

Canada Shipping Act

major contracts, investment of union funds, and the maintenance and operation of a budget in excess of \$1 million per year. Mr. O'Sullivan was an exchange officer with the Australian Department of the Prime Minister and Cabinet, with the Canadian Privy Council Office. He has a wide range of experience in the economic and policy areas.

The disclosure of specific personal information is governed by the Privacy Act.

[*Translation*]

Mr. Kilgour: Mr. Speaker, I ask that the remaining questions be allowed to stand.

[*English*]

Mr. Nunziata: Mr. Speaker, I rise on a point of order. I rise again to ask about Question No. 296 which appears on the Order Paper. As I indicated yesterday, it has been over a year since the secret meeting between Premier Hatfield and the former Solicitor General took place. I also indicated yesterday that my particular question was put on the Order Paper some seven months ago.

I would like to ask the Parliamentary Secretary whether it is the intention of the Government to withhold the answering of those questions until after the provincial election in the Province of New Brunswick to avoid any possible embarrassment to Premier Hatfield.

● (1230)

Mr. Kilgour: Mr. Speaker, that is certainly not the intention of the Government. I happened to be here yesterday when the Hon. Member asked exactly the same question. I assure the Hon. Member that the answer will be given as soon as it is available.

[*Translation*]

Mr. Speaker: The questions as enumerated by the Parliamentary Secretary have been answered. Shall the remaining questions be allowed to stand?

Some Hon. Members: Agreed.

GOVERNMENT ORDERS

[*English*]

CANADA SHIPPING ACT AND RELATED ACTS

MEASURE TO AMEND

The House resumed from Thursday, October 17, consideration of the motion of Mr. Mazankowski that Bill C-75, an Act to amend the Canada Shipping Act and to amend the Arctic Waters Pollution Prevention Act, the Maritime Code Act and the Oil and Gas Production and Conservation Act, be read the second time and referred to a legislative committee; and the amendment of Mr. Henderson (p. 7687).

Mr. Speaker: Order, please. I understand that there were a few minutes left in the question and comment period following the remarks of the previous speaker. Are there any questions or comments?

Prior to resuming debate, may I inform the House that because of the ministerial Statement, consideration of Government Orders will be extended by 24 minutes this day. Therefore, Private Members' hour will begin at 4.24 p.m.

Mr. Penner: Mr. Speaker, I rise on a point of order. I understand that the Hon. Member for Winnipeg North (Mr. Orlikow) would like to speak on this Bill and that he must speak before one o'clock in order to meet other commitments. I would be prepared to yield to him if I could be recognized as the first speaker from my Party at two o'clock.

Mr. Speaker: I am sure the House is happy with that arrangement without in any way admitting to setting a precedent in an American concept called yielding.

Mr. David Orlikow (Winnipeg North): Mr. Speaker, as a Member from the Province of Manitoba which has a very substantial interest in the movement of grain which is produced in Manitoba and as a Member from the City of Winnipeg which plays such an important role in the rail system of this country by which many residents of my constituency are employed, I feel that I ought to make a few comments about this Bill. Bill C-75 amends several Acts having to do with marine transportation and pollution caused by shipping. Primarily, however, it amends the Canada Shipping Act.

We can support some of the provisions of this Bill. The licensing and certification of personnel aboard vessels, an up-dated inspection procedure, new regulations governing the transport of hazardous cargoes and the prevention and cleaning up of pollution and particularly oil spills caused by ships are all provisions which we can support. Some of these provisions, and particularly the ones dealing with oil spills and transportation of hazardous cargoes, are long overdue. However, there is one clause of the Bill, and we believe it to be the most important clause in the Bill, which we much oppose, that is, the clause dealing with cost recovery.

According to the latest estimates, the cost of providing the services to which the clause refers is anywhere from \$136 million to close to \$200 million. As it now stands, these costs could be imposed generally on all vessels regardless of whether or not they use these services. This could include everything from pleasure boats to super tankers, but it is pretty obvious to us that it is most likely that most of the costs, if not all of them, will be imposed upon commercial shippers. This would have very significant ramifications in a number of areas.

I am sure Hon. Members will realize, if they think about the history of the St. Lawrence Seaway, that the Seaway was conceived and promoted by Canadians and the Canadian Government and was for many years opposed by very important interests in the United States including the railways. It