

REQUEST THAT ONE MINISTER BE DESIGNATED RESPONSIBLE  
FOR SAFETY OF WORKERS

**Mr. Sid Parker (Kootenay East-Revelstoke):** Madam Speaker, my final supplementary question is directed to the Prime Minister. I feel it is necessary to go to the Prime Minister since so many of his ministers are involved in this tragedy through conflicting jurisdiction.

The Prime Minister is aware that in late December seven men died on the St. Lawrence River because of—

**Madam Speaker:** Order. I am afraid that the hon. member is going into questions which are too lengthy. He has asked two lengthy questions, and I allowed him to do that because he wanted to quote a report, but he must understand it was a tolerance on my part. However, at this particular point, on his third question, he must be brief.

**Mr. Parker:** Madam Speaker, I will then go directly to the question. Could the Prime Minister tell this House when he will finally take the recommendations of the labour movement and an NDP safety committee which has travelled this country for the last year, and even the recommendations of his own former minister of labour, and bring forth legislation which will make health and safety the responsibility of one minister, dealing with one piece of legislation, with an adequate inspectorate?

**Right Hon. P. E. Trudeau (Prime Minister):** Madam Speaker, I was discussing that matter this very day with the Minister of Labour. I have indicated to him that the provisions of the draft Canada Labour Code would be studied with a view to achieving the end that the hon. member mentions.

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

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### NATIONAL HARBOURS BOARD

#### PURCHASE OF EQUIPMENT MANUFACTURED IN JAPAN

**Mr. J. R. Ellis (Prince Edward-Hastings):** Madam Speaker, the Minister of Transport will be aware that he recently participated in the decision to buy Japanese equipment for Ridley Island, despite the fact that the Canadian bid was \$1 million lower and could provide better delivery and better guarantee, and it is the only company in the world, to date, which has built a 60-metre boom. Will the minister table the three memos on which the decision was made?

**Hon. Jean-Luc Pepin (Minister of Transport):** Madam Speaker, my hon. friend is referring, I presume, to the purchase of a piece of equipment called a stacker reclaimer, by the National Harbours Board for the coal development at the port of Prince Rupert. Am I right? As the hon. member well knows, because he has been watching me for at least three days with regard to that matter, this was the object of great preoccupation on the part of the Minister of Transport. I did my best to ensure that the offer made by a company in his

### Oral Questions

riding, called Stephens-Adamson, was fully considered by the National Harbours Board and the consultants of the National Harbours Board. I think he will pay me tribute for having done that.

The decision was based on technology and timing considerations. I have arranged that the consultant and the National Harbours Board would meet with the company to give a full explanation of the decision. Therefore the choice of a Mitsubishi piece of equipment in the case of the port of Prince Rupert is not a reflection on a Canadian firm; far from it. The Canadian firm still sells in Canada and abroad. What happened to the drilling rig off the coast of Newfoundland is not a reflection on the quality of Mitsubishi equipment, either.

#### REQUEST FOR TABLING OF MEMORANDA

**Mr. J. R. Ellis (Prince Edward-Hastings):** Madam Speaker, I did not mention any reflection on the firm with regard to the rig which just went down. It happens that they are made by the same company. The fact is that 300,000 man-days of work will not be used in Canada because the National Harbours Board, in conjunction with the minister, made a decision to buy Japanese equipment over Canadian equipment.

The minister says there was a technical disagreement. I again ask him will he not give us the memos upon which the agreement was reached? The management from Stephens-Adamson went to the west coast, and they were not told a single thing.

**Hon. Jean-Luc Pepin (Minister of Transport):** I can only repeat what I have said.

**Mr. Baker (Nepean-Carleton):** Be forthcoming!

**Mr. Pepin:** This was a decision of the National Harbours Board on the basis of recommendations made by their consultant. The timing in this matter is of particular essence, because if the port facilities are not built on time in Prince Rupert, my hon. friend will not take the blame for it; I will be blamed for it. Therefore, in view of that, I decided to follow the advice of the National Harbours Board on this subject.

**Mr. Baker (Nepean-Carleton):** Give him the memos. That's what he wants.

**Mr. Pepin:** I made sure that full explanation was being given. I also made sure that the Canadian content in that particular project was very high, and it is 80 per cent at this time.

**Mr. Baker (Nepean-Carleton):** Three hundred thousand man-days?

**Mr. Pepin:** Through agreement with Mitsubishi, 53 per cent of the piece of equipment in question will be built in Canada. I extended myself fully, short of second-guessing the National Harbours Board, and I will not do that, particularly in view of the importance of the timing factor.

**Mr. Ellis:** Show me the memos.