

the possibility of pollution of Canadian and American shorelines, particularly in the narrow waters where those tankers would move.

Mr. Woolliams: Mr. Speaker, may I ask one more supplementary question. It seems to me the government has accepted as a *fait accompli* that the route to be followed is to be the TAPS route and has failed to make Canada's position clear to the United States government. Did you make your position clear to the United States as to the best method, from the point of view of the ecology and pollution, of moving this oil? Did you take that into consideration or did you say that we have a choice and set it out?

Mr. Speaker: Order, please. We will assume that this question was directed to the Chair and the minister should be allowed to reply.

Mr. Sharp: Mr. Speaker, I expressed our very strong opposition to the movement of tankers into the narrow waters of the Strait of Juan de Fuca and the Strait of Georgia.

[Later:]

Mr. Woolliams: I gather from the minister that a decision has not yet been made. Before a decision is made, is the minister prepared to make the position of the Canadian government clear as to what method and what route the Canadian government would choose in view of the fact that one of the ministers in the United States said that they did not know the Canadian position?

Mr. Sharp: This is not because of any lack of clarity on my part, Mr. Speaker.

PROPOSED TAPS TANKER ROUTE—FURTHER DISCUSSIONS WITH UNITED STATES

Mr. Randolph Harding (Kootenay West): Did Canada press for and did the United States agree to any further discussions on the proposed oil tanker route?

Hon. Mitchell Sharp (Secretary of State for External Affairs): Yes, Mr. Speaker. We asked for reconsideration of any decision that—I should not say reconsideration as the decision has not been taken. Perhaps I could amend that. We asked that the very serious risks of pollution be taken into account before any decision is made to route tankers into the narrow waters of what my colleague, the Minister of the Environment, called Canada's inland sea. At that time the United States Secretary of State replied that there were other waters where petroleum was moving to Canadian ports with possible risks of pollution to the American environment and asked whether we would be prepared to consider a study involving not only the narrow waters off the western coast but also the narrow waters on the Atlantic coast and I said yes.

Mr. Harding: In view of the fact that the Americans will possibly be making a very early decision on the oil tanker route down the west coast, can the minister inform the House if any date has been set for the talks he has just mentioned?

Inquiries of the Ministry

Mr. Sharp: Mr. Speaker, Secretary Rogers promised to let me have an answer within about a week.

POSSIBLE USE OF UNIT TRAINS TO MOVE OIL FROM ALASKA—DISCUSSION WITH UNITED STATES SECRETARY OF STATE

Mr. W. M. Howe (Wellington-Grey-Dufferin-Waterloo): I have a supplementary question for the Secretary of State for External Affairs. In view of the fact that Canadian National Railways is inaugurating the first unit oil train between Montreal and Douglas Point, Ontario, and as there are studies being made with regard to the possibility of moving oil from Alaska by unit oil trains, was there any discussion with his American counterpart as to the possibility of using this process to move oil from Alaska?

Hon. Mitchell Sharp (Secretary of State for External Affairs): Not during my discussions with Mr. Rogers.

Mr. Speaker: The hon. member for Prince Edward-Hastings.

Mr. Woolliams: I would like to ask the minister—

Mr. Speaker: Order, please. The Chair has recognized the hon. member for Prince Edward-Hastings.

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POLLUTION

GREAT LAKES—PROVISION OF FUNDS TO INTERNATIONAL JOINT COMMISSION FOR ADDITIONAL TASKS

Hon. George Hees (Prince Edward-Hastings): When reporting on the talks held in Washington the Minister of the Environment outlined on Friday a number of very important tasks given by the United States and Canadian governments to the International Joint Commission so that the two governments can start eliminating pollution in the Great Lakes. Has the International Joint Commission been assured that the costs of carrying out these important tasks will be adequately and readily met by both governments so that it can start now to carry out the tasks that have been given to it?

Hon. Mitchell Sharp (Secretary of State for External Affairs): I think the record of the Canadian government's support of the International Joint Commission is beyond question. I have assured the chairman that if new responsibilities are assigned to the commission the government will put before Parliament recommendations for appropriations for the purpose of meeting the costs. We also urged upon the United States, which has not been supporting the International Joint Commission as strongly as Canada, that they should do likewise.

Mr. Speaker: Order, please. I wonder if the hon. member might not agree that we might move on to another subject and perhaps return to this subject later. I will return to the hon. member for Prince Edward-Hastings in a moment.

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