

**The Acting Speaker (Mr. Paproski):** I believe it is left up to the Speaker to decide whether or not they are relevant. I did not let the Member for Winnipeg-Assiniboine (Mr. McKenzie) carry on with his remarks, and I would do the same the Hon. Member for Regina West (Mr. Benjamin) if he were doing the same thing.

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## PROCEEDINGS ON ADJOURNMENT MOTION

[English]

SUBJECT MATTER OF QUESTIONS TO BE DEBATED

**The Acting Speaker (Mr. Paproski):** It is my duty, pursuant to Standing Order 45, to inform the House that the questions to be raised tonight at the time of adjournment are as follows: The Hon. Member for Winnipeg-Birds Hill (Mr. Blaikie)—Environmental Affairs—Request for assurance of investigation. (b) Compensation for victims; the Hon. Member for Westmorland-Kent (Mr. Robichaud)—Bilingualism—Decision to reduce number of bilingual positions at Renous penitentiary; the Hon. Member for Winnipeg North (Mr. Orlikow)—Indian Affairs—Assistance programs for natives in urban centres. (b) Advisory committee.

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## GOVERNMENT ORDERS

[English]

### BUSINESS OF SUPPLY

ALLOTTED DAY, S.O. 62—PROTECTION OF THE ENVIRONMENT

The House resumed consideration of the motion of Mr. Caccia:

That, in the opinion of this House, the Government has displayed negligence with regard to the protection, maintenance and improvement of the environment as manifested in its ill-advised reduction in services, its complacent attitude toward controlling potential hazards and its complete abdication of any leadership in the protection of the environmental health and safety of Canadians.

**Hon. Don Mazankowski (Minister of Transport):** Mr. Speaker, at the outset I was going to respond to some of the comments made by the Right Hon. Leader of the Opposition (Mr. Turner). On reflection, however, I think he will agree with me, after he has had an opportunity to read and assess the content of his speech and some of the points he made, particularly with reference to the attendance of some Hon. Members, that today is not one of his better days in the House of Commons. I say that with the greatest of respect because I have known the right hon. gentleman for a long time. He has been a distinguished parliamentarian and I am saddened by the fact that he has engaged in an action today that is really not very becoming nor up to the high standards that he has set.

**Mr. Turner (Vancouver Quadra):** What you really mean is that you want to read your own speech.

### Supply

**Mr. Mazankowski:** Unlike the Hon. Member, no one has prepared a speech for me. I know that the Right Hon. Leader of the Opposition has thrown away the cue cards and has prepared his own speeches. That is quite obvious, but there is nothing wrong with that.

At the outset let me say that we have heard a lot of flim-flammetry—

**Mr. Turner (Vancouver Quadra):** Don't look at those notes.

**Mr. Mazankowski:** We have heard a lot of flim-flam and advice from instant experts today. We have heard much about what should have been done with the benefit of 20-20 hindsight.

When the Opposition, particularly members of the Official Opposition, engage in the practice of suggesting what should be done on the basis of hindsight and condemning this Government and the Ontario Government, it is, in effect, condemning itself. It was the Liberals who were derelict by their own standards. They cannot escape that. When they occupied the Treasury benches they failed to do many of the things that we are doing today.

The right hon. gentleman said that we should have a Clean Air Act. Judging from some of what he said and the remarks of some of his colleagues, I suggest we need a hot air Act to clean up some of the rhetoric and flimflam in the House of Commons.

The fact is that this is a serious matter, one that is complex. It is an issue in which there is a split jurisdiction. There is no question that we must respect that jurisdictional issue. May I simply remind Hon. Members that the Transportation of Dangerous Goods Act was proclaimed on November 1, 1980.

● (1620)

The last Government had four years to promulgate the regulations respecting the transportation of dangerous goods. It had four years. We came into office and accelerated the process. We announced the regulations on January 24 and worked out a deal with the provinces and the industry so they could be phased in in an orderly way. The purpose of the Act is to promote public safety in the transportation of dangerous goods. The Act covers all modes. For the first time we have a single legislative authority to deal with the handling of things for transport, offering for transport and transporting Dangerous Goods. A lot of it emanated from the initiative of the Conservative Government in 1979, which accelerated the passage of the Transportation of Dangerous Goods Act and then caused a full-scale inquiry into the Mississauga incident. It really provided the framework for the establishment of the legislation and the rules and regulations which we are now putting in place.

The control and regulation of transportation is a shared responsibility between the federal, the provincial and the terri-