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provincial government or private individuals, will also bring forward ideas as to environmental consequences.

May I point out that very few developments in this country so far have been preceded by environmental impact statements. We are embarking upon a new course, hoping in this case that we will have done all the right things in the right time sequence. Certainly, in the case of the construction of a major runway costing many millions of dollars and extending into the ocean, there must be a proper environmental appraisal, a public debate on the matter and changes if those changes are necessary.

Mr. Reynolds: On a point of order, Mr. Chairman, the minister referred to my constituency as Burnaby-Richmond, and forgot the "Delta" part of it. There are many fine people in the Delta and they do not like to see their part of the riding left out when the riding is mentioned. Another point of order is that the hon. member for St. Boniface thumped his desk when the Minister of Environment suggested that the government is trying to do things the right way. I am sure it is; there are hard working people over there. But obviously the people of British Columbia do not agree with the hon. member, otherwise, they would not be complaining.

The Deputy Chairman: Order, please. The hon. member is making an argument or a case. I think he should take the floor on a subsequent occasion and make his comments about the remarks of the minister.

Mr. Grier: Mr. Chairman, I wish to say a few words on a matter affecting the environment. It is not mentioned as frequently as some others. It has to do with noise control, noise pollution, noise abatement and the general impact of noise on the environment.

Mr. Nielsen: Beginning with the hon. member.

Mr. Grier: After spending six weeks as a member of the House of Commons, I have become more familiar with the effect of noise on the immediate environment than I was before coming here.

Mr. Nielsen: Especially as the hon. member sits where he does.

Mr. Grier: The problem of noise pollution is one of which we have become increasingly aware in recent years, especially in cities where industrial, residential and commercial uses of various kinds intermix one with another. Increasingly, environmental authorities, including those of the federal government, ought to be concerned about the problem of noise.

In the cities and metropolitan areas the problem of noise pollution is especially severe, particularly in those parts of cities where industrial and residential areas are intermixed. This is most likely to happen in older parts of cities or in older suburbs because there, among core industries, substantial residential developments have grown up. For that matter, one will find noise pollution even within residential areas themselves as innocuous devices such as domestic air conditioners can, over a period, create an intolerable nuisance to people in the immediate neighbourhood.

[Mr. Davis.]

Notwithstanding the problem of jurisdiction as between federal and provincial levels of government, and the further problem that a certain amount of noise abatement control is undertaken at the municipal level, there are steps which could be and ought to have been taken by the federal government. I am particularly anxious to see action in this area because there are problems which have arisen in my constituency. I hope hon. members will forgive me for referring to my own constituency in this connection. I am sure, however, that most Members of Parliament representing urban constituencies will find similar problems in their areas.

In my constituency, the residents living on a number of streets are severely disturbed by noise coming from Canadian National Railways marshalling yards and the Go transit yards operated by the Ontario government. Over a number of months I have, in conjunction with members of other levels of government and a number of citizens, been trying to take some kind of action to deal with this problem. Our efforts have been frustrated. First, there do not appear to exist any uniformly accepted sets of standards as to what are acceptable noise levels and what are intolerable noise levels. Second, there is great confusion as to which authority, municipal, provincial or federal, is responsible for dealing with the problem.

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These residents and others have found that it is almost impossible to get any level of government to take constructive action on a problem that is of serious concern to many residents, one which is causing depreciation in the value of their property and appears to defy the rational solutions which one ought to expect to be brought to bear upon the problem.

This is a matter which the federal government is obliged to deal with, and I suggest it could be dealt with in one or two ways. Under the authority of the Department of the Environment, some kind of national noise control code or set of standards should be established. This should govern the operation of enterprises and activities within the federal jurisdiction. It would serve as a set of standards for the guidance of other jurisdictions, industries in the private and public sector and the general public. For example, when citizens appeal to their municipal government for assistance in the matter of noise control, they are frequently told that there is no satisfactory set of standards, the matter is not yet fully probed and no immediate action appears to be possible.

Without suggesting that the federal government can interfere with those enterprises or activities which fall within the jurisdiction of another level of government, I think a set of standards which have integrity, which are acceptable to experts in the area and which can be publicized would be of substantial benefit to citizens who are seeking redress of grievances arising from noise pollution. At the same time, such a set of standards ought to be enforced upon all enterprises that fall under federal jurisdiction.

I do not exempt the railways from such a suggestion. In my view, the railways are frequently among the worst offenders. We are not now dealing with the railways of 50 or 60 years ago when steam engines inevitably made a