

Canada Shipping Act

cost of any Canadian federal or provincial personnel used in the clean-up, that the ship concerned be impounded until this has been accomplished or assured and that the legal penalties be in addition to this liability for the complete cost of cleaning up the pollution.

I agree with this recommendation of the task force.

May I raise another point? Other members have talked about ships that fly flags of convenience, the flags of small nations that will register any ships that wish to fly their flag. They impose low standards on those ships. We had an example of this in the case of the *Arrow*. Testimony showed that there was inadequate equipment on board, and some of it was not working. Under the bill, Mr. Speaker, some of these things will be corrected. We shall have a chance to check more thoroughly all the shipping that arrives in our coastal waters. Canada should take action against these flags of convenience on an international basis. There should be an understanding, world wide, that we will not allow any of these old hulks that have been picked up for low prices and used by unscrupulous individuals or companies to carry cargoes, which are often improperly insured, to sail our waters. When ships like that, and the *Arrow* is a case in point, have accidents, they hit us hard. In the case of the *Arrow* oil spill, Canada was hit and hit hard by the cost of cleaning up, to the extent of \$3 million. Part of the money, I understand, will come out of some insurance fund. These are things that worry me.

May I refer to another point which I think I ought to raise at this time. You know, years ago Canada went out of the large scale shipbuilding business. We do not have much of a merchant marine in Canada. We have merchant ships on our inland waters, but not too many of them. So far as our export trade is concerned, I do not think very many ships are now carrying the Canadian flag. There might be one or two but there are very few, in any event. We should go into this business. We should build a merchant marine for our country and insist on the highest possible standards when building these ships. We should insist that ships built to a certain standard shall sail our waters. If they are to bring oil cargoes to Canada, they must conform to a certain standard. If the ships cannot meet those standards, we should insist that the oil be brought in Canadian bottoms. What is wrong with that? We could do a tremendous service to our nation by building a merchant marine. We could earn large sums of money through a Canadian merchant marine. We could give jobs to thousands of Canadians working the ships and also give work to skilled people in our shipyards. This would help to solve the unemployment problem which is plaguing our nation. I think the House ought to take another look at this matter, and look at it very closely. I feel our need for a Canadian merchant marine ties in very closely with the provisions of this bill and with guarding Canadian shores from shipping which, to be generous, is not of the best.

There is another point I should like to make. I know that other members wish to say a few words before the debate closes at five o'clock but I want to talk about the matter of clean-up. We have been told that already there is a program for attacking oil pollution problems on the

[Mr. Harding.]

east and west coasts, and in the north. No doubt this is so. Although some steps have been taken to assist in dealing with some of the oil spills we have suffered, they are a long way from being perfect. I urge the minister to continue his efforts, not only with regard to the east and west coasts, the north, and our inland waters and rivers, but also to make sure that a tremendous amount of research effort is put into the solution of this particular problem. I think we must all recognize that the use of oil in our country will increase and that there will be more oil spills and larger oil spills in the years ahead, whether we like it or not. We shall encounter pollution problems from oil when we undertake offshore drilling. If there are not adequate plans for cleaning up in the event that there are oil spills, there could be immense and lasting damage to the north, to the fisheries, and to the potential of our coastal areas. Everyone is aware of this. I cannot emphasize this enough. You can never tell when an accident will happen. We must be prepared for one.

I could say much more, Mr. Speaker. As I mentioned earlier, I think that many of the points which have been raised in the House will be discussed in committee. When the bill comes back to the House, we shall have another opportunity to speak on it. If some of our suggestions have not been given consideration, we shall raise them again in the House and ask the minister to accept further amendments which will tighten this legislation. Basically, it is a step in the right direction.

Mr. Norman A. Cafik (Ontario): Mr. Speaker, I will not deal with Bill C-2 at any length because I feel, in view of the general support it has received in the House, that it is really not necessary for me to do so. I should like, first of all, to congratulate the Minister of Transport (Mr. Jamieson). When I listened to him last Friday I thought he gave one of the most lucid presentations on any bill that I had ever heard in this House. I generally support the provisions of Bill C-2 which update the Canada Shipping Act. It takes into consideration one of our most serious problems, pollution. It deals with pollution of our Territorial seas and of our great lakes and other navigable waters in Canada. It is high time this was done and I believe that all Canadians support the general intentions of this bill.

Pollution, as we know, constitutes a great problem. I am sure all members of the House, and all people in Canada, are concerned about it and want us to do everything we can in order to correct the situation. The *Arrow* disaster, of course, reminded us of the seriousness of oil pollution in our waters. The step taken by the government in the Arctic pollution bill, of course, was another vital step forward in the protection of our environment.

• (4:40 p.m.)

The minister spoke of the amount of expertise we have developed as a result of our experience in connection with the *Arrow* disaster. On Friday, the minister stated we probably have developed more expertise to deal with this problem than any other country in the world. I hope we will not have to use it. If this bill is accepted, the