

### *Canada Shipping Act*

This opposition is consistent with the Inuit position now being voiced at the National Energy Board review of the Arctic Pilot Project, namely, year-round Arctic tankers pose an unacceptable threat to the marine environment and marine-based Inuit renewable resource economy. Unresolved Inuit land claims and oil tanker spills form an additional basis for opposition.

I believe that Bill C-75 is an indication, along with the others I have mentioned this afternoon, that apart from expressions of concern the Government is not giving sufficient attention to the Inuit survival in the North or prevention of pollution in the Arctic.

Just this past week, the Inuit Tapirisat of Canada issued a resolution for the public. It stated:

Whereas, This past summer, The American ship the Polar Sea, went through the North West Passage without seeking permission from the Canadian government;

Whereas, In 1953, some Inuit were moved to Resolute Bay and Grise Fjord by the Canadian government and the presence of these Inuit have been used to support the claim of the Canadian government to the High Arctic Islands;

Whereas, The Inuit lands and the Inuit living there should not be ignored by any government;

Whereas, The statement made by the Rt. Hon. Joe Clark, Minister for External Affairs in the House of Commons, as to what Canada will do with regard to protecting Canadian sovereignty in the Arctic includes legislation, military activity, marine transport and cooperation with the Americans; but does not include cooperation with Inuit, settlement of Inuit claims including the offshore; or the recognition that Inuit rights and environmental concerns are the root of Canadian sovereignty in the Arctic;

Therefore be it resolved that, ITC call on the Canadian government to recognize the relationship between Inuit and Canadian Sovereignty; to fully disclose to Inuit the nature and scope of Canadian and American military activity; and to enter into a working relationship with Canadian Inuit with respect to the development of comprehensive Arctic policy which will take into account Inuit concerns for survival and for the protection of the Arctic environment.

A second aspect of this same resolution concerning high Arctic development impact states:

Whereas, people in the Eastern Arctic already see changes in animal distribution and behaviour due to industry and shipping now, and they know more industrial activity and shipping will have effects on wildlife and on the environment, and

Whereas, ITC supports fully the efforts of the High Arctic Development Impact Zone Society in making the government of Canada and the government of the Northwest Territories aware of these concerns,

Therefore be it resolved that, ITC call on the government of Canada and the government of the Northwest Territories to hold public hearings in the High Arctic communities to determine the impact of development and shipping, and to work with the High Arctic Development Impact Zone Society and Inuit Tapirisat of Canada to develop regulations and controls for shipping in Northwest Passage.

One can see immediately that the Inuit are not standing in opposition to resource development or in opposition at all to any kind of shipping. However, they want to be included as part of this development by being consulted.

I want to make it clear to the House that I am not advancing the argument that there should be no northern resource development. Nor am I saying that no hydrocarbons should ever be taken from any of the Arctic seas. However, I want to remind the House that in July, 1984, after three years of study through a public review process, the Beaufort Sea Environmental Assessment Panel issued a report and I believe its conclusions ought to be considered with great care by

Members of the House and the Government when proposing Bill C-75.

That panel concluded that Arctic oil and gas production and transportation can proceed, but subject to stringent terms and conditions to protect the northern environment and to strengthen northern society.

The panel went on to say that energy transportation issues were of crucial interest to the panel. The report states that a small-diameter oil pipeline could be built through the Mackenzie Valley. The panel also concluded that a natural gas pipeline could be built only if the impacts on local communities would be no more than would be associated with small scale development.

On the question of Arctic tanker traffic, the panel concluded that tankers not be allowed to carry oil through the Northwest Passage to East Coast refineries until after successful completion of a Government research and preparation stage, followed by an experimental program using two Class 10 ice-breaking tankers under specified conditions.

Central to the theme of the report is the panel's insistence that northerners play a major role in energy development projects.

These matters are not spelled out in detail anywhere in Bill C-75. The Bill has created much concern among Canada's northern Inuit people. Zebedee Nungak, the co-Chairman of the Inuit Committee on National Issues, said this past week:

● (1420)

The Government can ill afford to ignore our interests and concerns.

That is my position, Mr. Speaker, and it is the position of my Party. From that point of view we are going to give Bill C-75 the closest and most careful scrutiny when the Bill is referred to the legislative committee for clause by clause study. We hope the committee will not neglect to call before it the Inuit leaders of Canada in order to hear their concerns first hand.

**Mr. Forrestall:** Mr. Speaker, I have a comment and a very brief question. I want to reassure the very distinguished and learned member of our Chamber with respect to native affairs and our north. He has been a very valuable Member of this Chamber over a long period of time.

**Some Hon. Members:** Hear, hear!

**Mr. Forrestall:** His views are to be listened to because they are given in some degree of sincerity. I want to tell the Hon. Member that the very observations he has placed on the record this afternoon are of deep concern to the Minister of Transport (Mr. Mazankowski) and to other ministries in Government, as he is aware.

We would like very much to move this matter into committee where some of the concerns, not only the Hon. Member but which other Members of the Chamber have been expressing over the last two or three days, can be delved into.