

military movement between Oka and Châteauguay makes it impossible to provide separate costs.

COST OF OPERATIONS IN AID OF THE CIVIL POWER IN OKA AND CHÂTEAUGUAY, QUÉBEC TO SEPTEMBER 26TH, 1990.

Question No. 350—Mr. Waddell:

What was the cost up to September 26, 1990 assumed by the Consolidated Revenue Fund under s. 285 of the National Defence Act for the intervention by the Canadian Armed Forces in Oka and Châteauguay, Quebec?

Hon. William Hunter McKnight (Minister of National Defence): The total cost estimate for the Canadian Armed Forces Aid of the Civil Power at Oka and Châteauguay, Québec, to September 26th, 1990, was \$60.6 million.

OIL SPILLS OR ACCIDENTS INVOLVING HAZARDOUS MATERIAL

Question No. 357—Mr. Simmons:

Has the Department of Transport (Canadian Coast Guard) taken any action to develop and put to the test the capability to deal with oil spills or accidents involving hazardous material, as raised by the Auditor General in his Annual Report for the fiscal year ended March 31, 1989 and, if so, what action?

Hon. Douglas Lewis (Minister of Transport): The Auditor General's report "focussed on the Coast Guard's contingency planning and its capability to deal with marine emergencies arising from the transportation of dangerous goods through Canadian waters. (He) did not examine the roles and capabilities of other participants in the joint response network."

The Canadian Coast Guard has had a limited capability to respond to spills of "oil and other noxious substances" since the early 1970's. The problem, as the Auditor General suggested, is not the absence of the capability, but rather defining and implementing an adequate level of capability. As the Auditor General's staff were conducting their initial interviews, the Canadian Coast Guard were developing a proposal for an improved capability to respond to chemical spills at sea. This enhanced level of capability should be operating by the end of this calendar year on a pilot project basis, jointly with the federal Department of Environment in the Maritimes Region.

With regard to whether the Coast Guard has taken any action to test the capability to deal with oil spills, the Canadian Coast Guard tests the five area annexes to the joint Canada-U.S. Plan at least once every two years,

Routine Proceedings

and domestic plans every year or more often. These tests include establishing and operating a command post and often involve the deployment of actual equipment at the exercise site. The purposes of these exercises are to test the plan for workability and to provide on-the-job training to responders.

The Coast Guard has placed a renewed emphasis on environmental response and emergency planning. The Public Review Panel Report on Tanker Safety and Marine Spills Response Capability, released on November 2, 1990, contains 107 recommendations for improvements to Canada's spill prevention and spill response systems. These recommendations will be analyzed carefully during the development of a detailed response to the Panel's recommendations. The review, which will include consultations with affected groups, is under way.

OVERALL RISK ASSESSMENT FOR PASSENGER FERRIES

Question No. 358—Mr. Simmons:

Has any action been taken (a) on the recommendation made by the Auditor General in his 1989 Annual Report, to do an overall risk assessment for passenger ferries (b) to set out the Coast Guard's objectives, jurisdiction and safety priorities and initiatives in this area and, if so, what action?

Hon. Douglas Grinslade Lewis (Minister of Transport): (a) The Ship Safety Branch, Canadian Coast Guard (CCG), has contracted with Management Consulting for a study of its discretionary, non-discretionary activities to determine priorities for the utilization of its resources based on risk assessment criteria.

The study is ongoing and is expected to terminate in the Winter or early Spring of 1991.

Also, in the wake of the "HERALD OF FREE ENTERPRISE" disaster in Europe, a team of Steamship Inspectors from CCG Headquarters and regions conducted comprehensive safety audits of representative ferries on the East and West Coasts. A joint government/industry operational safety working group was established (25 members) comprising representatives of ship and shore management from the five major ferry operators in Canada.

This working group played an active role in the development of Canada's contribution to the International Maritime Organization (IMO) Guidelines on Management for Safety Ship Operation and Pollution Prevention. The purpose of these IMO Guidelines is to provide those responsible for the operation of ships with