

industries must be prevented from discharging their wastes into rivers that flow directly into the sea.

Let us take a typical example, that of the big oil tankers. Like big trucks in a well run municipality, they should be confined to certain shipping lanes, certain express routes, so to speak. They should be kept out of our parks, that is, our offshore parks and our biologically sensitive areas. Trucks are not allowed to blast through residential areas. Following this analogy, these big tankers should stay away from our built-up areas and, certainly, from our high value recreational areas. They should avoid bays, inlets and straits where the value of waterfront property is high. They should certainly avoid those narrow waters where the likelihood of accidents is high.

They should stay out of our precious inland seas where nature on her own has difficulty in dealing with oil spills. They should be confined to certain shipping lanes on the high seas and in approaching a Canadian port they should be guided and controlled by the interests of living things and of living communities. They should bend to the dictates of our living environment, of our wild living things, as well as people who make their homes along our shores. May I call it one o'clock?

**Mr. Speaker:** It being one o'clock I do now leave the Chair. The House will resume at two o'clock.

At one o'clock the House took recess.

#### AFTER RECESS

The House resumed at 2 p.m.

**Mr. Davis:** Mr. Speaker, when the House rose at one o'clock, I was referring to the need to map and zone our offshore areas so to indicate where shipping may or may not pass, where drilling for oil or natural gas can take place and where it cannot take place and to indicate sensitive areas near our shores with a view to prohibiting certain industries from locating near by.

The government has to work closely with industry in this regard. We do not know enough about the effects of pollution on the living resources of the sea. We do not know enough about the effects of oil on ice. We do not know enough about the climatic consequences, even of flying big jets over our northern ice pack at 40,000 feet in the wintertime. Therefore, we have to be very careful. We have to work closely with industry. We have to measure things as they are; in other words, develop baseline data. We must launch pilot projects and measure what their effects are before and not after we allow large-scale operations to proceed.

We are proceeding carefully. For example, we have banned oil drilling from the Georgia Strait on the west coast. We are making sure that the necessary environmental studies are carried out in the Beaufort Sea before drilling can proceed on the north slope off Alaska. There won't be any new chemical industries operating in our coastal communities unless they incorporate the latest technology for keeping their harmful effects to the minimum. There won't be any estuaries paved over for port

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development if we can help it. There won't be anything like as many waste products discharged into our rivers and from there into the sea. By far the largest volume of pollutants entering the sea originates with big industries, cities and towns, hence into our rivers and into the sea.

Some hon. members may be skeptical about our determination to zone areas, particularly areas offshore, and make sure that the more sensitive of these areas are protected from the ravages of industry. They may be skeptical about our determination to cut back on land based pollution. They are not sure we can hold on to our continental shelf from the point of view of drilling for oil. They are skeptical about our ability to gain a 200 mile limit for fishing. They do not think we can control shipping, but we must.

I can't understand this defeatism. I am optimistic on this score. I believe that the continental shelf will continue to be ours in so far as oil and gas are concerned. I believe we will have a continental limit for our fisheries and that we will be able to control pollution within the same 200 mile plus zone.

What evidence can I give you to support my optimism? I can point to joint ventures which are now being explored by foreign corporations and in consultation with Canadian companies. Why are these foreign corporations trying to get inside our enlarged Canadian fishing zones, for example? Why are they talking about turning over some of their catches for processing in Canada if they do not believe we will be successful in obtaining greater jurisdiction over the waters and shelf near our shores?

● (1410)

When we drew our long fisheries closing lines across the mouth of the Gulf of St. Lawrence, we set a number of events in train. We gave other fishing nations notice and told them that we would negotiate phasing out agreements. One after another Norway, Denmark, the United Kingdom, France, Portugal and Spain came to terms. Broadly speaking, they agreed to get out of the gulf by 1976. That seemed a long time off in 1971, but it does not seem so long in 1974. We agreed that they could return, or that some of their vessels could return, for five years, while there was some life left in them. They got a period of depreciation which they claimed was customary, but not one year, one month or one week longer.

This phasing out process will undoubtedly occur with respect to our broader continental shelf limit as well. There will be a phasing out period for nations which have fished close to our shores. But as long as they continue to come to our waters they will have to fish according to our rules. They must confine themselves to quotas well within our concept of sustained yield in our waters.

I said that a number of countries are already bowing to the inevitable in this regard. Poland, for example, has been negotiating with a Nova Scotia firm to bring their herring catch in the North Atlantic to Nova Scotia for processing. The Norwegians are negotiating with a Newfoundland company to help catch capelin in the North Atlantic. Their catch will be processed in Newfoundland. Spain is interested in a joint venture on the Grand Banks. The Japanese are also visiting Canada with a view to setting up joint ventures that will allow them to continue to operate for a time in waters that are generally regarded as international