

groups to take court proceedings in the United States to encourage them to get on with cleaning up their own act. Third, we should be funding the sewage improvements of our own municipalities so that we can look after the pollution and waste material we are producing and dumping in the Great Lakes and Niagara River.

I hope, Mr. Speaker, that tonight the Hon. Parliamentary Secretary will tell us that we are doing these three things and, in particular, tell us that we are going to clean up our own act, by funding the sewer improvements of some of our municipalities to ensure that we are not polluting our own Great Lakes.

Mr. G. M. Gurbin (Parliamentary Secretary to Minister of the Environment): Mr. Speaker, as usual, I want to thank the Member for York East (Mr. Redway) for his excellent and ongoing representations relating to the serious environmental problems which exist, particularly in the Niagara area. In fact, we can find such conditions in many parts of the Great Lakes. One part which is currently in the news is in the Sarnia area. There have been questions asked about that area which are not dissimilar to those asked regarding the Niagara region.

The meeting of October 17 was in consequence of a main meeting that Mr. Lee Thomas had with the previous Minister of the Environment, at which time the United States made an undertaking to come forward with an action plan, a proposal to in fact deal with the ongoing and serious problem in many of the waste dump sites and point sources that exist on the American side of the border which contribute greatly to the problem we have in the waters of the Niagara region. In fact, the United States accounts for about 90 per cent of the pollution, while Canada accounts for about 10 per cent, so we both make some contribution to the ongoing problem.

The administrator of the EPA came to Canada and brought with him a proposal. This proposal is being examined by our technical and scientific staff. At the time he was here, with his agreement and support, we arranged for the next stage, which is a meeting in four days from now between New York State, the Province of Ontario, the EPA and Canadian Government officials. At this meeting we will try to bring into focus some of the things that are important from the Canadian perspective and to help define those parts of the proposal that we feel need definition.

The Hon. Member has asked many questions. I do not expect to be able to answer all of them in the short time I have available, but I will try to deal with a couple of the specific issues he raised.

I think he would be interested to know some of the specific parts of that proposal. The thing that we are very interested in regarding the proposal, and this is not meant to be exclusive, is the destruction of the chemicals. Dioxin is the most lethal, and dioxin 2378TCDD is second only to plutonium as a lethal substance known to man. That is, indeed, the point. The EPA understands that those things must be destroyed. The question is how to most effectively do that. We are dealing with massive amounts of land, some of which include the leachate that is coming out on the face of the Niagara surface and into the

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waters. This is a technological problem. It does, in fact, demand destruction, and that is something which is understood by both the American representatives and the Canadian Government. We know that it must be destroyed. The question is how we go about doing it. The second question is how we come to grips with these technologies. We intend to work together to ensure that we accomplish that destruction. Third, we know that we need specific timetables and budgets. The cost is in the hundreds of millions of dollars. All of the ingredients are there so that the Canadian Government, in conjunction with other parties, can come to grips with this problem which has existed for many years.

● (1840)

SHIPBUILDING—IMPLEMENTATION OF GOVERNMENT POLICIES

Mr. Bob Corbett (Fundy-Royal): Mr. Speaker, prior to the election on September 4, 1984, the Party which now forms the Government took a position on the matter of shipbuilding and developed a Government policy area. We recognized at that time that Canada has established itself as a leader in the cold-water shipbuilding technology industry and that indeed we should be addressing ourselves to the concerns of the shipbuilding industry. We further stated that when elected we would work to make Atlantic towns and cities the leading maritime and marine service areas in the north Atlantic. We developed a number of proposals which we would bring to the attention of management, labour and the industry as a whole when we were elected.

It has been over a year since the election. On September 23 I asked the Minister responsible for shipbuilding policy when he anticipated action on implementing the shipbuilding policies which we talked about and promised to shipyard workers during the previous year. The Minister responded that the shipbuilding policies were under review and discussions were taking place with representatives of the shipbuilding industry both in labour and management.

During the period in 1983 when we were talking about the shipbuilding industry there were only 7,800 jobs. That was down by some 34 per cent over the previous year. We agreed that there was a need to address this deplorable situation. Therefore, we developed the policies to which I have alluded. The sad fact of the matter is that according to the statistics, today we are experiencing: "The slimmest order book since before the Second World War", as described by the Canadian Shipbuilding and Ship Repairing Association. That is a sad situation indeed.

What has taken place with reference to the policies we talked about? We have phased out the performance improvement grants as well as the shipbuilding industry assistance program, which now means that for new orders there is nothing left in the shipbuilding policy to provide an incentive to Canadian or foreign builders to have ships built in this country.

Having said that, we recognize that there is approximately \$100 million worth of credits remaining to be disbursed. Indeed, that will be done over a period of time and we will