S. AND CANADIAN AUTHORITIES AT ALL TIMES WHILE IN THE SYSTEM.

9. NAVIGATION AIDS. LORAN-C SERVICE FOR THE WEST COAST OF

CANADA AND THE UNITED STATES WILL BE FULLY OPERATIONAL IN THE NEAR FUTURE. THE NEW U.S. WEST CDAST LORAN-C CHAIN WAS DECLARED OPERATIONAL FOR NAVIGATIONAL USE ON APRIL 26, 1977, WHILE NEW GULF OF ALASKA LORAN-C CHAIN BECAME OPERATIONAL ON JUNE 28, 1977. THE CANADIAN WEST COAST LORAN-C CHAIN, WHICH WAS BUILT USING U.S. EQUIPMENT, IS PRESENTLY BEING CALIBRATED AND WILL BE DECLARED OPERATIONAL IN THE NEXT MONTH OR SO. THESE SYSTEMS WILL PROVIDE THE MEANS FOR ACCURATE POSITION FIXING AND NAVIGATION OF TAPS TRADE TANKERS (AND OTHER VESSELS SO EQUIPPED) USING THE RECOMMENDED SHIP'S ROUTING SYSTEM BETWEEN VALDEZ, ALASKA AND WEST COAST PORTS.

10. OFF-SHORE ROUTING. LEAVING VALDEZ HARBOR, THE OIL-LADEN TANKERS WILL PROCEED TO THE ENTRANCE OF JUAN DE FUCA
UNCLASSIFIED

UNCLASSIFIED

PAGE 02 OTTAWA 07039 02 OF 02 051422Z

USING A ROUTE RECOMMENDED BY THE U.S. COAST GUARD. THEIR CLOSEST POINT OF APPROACH TO PRINCE RUPERT, B.C., IS 220 NAUTICAL MILES. WHEN DUE WEST OF PRINCE RUPERT, THE TANKERS WILL BE 310 NAUTICAL MILES OFF-SHORE. THE COURSE PROCEEDS SOUTHWARD, PASSING SOME 160 NAUTICAL MILES WEST OF ENGLEFIELD BAY ON THE QUEEN CHARLOTTE ISLANDS. THE ROUTE TURNS TO PARALLEL VANCOUVER ISLAND AT A POINT 136 NAUTICAL MILES WEST OF CAPE SCOTT AND PASSES 40 NAUTICAL MILES OFF ESTEVAN POINT. WHEN THE SHIPS TURN DUE EAST TO ENTER THE STRAIT ITSELF THEY ARE 30 NAUTICAL MILES FROM THE ISLAND.

11. RADAR COVERAGE. THE FISCAL YEAR 78 DEPARTMENT OF TRANSPORTATION BUDGET CONTAINS 8 MILLION DOLLARS FOR IMPROVEMENT AND EXPANSION OF THE PUGET SOUND VESSEL TRAFFIC SERVICE. AN ADDITIONAL 3.5 MILLION DOLLARS WILL BE PROVIDED IN FISCAL YEAR 79 FOR THE SAME PURPOSE. THE PRESENT RADAR SYSTEM IN PUGET SOUND WILL BE REPLACED. NEW RADAR SITES WILL BE ADDED TO PROVIDE SURVEILLANCE COVERAGE FOR THE STRAIT OF JUAN DE FUCA AND ROSARIO STRAIT. IN ADDITION, THE VESSEL TRAFFIC CENTER WILL BE EXPANDED AND A COMPUTER-BASED, AUTOMATED-VESSEL-INFORMATION SYSTEM WILL BE INSTALLED.

12. BALLAST TREATMENT. THE BALLAST WATER TREATMENT FACILITY TO BE USED BY TANKERS ARRIVING AT PORT VALDEZ, IS CAPABLE OF PROCESSING ALL BALLAST WATER FROM THE MAXIMUM NUMBER OF VESSELS EXPECTED IN PORT AT ANY ONE TIME. ALL PARTICIPATING COMPANIES HAVE AGREED THERE WILL BE NO BALLAST DISCHARGE AT SEA.

13. LIABILITY. SHOULD AN INCIDENT OCCUR, THE TRANS-ALASKA PIPELINE AUTHORIZATION ACT PROVIDES FOR A FUND OF 100

UNCLASSIFIED

UNCLASSIFIED

PAGE 03 OTTAWA 07039 02 OF 02 051422Z

MILLION DOLLARS TO PAY CLAIMS FOR DAMAGES FROM POSSIBLE
DISCHARGES OF OIL BY THE U.S. TANKERS ON A LIABILITY BASIS
WITHOUT REGARD FOR FAULT. THE ACT EXPRESSLY AUTHORIZES
SUCH PAYMENT TO CANADIANS. ENDERS

UNCLASSIFIED

NNN

Message Attributes

Automatic Decaptioning: X
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: ENVIRONMENT, SAFETY, MARINE TRANSPORTATION, TEXT, PRESS RELEASES
Control Number: n/a
Copy: SINGLE
Sent Date: 04-Aug-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01-Jan-1960 12:00:00 am
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977OTTAWA07039
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D770281-0506
Format: TEL
From: OTTAWA
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1977/newtext/t19770897/aaaadebs.tel
Line Count: 234
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: a0a0fc61-c288-dd11-92da-001cc4696bcc
Office: ACTION EUR
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 5
Previous Channel Indicators: n/a
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: n/a
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 14-Oct-2004 12:00:00 am
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 1708797
Secure: OPEN
Status: NATIVE
Subject: PACIFIC NORTHWEST VTS PRESS RELEASE AND FACT SHEET
TAGS: SENV, CA
To: VANCOUVER
Type: TE
vdkgvkey: odbc://SAS/SAS.dbo.SAS_Docs/a0a0fc61-c288-dd11-92da-001cc4696bcc
Review Markings:
Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
22 May 2009
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009