

Inquiries of the Ministry

inviting the minister to make a statement about action that has been taken or not taken previously. In these circumstances I think this information should be given on motions or the question placed on the Order Paper.

Mr. Southam: Mr. Speaker, this question has been put to the minister on several occasions and he has advised the House that he would look into the matter. I think it is important that he should give us some statement on this very important matter.

Mr. Speaker: My suggestion was that the question be answered by way of a statement. The minister might indicate whether he proposes to make such a statement.

Hon. Donald C. Jamieson (Minister of Transport): Mr. Speaker, at some time very soon I will make a statement indicating that the whole matter is very much under consideration.

POLLUTION**REGULATIONS RESPECTING OIL TANKERS IN TERRITORIAL WATERS**

Hon. Robert L. Stanfield (Leader of the Opposition): Mr. Speaker, I should like to ask the Minister of Transport whether his or any other government department exercises any regulation over the entry of oil tankers into our territorial waters?

Hon. Donald C. Jamieson (Minister of Transport): Yes, Mr. Speaker. This was a matter discussed during debate a few days ago. There are limitations on our authority at the moment. As outlined, we are proposing improvements in the Canada Shipping Act. With the indulgence of the Speaker, may I give a report on the situation as it stands in Nova Scotia?

The *Imperial Acadia* is now on the scene. It now appears that the *Arrow* struck on its starboard bow and five forward starboard tanks are tidal out of 30 tanks. The engine room and boiler rooms are intact. The engine-room crew is back on board proceeding to get up steam in an attempt to refloat the vessel and also, if necessary, to transfer the oil to other ships which are now moving into the area. Little oil is escaping at the moment and the oil slick, about three miles long but very narrow, is thin and not visible from another boat.

The Department of National Defence is arranging to provide a heavy lift helicopter for ferrying salvage equipment if required.

[Mr. Speaker.]

Mr. Stanfield: I have a supplementary question, Mr. Speaker. I should like to ask the minister whether he meant to indicate that the authority of Canada is restricted now with regard to such regulations within our own territorial waters?

Mr. Jamieson: No, Mr. Speaker. Perhaps I did not answer the question as fully as I ought to have. The position is, in terms of accidental spills of one kind or another, that we have quite adequate controlling and remedial measures at our disposal. What we do not have, pending the outcome of the Brussels conference and an international agreement, is a means through which to attribute liability in the event of accidents of this kind; we do not have it specifically yet. I indicated to the House a few days ago that we would be introducing amendments to the Canada Shipping Act giving to us within those waters under Canada's control the same kind of authority as we were seeking internationally but which we failed to obtain in Brussels.

Mr. J. M. Forrestall (Dartmouth-Halifax East): A supplementary question, Mr. Speaker. Can the minister confirm reports that Imperial Oil, the owners of the cargo on board the *Arrow*, have now accepted full financial liability for any damage that may be caused?

Mr. Jamieson: I would have to investigate that, Mr. Speaker, but I can say that Imperial Oil is co-operating fully in the salvage operation. As long as weather conditions remain moderate there is no major threat, as of this moment at any rate.

TRAINING OF COASTGUARD MEMBERS TO ENFORCE STANDARDS

Mr. Thomas M. Bell (Saint John-Lancaster): Mr. Speaker, can the minister answer my question of January 29 which he took as notice? Are members of the coastguard being trained in anti-pollution work?

Hon. Donald C. Jamieson (Minister of Transport): Yes, Mr. Speaker, some training is being done of coastguard crews, but we find that it is more appropriate to have a group of skilled people who can be moved either by coastguard or by other vessels to locations such as the one referred to. At the present time, a marine industry salvage officer of the department is on the scene in Nova Scotia.