

Unemployment Insurance Act

Mr. Deputy Speaker: Is it the pleasure of the House to adopt the motion?

Some hon. Members: Agreed.

Some hon. Members: No.

Mr. Deputy Speaker: All those in favour of the motion will please say yea.

Some hon. Members: Yea.

Mr. Deputy Speaker: All those opposed will please say nay.

Some hon. Members: Nay.

Mr. Deputy Speaker: In my opinion, the yeas have it.

And more than five members having risen:

Mr. Deputy Speaker: Pursuant to the agreement made earlier this day, the division stands deferred.

[*Translation*]

The Acting Speaker (Mr. Francis): The President of the Privy Council.

Hon. Yvon Pinard (President of the Privy Council): Mr. Speaker, I understood an agreement had been reached but there seems to be some confusion. So I withdraw what I said.

[*English*]

Mr. Baker (Nepean-Carleton): Mr. Speaker, there had been discussion about what we might do with private members' hour. The hon. member for Hillsborough is here and is anxious to proceed.

Mr. Deputy Speaker: It being four o'clock, the House will now proceed to the consideration of private members' business as listed on today's order paper, namely, public bills, notices of motions, private bills.

Order No. 4, the hon. member for Vancouver-Kingsway (Mr. Waddell). Shall the order stand?

Some hon. Members: Stand.

Mr. Deputy Speaker: Stand by unanimous consent. Order No. 6, the hon. member for Regina West (Mr. Benjamin). Shall the order stand?

Some hon. Members: Stand.

Mr. Deputy Speaker: Stand by unanimous consent.

● (1600)

ARCTIC WATERS POLLUTION PREVENTION ACT

MEASURE TO AMEND

Mr. Tom McMillan (Hillsborough) moved that Bill C-207, to amend the Arctic Waters Pollution Prevention Act, be read the second time and referred to the Standing Committee on Indian Affairs and Northern Development.

He said: Mr. Speaker, this year, 1980, is the centenary of the transfer of the Arctic Islands to Canada by Great Britain. In my view, Parliament could do no better than to mark the occasion by passing Bill C-207, an act to amend the Arctic Waters Pollution Prevention Act.

As sponsor of the bill I shall, in the few minutes available to me, first describe briefly the act the bill is intended to amend. Second, I shall outline the nature of my proposed amendments, and, third, provide something of a rationale for those amendments. Allow me to begin with the Arctic Waters Pollution Prevention Act. This act became law on August 2, 1972. It was introduced in order to assert Canada's sovereignty north of the 60th parallel, or at least to exercise Canada's extra-territorial jurisdiction over that vast region. The main legislative purpose was to control the employment of new technology in the north so as to maximize benefits and prevent disasters arising from that technology. The minister of Indian affairs and northern development at the time, now Minister of Justice (Mr. Chrétien), moved the second reading of the bill. In doing so, he emphasized that Canadians must guard against "a trail of unsightly scars which might spoil the northern landscape for years to come."

The principal thrust of the bill introduced on that date was to prevent pollution of Canada's Arctic waters caused by shipping, land installations and commercial activities, for example, oil drilling carried out on the continental shelf. Among other things it prohibited the deposit of waste in Arctic waters, in the Arctic Islands and on the mainland, except under certain special conditions. It has a bias toward the prevention of pollution. For example, there are provisions giving pollution prevention officers authority not only to suggest or require modifications to works perceived to be a threat to the environment but also to prohibit works so regarded. The act also contemplates pollution arising from accidents and unforeseen situations and provides for civil liability in these circumstances. And it addresses the question of clean-up costs and damages.

I wish, now, to make a few general observations about that legislation in the context of my own bill to amend the act. My first observation is that the act was very hastily prepared. It followed the voyage of the American oil tanker *Manhattan*, which successfully completed its pioneering voyage through the fabled Northwest Passage. That voyage alerted Canada, and the Canadian government in particular, to environmental dangers in the Arctic and to the possibility of Canadian sovereignty being jeopardized. Though the act became law in August of 1972, it had been on the books for some two years before that date. Indeed, it was debated in Parliament as early