

oil. In these energy-poor days, 2,000 tons of oil is worthy of being saved.

Coming as you do, Mr. Speaker, from an inland constituency, you may not be aware that when tankers offload, go to sea and clean out their tanks, the 2,000 tons goes into the sea, whether it be 2,000 tons of petroleum or of crude oil. These are matters that were mentioned by Thor Heyderdahl. He brought this to our attention years ago, just as Rachel Carson did in her book "The Silent Sea". We are getting close to having a silent sea these days.

Mr. Macdonald (Rosedale): It is "Silent Spring".

Mr. Munro (Esquimalt-Saanich): We cannot afford to have the resources of our seas diminished through lack of effort on our part. In my opinion, the sluicing of tankers will have to be arranged at the time of offloading, so that the material will be dumped into a holding or settling tank, the waste recovered, the water used to wash down the walls of the tanks filtered, cleaned and put into the sea as clean water. Not only would we in this way save another 2,000 tons, but we would be preserving the resources of the sea, protecting them from contamination and related dangers which are threatening them.

In my earlier contribution to this debate I think I mentioned some of my recent reading, including the book by Noel Mostert entitled "Super Ship". I cannot speak too highly of that book. It is a frightening and an awakening book. Those of us who are concerned about the world environment and our coastal environment should read it. It presents between its covers a new idea of the dangers and threats which these huge new tankers bring to our seas. It is unbelievable that ships of this size, weight and cargo-carrying capacity should be powered by a single screw. Their manoeuvrability is obviously limited for this reason; their ability to pull up is limited; the momentum that they have once they are under way is almost beyond the calculation of man. These are deep-draught vessels; they do not respond in the same way normal ships do to the buoyancy of the water. Most of an ordinary ship is above water, but most of a tanker is well below water; one sees very little of it. They do not ride out the waves as does a passenger liner.

● (1620)

In addition to all the other things that this bill will do, I hope the minister will ensure that proper rules are enforced to allow the admission of ships in international trade into our ports. She will have to involve the Minister of Transport in this. These ships must be properly built and properly crewed; they must be properly equipped and properly flagged, because one of the problems confronting us in this bill—as I am sure the minister recognizes—is the legal pursuit of the offender. It is the flag state that is responsible. There is one recourse. If the offender happens to belong to a flag line, when the next member of that line comes into your port you can arrest the ship and charge the company by holding it. But if it is an ordinary tramp that makes one call and then is off to the South Seas and you never see it again, there is very little chance of arresting the offender. So flags of convenience have become flags of great inconvenience in these days, and I

Dumping at Sea

would like to see them run out of our waters so that they will not endanger them.

An hon. Member: Hear, hear!

Mr. Munro (Esquimalt-Saanich): There are one or two further comments that I should like to make in conclusion. On page 15 of the bill I notice a most extraordinary provision in clause 20 which reads:

The minister may designate any person as an inspector or analyst for the purposes of this act.

I thought that all defeated Liberal candidates had been found employment. Here is a suggestion that if there are some around, the minister is planning to have them named as inspectors or analysts. Surely some qualifications should be required for inspectors or analysts other than "any person". We have people who have been in the pilotage service on our coasts. They would be appropriate persons for these positions. Let us not have "any person", please. I think we might ask the minister to amend this bill, or perhaps we could bring in an amendment when we come to the committee stage, suggesting that it not be just "any person" but that qualified persons shall be nominated. I think we must be more specific in this respect.

On page 22 of the bill reference is made to regulations. Here again, as is so often the case, we see that the governor in council may make regulations for carrying out, for prescribing the form or for specifying the information required, etc. Since these regulations need not be incorporated in the act, surely another schedule to the bill would be appropriate in which the minima and maxima criteria might be listed for the regulations that will flow from this legislation. We have seen it in a number of committees. I remember that we were trying to obtain a draft of the regulations governing the use of small airports. I am sure they were ready, but we were not allowed to see them. Here we need to see a draft of the criteria that will be used in drawing up these regulations.

In the broadest terms, although I would like to say something about the international act, of which I managed to get a copy, we agree that this is legislation which should be on the statute books. We do not propose to delay it unduly, but merely to comment upon it and see that it gets to committee.

[Translation]

Mr. C.-A. Gauthier (Roberval): Mr. Speaker, before this bill is sent to committee I want to say a few words first to congratulate the minister for introducing it.

This bill has been expected and overdue for several years. Since I have been sitting in this House there has been talk of setting up an environment monitoring agency, and the speeches made here, the nice words spoken, never gave results. Today, the purpose of this bill is simply to establish a monitoring agency that will, hopefully, have powers proportionate to today's needs. It will be able to monitor, and impose fines to enforce compliance with the legislation. It is not enough to pass regulations, vote legislation. Compliance with the legislation is primordial, starting with merchant ships, small ships. Reference was made earlier to large cargos, oil tankers. In fact, we have been trying for years to deal with those ships that dump waste, as the hon. member who spoke before me said