

Oil Pollution

waters of British Columbia. This service will be effective in Canadian waters between Vancouver Island and the mainland including the Strait of Juan de Fuca, the Strait of Georgia including Burrard Inlet, Howe Sound, Malaspina Strait, Johnstone Strait, Broughton Strait, Queen Charlotte Strait including the Gordon and Goletas channels.

This marine navigation information service is designed to cover all vessels of 100 gross tons and over, and all tugs with tows which measure, from the stern of the towing vessel to the stern of the last vessel or object towed, 100 feet or over. The service is based upon each vessel transmitting a message containing basic navigation information at designated points along her route. Masters or pilots of other vessels in the area, by monitoring these broadcasts will have the positions and intended movements of all other vessels which are within a given sector. Steps are being taken in a constructive positive way to ensure that the possibilities of marine accident, particularly involving tankers, are reduced to the minimum which adequate protection measures can provide.

The leader of the New Democratic Party said we were not ready if there was an oil spill. We pray that there will never be a major oil spill. Let us hope that we can have tough and effective international regulations governing the transportation of oil at sea, but we ourselves must be ready in the event that there is some accident, some hazard, some oil spill. The Minister of Transport's efforts in this regard were ridiculed by the NDP. May I point out, Mr. Speaker, that the Ministry of Transport has a contingency plan. The ministry has the nucleus of a team of experts at headquarters which provides for the central purchasing of equipment, training, evaluation and planning whenever a situation is serious enough to warrant the use of such group. Regional structures have been established under the authority of the federal contingency plan which provide for a local responsibility and planning structure throughout the country. A great deal of effort has been provided by the petroleum and associated industries to assure that this contingency plan is well established.

The program involves the expenditure of approximately \$4 million, which will include the provision of 27 slick-lickers. Possibly that would be a job for the leader of the NDP when he is out of office after the next election. As I say, it includes the provision of 27 slick-lickers and their associated vehicles, 42,000 feet of inshore booming and the other equipment which is needed in order to provide a reasonable capability to meet the challenge of an oil spill.

Mr. Baldwin: Now tell us about the toilet-rolls.

Mr. Basford: Mr. Speaker, I can hear ridicule from the opposition. It just shows what little they know of this subject. Such a machine has been located at Victoria. This equipment can be moved on short notice to points on the west coast to cope with possible oil pollution incidents.

An hon. Member: You are reading too fast.

Mr. Woolliams: Then why did they have to get hay?

Mr. Basford: Mr. Speaker, all this heckling from the opposition shows that they do not want the facts. They do

[Mr. Basford.]

not want to see that we are prepared, that we have contingency plans and that we have the situation under control. This kind of equipment was used, for example, in connection with the grounding of the freighter *Vanlene* off Austin Island in mid-March of this year, and the same equipment is now being used to cope with the oil spill at White Rock which came from Cherry Point refinery.

Slick-lickers have been built for Vancouver, Victoria and Prince Rupert, and 2,000 foot inshore booms will be located at Vancouver, Victoria and Prince Rupert. As part of the over-all contingency planning structure for the west coast, readily available sources of sorbants have been identified throughout British Columbia for emergency use in case of oil spills. The hon. member for Calgary North ridicules this kind of planning. So does the leader of the NDP. We all hope there will not be any accident. We all hope there will not be ecological damage. But the government must have a contingency plan to minimize the damage from an accident should one occur.

Within our own legislative jurisdiction and within our own territorial waters we have taken every possible effective step that we could take. We are prepared to carry out whatever constructive suggestions are made, but our problem is that much of the potential damage can come from the carriage of oil on the international high seas or in the U.S. territorial waters. Within our own territorial jurisdiction we have our own powers and tough legislation. We have contingency plans. But of course we are limited when it comes to dealing with the high seas, U.S. territorial waters or U.S. refineries. This is why we are calling in this motion, and the government has called at every point in our contact with the United States, for them to—

Mr. Nielsen: You are admitting it is your motion.

Mr. Basford: Parliament is calling for it in this motion and that is why we want the motion passed by Parliament. That is why we are joining the hon. member for Fraser Valley East, so that there may be an expression by the representatives of the Canadian people of their wish that the United States respond to the government's invitation to bring the International Joint Commission into this matter and design meaningful rules relative to U.S. waters. Hopefully, Mr. Speaker, this and other action taken by Parliament, by government and by the people of Canada, and the representations made by the politicians of this country and those of the U.S. Pacific northwest, will lead to an early and favourable response from the U.S. government.

It is plain that the problem of pollution is international. Each time a river flows from one land to another, each time foul air blows from one country to another, and each time an oil tanker pollutes the high seas or ravages a coastline, it is essential that we act, and that internationally we impose very stringent requirements on international oil and shipping companies which fail to take adequate precautions and endanger the life that is dependent on our oceans.

Relative to the west coast, Mr. Speaker, we think the Pacific northwest, be it British Columbia, Oregon or Washington, has some of the most beautiful water and recreational areas on the North American continent.