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I have here a letter addressed to the Minister of the Environment (Mr. Bouchard) from the Tahsis Chamber of Commerce, to which I do not believe he has replied, which simply states that the Government failed. It states that a public inquiry is needed now after 20 years of complacency, after changes in technology, and huge increases in the volume of fuel moving up and down that coast. They reiterated on January 31 the point made by my colleague the Hon Member for Saanich—Gulf Islands (Ms. Hunter) on January 29 that we need a public inquiry.

The issue of politics in here tonight is that the Government does not want a public inquiry. There are things that are going to come out that will not be very complimentary. The speech given by the Minister of Transport (Mr. Bouchard) in the House absolutely displays incompetence, because they were not able to do a thing in that oil spill. They were negligent in their initial handling of it. They were negligent at every stage in the clean-up. The people who live there know this. It is not a secret. Therefore, the issue tonight in the House is a public inquiry. That coast is in danger. Those communities are in danger.

It is interesting that many people out there told me that the 875,000 litres that washed up the coast of British Columbia were in fact a gift. They do not look at it as a tragedy. They look at it as a gift. Out of this process they learned how hopelessly inadequate the state of preparedness and the state of operating this entire system is. The Minister of Environment, the Minister of Transport, and the Minister of Fisheries in everything they said tonight gave no indication that this Government is moving to prevent the next spill, the larger spill.

We are saying that the only way to get back the confidence of people is appoint Judge Dubin or somebody of his stature and put them to the task through a public inquiry of determining what the state is and what we need to improve. We do need a public inquiry to look at the terms of reference of our international agreements with the United States. Those resources have got to be delivered. They have to be triggered the minute the spill is in place, and they have to be delivered jointly. Both our areas are at risk.

We also have to look at the threat. There have been substantial changes in the transportation, storage, and handling of fuels on the coast of British Columbia and elsewhere. We need to look at what the threat is to that coast. There are some areas today where tankers are going and where oil is stored that should never be used. The environment is too sensitive and the impact will be too destructive. It applies to supertankers, small tankers, barges, fuel lines, oil storage dumps. A public inquiry would look into that threat and determine the magnitude of response necessary to meet it without wholesale destruction of the environment.

We also must have a look at the whole business of transportation of fuel. A supertanker is incredibly dangerous to all our welfare along the coast here. If one equates a supertanker to a 747, a 747 has a crew of three or four people, each one of them with back-up systems in terms of technology, and careful operating procedures where one has to reinforce the activity of the other. With this particular system a captain under the influence of alcohol can go below while sailing through extremely treacherous waters where an accident is predicted, and a third mate, not qualified, can wind up sailing a ship like that. Those procedures are hopelessly inadequate.

There was a suggestion that a pilot actually took a freighter, the *Lee Wang Sing* and sent it along a coast where it hit a reef and lost all hands. There was a pilot on a vessel in Vancouver Harbour which vessel ran into the Second Narrows Bridge. A judge such as Judge Dubin ought to look at those operating procedures and they ought to be changed. Such a judge would also look at legislation and regulations. Those should be changed. He should be looking at our clean-up, inventory, procedures and locations. He should be looking at technology and making recommendations to the Government for research areas to follow through on, inventories of clean-up materials to be purchased and acquired, and distribution of that material.

The other thing that is really necessary is the volunteer groups. There were people who came from right across Canada to work on the west coast of Vancouver Island on that spill. It was absolute chaos. When they tried phoning the Coast Guard, they could never get anyone to talk to. They would never get a call back. When they asked them to walk certain beaches that were definitely exposed to oil, they would not bother doing so. There are