

*Canada Shipping Act*

Government of Canada and accept what it was offering the Province of Newfoundland by way of an oil and gas agreement at that time. Of course that agreement was one which would have put complete authority and control over all offshore activities into the hands of the Government of Canada.

● (1650)

I will remember when the *Ocean Ranger* tragedy occurred the disgraceful appearance of the Government of Canada attempting to prevent the Government of Newfoundland from appointing a commission of inquiry to look into the matter and trying to beat it to the punch by appointing its own commission. I remember well the unsavoury fracas which occurred until wiser heads persuaded the Government of Canada to pay some attention to the province, to do the decent thing and to appoint a commission which would have representatives of both Governments. That is the kind of thing I remember. The then Government of Canada did not care much about what was happening in the offshore insofar as safety or the conduct of the offshore was concerned. It was interested in who would control it, who would have the power, how it could best crush Newfoundland and Labrador, and how it could prevent another Alberta from arising on the East Coast of Canada, as it visualized it. That was its concern at that time, not helicopters or equipment on helicopters—

**Mr. Tobin:** On a point of order—

**The Acting Speaker (Mr. Paproski):** The Hon. Member can rise on a point of order, a supplementary question or a comment.

**Mr. Tobin:** Mr. Speaker, I put the same two questions to the Hon. Minister again. Obviously he is using partisan rhetoric to try to avoid my questions. My question was twofold. Is the Hon. Member for St. John's West (Mr. Crosbie) satisfied—

**Mr. Crosbie:** That is not a point of order.

**The Acting Speaker (Mr. Paproski):** Order, please. It is not a point of order, but the Hon. Member wants to direct a supplementary question to the Minister. Is the Minister finished?

**Mr. Crosbie:** Could I answer his original question?

**Mr. Tobin:** There are two questions; answer them.

**Mr. Crosbie:** Mr. Speaker, I could either ignore answering his supplementary questions or ignore answering his original questions. I choose, at the moment, to ignore answering his original questions. I will ignore his supplementary questions later.

**Mr. Tobin:** Why are you afraid to answer them?

**Mr. Crosbie:** Mr. Speaker, I was interrupted—

**Mr. Tobin:** Answer them.

**Mr. Crosbie:** The Hon. Member claims to have asked a question. What I heard was a harangue, followed perhaps by a question.

**Mr. Tobin:** *Hansard* will record my original two questions, and *Hansard* will record that you are afraid to answer them.

**Mr. Crosbie:** The hon. gentleman is irrepressible in the venting which he wants to do through his bung-hole at this particular moment. With respect to the question of helicopters, I believe, as I said in my earlier remarks, that we should have state of the art helicopters with the latest in search and rescue techniques and equipment stationed in St. John's, Newfoundland, in order to provide maximum search and rescue capabilities and safety features, particularly during the winter season. That is what is required. The Government of Canada is looking at all options and how they can best be accomplished.

We are looking at the recommendations of the *Ocean Ranger* commission. Some of them would involve quite massive changes and, therefore, decisions could not be made overnight. For example, there was a recommendation that the search and rescue work should be conducted by a new, independent agency, not by a Department of Government which has other responsibilities, such as DND. That would be a very considerable change involving some intricate questions as to whether all the equipment of such an agency would be dedicated for that one purpose, how it would affect present arrangements and the like. All these matters are under intensive scrutiny now, and certainly that will be decided within the next several months; three or four months at the latest. Other matters which are not quite that intricate or where the involvement of Government in the changes would not be so massive will be decided much quicker. I know that the Minister of Energy, and the Minister responsible in Newfoundland will be giving a report this fall on just what has happened to all these recommendations to date.

I have forgotten the second question, but just to answer—

**Mr. Tobin:** Are you satisfied with temporary placement in St. John's?

**Mr. Crosbie:** That is an improvement over the condition which applied beforehand.

**Mr. Tobin:** Yes, it is.

**Mr. Crosbie:** However, I could not say that I was satisfied with just that. I would like to see the new arrangements made permanent and better equipment used. That is what we have to work toward.

**Mr. Nelson A. Riis (Kamloops-Shuswap):** Mr. Speaker, I do not plan to say too much, so that this Bill can proceed. However, I have a few comments to make regarding Bill C-75. My concerns focus around 16 items in the Bill. I will start by going through them one at a time.

The first one primarily concerns the suggestion or implication that user fees will be applied to commercial shipping. Most likely this is where costs will be imposed on the grandest