

*Government Orders*

maximum fine for brucellosis is \$1,500 which, of course, does not cover the cost of replacing valuable purebred animals.

I suppose cattlemen could always take out additional insurance to cover the differential costs, but Lloyds of London is the only insurer which will cover an animal for government slaughter. It is expensive, about 1 per cent or 2 per cent of the value of the animal, and likely the insurance would have to be taken out in conjunction with mortality insurance which is about 5 per cent of the value. Therefore, it is obvious that a producer would be looking at a yearly premium of 6 per cent to 6.5 per cent. Needless to say, this could cause serious problems with certain producers.

The act will allow Agriculture Canada to pay for treatment instead of slaughter. This would be appropriate for anaplasmosis in horses. It makes a good deal of sense that the government has been flexible in dealing with the situation and is prepared to support a treatment.

It would be helpful to go through some of the points raised in the legislation. I think this legislation was last amended in 1974. Of course a lot has changed since then in terms of the way animals are transported and dealt with which makes it, in some cases, easier for diseases to be brought into the country and, once into the country, to expand.

• (1220)

The legislation will confirm the authority to control, eradicate and prevent the entry into Canada of diseases of animals which constitute a threat to human health. This has to be seen as a major step forward.

The legislation also gives authority to control animals and their products exposed to or contaminated by toxic materials in order to prevent their entry into the animal or human food chain. With the continual entry of toxic substances into our environment this has become a problem which hitherto had not existed to the same degree. But I think we would all recognize that the ability to control animals exposed to contaminated toxic materials is becoming increasingly a problem that we have to address.

The bill also allows the Governor in Council to regulate the movement of people, animals and vehicles in respect of places or areas infected with serious animal

disease. Perhaps this would be an appropriate point to take a moment or two to point out that the Canadian Federation of Humane Societies has made a number of recommendations to Agriculture Canada in terms of the transportation of livestock. As the second largest country in the world geographically, with a livestock industry in virtually all areas, transportation is a critical feature in the industry.

The Canadian Federation of Humane Societies has flagged a number of issues that I think warrant mention at this point. It suggests, for example, that all weigh stations close to provincial borders should be manned by individuals who are authorized to enforce the Animal Disease and Protection Act and that they should be encouraged to inspect vehicles and enforce the transportation provisions. That is an excellent recommendation.

The Canadian Federation of Humane Societies says that Agriculture Canada should make an immediate commitment to get back into the day-to-day monitoring of livestock transportation and enforcement of its transportation regulations. Consideration might be given, they suggest, to expanding the role of existing staff such as the meat hygiene staff. In an effort to curtail expenses we made reductions in inspection which have been raised from time to time in this House and elsewhere and are causing sectors of Agriculture Canada serious concerns.

It is also recommended that Agriculture Canada should join with provincial departments of agriculture and animal welfare groups across the country in a multi-disciplinary committee based on the British Columbian model to utilize all available resources in addressing the transportation issue. Animal welfare groups, particularly farm animal welfare groups, are now becoming more vocal in the matter of livestock transportation. The multi-disciplinary approach that has been experimented with in British Columbia is certainly worth considering on a national scale and also would encourage those provinces that are not participating in this type of approach to do so.

The Canadian Federation of Humane Societies also suggests that veterinary inspectors from the federal government should be available at all major U.S. border crossings during the day or at times that coincide with inspection hours in the United States. It suggests that stations without regular inspection should have a veterinary inspector readily available on an appointment basis.