

what it is doing to human life at the present time. We realize that as inhabitants of this earth we must take action.

We can look at the saturation of the soils in some European countries with animal wastes, waste in such concentrations that it has affected the productivity of the soil and has got into the water tables and well water of those countries. Some of this waste is now being barged to other countries, some of which are Third World countries, to be disposed of.

This is simply not acceptable. Nor is it acceptable that just a few years ago cyanide chips were being transported from Chicago to a disposal site in Lambton county. They were being brought in without the knowledge of surrounding inhabitants until they found out accidentally. How much more can we get in terms of toxicity in cyanide chips?

We saw attempts just three years ago to build a low level nuclear waste disposal site in St. Clair county, Michigan, that would serve as a disposal site for several other states. This is a different aspect to importation of toxic wastes. That site was to be built near a stream that drained into Lake Huron. It would endanger the water intake of the city of Sarnia and much of Lambton county, and if a proposed pipeline goes through it will affect a lot of Kent county itself.

How can we allow such things to happen? More recently we had several truck loads of hazardous waste in British Columbia being brought to a site near Sarnia, Ontario. It was a similar site where cyanide chips were disposed of.

The member for Brandon—Souris mentioned that the reason we had an agreement to accept waste from other countries was that it was the lowest distance to travel. Certainly that did not apply to the volume of hazardous waste going from British Columbia to Ontario. Surely there must have been a closer site somewhere in B.C. or the state of Washington or Oregon. Why did it come our way?

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More recently we learned of hundreds of truckloads of waste being trucked from Montreal to the same site in Lambton county. Surely there must have been a site somewhere in New York state or in the New England

states that would have been closer than the 600 miles they had to travel to bring it to Lambton county.

More important, what was the impact of all this on the health of Canadian people? I am very fearful of the impact. I mentioned earlier the higher incidence of cancer in the Great Lakes basin.

A recent media article stated that no one really knows what is happening to millions of tonnes of toxic waste generated within Canada annually. This was from a federal report on the state of the environment. Even worse, we as Canadians have allowed increasing amounts of hazardous waste into the country. We still do not know if the monitoring system is working as it should because it will only work effectively if those who generate the waste are honest and responsible corporate citizens generally concerned about the future of this planet, of our children and of our grandchildren.

Imports of hazardous waste from the U.S. into Canada increased to 142,000 tonnes in 1990. Lax border inspections were at the heart of the 1989 case of alleged imports of fuel laced with PCBs, a prohibited import under the CEPA.

The Auditor General's 1991 report examined the compliance of customs operations with domestic regulations controlling import and export of hazardous waste. It found that there was no defined program within Customs Canada to deal with the movement of hazardous materials. No training was provided for customs staff on the subject of hazardous materials. Little has been done within Customs Canada to gather information, analyse and assess the risk of illicit transportation or non-compliance with relevant legislation, or to target cargo entries for examination of hazardous materials.

The substances banned from importation under CEPA were not found to be listed in the Customs Canada information base on prohibited imports. There is no evidence of Customs Canada enforcing a Transportation of Dangerous Goods Act.

The Auditor General's report also notes that in the event of a random examination to find hazardous materials the inspectors may in fact release the shipment out of concern for their own personal safety.

He also noted that a memorandum of understanding has been established between Environment and Customs defining the roles and responsibilities of both depart-