

Order Paper Questions

The Air Transport Committee received a complaint on December 1, 1972, from three companies licensed to operate air charters out of Vancouver Harbour against a company operating out of that point who was licensed to operate from another base.

2, 3, 4 and 5. This matter is a responsibility, under Part II of the Aeronautics Act, of the Canadian Transport Commission. The Air Transport Committee investigated the matter on December 4 and 5, 1972, and, on February 22, 1973, issued Order No. 1973-A-61 requiring the company in respect of which the complaint had been laid to cease and desist forthwith from operating in contravention of General Order 1972-3 Air, and to show cause by March 26, 1973 why its licence should not be cancelled or suspended.

GROUNDING OF "IRISH STARDUST"

Question No. 905—**Mr. Clarke (Vancouver Quadra):**

1. Did the *Irish Stardust*, which ran aground near Alert Bay, British Columbia in January, 1973 with a resulting oil spill of serious proportions, have a coastal pilot on board?

2. In what geographical areas of west coastal waters is a ship required to have a pilot on board?

3. What is the maximum size of ship that does not require a pilot?

4. Did the pilot, if any, or the skipper realize that the ship was holed after she was freed and continued upon her way to Victoria?

5. Who ordered the ship to proceed to Victoria?

6. What are the estimated clean-up costs?

7. What guarantees have been secured to recover cleanup costs and to compensate any persons who may have suffered loss or damage because of this accident?

Hon. Jean Marchand (Minister of Transport): 1. Yes. Two pilots were on board as required by the District By-law when the services of a pilot are required for a period in excess of eight consecutive hours while on passage to or from any point north of 50°N. latitude.

2. A ship is required to have a pilot aboard in all the coastal waters of the province of British Columbia.

3. All ships are subject to compulsory pilotage except ships belonging to Her Majesty; government ships except ships entrusted for operation and management to an agency of Her Majesty; ships registered in any Commonwealth country while employed in salvage operations; steamships registered in any Commonwealth country and employed in voyages between ports in the same province, or employed in any one port or harbour; ships employed in voyages between any port in the province of British Columbia, and the port of San Francisco, or any port of the United States on the Pacific, north of San Francisco, and between any port in the province of British Columbia and any port in Alaska; ships registered in any Commonwealth country and not over two hundred and fifty tons register tonnage; ships entering a harbour for refuge; ships registered in any Commonwealth country and engaged in fishing.

4. Yes. Both the pilots and the master knew the vessel was holed.

5. The master. After consultation with the vessel's agents.

6. Approximately \$275,000.

[Mr. Marchand (Langelier).]

7. If an agreeable settlement for the payment of clean-up costs is not forthcoming, a lien will be put on the vessel.

LAY-OFF OF EMPLOYEES BEFORE SIGNING OF A COLLECTIVE AGREEMENT

Question No. 910—**Mr. Forrestall:**

1. Does the government lay off certain categories of personnel covered by collective agreements immediately before the signing of such agreements and, if so, for what reason?

2. Do such employees lose the benefit of retroactive payments where they were included in such collective agreements, due to the fact that they were not employed at the time of the signing of such agreements and, if so, for what reason?

Hon. C. M. Drury (President of the Treasury Board): 1. It is not the practice or the policy of the government to lay off employees immediately before the signing of a collective agreement. If lay-offs should occur they would be due to lack of work or the discontinuance of a function.

2. Any employee who was laid off during the retroactive period would be eligible to receive an upward revision in pay if he applied for the retroactive payment not later than six (6) months after the date of approval of the upward revision in remuneration.

DEPARTMENT OF INDUSTRY, TRADE AND COMMERCE—
COST OF ANNUAL REPORT

Question No. 939—**Mr. Andre:**

1. What was the cost of production, printing and distribution of the Report for the fiscal year ended March 31, 1972, for the Department of Industry, Trade and Commerce?

2. How many copies of the Report were distributed?

Mr. Herb Breau (Parliamentary Secretary to Minister of Industry, Trade and Commerce): 1. The cost of production, printing, and distribution of the Report for the fiscal year ended March 31, 1972, for the Department of Industry, Trade and Commerce was \$9,062.16.

2. A total of 3,000 of the 15,000 copies printed have been distributed since the publication was tabled January 22, 1973. Distribution continues at a rate of 100–150 weekly as a result of individual requests for information concerning the department. The remainder is earmarked for use at departmental sponsored seminars for industry held throughout the year.

CONVICTIONS RESULTING FROM IMPAIRED DRIVING

Question No. 949—**Mr. Stackhouse:**

1. How many individuals were convicted of "drunk driving" during 1972?

2. How many were convicted of driving while impaired during 1972?

3. How many fatalities occurred as a result of accidents on roads and highways during 1972?

4. How many were injured as a result of these accidents?

5. How many convicted for "drunk driving" were under the age of 21?

6. How many convicted for driving while impaired were under the age of 21?