

*Dumping at Sea*

earlier, as they proceed on their course. Of course, it is difficult to monitor all those ships, particularly when they leave territorial waters. I think it is as serious within as without the 12-mile limit because the effects of that dumping are necessarily felt. I think that agency will have to be able, either under an international agreement or otherwise, to extend its jurisdiction beyond those limits and monitor much further so as to be able, once again, to spot those who will contravene the legislation we are about to vote.

I think, Mr. Speaker, that if we do not take extreme measures to stop pollution which is growing ever worse—and navigation is necessarily on the increase—if we fail to do so to protect our waterways, I think, within a few years it will be the end of our vegetation, or our marine life.

Mr. Speaker, I would again like to draw the attention of the House to our new supercargoes plying our seas. The garbage they dump all along their passage is getting much greater.

When accidents happen to these ships, Canada will need water cleaning systems. The minister indicated that we have a few, but I believe they are not adequate. The government certainly will have to invest in this field. When human lives are involved, the main consideration is not money. We will have to meet today's requirements to protect the sea, animal life and the men who live from the sea.

We were told there are approximately six cleaning rigs to cope with emergencies arising out of shipping accidents. I am totally aware of the protection system extent on the Atlantic coast, but I believe that if the act is really going to be implemented, if it is going to be effective, modern apparatus will have to be constructed. If there is an accident, and accidents will happen in view of the present maritime traffic, up to date, maximum-capacity systems will have to be provided.

Mr. Speaker, I do not wish to discuss the bill longer than needed, because it is going to be analyzed in committee, and members of the committee will do an adequate job. It is my hope that this will not be an ineffective statute on our books. It is stated the ministry will be entitled to name responsible people on the board. This is the government's responsibility, but I hope those people will be most competent. I hope, as the hon. member said before me, that these nominations will be based on qualification rather than political considerations, in order that the appointees may act directly on any ship and on any offence. I believe this will be the best way to protect the Canadian people.

● (1630)

[*English*]

**Mr. Hugh A. Anderson (Comox-Alberni):** Mr. Speaker, I would like to congratulate the minister for introducing Bill C-37, because I feel that this is one more armament in our arsenal to protect the environment. Perhaps I am jumping the gun, but I must also congratulate the hon. member for Esquimalt-Saanich (Mr. Munro) on his very reasoned and intelligent remarks regarding the threat of tankers off the west coast of British Columbia. It gives me great pleasure to discuss this matter on a non-partisan basis because I feel that many members of this House are concerned about the environment and especially about the

[Mr. Gauthier (Roberval).]

dumping of waste and other substances into the ocean. I believe the government has gone a long way toward protecting the environment, particularly the ocean, under bills such as C-25 which is now before committee, under the Canada Shipping Act, the Fisheries Act and now with the introduction of Bill C-37.

I am very pleased that besides fines—which I agree are high and which will act as a deterrent, or should act as a deterrent because \$100,000 is a large sum of money for a large company, a small company, a large fleet or a small fleet—there are detention, seizure and forfeiture clauses. These clauses bring a double edge to this bill and I feel that the deterrents are adequate. In the past there has been criticism that some legislation has not had enough teeth, but I think hon. members will agree that there are very strong deterrents in this bill both of a financial nature and, as I have said, the detention and seizure clauses.

I am concerned that in the Arctic there are situations where there has been no legislation to cover dumping, not only of waste in the ocean but also on the ice. I would like to congratulate the minister for including in the bill provisions with respect to dumping wastes on the ice. Hon. members realize that the Arctic is a very important part of our country, and because of the delicate ecology, there has to be special legislation such as ice hazard coverage to protect this important part of Canada. I feel that the scheduling of prohibited and restricted substances in Bill C-37 is commendable. There can be no question as to which substances can or cannot be put into the ocean from ships and aircraft because there are schedules laid down and they are there to be followed.

I express only one concern. This is not in regard to Bill C-37 but the shipping of oil from the Prudhoe Bay area in the Alaskan fields to the refineries in Washington. I believe there has been a long, hard fight by hon. members presently in this House as well as by former members to find a means of transporting oil from Alaska to American refineries. I understand the problem with which the United States is faced. Since it is deficient in oil, it is using every means possible to explore for resources in the United States and Alaska, to have them available as soon as possible and to inject them into the economy as soon as possible. In view of the world price of oil the United States is facing a tremendous balance of payments deficit because it is not self-sufficient in oil. Notwithstanding this argument, I feel that there must be some other method of transporting this oil to the American market. We in Canada have suggested several alternatives. We have considered the Mackenzie Valley. The Premier of British Columbia has suggested building railroads to bring oil down from the North Slope through the Northwest Territories and into Alberta.

● (1640)

I suggest that the government should do everything in its power to find an alternative method of bringing this oil down to the American refineries. If it is environmentally better to move it by a landlocked route, then we should do everything in our power to make sure that is the way it moves. I know, as does the hon. member for Esquimalt-Saanich, that if these supertankers go down the coast of British Columbia, one day there will be spills. I do not