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miles to the Alsek River. We can do something to protect the Alsek River. This should be done now, not when the slick hits the mouth of the Alsek. You have containment technology now in case there is a glitch, a hitch, a windy day, or somebody gets sick. We have to plan so that we can deal with containing these kinds of things. The Alsek should be protected. The Tatsenshini should be protected. The Taku should be protected. The Stikine should be protected.

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

**Mr. Fulton:** We also have a military base at Massit, a Department of National Defence listening device. We should be stockpiling some equipment there. We should be stockpiling it at Prince Rupert where there is a Coast Guard base. We should be ready because the vital, determining factor as to whether or not the largest spill in North American history ends up on our coastline in British Columbia is wind, w-i-n-d. The current off the mouth of Montague Sound and Prince William Sound moves upward and along the Aleutians. The Kuro Shio current below that comes across from Japan and brings debris like glass and garbage to the coast of the Queen Charlotte Islands.

Wind is the important factor. Exxon, the Coast Guard and everybody else want to say that wind is not the factor, but what happened on the fourth day after the spill, March 28? The wind was blowing at 100 knots, 100 kilometres an hour, at the site of the spill. If a northwesterly or a northerly wind picks up, which is very frequent at this time of year, and sustains itself not for weeks but for a matter of days, parts of that oil slick can and will reach parts of British Columbia. There is no use in then having the Minister of Transport phoning Vancouver saying: "Send a ship". It is 500 miles to get to the Queen Charlottes, and it is another 400 miles to get up to the Alsek. We are talking about considerable distances, and planning is required. We can hope the wind does not start blowing that material up on to our shores.

Many things need to be done. Some are very serious and some involve technical planning. It is reasonably clear with the amount of tanker traffic—*Valdez* tanker traffic, traffic in the Strait of Juan de Fuca, traffic into the Vancouver and Victoria harbours, traffic into Prince Rupert, traffic on the east coast where there is far more tanker traffic, hundreds and thousands of large freighters and tankers, transit off Newfoundland, New Bruns-

wick, Prince Edward Island and Québec every year. We need a royal commission to look into the safety of tanker traffic and to find out whether or not our regulations are the best they can be and whether or not the proper enforcements are there. We know they are not there right now. We need to have that done. We need to evaluate the present impact on Canadian resources.

As I said, Canadian resources are being affected now, today. Canadian salmon from our transboundary rivers are being affected now. Herring stocks upon which they feed are being affected. That situation needs to be evaluated. We need a scientific team. We need to evaluate potential areas in the track of the spill. This means the rivers I have enumerated, plus the Queen Charlotte Islands and the coast to the South. We need to prepare and move the clean-up and containment equipment about which I have spoken in the transboundary rivers to the Queen Charlotte Islands and Prince Rupert.

We must take steps now that we began in 1972 to stop *Valdez* tanker traffic. What was said in 1972 is true today. There will continue to be spills of this size according to the trajectories projected by the U.S. Coast Guard 17 years ago.

• (2020)

How do we go about that? It is going to mean some difficult and costly decisions, but intelligent people and intelligent legislators take those types of steps. Tightening of regulations and enforcement for a system that is clearly out of control are obviously on the list.

I hope later this evening to speak about an even broader issue, the whole issue of the use of fossil fuels in North America. The whole of North America has 5 per cent of the global population. We consume 25 per cent of the fossil fuels consumed on the planet. The U.S. and Soviet Union together produce 50 per cent of the greenhouse gasses on this planet.

If we are to maintain the atmosphere and the environment that we have and have had for geological time, we have to reduce greenhouse gas by 50 per cent. Perhaps the *Valdez* spill is a signal to us to shut down these types of developments and get on with energy efficiency and conservation programs in order that we have a habitable an liveable planet.

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