

Orders for Returns

INTERNATIONAL TREATY ON MARITIME POLLUTION

Question No. 237—**Mr. Robinson:**

Has Canada participated in a proposal for an international treaty on maritime pollution and, if so, will the federal government advise if it will sponsor a resolution revising the United Nations Charter to create a United Nations secretariat on marine pollution?

Hon. Mitchell Sharp (Secretary of State to External Affairs): The problem of marine pollution is at present being considered in connection with the preparatory work for the UN Conference on the Human Environment which will take place in Stockholm in June this year, the Marine Pollution Conference to be sponsored by the Inter-governmental Maritime Consultative Organization in London in June 1973, and the Law of the Sea Conference which may also take place in 1973. Canada is participating in the preparatory work for these three conferences and in the course of this preparatory work the possibility of an international treaty on marine pollution has been discussed. Largely as a result of Canadian initiative, a body of principles on the prevention of marine pollution and the preservation of the marine environment has been prepared for submission to the Stockholm Conference as part of the action plan for the control of pollutants having international implications, to be considered by the Conference. The endorsement of these marine pollution principles by the Stockholm Conference should assist the elaboration of any international treaty or treaties respecting marine pollution in the post-Stockholm period.

At present, proposals relating to the establishment of an organization within the UN system responsible for matters involving the marine environment are being considered in conjunction with the broader institutional questions which will be considered at the Stockholm Conference. The Secretary-General for the Conference has developed proposals on this subject which are being studied by governments. Canadian proposals on this matter with respect to both the environment generally and the marine environment specifically are now being actively considered in the light of the Secretary-General's proposals. At this stage, however, I am unable to go into detail on the scope and content of these proposals.

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QUESTIONS PASSED AS ORDERS FOR RETURNS

CANADIAN ARMED FORCES—RESERVE REGIMENTS

Question No. 120—**Mr. Latulippe:**

Are there still reserve regiments in the Canadian Armed Forces and, if so (a) how many (b) what is the name of each such regiment (c) what is the total strength of each (d) what was the average salary of each member of the reserves for the year 1971?

Return tabled.

CROP INSURANCE ACT PROGRAM

Question No. 241—**Mr. Southam:**

1. Under the Crop Insurance Act, what provinces have enacted enabling legislation?

2. By province, how many farmers received indemnities under this program in 1971?

[Mr. Olson.]

3. By province, what were the total indemnities paid to farmers under this program in 1971?

4. By province, what crops were covered by the Crop Insurance Act in 1971?

5. By province, what were the chief causes of crop losses in 1971?

6. By province, what were the total premiums paid by farmers under the Plan?

7. By province, what amounts did the federal government contribute towards the premium costs?

8. By province, what amount did the federal government contribute towards the cost of administration of the Plan?

Return tabled.

ORAL QUESTION PERIOD

POLLUTION

OIL SPILL FROM FREIGHTER "VANLENE"—
INTRODUCTION OF REGULATIONS TO CONTROL
POTENTIAL HAZARDS—REMOVAL OF FUEL—
ASSUMPTION OF COST

Hon. Robert L. Stanfield (Leader of the Opposition): Mr. Speaker, in the absence from the House of the Minister of the Environment and the Minister of Transport I sent to the Prime Minister's office notice that I would be asking the Prime Minister some questions about the oil spill off Vancouver Island from the freighter *Vanlene*. When can we expect effective regulations under the Canada Shipping Act, and particularly under Bill C-2, with a view to controlling the potential hazards that arise in Canadian waters from vessels such as these?

Right Hon. P. E. Trudeau (Prime Minister): Mr. Speaker, the Leader of the Opposition was good enough to let me know he would ask this question. I shall attempt to answer it. The two ministers will be in the House tomorrow and might be able to give more detailed information. On the attempts to control this type of thing, I can tell the Leader of the Opposition that some measures have been taken under the Canada Shipping Act. As a matter of fact, I am meeting one premier this afternoon to discuss the application of them. We do not yet know the cause of this particular disaster. Therefore it is impossible to know at this stage what could have been done to prevent it. However, a preliminary investigation has begun in Vancouver, and when we know the cause of this wreck we might be able to determine means of preventing them in the future.

Mr. Stanfield: What steps are being taken to remove from the vessel the remainder of the bunker fuel.

Mr. Trudeau: I understand that as of Friday a barge and some booms were alongside the wreck and that the operation of taking off the fuel had not begun because of bad weather but will begin any time now, if it has not begun. The apparatus is there and will begin to operate as soon as the weather permits.

Mr. Stanfield: I have one further supplementary question, Mr. Speaker. In reply to my first question the Prime