

The bill does not pertain to the purpose of the project but simply seeks to ensure that the consortium will get the funds it needs and that the federal government will also make certain seems available.

Today, we are asked to say yes to the bill so that the consortium can get the funds or to say no to the bill altogether, in which case, the project would be cancelled or delayed five years.

After the very short period of time allotted for my speech, I will be glad to answer questions from those who need more information.

People have the opportunity to say yes, especially in my riding where we have the best shipyards in North America. The Hibernia Project would bring great possibilities and a lot of work for 1992 and the following years.

We know that in 1992, shipyards in Lauzon will have completed the contracts given them by the federal government in 1985.

So, like the management of the MIL Group in my riding, I say "Hurray for Hibernia, hurray for the agreement, hurray for the work in Lévis and Lauzon"!

Furthermore, this project would provide two to three million hours of direct labour for workers in my riding and from two to three million hours of indirect employment involving draftsmen, management, secretarial work and administrative support. Those jobs, those hours would be feasible in connection with the following major works, and I will mention the main jobs. For instance, the topside ground-based work of the Hibernia project represents 700,000 hours. Dock building and unit construction represents a potential 1,200,000 hours in the shipyards in my riding. As for construction of a supermodule—the people in our shipyards are able to tender a proposal that would be accepted by the consortium—this work represents one million hours.

Madam Speaker, I find it rather incredible that most of the opposition to this project across Canada comes from ridings about the size of my own and from groups that are certainly not aware of the spinoffs. For their information, I will try to explain what the Hibernia project means.

When the project was announced, the consortium was under no obligation regarding the choice of contractors

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and subcontractors. The consortium went to the private sector, and on September 14, it announced two contracts. The first was with a firm of consulting engineers in Quebec, SNC, which received a contract worth \$360 million. This means 600 professionals in Quebec will become experts on processing of hydrocarbons. Thanks to Hibernia, the kind of professional expertise that exists in Western Canada is now being developed in the central and eastern regions of this country. Hibernia will make Quebecers experts in the extraction and processing of hydrocarbons. The second contract, also announced on September 14, was for project management worth \$1.3 billion and was awarded to a company that is 60 per cent Quebec-owned, by Atlas and Janin in Montreal. Madam Speaker, this means that the people who design and carry out this project and select input will go with what they know. They will call on Canadian and Quebec services and goods. So we have a leg up in the saddle in Quebec, with the Hibernia project.

There has been a lot of talk about preferential treatment of Newfoundland. They say there will be \$1.6 billion worth of work done in that province, and that is true, Madam Speaker. But then that money will go for the construction of the huge base structure that will be built on the Newfoundland shore, for the graving docks that will be needed. This huge concrete island cannot be built in the Great Lakes nor in the West. It must be built on the Newfoundland shore, and then towed 325 kilometers offshore. So, the construction work has to be done on the Newfoundland shore, with all the appropriate equipment. The super modules must be built in Newfoundland, not one after the other, but all five at the same time. That is why Canadian firms will have to tender for all five super modules, and if they can't, then we will have to look elsewhere, Madam Speaker. When all the work is completed, this cement ship will have to be towed to sea, where it will finally be anchored with concrete or some kind of reinforcement. As you see, it is essential that this construction work be done in Newfoundland. Madam Speaker, the only restriction in favour of Newfoundland is that one of these super modules should be built in this province. But any foreign builder could win the bid to build this super module there. And so, no Canadian business has an advantage over other bidders.