

*Canada Shipping Act*

authority must be secured from Parliament to enable the Department of Transport to take any necessary steps. I do not see that the new drafting brings about any improvement in the situation, and this subject will certainly have to be fully reviewed when the bill goes before the committee.

The report of the special task force on the oil clean-up at Chedabucto Bay recommends certain areas of action which, it says, should be specifically dealt with in the present bill. For example, it recommends provision for the setting up of a series of laboratories to identify oil products and, in particular, to conduct research into the effects of pollution on marine life. The minister told us that this was not really the idea of the bill he was presenting, but to the extent that there are no such provisions in the measure it falls short of what is required to give effect to the recommendations of the task force.

The task force also recommended that tugboats should be properly equipped and, again, there appears to be nothing in the bill in this regard. The special committee was particularly concerned about the need to instal dykes surrounding land installations and pipelines carrying oil products which might get into the sea. Here again, the minister may have decided that this is someone else's responsibility and would not come within the purview of the Shipping Act but we would certainly like to be assured that if it does not appear in this bill it will appear elsewhere. Again, I point out that these are recommendations which stem from experience and concern, not just from theory.

As I mentioned previously, the bill could easily have contained provision for the organizational framework for the setting up of emergency crews to deal with oil spills. As we all know, the time factor in these situations is of vital importance; remedial procedures ought to be spelled out beforehand and carried out quickly. The minister did make some reference to the matter but, again, he was not specific as to how the arrangements would be carried out or, indeed, whether they would be carried out at all.

There is one other subject I should like to mention and it has to do with the co-ordination of these efforts. Co-ordination between not only the various federal departments concerned but with provincial and other agencies is a most important factor in making anti-pollution measures work effectively. Here again, though the minister said he was prepared to co-operate, we do not see in the bill any provision for the establishment of anti-pollution forces in the event of an emergency. An ad hoc organization was certainly build up during the Chedabucto Bay emergency but arrangements to deal with such situations might have been spelt out more specifically in the present bill, stating who should be in charge and what departments should be involved. We raised this question before in connection with the Canada Water Act.

● (12:50 p.m.)

This bill provides for inspectors, and there is no question that pollution inspectors is what they are. The

[Mr. Aiken.]

Canada Water Act also made provision for inspectors. The Minister of Fisheries and Forestry (Mr. Davis) has his departmental inspectors. Undoubtedly, the provincial authorities have their inspectors in jurisdictions close to the shore. I am wondering, as I have wondered once before, how the activities of all these inspectors will be co-ordinated if a situation arises where all of them have some interest or authority to exercise. Our minds are directed, of course, to Chedabucto Bay on the east coast of Canada, but a similar situation to that could easily arise on the Great Lakes.

The situation right now is terribly complicated. If there were a spill into the Great Lakes within the provincial jurisdiction of the province of Ontario, in addition to their own inspectors the inspectors of the Water Resources Commission as well as the International Joint Commission would become involved, as would any administration set up by that body on the recommendation made at the Great Lakes conference fairly recently. I hope that co-operation between all these bodies will be made effective; and I think that it could be made effective if the bill provided for the nucleus of an emergency team which would have overriding authority in such cases.

It may be the intention of the minister to consult with other government departments and with the provincial authorities with regard to making this very desirable addition to the bill. If that is the case it would meet this particular objection. Although at the moment arguments as to responsibility for pollution may exist between ship-owners, charterers, insurers and the masters of ships, I hope we will not also end up with arguments between inspectors appointed under the Canada Shipping Act, inspectors appointed under the Fisheries Act and inspectors appointed under the Canada Water Act. I suggest to the minister that this might very well be made a subject for the consideration of the committee, and I hope if my criticism is valid—and I believe it is—the minister will move an amendment in this regard at the appropriate time.

As a member of the Special Committee on Environmental Pollution, I am a little perturbed and perplexed at the fact that this bill is being sent to that committee. I think the committee is competent to deal with it, but at its last meeting last session and its first meeting in this new session, the committee decided that it would like to undertake a general, broad study of environmental pollution in Canada rather than be tied down with legislation that would distract it from its original purposes.

I had thought that since the bill was being referred to that committee this might mean that a special responsibility would be placed on the new department. Certainly, I would like someone to explain to me what is going to happen about the desire of the Special Committee on Environmental Pollution to undertake a broad survey of the picture. Nevertheless, as a member of the committee may I assure the minister that we will be happy to give full and complete consideration to the bill if it is the wish of the House that this committee deal with the bill.

In conclusion, as I said at the beginning, we support the aims and objectives of the bill and we wish the