

*Order Paper Questions*

SOURCE: Based on data from Statistics Canada

\*Components may not add to total because of rounding.

PCB STORAGE SITES IN THE CONSTITUENCY OF NORTHUMBERLAND

**Question No. 58—Mrs. Stewart:**

1. What is the (a) number of PCB storage sites in the constituency of Northumberland (b) frequency with which these sites are checked to ensure they comply with health and safety guidelines?
2. Have any of these sites failed to pass such inspections and, if so (a) which sites (b) on what dates (i) did they fail (ii) will they be retested?
3. Are the PCBs in Northumberland being transferred for destruction and, if so, (a) to what location (b) by what means?

**Hon. Lucien Bouchard (Minister of the Environment):**

1. (a) There are 20 sites (2 federal, 18 private). (b) Each site's owner is responsible for a monthly inspection of its premises. Environment Canada inspects all federal sites and the Ontario Ministry of Environment inspects all non-federal sites at least once a year.

2. (a) 2 sites—both federal. (b) (i) CFB Trenton Main Base— March 31, 1989. Cameco (Eldorado Nuclear)—March 30, 1989. (ii) CFB Trenton Main Base to be reinspected in May, 1989. Cameco (Eldorado Nuclear) to be reinspected in May, 1989.

3. There are currently no plans to transfer PCBs stored in Northumberland for destruction.

[English]

**Mr. Speaker:** The questions as enumerated by the Parliamentary Secretary have been answered.

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**STARRED QUESTIONS**

**Mr. Albert Cooper (Parliamentary Secretary to Government House Leader):** Mr. Speaker, would you be so kind as to call Starred Questions Nos. 5 and 32.

**Mr. Speaker:** Starred Questions 5 and 32 are called.

**Mr. Cooper:** Mr. Speaker, regarding Question No. 5, due to the length of the reply, I would ask that it be printed in *Hansard* as if read.

**Mr. Speaker:** Is that agreed?

**Some Hon. Members:** Agreed.

[Text]

DERAILMENTS IN QUEBEC

\*Question No. 5—**Mr. St-Julien:**

1. Since January 1, 1987, have there been any derailments of cars, locomotives or cabooses belonging to the Canadian National Railway Company in the province of Quebec on (a) Chapais (b) Cran (c) Roberval (d) Lac Saint-Jean (e) La Tuque (f) St-Maurice (g) Matagami and (h) Taschereau subdivision and, if so, in each case (i) in what numbers (ii) what were the costs involved (iii) for what length of time was rail service interrupted?

2. Were CN trains to (a) Noranda (b) Senneterre (c) Matagami (d) Lebel-sur-Quévillon routed through other railway systems outside the province of Quebec?

**Hon. Benoît Bouchard (Minister of Transport):** The Canadian National Railway Company advises as follows: 1. (a to h)—Yes— a total of 25 since January 1, 1987. (i), (ii) and (iii)—See attachment.

2. Following a derailment on the St-Maurice Subdivision, two (2) trains were rerouted via Ontario Northland Railway between North Bay and Noranda on February 20 and 21, 1988.

Following the earthquake of November 25, 1988, four (4) trains were rerouted via Ontario Northland Railway between North Bay and Noranda on November 28, 29 and 30, 1988 and December 1, 1988.

Subdivisions	Number	DERAILMENTS	
		Costs	Delays
		1987	
Lac St-Jean	5	\$197,587	81 hours 10 minutes
Roberval	1	\$63,701	4 hours 0 minutes
Chapais	2	\$81,681	9 hours 0 minutes
St-Maurice	2	831,179	83 hours 30 minutes
La Tuque	1	\$1,008	2 hours 5 minutes
		1988	
Lac St-Jean	6	\$1,726,903	185 hours 27 minutes
Roberval	1	\$1,745	None
Chapais	1	\$107,319	11 hours 35 minutes
La Tuque	1	\$70,842	18 hours 30 minutes
St-Maurice	3	\$593,621	161 hours 30 minutes
		1989	
Lac St-Jean	1	\$76,285	None
La Tuque	1	\$109,442	21 hours 30 minutes

[English]

**Mr. Cooper:** Regarding Question No. 32, again because of its length, if it could be made an order for return, this return would be tabled immediately.

**Mr. Speaker:** Is that agreed?

**Some Hon. Members:** Agreed.