

• (1440)

We must also be wary of and vigilant against the increasing threat from ecoterrorism. Ecoterrorism includes the threat of piracy and destruction of ships carrying ecologically damaging materials such as oil, nuclear waste and liquid natural gas. Can honourable senators imagine the attractiveness and the use to which a target along the lines of the *Exxon Valdez* could be put by terrorists? A recent publication by CSIS concluded that ecoterrorism has now entered "the list of threats to national and international security." Bill C-38 comes none too soon!

Bill C-38 is a positive step in resolving jurisdictional problems that historically bedevil the security enforcement sector. The current legislative framework relating to maritime incidents of violence is fragmented. Different acts apply depending on the ship's flag, the type of vessel, the port, the waterway or marine facility, whether the ship is inside or outside Canadian territorial waters, and so on. As was identified by the Senate committees on terrorism, the use of the various legal frameworks results in different security regimes, more confusion amongst authority, less compliance and higher costs. The variety of legislation delays frustrates rather than expedites responses to threatening situations.

Bill C-38 addresses all of that, but, I repeat, arrangements, protocols or memoranda of understanding must be in place at the working level, or the legislation will be for naught.

I am reminded of the Senate committees' review of the Security Act, which clearly vests responsibility for the protection of so-called "internationally protected persons" within federal jurisdiction, largely the RCMP. A number of provincial and municipal police forces, one after the other, appeared before the committee and, in effect, said, "It doesn't matter. If there is an incident in our territory, it's ours to handle." These turf battles can simply not be allowed when lives, property and national interests are at stake.

I chose to speak at third reading because I support the bill in principle and detail and have nothing to add to its contents. However, I do want to convey a message to government and to government officials at this time: With passage of this bill, do not rest on your laurels. The job is not done. Resources must be committed; agreements and understandings must be reached; response mechanisms, systems and procedures must be put in place; private sector operators and associations must be engaged. There still is much work to do.

For example, during the debate on this legislation in the other place, a government member stated that Bill C-38 would allow Canada to intervene in incidents in international waters involving a Canadian flagship or a ship with Canadian passengers. I ask my colleagues who represent the government: Do we have the military capability to do so? If not, and I suspect that that is the case, what is being done to create and test that capability? Without that work and without that backup, Bill C-38 can simply become a symbol of intent without real substance.

It has taken us over a decade to follow through on our commitments under the Montego Bay Convention. I can imagine no reason for this delay, other than complacency. Complacency

appears to be a feature of this area. In 1987 and 1989, the Senate committees identified many areas in which work had to be done and in which reforms should be made. Some things have been done. Many things remain undone.

I sincerely hope that it does not take a repetition of the bloody acts of terrorism that we experienced not too long ago — the explosion of an Air India plane, the Turkish Embassy incident and the attempted assassination of a Punjabi minister — to shake our system out of its complacency and lethargy and ensure that everything that needs to be done is being done to ensure the safety of Canadians and of visitors to Canada.

**Hon. William J. Petten (Acting Deputy Leader of the Government):** Honourable senators, I should like to compliment Senator Kelly on his remarks on the bill, to assure him that we are not being complacent and that we are working to move this legislation along quickly.

**The Hon. the Speaker:** Is it your pleasure, honourable senators, to adopt the motion?

Motion agreed to and bill read third time and passed.

## DEPARTMENT OF NATURAL RESOURCES BILL

### SECOND READING

**The Hon. Colin Kenny** moved second reading of Bill C-48, to establish the Department of Natural Resources and to amend related acts.

He said: Honourable senators, Bill C-48 is enabling legislation for the new Department of Natural Resources which amalgamates two previous departments — the Department of Energy, Mines and Resources and the Department of Forestry. This is a logical and practical step which demonstrates the government's commitment to Canada's resource industries. The amalgamation of these two departments has already saved \$16 million.

**Senator Bonnell:** Where is it?

**Senator Kenny:** Well, it is floating around out there.

The energy, mining and forestry sectors make important contributions to Canada's economic health and standard of living. Together, these industries represented 14 per cent of Canada's gross domestic product in 1992. They provide jobs for 1 in 13 Canadians and sustain the economies of almost 500 communities across the country.

Bill C-48 calls for the amalgamation of two existing acts of Parliament; acts which have been in existence in one form or another for many years. It does not extend additional powers to the Government of Canada. The duties, powers and functions conferred upon the department and the Minister of Natural Resources are only in areas over which Parliament has already given jurisdiction. This new department will continue to work in partnership with the provinces to make our natural resource sectors both sustainable and competitive.