

*Private Members' Business*

Anchoring is also an emergency procedure to prevent a ship that has lost power from drifting into such danger or on to a reef or a shoreline. In fact ships are equipped with at least two anchors for use in such emergencies. It is interesting to note that in most cases where a ship has lost power anchoring is a simple and successful manoeuvre that holds the ship in place until the engines can be restarted.

This background demonstrates that anchoring is considered to be active navigation as part of the process of getting from one place to another safely. The matter of restricting navigation and therefore anchoring is currently considered in the context of existing common law.

Members may not be aware that existing common law defines the public right of navigation as a paramount right, that is to say a right that supersedes other common law rights and includes all rights necessary for the right of passage such as the right to pass, to anchor or moor and to remain at one place for a reasonable time for loading and unloading.

The significance of this right is that a ship may anchor at any place and at any time so long as the anchoring is in accordance with the good practices of seamanship. I say this in the context of what the hon. member and I heard this morning in the legislative committee, that the legislation involving the Canada Shipping Act accords the Coast Guard the opportunity to restrict the anchorage of vessels under certain conditions or when a particular boat or ship is in less than the best of condition.

The second issue I should like to address is that of the identification of an anchorage. There are no regulations *per se* to establish an anchorage. Anchorages are normally designated by harbour authorities in consultation with the Coast Guard and marine pilots and then printed on charts and publications to advise mariners. These anchorages are normally identified for large ships and marked on charts or noted in reference books so that other ships can know that ships may be in anchor at those locations and to efficiently distribute ships sharing a harbour where more than one anchorage is designated.

Designated anchorages are only found within harbour limits. On the west coast alone there are approximately 20 harbours that are equipped to receive large ships. Not all of these harbours have the designated anchorage

noted on a marine chart, but ships visiting these ports can anchor at or near them.

In 1990 the west coast recorded some 287,000 movements of ships. These are movements of commercial ships and not just fishing boats or pleasure boats. In the extreme, essentially every movement would require an environmental assessment since cargo changes with each loading or unloading as do the risk factors of weather and traffic.

The government supports a more efficient approach to address the concerns raised in this motion. This approach includes a regime which focuses on preventing accidents before they happen and to ensure if they do, that an effective response is mounted that is appropriate to the environmental sensitivity of the area. Again I thank the hon. member for her motion.

**Mrs. Marlene Catterall (Ottawa West):** Mr. Speaker, I am pleased to speak on this motion. It goes back to many of the principles we raised in the House on May 13 with the opposition motion that read:

That this House regrets that, despite the many grand announcements in international forums and despite the passage of two and one-half years since the launch of the green plan, the government has failed to integrate fully environmentally sustainable development as a goal of public policy.

Today there was a press conference and a one-year report on the earth summit which took place in Rio de Janeiro just a year ago. Canada took great credit for its leadership role with respect to bringing sustainable development and some of the measures needed to ensure a sustainable future to the attention of the world. It took credit for some success in specific conventions that were negotiated to achieve that purpose. Yet when environmental organizations gave Canada its report card on the first year since Rio, I am afraid the mark was an F in nearly every category.

• (1730)

Fundamentally what the motion addresses, without going into the specifics of the Gulf Islands or the other issues that the member has raised, is the need to integrate concern for preservation of our resources, our environment and our planet into all government decision making. We are far from doing that.

Perhaps unrecognized as one of the most important promises in the green plan was that there would be an environmental assessment of every policy going before cabinet for approval and then when a policy, program or