

Northern Pipeline

8—lack of industrial strategy. Furthermore, a number of questions have been posed and a number of answers have been given during the oral question period. Some of them have been referred to the adjournment debate. That occurred as recently as Thursday of last week. It provided the opportunity for an expanded question by the hon. member for Nickel Belt and an expanded answer on this particular problem.

In terms of the subject matter, I have to refer to precedents on which I have ruled already. To find that it would be a proper subject, would be a direct reversal of my previous reasoning. On examining the use of time in the interval, since the first application by the hon. member for Northumberland-Durham, and the subsequent application with respect to the Falconbridge lay-offs by the hon. member for Nickel Belt, the House in fact has taken extensive opportunity to address itself to this problem and to deal with it in the best way it can.

I do not want to get into detail about the shared responsibility with the provincial government, particularly in light of the very extensive work the provincial government has done in its select committee, but perhaps there is some merit in addressing ourselves to the problem of jurisdiction. If the jurisdiction is not significantly or primarily provincial, certainly it is shared. Recognition of that has been taken by Queen's Park, which has set up a special committee in that regard.

However, my main reason for setting aside the application is because I had to do the same thing to the hon. member for Oshawa-Whitby with respect to the automotive industry, and to the hon. member for Fort William with respect to the pulp and paper industry. It would be in direct contradiction of my own precedents if I were to do otherwise, despite all the sympathy I have with this particular problem.

GOVERNMENT ORDERS

[English]

NORTHERN PIPELINE ACT

ESTABLISHMENT OF AGENCY TO SUPERVISE PIPELINE CONSTRUCTION

Hon. Allan J. MacEachen (Deputy Prime Minister and President of Privy Council) moved that Bill C-25, to establish the Northern Pipeline Agency, to facilitate the planning and construction of a pipeline for the transmission of natural gas from Alaska and Northern Canada and to give effect to an Agreement between Canada and the United States of America on principles applicable to such a pipeline and to amend certain acts in relation thereto, be read the second time and referred to the special committee on a northern gas pipeline.

He said: Mr. Speaker, this historic bill, which is before the House today for second reading, provides legislative authority for Canada to join together with the United States in one of the largest private projects ever undertaken.

● (1522)

Bill C-25 paves the way for construction of a \$10 billion northern pipeline stretching over a distance of nearly 5,500 miles to transport natural gas from the Arctic to meet the pressing needs of millions of consumers in both countries.

This legislation to create a northern pipeline act implements the terms of the co-operative agreement to serve the mutual interests of our two nations which I had the privilege of signing, together with the U.S. Energy Secretary, Mr. Schlesinger, here in Ottawa last September. The terms of that agreement have already been overwhelmingly endorsed by the United States Congress.

Mr. Crosbie: You bet they have. You gave it all away.

Mr. MacEachen: The legislation also establishes a northern pipeline agency to provide a single regulatory authority, armed with the necessary powers to exercise all federal responsibilities directly related to the building of the system by the Foothills companies.

The primary objective of this agency, together with other complementary provisions in the bill and further supportive measures we plan to adopt, is to ensure that this gigantic project is planned and implemented in a way which will maximize the potential economic, industrial, energy and social benefits for the Canadian people, while at the same time minimizing adverse social and environmental effects.

I believe the policies embodied in the legislation, together with the other measures we will be instituting, will fully achieve the broad objectives expressed by hon. members on all sides of this House during the debate on the issue early last August. Let me briefly outline some of the principal elements involved.

The proposed pipeline system will enable the United States to transport more Arctic gas to markets in the lower 48 states where it is urgently required more cheaply, more quickly and with less environmental impact than the alternative all-American pipeline, the LNG tanker system proposed by El Paso.

For its part, Canada will be assured access to its own reserves in the Mackenzie Delta by the only economic means currently available, a lateral line connecting the main system at Whitehorse to transport gas as and when it is required to meet the growing needs of Canadian consumers. Access to these gas reserves is an important part of the national strategy we have adopted to meet our goal of energy self-reliance. Provisions in the bilateral agreement, in this legislation, and in the undertakings we will obtain from Foothills are all aimed at ensuring that this lateral line is ready to go into operation at the time we need to draw on this frontier gas to supplement that from western Canada.

Mr. Crosbie: Mr. Speaker, would the hon. gentleman permit a question? Would the hon. gentleman give us the latest estimate of when it is now thought we are going to require the frontier gas?