

*Transportation of Dangerous Goods*

mandatory status as a railroad official that inspectors must have before they can become inspectors? In other words, they must be in management before they can become a CTC inspector. What is wrong with someone who comes from the rank and file sector so long as they have the experience in the field? Where will these inspectors be located and at what intervals? Could they serve the dual purpose of being an inspector and a carman?

Earlier today I proposed a motion under Standing Order 43 which, unfortunately, was turned down. The minister answered part of that motion tonight, much to my surprise. I want to offer my sincere congratulations to him for that. I know that the minister has had some serious discussions with the CTC in this regard. A commissioner of the CTC made a statement today with respect to the substantial movement by rail, that the occasional accident is necessary. I am sure that all hon. members find that statement totally unacceptable. Hopefully, when the CTC representatives appear before the committee, we will have an opportunity to pursue that reasoning with them.

In 1970-71, 47 days of testimony by the Inter Rail Safety Committee resulted in several committees, including the Committee on Transportation of Dangerous Goods. According to the testimony given, the CTC acted on very few of the recommendations at the time. A transcript of the meeting held ten years ago today indicates that many of the recommendations we are discussing here tonight were made then. This includes such recommendations as the make-up of trains, the placement of cars, the placard on cars, the very things which we have been discussing ever since the accident in Mississauga.

The reply of the CTC is always that the enforcement of the regulations is too expensive, and the minister has mentioned this in his comments. This is one of the things which we must explore in the committee; just what is too expensive? When the final cost of the Mississauga accident is tabulated, we may find that some of the recommendations suggested ten years ago may not be too expensive after all. We must also consider inconvenience to the people. We must consider that a lot has been done with respect to setting up programs, but we must explore the costs and not just take them for granted.

There are many questions which this bill does not answer, and I hope that they will be dealt with in committee. There are questions such as why is it not compulsory to have hot box detectors on main lines in urban centres and why do we not cut down the distances between these detectors within the railway yard limits in built-up areas. If I recall correctly, the vice-president of CP Rail said that the Mississauga accident could have been prevented with the installation of these hot box detectors. I hope that we can find out why these things have not been installed, particularly on the main lines which handle dangerous goods.

Another question is why do we not use dedicated tank cars in North America like they do in Europe, whereby we could follow the European placarding system whereby the ingredients are stamped in raised letters which can be seen in a fire. We know from statements made at the Mississauga incident

[Mr. Lumley.]

that this was one of the problems incurred by the first people to reach the site. We should also ask about slower speeds for trains carrying dangerous goods, especially through densely populated areas where there are so many switches and junctions. Surely we must explore the cycling problem of tank cars in these trains if they are running at slower speeds.

The next question is, why not more interchange of traffic between rail companies which might avoid routes going through developed areas of communities. Why are there no specific requirements involved in inspecting car equipment carrying hazardous products, bearings, wheels, etc.? Another question is why do we not expand the solid consist train concept to more trains. I believe that it was stated in committee that right now sulphuric acid is one of the few products handled in that manner. What are the possibilities of rerouting the movement of these commodities, as the minister indicated in answer to one of the questions posed to him during question period?

There is also the possibility of computerizing and installing centrex phone numbers so that municipalities will know what is going through their areas. Obviously there are many questions which must be asked during the committee hearings. I was happy to hear the minister announce that the CTC has taken some interim steps. We have advocated through exchanges in this House that if the CTC was not willing to accept the responsibility for this matter, the minister should invoke the discretionary power which he has. For example, part IV of the National Transportation Act gives the minister the power to rescind a regulation and place a new order if the CTC has not acted to his satisfaction. I realize the technical difficulties involved, but surely, considering the incident in Mississauga, and with the CTC inquiry under way, some interim action is necessary. Of course, we heard earlier tonight that part of that action was enacted by the CTC this afternoon.

We would like the minister to take a look at other areas of interim action. He does not have to wait for this legislation to be passed. He does not have to wait for the inquiry, and the minister has said that one of the first things we must do is ensure that necessary steps were taken to prevent the recurrence of such an accident.

The following are some of the things that the minister could put into effect under his own discretionary power. He could hire some CTC inspectors and not proceed with the Treasury Board order to reduce the staff by 100. He could ensure that no train will carry both explosive materials and toxic gases, but this was already resolved earlier tonight. Another thing the minister could do is to have combustible goods and poisons taken off the train at the first available terminal at the final point of destination where it would be handled by a yard engine which operates at much lower speed.

The minister could also use his power to put into effect regulations ensuring that the engineer as well as the conductor is made aware of any cars which he lifts that contain toxic or combustible products. For these special cars a colour-coded waybill could be used. A regulation slowing down trains