

*Oil Pollution*

We said we will give our support—these are our instructions to our delegation—with significant amounts of money on a continuing basis. It is not too much to say that we have assumed an extremely important leadership role at that conference and that it is being generally recognized, a recognition which never comes from the official opposition.

I am delighted, particularly because of the portfolio which I now hold in this government, that the conference has at least passed through the preliminary committee stage. Yesterday the Canadian delegation suggested that Canada host an international human settlements conference in 1975. I hope this will be passed by the plenary session at Stockholm. This is not simply another conference relating to the environment; it is designed to be a demonstration project on Canadian sites in Canadian cities of experiments that have been made in the world as to how people can get the best urban environment while living in cities. That is the kind of thing that Canada will be showing the world at that demonstration project which, hopefully, it will be agreed will be hosted by Canada.

Some comments have been made in this debate about British Columbians in the House and I want to mention a few of them. First, we have the motion moved by the hon. member for Fraser Valley East. It is a useful initiative at this time, calling upon Americans to respond to our request that certain matters relative to the Cherry Point refinery and to the shipping of oil through those waters be dealt with by the International Joint Commission. We have the hon. member for Victoria (Mr. Groos), who is in his riding today, who has four private member's bills on the order paper, some of which are being reflected in regulations and in the proposals which the Minister of Transport (Mr. Jamieson) announced today. We have the hon. member for Esquimalt-Saanich (Mr. Anderson) who as a member of this House has played an important role in environmental matters and on the whole subject of the carriage of oil by sea.

**Mr. Knowles (Winnipeg North Centre):** Look what happened to him!

**Mr. Basford:** That hon. member is so well regarded that we all joined in supporting him for the leadership of our party in British Columbia.

**Mr. Diefenbaker:** He was banished.

**Mr. Bell:** You threw him out.

**Mr. Basford:** Those of us who are Liberals in British Columbia are proud of his leadership, and whether we are members of the cabinet or Members of Parliament we are determined to give him every support to become the next premier of British Columbia. This morning we received a telegram from the Premier of British Columbia on this oil spill. All the matters mentioned in the wire are being dealt with. I am sure that Mr. Anderson, the leader of the provincial Liberal party in B.C., will be happy the premier of B.C. is supporting the position for which he has been fighting for so long.

**Mr. Diefenbaker:** But the government did not support him.

**Mr. Basford:** I am sure that he welcomes the support of the Premier of British Columbia.

**Mr. Woolliams:** You scuttled the poor member.

**Mr. Basford:** I could mention the work that hon. members from the interior of B.C., the hon. member for Kamloops-Cariboo (Mr. Marchand) and the hon. member for Okanagan Boundary (Mr. Howard), are doing in terms of preservation of the recreational waters of the Okanagan. I am sorry that my colleague, the Minister of Transport, cannot participate in this debate as he is out of the city on government business. However, three ministers have spoken in the debate and have indicated the importance that we place on the matter. The fourth minister is leading our delegation in Stockholm.

**Mr. Bell:** Where is the Prime Minister?

**Mr. Basford:** May I say for the Minister of Transport, relative to the Transport Act and the work of his department, that as has been mentioned in this debate ever since concern has been expressed about oil spills, about the ecological damage that can be caused, and ever since this problem came to public attention with the sinking of the *Torrey Canyon* in the English Channel, attention has been focused on the need, to which this government has been responding, for proper, effective transport laws, marine laws and shipping laws to protect the waters of our coasts from the kind of accidents that can occur.

The Brussels conference of 1969 dealt with two international conventions related to oil pollution. While in some respects we did not get all that we wanted from that conference, we did bring about important revisions of those conventions and from that flowed a revision of the Canada Shipping Act which was reflected in Bill C-2 which was dealt with by this parliament. The grounding of the tanker *Arrow* on the east coast in 1970 gave further impetus to those projects of revising the Canada Shipping Act and putting in place what is now part XIX of the Canada Shipping Act which was proclaimed on July 1, 1971.

The introduction of anti-pollution regulations under part XIX of the Canada Shipping Act is progressing and new oil pollution regulations and garbage pollution regulations have been made. Traffic control and traffic separation schemes have been introduced and are being continually developed. These are the kind of measures we need if we are to protect our coasts. Regulations establishing the maritime pollution claims fund were made on February 3, 1972, and further regulations relating to ships' navigating appliances, watchkeeping personnel and non-Canadian ships' compliance certificates are in the final stages of drafting.

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Arctic shipping pollution regulations made under the Arctic Waters Pollution Prevention Act are also in the final stages of drafting. Being announced today by the Minister of Transport, effective July 1, 1972, is the institution of a marine navigation information service in the