

Oral Questions

Given that a number of key leaders in forestry and mining, the Premiers of Alberta, Ontario, and Quebec, Canadians renewing mortgages, the New Democratic Party, and many others are calling for lower interest rates, the Government must change its present course of making the people pay, before the country is driven off the precipice into the next depression.

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ENVIRONMENTAL AFFAIRS**DUMPING OF ITALIAN TOXIC WASTE IN NIGERIA**

Mr. Bob Brisco (Kootenay West): Mr. Speaker, recently more than 100,000 tonnes of hot, stinking toxic waste from Italy were dumped in Nigeria in containers which were so hot that workers wearing rubber gloves burnt their hands when trying to handle them.

Nigeria is the very country which sponsored a resolution against such action. That resolution was adopted by the Organization of African Unity. Nigeria is the present recipient of these pollutants from the United States and Europe.

Canada must lead the way in bringing a halt to this practice of the poorer countries of Africa being prepared to receive the pollutants of other nations on the basis of a cash return. The returns in terms of health are going to be horrendous.

ORAL QUESTION PERIOD

[English]

DISASTERS**1985 GANDER AIR CRASH—FBI INVESTIGATION**

Mr. George Baker (Gander—Twillingate): Mr. Speaker, I have repeatedly, in this House, asked the Government for a new investigation into the Gander air disaster of December 12, 1985, that killed 256 people. The Government has repeatedly responded that we should wait for the final report of the Canadian Aviation Safety Board.

It is becoming increasingly clear that the Canadian Aviation Safety Board has been deprived of crucial information on which to base a reliable report.

For instance, through Access to Information in the United States it has been determined that the FBI was sufficiently convinced of the possibility of an on-board explosion that it launched a world-wide investigation.

Is the Government aware that the FBI conducted this world-wide investigation and questioned pilots and ground crews everywhere this ill-fated aircraft landed? Is the Government further aware that 239 of the 289 pages of evidence ensuing

from this investigation were withheld, considered too dangerous to the national security of the United States to be released?

How can the Government accept any report from the Canadian Aviation Safety Board that does not include an examination of this FBI report?

Mr. Blaine A. Thacker (Parliamentary Secretary to Minister of Transport): Mr. Speaker, I understand that my colleague opposite just returned from Washington with some information. We would be more than delighted to meet with him and take any information he has which will assist us in the CASB investigation.

• (1420)

REQUEST THAT ROYAL COMMISSION BE APPOINTED

Mr. George Baker (Gander—Twillingate): Mr. Speaker, it is outrageous that the Canadian Aviation Safety Board would be working on a final report when it lacks so much vital information.

The pilot activated an engine fire extinguisher before impact. That evidence is not in the report. The pilot activated the master fire warning light before impact. That evidence is not available to the Board.

The FBI, according to its own documentation, was denied access to the crash site. A Major General in the U.S. Army tried to order a bulldozing of the entire crash site the day following the crash, before any investigation could take place.

My supplementary question is directed to the Prime Minister. How can the Government contemplate accepting a report that excludes the opinions of the four aviation experts on the Board, that excludes the autopsy reports, that excludes the eye witness accounts, and that excludes any explanation why a CID inspector was on that aircraft, armed, because "he was transporting evidence to be used in a criminal trial in the United States"?

Will the Government appoint a Royal Commission with special powers to examine all of the evidence that is available?

Mr. Blaine A. Thacker (Parliamentary Secretary to Minister of Transport): With great respect to my colleague opposite, he knows that the final report has not been made. An interim report is out and all parties are making representations on that.

Mr. Boudria: Not all parties.

Mr. Thacker: A final report will then be presented and at that time the Government will make the appropriate choices.

It is also true that the Canadian Aviation Safety Board has a process with an internal separate body to investigate these accidents. We surely want that process to be respected because, after all, it was set up by the previous administration.