

RELEVANT PARLIAMENTARY COMMITTEE RECOMMENDATIONS

Standing Senate Committee on Fisheries and Oceans

“Controlling Canada’s Arctic Waters: Role of the Canadian Coast Guard”

December, 2009

<http://www.parl.gc.ca/Content/SEN/Committee/402/fish/rep/rep07dec09-e.pdf>

LIST OF RECOMMENDATIONS

Recommendation 1:

The Committee recommends that all foreign vessels that enter Canada’s Arctic waters be required to report to NORDREG, regardless of vessel size or tonnage.

Recommendation 2:

The Committee recommends that, as a precautionary measure at least in the interim period before the new naval Arctic/Offshore Patrol Ships (AOPS) are built and deployed, the Government of Canada:

- a) arm Canada’s Coast Guard icebreakers with deck weaponry capable of giving firm notice, if necessary, to unauthorized foreign vessels for use in the Northwest Passage; and
- b) provide on-board personnel from appropriate government agencies that have the authority to enforce Canadian domestic laws with small arms.

Recommendation 3:

The Committee recommends that the Government of Canada proactively engage the United States in bilateral discussions to resolve their dispute over the Northwest Passage.

Recommendation 4:

The Committee recommends that a Cabinet committee on Arctic affairs, chaired by the Prime Minister and comprising the Ministers of Indian and Northern Affairs, Fisheries and Oceans, National Defence, Environment Canada, Natural Resources, Foreign Affairs and International Trade, and Transport Canada, be created to further develop national Arctic policy, in cooperation with the three territorial governments, and to ensure that attention to northern issues and Arctic policy is maintained.

Recommendation 5:

The Committee recommends that until the CP-140 Auroras are replaced by new patrol aircraft in 2020, the Government of Canada consider expanding maritime air surveillance in Canada’s North either by increasing Canadian Forces capability or contracting specially equipped aircraft from the private sector.

Recommendation 6:

The Committee recommends that the “Arctic Vision” include the notion of the Coast Guard, along with the Canadian Forces, having a year-round northern operation administered in the North to demonstrate that Canada is serious about protecting Canadian interests and the interests of Canada’s northern residents.

Recommendation 7:

The Committee recommends that Canada develop a long-term plan and provide the funding necessary for the acquisition of a suitable number of new multi-purpose polar icebreakers capable of operating year-round in its Arctic Archipelago and on the continental shelf.

Recommendation 8:

The Committee recommends that the Canadian Coast Guard identify areas in the Arctic at high risk of a major cargo or oil spill, assess current response capabilities, and communicate the results of the assessment to Canada’s northern communities. The Government of Canada should provide funding to train northern residents in the use of oil spill containment equipment for oil spills close to shore.

Recommendation 9:

The Committee recommends that additional federal funding be provided to the Canadian Coast Guard Auxiliary for the purchase of tangible assets directly related to the provision of search and rescue services.

Standing Senate Committee on National Defence

“Sovereignty and Security in Canada’s Arctic”

March, 2011

<http://www.parl.gc.ca/Content/SEN/Committee/403/defe/rep/rep07mar11-e.pdf>

LIST OF RECOMMENDATIONS

That:

1. The Government make speedy acquisition of new fixed wing search and rescue aircraft the top military procurement priority, and that target dates for the program be published.
2. The Government keep the Canadian Rangers modernization program on track, with consideration given to expanding the Rangers’ role in the marine environment. The program should be completed sooner than later.
3. The Government ensure procurement of the Polar icebreaker, *John G. Diefenbaker*, by the end of 2017—which is the year the Canadian Coast Guard says the ship is expected to enter service.²⁰²

4. The Government reallocate existing Canadian Hydrographic Service funds so that more work can be done on a high priority basis to upgrade existing Arctic marine navigational charts and to create new ones in high risk areas.
5. The Government take steps to create an Arctic Pilotage Authority, whose ultimate purpose will be to require that commercial marine vessels in the Arctic carry pilots in areas that normally require the use of pilots—in narrow passages, where navigation is complicated by reefs and shallows, or on approaches to and from harbours.
6. The Government, in order to reduce SAR response times in the Arctic, position Canadian Forces SAR assets at a central location in the North such that there is always an aircraft on standby, as in the South, to respond quickly to emergency calls.

Other substantive Parliamentary reports from the last 10 years:

- **Standing Senate Committee on Fisheries and Oceans**
“Rising to the Arctic Challenge: Report on the Canadian Coast Guard”
April, 2009
<http://www.parl.gc.ca/Content/SEN/Committee/402/fish/rep/rep02may09-e.pdf>
- **Standing Committee on National Defence**
“Canada’s Arctic Sovereignty”
June, 2010
<http://www.parl.gc.ca/content/hoc/Committee/403/NDDN/Reports/RP4486644/nddnrp03/nddnrp03-e.pdf>

Article of Interest:

Library of Parliament – HillNotes

“Shipping and Safety in the Arctic”

Ruffilli, Dean. *Industry and Infrastructure Division*. September 21, 2011.

<http://www.lop.parl.gc.ca/content/lop/ResearchPublications/2011-81-e.htm>