

member. The Chair has to inquire whether there is unanimous consent. There cannot be debate. The minister may wish to rise on a point of order later but at this stage there should be no debate. I can only ask whether there is unanimous consent.

**Some hon. Members:** Agreed.

**Some hon. Members:** No.

**Mr. Speaker:** The hon. member will have heard, as I have, that there is not unanimous agreement and in view of this I cannot put the motion.

● (2:40 p.m.)

**Mr. Howard (Skeena):** It is the Liberals who turned it down.

#### NATIONAL TRANSPORTATION ACT

##### PREVENTION OF LONG AND SHORT HAUL RATE DISCRIMINATION BY PUBLIC CARRIERS

**Mr. Hu Harries (Edmonton-Strathcona)** moved for leave to introduce Bill C-170, to amend the National Transportation Act.

**Some hon. Members:** Explain.

**Mr. Harries:** Mr. Speaker, the purpose of the bill is to relieve Canadian producers and consumers of an unwarranted economic burden amounting to as much as \$22 million a year. This economic burden stems from the practice of the railways of charging high rates in non-competitive areas. This bill would remove long and short haul discrimination.

Motion agreed to, bill read the first time and ordered to be printed.

#### QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

##### ATOMIC, CHEMICAL AND BIOLOGICAL WEAPONS—USE IN EUROPE

Question No. 48—**Mr. Lewis:**

1. Was the Government of Canada, as a member of NATO, aware of the United States Government plans for atomic, chemical and biological weapons use in Europe and, if so, when was the Government of Canada informed about the United States Government's plans?

2. Were these United States plans discussed at meetings of members of the North Atlantic Treaty Organization?

#### Questions

**Hon. Léo Cadieux (Minister of National Defence):** 1 and 2. Canada is informed of NATO plans concerning nuclear weapons. NATO plans do not include the use of chemical or biological weapons except with respect to protection and defence against them.

#### OIL POLLUTION IN ARCTIC

Question No. 90—**Mr. Thomson (Battleford-Kindersley):**

1. Has any department of the Government of Canada undertaken or commissioned a study on the effects of oil pollution in the Arctic?

2. Has any department of the Government of Canada studied the minimum structural requirements for oil tankers operating in Arctic waters?

**Mr. R. J. Orange (Parliamentary Secretary to Minister of Energy, Mines and Resources):** 1. The Interim Interdepartmental Committee on Water (ICW) has a working group developing an "Interim National Contingency Plan for oil and other toxic material spills" which would be applied in the event of a spill of oil or hazardous material that would threaten the fresh water resources and/or the coastal waters of the Nation. The prime objective of the Plan is the removal of the pollutant from the water environment and the clean-up of any damaging residue that might remain. After completion of the Plan and its acceptance by ICW, it will be submitted to the Minister of Energy, Mines and Resources for his review and recommendation for its approval by the Government. In addition to the ICW study and complementary to it, the Polar Continental Shelf Project has initiated a study of effects of oil pollution in the Arctic.

2. The Department of Energy, Mines and Resources, in co-operation with the Department of Transport, has provided basic data on ice conditions and characteristics to oil companies concerned with ship design for safe Arctic operations. The matter of specifications for ships operating in the Arctic is under continuing observation by the Government.

##### CANADIAN COASTGUARD—SECONDARY CANALS—AIRPORT DEVELOPMENT

Question No. 138—**Mr. Skoberg:**

1. Which ships of the Canadian Coast Guard are now being retired as a result of the Department of Transport's budget reduction for the 1970-71 budget?

2. Which construction projects on secondary canals are being cancelled as a result of the Department's budget cutbacks?