

craft or to swimmers, or erosion of the shoreline by wave action.

The purpose of the regulations is to restrict or prohibit some or all types of boating activity in specified areas or bodies of water. Provision is made in the regulations for: first, the imposition of speed limits; second, the limitation of the height of wash from vessels; third, the prohibition of water skiing, and fourth, the prohibition of boating in general. These various restrictions are listed in the restrictive schedules appended to the regulations.

In order to have a restriction or a prohibition imposed on a given body of water, a local authority such as a municipality makes application to the appropriate provincial authority which may, after assessing provincial interest in the matter, make formal application to the federal government to consider including the body of water in one of the restrictive schedules. The federal government may then, after ascertaining that there is no overriding federal interest in the matter, impose the desired restrictions.

The regulations provide for police officers or persons designated by the Minister of Transport (Mr. Marchand) as peace officers to enforce the regulations. Provisions are made for fines of up to \$500 for infractions. I believe that the limit of \$500 is unreal because the damage done can be far in excess of that amount of money. In fact, often what is damaged cannot be replaced. When a portion of shoreline consisting of three or four acres falls into the waters, as happened in our area not so long ago, how does one assess that kind of damage? I think that to be realistic, fines in excess of this amount, fines that relate somewhat to the damage, should be enforced.

The provinces of Ontario, British Columbia and Alberta have already designated departments to which application for boat operation restrictions can be forwarded. A preliminary study has been carried out regarding a vessel traffic management program for Canada. It is anticipated that a firm policy will be established and a national program developed as a result of this study.

Various forms of vessel traffic management have been in use in Canadian waters since the early 1960's. These systems were developed to fulfil particular local requirements. Since the mid-1960's, major changes and developments have occurred in the marine transportation field which require vessel traffic management systems to be established on a national scale. These changes include the introduction of the Very Large Crude Carrier and the concept of transshipment of crude oil and oil products. Of course, we all aware of the size of some of these supertankers. They include the introduction of containerization and other similar shipping practices, the increasing movement of all types of cargo by marine methods, major oil exploration activity in the Arctic and on the east and west coasts, a proposed west coast tanker route, and the development of supertanker terminals on the Atlantic coast.

In conclusion may I say that I support the intent of the motion. I think we have a very serious shoreline problem, particularly in view of the high water level of the Great Lakes and the systems leading to and from the Great Lakes. I believe that the regulations should be more strictly enforced, that smaller vessels should be included, vessels of ten or 12 feet, and finally, that some of the fines

Damage to Shoreline by Passing Ships

should be increased so that they are in relation to the damage that is done.

● (1730)

Mr. Frank Howard (Skeena): Mr. Speaker, the official spokesman for the government has laid his hand upon this motion and given it his blessing and, presumably, the blessing of the government. Certainly the sponsor of the motion, the hon. member for Kent-Essex (Mr. Danforth) is in agreement with it, as are we. I did not see any members of the Social Credit party rising to speak, but they can express their own views. Therefore, in light of the importance of this matter I wonder if an attempt could be made through you, Mr. Speaker, to assess whether the House would be disposed to make an order that the proceedings be interrupted at five minutes to six o'clock to vote upon this motion. Would Your Honour test the House to see whether this suggestion meets with the approval of hon. members?

Some hon. Members: Agreed.

Mr. Howard: If that approval were given, I would shorten my remarks to simply declaring my support for the motion and let other hon. members have their say between now and five minutes to six. I wonder if I could ask for the consent of the House.

The Acting Speaker (Mr. Laniel): Is the hon. member rising on a point of order?

Mr. MacGuigan: Mr. Speaker, I think the hon. member will recognize that his suggestion is quite improper. There is no procedure in the House for testing opinion in this way. If the hon. member wants to make his remarks, then when the time comes it will be up to Mr. Speaker, if no further speakers rise, to ask consent of the House.

Mr. Howard: I do not need to lecture you, Mr. Speaker; you know the rules far better than the hon. member. The House can make the order by unanimous consent. I am asking that that be done, and if it is we will continue with the debate.

The Acting Speaker (Mr. Laniel): The hon. member is aware that there is a difficulty here. If we make an order at this time, the hon. member will lose the right to complete his remarks. It is the view of the Chair that there is not the kind of consent that the hon. member seeks; therefore I would ask the hon. member to complete his remarks.

Mr. Howard: Mr. Speaker, I would willingly forgo my right if for once in this House we could get hon. members, especially those in the Liberal Party, to quit lobbying matters to death and talking them out.

Mr. Guay (St. Boniface): I rise on a point of order, Mr. Speaker. I want to bring to the attention of the hon. member and of Your Honour that on two separate occasions in this House I have accepted bills from his party which we did not talk-out during the five o'clock proceedings. If he does not know that, it is time he did and took notice of it.