

he proposing to assure the Canadian public that indeed the recommendations of the Dubin report will be implemented and not diluted?

Hon. Jean-Luc Pepin (Minister of Transport): Madam Speaker, I suggest that common sense will prevail very soon. If you have a series of regulations and measures that have to be implemented by your department, the least you can have is representation of your department on the committee which advises you to do that. If Mr. McLeish were not on the committee, I would be faced with the difficulty of having to receive advice from the committee and then having to check the advice with my department. I thought it made sense to have my department represented on the committee. I repeat, common sense will prevail very soon.

Mr. Mazankowski: The minister is suggesting common sense will provide the solution.

REQUEST FOR STATEMENT BY MINISTER

Hon. Don Mazankowski (Vegreville): Will the minister make a clear statement on behalf of his government and his department in particular on whether he accepts the principle and the major recommendations of the Dubin report? If he were to do that, it would move the process along. It may provide the initial start toward ensuring that confidence is once again restored in the aviation sector.

Hon. Jean-Luc Pepin (Minister of Transport): Madam Speaker, if the hon. member is referring to the main recommendations in the first volume of the Dubin report, I have already done that. It is in *Hansard*. Some of the press have acknowledged that. For example, here is a headline, "Pepin Pledges Impartial Air Board". What else can I do? I have done that repeatedly.

The department readily accepts the necessity of having an independent air aviation safety board. This is clear. The problem is how to go about it. Should we accept the whole of the Dubin recommendations? My position on that is simple. Instead of accepting the report without discussion, I suggested we look at it and see whether we will accept 89, 90, 95, 99 or 100 per cent of it. That is what we are now doing.

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ENERGY

FUTURE OF COLD LAKE, ALTA. MEGAPROJECTS

Mr. Jack Shields (Athabasca): Madam Speaker, my question is for the Minister of Energy, Mines and Resources. A few weeks ago the minister told this House that he would be able to give assurances to Alsands and Imperial at Cold Lake that a pricing regime would be ready in time to avert the cancellation of these two megaprojects in northeastern Alberta. Will the minister tell this House why he is so certain that these plants will not be cancelled in light of his failure to reach an energy agreement with Alberta yesterday? Also, what assurance is he

Oral Questions

prepared to give to the developers of these two megaprojects today so that they will proceed on schedule this summer?

Hon. Marc Lalonde (Minister of Energy, Mines and Resources): Madam Speaker, the hon. member started with a reference to a statement I allegedly made. I would like him to quote the statement so that I can judge its source and content.

Mr. Shields: The minister knows full well that he said in this House that he would be prepared to give assurances to the two companies.

GOVERNMENT LOAN TO IMPERIAL OIL

Mr. Jack Shields (Athabasca): Last fall the government took Imperial Oil's threat to cancel its oil sands project at Cold Lake significantly serious enough that it loaned Imperial Oil \$40 million of the taxpayers' money. After what date does Imperial Oil have no further obligation to repay this loan, if indeed it is forced to cancel because of the lack of an energy agreement with Alberta?

Hon. Marc Lalonde (Minister of Energy, Mines and Resources): Madam Speaker, the hon. member did not give the exact reference he was attributing to me. I invite him to do so. As far as his question is concerned, we have an agreement with Imperial Oil that it would be given the loan, that the advance would not lapse for at least a year after the expiration of a particular date in June—I believe around June 20. If the project is approved or proceeded with within the next year, the obligation of Imperial remains.

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RAILWAYS

TRANSPORTATION OF URANIUM CONCENTRATE

Mr. Mark Rose (Mission-Port Moody): Madam Speaker, my question is to the Minister of Transport. This week while the Minister of Finance was offering the ailing nuclear industry his love but no more money, and I congratulate him for that, a Canadian Pacific trainload of Australian yellow cake uranium concentrate has been travelling from the west coast through the major population centres to Eldorado Nuclear refineries in Port Hope, posing a radiation threat to men, women and children.

Mr. Blenkarn: Nonsense.

Mr. Rose: The U.S. nuclear regulatory committee has termed a yellow cake spill in a populated area as the worst conceivable accident that can happen in the front end of the fuel cycle. So much for nonsense! Why has the minister allowed this potentially lethal foreign cargo, which if spilled would pose considerable risk to humans and the environment, to be transhipped by rail across our country?

Hon. Jean-Luc Pepin (Minister of Transport): Madam Speaker, dangerous goods will be transported in Canada for a