

there is anybody in Canada who even begins to understand it.

I would have to indicate to the minister that the language of the bill is, to say the least, somewhat confusing.

Mr. McGrath: Not worthy of a doctor of laws.

Mr. Forrestall: Yes, forgive me, Mr. Speaker. I had forgotten about that. Might I extend my congratulations to the doctor. I do not blame the minister for the drafting. As I was about to say, I hope the ambiguity of certain parts results from the fact that further legislation is anticipated in this general area.

At the very outset, I should like to direct myself to the question of what will happen to this legislation once we have given it approval in principle. The minister, during the debate on Friday, indicated he was not firm about the intention of government to refer this bill to the special committee on environmental pollution. He said his mind was open to the proposition that this bill be referred to the Standing Committee on Transportation. I should like to support that suggestion. Indeed, I think there is some urgency for referral to a standing committee as opposed to the present intention. I hope the minister, or somebody from that side, will indicate before this day is over that the government will seriously consider changing its present intention in this regard. I say that for a number of reasons, although I think there are three basic ones.

First of all, this bill involves a series of amendments to the Canada Shipping Act designed to approach the general question of pollution. I think there would be great danger in any attempt by a regulatory or administrative group within the government, other than the Department of Transport, to even begin to approach the consequences of Bill C-2.

• (4:00 p.m.)

The second reason I put forward to the minister in support of this suggestion is that, of course, it is a much larger committee and one which is much broader in its representation in terms of the regions and interests of the country. In the attempt by the government on behalf of all Canadians to bring about the type of situation in which desirable controls may be achieved for desirable ends, I believe this proposal merits some consideration.

The third argument I put forward in a brief manner is that I believe the committee on environmental pollution intends, or in any event hopes, to tackle the question of environmental pollution in a broad sense or, if you like, philosophical sense. I think the committee would like to direct its efforts to the broader question of what we are doing to our environment, whether we are going at speeds which are dangerous, whether we are moving too slowly in some directions and conversely in other directions.

Because of the committee's stated hope that there would not be referred to it specific matters of legislation for consideration, at least at the very outset of its delib-

Canada Shipping Act

erations, I hope the government will perhaps consider directing this bill to the Standing Committee on Transportation. These are but three or four reasons. I believe, however, there are many others of which the government is aware. In view of the comments of the minister on Friday night to the effect that he had no serious objection to this bill being referred to the Standing Committee on Transportation, I urge the House Leader to appeal to his colleagues to acquiesce to this request.

There are a number of areas of very broad concern related to this measure. Perhaps I might indicate to the minister some areas in which I know my colleagues will be concerned whenever the bill appears before the committee to which it is to be referred. I should like to touch briefly on some matters which are of particular concern to me. At the outset, before becoming involved in some of the details of the questions which concern me, I might reiterate because I think it is important, that there should be a very early clarification of the language of the amendment. Perhaps the minister might do this by issuing a more extensive press release or by using the media somehow or other to reassure people, for whom I have no particular brief, who are having a little difficulty in interpreting exactly what the government intends.

I now wish to put forward, not a reservation but rather a general thought I have. It has to do with some views I expressed in the House about the possibility of conflicts of interest arising when we give in one department jurisdiction to establish regulations and place upon that same department the responsibility for investigation. I think most hon. members are very much aware of my concern about conflicts of interest which not necessarily have arisen but which could arise under the existing structure of the Department of Transport. I think much the same principle has been ignored in the drafting of this bill. I would ask the minister to give some thought to this matter prior to the bill being considered by the committee in the hope that some amendment might be made which would give to the people outside of Canada affected by this bill the assurance that this would not be an added difficulty. In other words, sometimes it is as important that justice seem to be done as it is that justice be done. I believe the minister is aware of this, but I draw it to his attention.

I am also a little concerned about the limited jurisdiction. Other hon. members have spoken about this and I shall not dwell on it except to add the comment—and I believe the minister is aware of this—that it would be very seldom that a bulk carrier which was not destined for a Canadian port would come inside the gulf stream anywhere near our jurisdiction. I might briefly explain that. The pattern of the traffic route in the north Atlantic is such that it clearly demonstrates that shipping does not come within 60 or 70 miles of our coast unless indeed it is destined for a Canadian port. If there should be any thought in the minds of the drafters of this particular amendment that it would be difficult to be beyond the limits they have now suggested because this might interfere with the normal freedom of passage of ships to and from other countries, I would think they could remove it from their minds.