

Arctic Waters Pollution Prevention Bill

when one is thinking of an area on the map where the name "McClure Strait" is printed? This is an important consideration that could fruitfully be clarified, so far as the government's idea is concerned, prior to the second reading of the bill.

I suggest that the thinking of the government on this point could best be served by giving the House a picture of what they have in mind. We all like to look at maps and pictures and I am sure that the minister of Indian affairs could produce a very interesting portrayal, if he would. However, it should be obvious both to the government and to the minister that once this bill goes before the committee this will be one of the first and perhaps most pertinent questions which will be raised. I doubt very much that the committee will be satisfied to report the bill back to the House until there has been a pretty specific clarification of just what is the intent of the bill on this particular point.

Mr. Chrétien: It is 100 miles from the coast; that is quite clear.

Mr. Nesbitt: The hon. member is getting curious too, I see.

Mr. Barnett: I have never attempted to deny that I have an insatiable curiosity which might exceed even that of the hon. member, though our interests might run in different directions at times. However, we will get to this in the committee. I thought I heard the minister say something about 100 miles from the coast. This is the very point. How far does it go when there is no coast? I think the minister understands perfectly the concern that members of the committee, and I think all members of the House, will have in regard to what happens about baselines in the Arctic under this piece of legislation.

There is one other aspect of the internal debate to which I should like to refer, and this has to do with the administration of the act. I refer to the pollution prevention officers and to the clauses that provide that the Governor in Council may make quite a long and complicated series of regulations under the authority of which the pollution prevention officers will operate—their terms of reference. In other words, I think a legitimate concern of the members of this House is just what kind of tools the government are going to give these pollution prevention officers to enable them to do their job.

I suggest that if one is thinking purely in terms of the regulation of shipping and the

[Mr. Barnett.]

development of ways and means for vessels to navigate the Northwest Passage, this is the relatively simple part of the job. There is available knowledge of ship engineering and design, of mechanics and the technology of navigational aids for this to be done. I think that we have this kind of basic know-how, though obviously there is some exploratory work to be done in the application of that technology to the particular situation in the Arctic. The experimental voyage of the *Manhattan* last year, and again this year, is also bringing some additional knowledge to this area.

As the hon. member for Coast Chilcotin said, even though this may be a fairly expensive aspect of the Canadian commitment and responsibility once this bill becomes law, nevertheless I think in many ways it is the least difficult part of the administration of the act. I think a much more complex aspect of the act dealing with pollution prevention officers and the terms of reference under which they will operate relates to the clauses of the bill that refer to the regulation of economic resource exploitation in the Arctic, and the clauses that deal with the matter of control and disposition of waste deposited by ships.

I was rather intrigued by that phrase in the bill, because while seafaring people have spoken affectionately of ships in the feminine gender, giving them a personality, nevertheless a ship is not in my view capable of taking the conscious action of depositing something. I suggest this is done by the people on the ship.

To use the phrase in the bill which refers to the control and disposition of waste that may be deposited by ships, I suggest this will be an aspect of the administration of the act that will be most challenging, one in which the biggest job will have to be done, under the initiative of the Canadian government, if this legislation is to be meaningful and if, as the hon. member for Coast Chilcotin said, Canada is going to live up to the duties and responsibilities that the passage of this legislation will entail.

On this aspect of the matter I would again refer to the report of the committee, because I think it is important to put this particular part of the committee proceedings in the context of the debate on this bill at second reading stage. I should like to indicate to the government the committee's assessment of what the situation is and what is required to