

LEGISLATIVE ASSEMBLY OF THE
NORTHWEST TERRITORIES
10TH ASSEMBLY, 4TH SESSION

TABLED DOCUMENT NO. 40-85(1)

TABLED ON MARCH 14, 1985



MAR 14 '85 11:57 GNWT OTT 613-234-9667 P01

Government
of Canada

Gouvernement
du Canada

Tabled Document No. 40-85(1)
Tabled 14/03/85

STATEMENT ON MOTIONS
ON AIR DEFENCE MODERNIZATION
BY THE
DEPUTY PRIME MINISTER AND
MINISTER OF NATIONAL DEFENCE,
THE HONOURABLE ERIK NIELSEN
13 MARCH, 1985

CHECK AGAINST DELIVERY

Canada

IT IS MY HONOUR TO INFORM THE HOUSE THAT THE GOVERNMENT HAS APPROVED AN AGREEMENT WITH THE UNITED STATES UNDER WHICH THE TWO COUNTRIES WILL TAKE PART IN A JOINT PROGRAM TO MODERNIZE THE NORTH AMERICAN AIR DEFENCE SURVEILLANCE AND WARNING SYSTEM. DOCUMENTS CONSTITUTING THE AGREEMENT WILL BE SIGNED IN QUEREC CITY ON MARCH 18 BY THE SECRETARY OF STATE FOR EXTERNAL AFFAIRS AND MYSELF. THESE DOCUMENTS WILL BE TABLED IN THE HOUSE OF COMMONS FOLLOWING SIGNATURE.

THE AGREEMENT PROVIDES FOR THE ESTABLISHMENT OF A WARNING SYSTEM AROUND THE PERIMETER OF THE NORTH AMERICAN CONTINENT WHICH WILL BE CAPABLE OF DETECTING AIRCRAFT AND CRUISE MISSILES PENETRATING NORTH AMERICAN AIRSPACE AT HIGH AND LOW ALTITUDES WITHIN THE ATMOSPHERE. THIS MODERNIZED SYSTEM WILL CONSIST OF OVER-THE-HORIZON BACKSCATTER RADARS, LOCATED IN THE UNITED STATES AND COVERING THE EASTERN, WESTERN AND SOUTHERN APPROACHES TO NORTH AMERICA. IN THE NORTH, THERE WILL BE A NEW AND IMPROVED DEW LINE -- TO BE CALLED THE NORTH WARNING SYSTEM. MOST OF THE NORTH WARNING SYSTEM WILL BE LOCATED ON CANADIAN TERRITORY. THE NEW RADARS WILL

.../2

- 2 -

PERMIT CANADIAN FORCES INTERCEPTORS -- CF-18s -- TO IDENTIFY AND, IF NECESSARY, ENGAGE INTRUDERS ON THE PERIMETER. NORTH WARNING WILL ENHANCE OUR SOVEREIGN ABILITY TO CONTROL ACCESS TO CANADIAN AIRSPACE.

IN CONCLUDING THIS AGREEMENT WE WILL BE TAKING AN IMPORTANT STEP FORWARD IN ENSURING THAT CANADA CAN CARRY OUT THE RESPONSIBILITIES WE SHARE WITH THE UNITED STATES FOR THE DEFENCE OF NORTH AMERICA. THE AGREEMENT WE HAVE REACHED REFLECTS THE ESSENCE OF THE PARTNERSHIP BETWEEN OUR TWO COUNTRIES WHICH SHARE THE CONTINENT -- SOVEREIGN ALLIES, INDEPENDENT NEIGHBORS, AND CLOSE FRIENDS. IT IS AN AGREEMENT WHICH SERVES BOTH NATIONS WELL. UNDER THE NEW ARRANGEMENTS, CANADA WILL, FOR THE FIRST TIME, FULLY EXERCISE ITS NATIONAL DEFENCE RESPONSIBILITIES ON ITS OWN SOVEREIGN TERRITORY AND WITHIN ITS OWN AIRSPACE.

I WANT TO REMIND THE HOUSE OF THE IMPORTANCE OF FULLY EXERCISING SOVEREIGNTY IN OUR NORTH. THE DEW LINE HAS SERVED CANADA WELL, BUT CANADIANS DO NOT CONTROL IT.

.../3

- 3 -

THE DEW LINE IS OPERATED BY THE UNITED STATES AIR FORCE. CANADIAN INVOLVEMENT HAS BEEN LIMITED TO SMALL DETACHMENTS OF ARMED FORCES PERSONNEL AT 3 OF 21 DEW LINE SITES IN CANADA. THE NORTH WARNING SYSTEM WILL BE A CANADIAN CONTROLLED SYSTEM -- OPERATED, MAINTAINED AND MANNED BY CANADIANS. CANADIAN SOVEREIGNTY IN OUR NORTH WILL BE STRENGTHENED AND ASSURED FOR THE FUTURE.

THE AGREEMENT WILL PRESENT CANADA WITH SIGNIFICANT ECONOMIC CHALLENGES AND DEVELOPMENT OPPORTUNITIES. CANADA WILL BE ASSUMING RESPONSIBILITY FOR OVERALL PROGRAM MANAGEMENT AND SYSTEMS INTEGRATION OF THE NORTH WARNING PROJECT. DESIGN, ACQUISITION, INSTALLATION AND INTEGRATION OF ALL ASSOCIATED COMMUNICATIONS IN ADDITION TO ALL CONSTRUCTION IN CANADA WILL BE UNDERTAKEN BY CANADIANS AND BY CANADIAN INDUSTRY.

THE INDUSTRIAL BENEFITS FROM THIS PROJECT WILL, AT THE VERY LEAST, EQUAL NATIONAL EXPENDITURES ON IT. MORE THAN 11,500 PERSON-YEARS OF EMPLOYMENT WILL BE GENERATED IN THE COMMUNICATIONS AND CONSTRUCTION INDUSTRIES DURING THE EIGHT YEAR MODERNIZATION PROGRAM. I AM CONFIDENT THAT THE PROJECT EXPERIENCE WILL HELP OPEN WORLD MARKETS FOR CANADIAN INDUSTRY, AND FOR OUR HIGHLY SKILLED COMMUNICATIONS INDUSTRY IN PARTICULAR.

.../4

- 4 -

I WOULD LIKE TO MAKE IT CLEAR THAT THESE RADARS ARE NEITHER DESIGNED NOR SITED FOR THE DETECTION OF BALLISTIC MISSILES OR OF OTHER EVENTS IN SPACE. THIS IS AN IMPORTANT DISTINCTION.

THE NEW LONG-RANGE RADARS WHICH WILL FORM PART OF THE NORTH WARNING SYSTEM WILL HAVE ESSENTIALLY THE SAME RANGE OF SURVEILLANCE AS THE EXISTING RADARS OF THE DISTANT EARLY WARNING (DEW) LINE. THE NEW LONG-RANGE RADARS WILL DIFFER IN THAT THEY WILL INCORPORATE THE MOST MODERN TECHNOLOGY, AND THEY WILL PROVIDE INFORMATION ON THE DIRECTION, HEIGHT AND SPEED OF AIRCRAFT ENTERING THEIR COVERAGE. THIS INFORMATION WILL PERMIT CANADIAN FORCES INTERCEPTOR AIRCRAFT OPERATING FROM NORTHERN AIRSTRIPS CAN IDENTIFY AND CONTROL POTENTIAL INTRUDERS.

THE SHORT RANGE RADARS IN THE NORTH WARNING SYSTEM ARE DESIGNED SPECIFICALLY TO PROVIDE DETECTION OF AIRCRAFT AT LOW ALTITUDE, TO CLOSE THE SERIOUS GAPS IN THE PRESENT SYSTEM.

.../5

- 5 -

THERE IS NO RESPONSIBLE ALTERNATIVE TO MODERNIZATION. MAJOR COMPONENTS OF THE EXISTING SYSTEM ARE TECHNICALLY OBSOLETE AND INCREASINGLY DIFFICULT AND EXPENSIVE TO MAINTAIN. MOST IMPORTANT, THE PRESENT SYSTEM IS NO LONGER ADEQUATE TO MEET THE MODERN BOMBER AND CRUISE MISSILE THREAT.

IT WAS CANADA WHICH INITIATED DISCUSSIONS WITH THE UNITED STATES ON THE NEED FOR A JOINT APPROACH TO MODERNIZE THE AIR DEFENCE WARNING SYSTEM, WHICH IS CONTINENTAL IN SCOPE. THE QUESTION OF MODERNIZATION HAS BEEN UNDER REVIEW AND STUDY BETWEEN THE TWO COUNTRIES SINCE 1976. THE APPROACH ADOPTED IN THE AGREEMENT IS THE RESULT OF AN INDEPENDENT STUDY, JOINTLY FUNDED BY CANADA AND THE US, WHICH WAS COMPLETED IN 1979, AND IS THE RESULT OF CLOSE CONSULTATIONS BETWEEN THE DEFENCE AUTHORITIES OF BOTH COUNTRIES.

THE COST OF THE OVERALL MODERNIZATION PROJECT WILL BE IN THE ORDER OF \$7 BILLION. THE UNITED STATES WILL BE BEARING SOME 88% OF THIS COST. THE \$1.5 BILLION ESTIMATED COST OF THE NORTH WARNING SYSTEM COMPONENT OF

.../6

- 6 -

THE OVERALL PROGRAM IS TO BE SHARED, WITH CANADA PAYING 40%, AND THE UNITED STATES 60%. THE COST OF OPERATING AND MAINTAINING THE NORTH-WARNING SYSTEM IS TO BE SHARED ON THE SAME BASIS. HOWEVER, CANADA WILL BE COMPLETELY RESPONSIBLE FOR THE ACTUAL OPERATION AND MAINTENANCE OF THE SYSTEM IN CANADA, WHICH IS A MAJOR CHANGE FROM THE ARRANGEMENT IN EFFECT FOR THE DEW LINE.

MOST OF THE RADAR STATIONS IN SOUTHERN CANADA WHICH ARE NOW PART OF THE CADIN-PINETREE LINE WILL NEED TO BE CLOSED. THESE STATIONS ARE OF LITTLE MILITARY VALUE NOW, AND THEY ARE VERY EXPENSIVE TO OPERATE AND MAINTAIN.

WE RECOGNIZE THE SOCIAL OBLIGATION TO THOSE COMMUNITIES WHICH HAVE COME TO DERIVE MUCH OF THEIR LIVELIHOOD FROM THESE OLD STATIONS. AS A RESULT, WE HAVE REACHED AN AGREEMENT WITH THE UNITED STATES TO SHARE THE COSTS OF CLOSING STATIONS OF THE OBSOLETE CADIN-PINETREE LINE -- CANADA PAYING 45%, THE UNITED STATES PAYING 55%. ASSISTANCE WITH THE SOCIAL AND ECONOMIC COSTS BORNE BY THESE COMMUNITIES AS A RESULT OF CLOSURE WILL BE TAKEN INTO ACCOUNT IN THE COST-SHARING. I WILL BE WORKING VERY CLOSELY WITH MY CABINET COLLEAGUES, WITH THE PROVINCES, AND, MOST IMPORTANT, WITH THE COMMUNITIES CONCERNED, TO HELP THOSE PEOPLE AFFECTED BY CLOSURES.

.../7

- 7 -

THROUGHOUT THE NEGOTIATIONS, THIS GOVERNMENT HAS SOUGHT TO REINVIGORATE THE CANADA-UNITED STATES DEFENCE PARTNERSHIP WHILE AT THE SAME TIME ENHANCING CANADIAN SOVEREIGNTY. THIS AGREEMENT ON NORTH AMERICAN AIR DEFENCE MODERNIZATION IS TANGIBLE EVIDENCE OF THIS GOVERNMENT'S COMMITMENT TO STRENGTHEN CANADIAN DEFENCE CAPACITY AND TO ASSURE CANADIAN CONTROL OF ITS DEFENCES.

LET THERE BE NO MISUNDERSTANDING. BY THIS AGREEMENT CANADIAN SOVEREIGNTY HAS BEEN ENHANCED -- SOVEREIGNTY OVER CANADIAN TERRITORY, SOVEREIGNTY OVER CANADIAN DEFENCES, AND SOVEREIGNTY OVER CANADA'S NORTH.

AS DEPUTY PRIME MINISTER, AS MINISTER OF NATIONAL DEFENCE, AND AS THE MEMBER FOR YUKON, I AM PROUD TO MAKE THIS ANNOUNCEMENT TO THE HOUSE AND TO THE COUNTRY TODAY.

- 30 -

AGREEMENT ON NORTH AMERICAN AIR DEFENCE MODERNIZATION
AND THE NORTH WARNING SYSTEM

The agreement, to be formally concluded March 18 in Quebec City, involves the establishment of a warning system around the perimeter of the continental mainland which will be capable of detecting aircraft and cruise missiles penetrating the warning perimeter at all altitudes.

The modernized system will consist of:

- a system of Over-the-Horizon Backscatter (OTH-B) radars located in the United States, providing coverage of the Eastern, western, and Southern approaches to North America. The OTH-B system cannot cover Northern Canada because it is adversely affected by the Aurora Borealis. Canadians will be co-manning OTH-B operations centres;
- a new and improved DEW Line, now to be called the North Warning System (NWS), most of which will be in Canada, to provide surveillance of the transpolar routes of attack. It will consist of 13 minimally attended Long-Range Radars, of which 11 will be in Canada and 39 unmanned short-range radars, 36 of which will be located in Canada. Some additional communications links will make it possible to operate interceptors from upgraded airfields in the North, to permit identification and engagement of intruders; and
- airborne radar coverage provided by USAF Airborne Warning and Control System (AWACS) aircraft, supplementing the perimeter radar system in time of heightened alert.

- 2 -

Capital cost of the modernization project is estimated at \$7 billion (Canadian). The OTH-R radar systems are being funded entirely by the United States, which will be bearing about 88 per cent of the costs of the overall modernisation program. The \$1.5 (Canadian) billion estimated cost of the NWS component of the overall program is to be shared, with Canada paying 40 per cent and the US 60 per cent. The cost of operating and maintaining the NWS is to be shared on the same basis; Canada will be responsible for actual operation and maintenance of the system in Canada, which is a change from the arrangements in effect for the DEW Line.

Costs for closure of stations of the largely obsolete CADIN-Pinetree Line are to be shared with Canada paying 45 per cent, and the US 55 per cent.

Canada will assume responsibility for overall program management and systems integration of the North Warning project; and for design, acquisition, installation, and integration of all associated communications and for all construction in Canada.

Under the new arrangements, Canada will be exercising its national responsibilities on its national territory and within its airspace, controlling, operating and maintaining the parts of the North American air defence system located in Canada. Canada will be improving its capacity to control its own airspace, while contributing significantly to defence of the continent, and retaining the military and financial advantages of a joint Canada/US system.

- 30 -

MARCH 1985

NORTH WARNING SYSTEM

The North Warning System (NWS) is a proposed chain of 52 ground radar stations in locations across Northern Alaska, the Canadian Arctic and the coast of Labrador. It is intended to replace the obsolete radars of the Distant Early Warning (DEW) line which have been in service since the late 1950s.

The NWS will include 13 long range and 39 short range radars to provide warning of bomber and cruise missile attack. The new microwave radars will provide coverage down to extremely low altitudes, and will be easier and less expensive to maintain than the present radars of the DEW line. The new system is expected to be operational by the early 1990s.

Canada will assume responsibility for overall program management and systems integration of the North Warning Project, and for the design, acquisition, and installation of the communications network in Canada; the design and construction of all new facilities required in Canada, and for the operation and maintenance of the Canadian portion of the NWS.

The cost of NWS is estimated to be \$1.5 billion (Cdn). Capital and operating costs will be shared 60/40 between the United States and Canada.

NWS INDUSTRIAL AND EMPLOYMENT BENEFITS

As part of the North Warning System agreement, Canada is designated as the program manager for the project and responsible for systems integration.

Canada will be responsible for the design, acquisition, installation and integration of all communications systems associated with the project in Canada. The design and construction of all Canadian-based facilities are also Canada's responsibility, as will be operation and maintenance of the facilities. Defence Construction Canada will be the contracting agent for all facility design and construction.

The agreement will create substantial long term benefits for Canada's communications and construction industries. More than 11,500 person-years of employment will be generated in these industries during the projected eight-year modernization program. Approximately 7,300 of these will be in the communications industry and the remaining 4,200 in the construction industry. Operations and maintenance of the completed sites are likely to create 250 direct and 450 indirect permanent jobs.

The communications industry in Canada will be required to provide a satellite communications system to connect 11 long range radar sites. The system will use Canadian TELESAT satellites. Ground terminals at each radar site will provide communications between the radars and the Region Operations and Control Centres (ROCCs) at North Bay.

This complex Canadian designed and built system will provide Canada's communications industry with

- 2 -

opportunities to compete for ground terminal production, to lease services from TELESAT, and to provide remote monitor and control systems for the unmanned short range radar facilities. There will be opportunities for smaller companies to participate as consultants, and to provide services and components for the system. The high Canadian content in the project will enhance the communications industry's international reputation as a supplier of military communications systems. An estimated \$220 million in 1984/85 dollars will be spent on the communications aspect of the project.

The construction industry will be no less challenged. Three long range radar sites will have to be built on the Labrador coast and Baffin Island areas. A further 36 unmanned sites are to be constructed along the existing DEW line and in Labrador. Initial estimates for design and construction costs are some \$395 million in 1984/85 dollars.

All contracts will be awarded on a competitive basis and follow Treasury Board guidelines.

- 30 -

MARCH 1985

THE CADIN/PINETREE LINE

The CADIN/Pinetree Line consists of 24 long-range, medium and high altitude radar sites stretching across southern Canada from Gander, Nfld. to Holberg B.C. The line, built in the 1950s, is designed to detect and assist in the interception of aircraft entering Canadian airspace along the coasts, or those flying south from Northern Canada. The CADIN/Pinetree radars, with the 31 surveillance radars of the Distant Early Warning (DEW) Line, permit NORAD Regional Operations Control Centres to maintain positive command and control of air defence aircraft.

Most of the radars of the CADIN/Pinetree Line are now of very limited military value. Their modernization would not improve North American air defence, as they are located too far south to be useful in relation to the modern bomber and cruise missile threat.

The line is also increasingly expensive to operate and maintain, now costing Canada in the order of \$150 million per year. A plan for closing obsolete radars of the line is being developed in conjunction with the project to modernize the North American air defence surveillance and warning system. The Department of National Defence, in co-operation with other federal departments, will work with provincial authorities and the communities affected to minimize the socio-economic impact of closure of stations. Agreed closure costs will be shared with Canada paying 45 per cent, US 55 per cent.

MAR 14 '85 12:13 GNWT OTT 613-234-9667 P10

DDC 83013

SYSTEM

