

Oral Questions

• (1440)

Hon. John C. Crosbie (Minister of Fisheries and Oceans and Minister for the Atlantic Canada Opportunities Agency): Mr. Speaker, I am delighted to see this interest from the land-based New Democratic Party on this issue.

An hon. member: What about B.C.?

Mr. Crosbie: Mr. Speaker, I do not like being interrupted; I know the House wants to listen to me.

In the past, we have already put suggestions before NAFO that the objection procedure which allows the member to object to a decision which does not apply to him be changed.

We have before NAFO now many suggestions including suggestions to improve surveillance and enforcement and the placing of observers in every vessel that fishes the nose and tail of the Grand Banks. We have proposed an international observer force. We have proposed a hail system under which all catches would be reported when the vessel left from one zone to go to another zone, aerial surveillance, and a whole host of other measures.

We already have before NAFO many suggestions that would put in place an effective surveillance enforcement system which is badly needed because the EC does not know what its own member nations are doing. They do not properly report to the EC as it revealed in a report on its own internal waters just a week or two ago. It simply does not know what its member states are doing.

Mr. David D. Stupich (Nanaimo—Cowichan): Mr. Speaker, I appreciate the minister answering the question, when he did get to it.

With respect to the United Nations Conference on the Environment and Development, I understand the Prime Minister intends to appear at that conference. In the event that the resolution the minister talked about earlier this afternoon is not accepted at that meeting, is the Government of Canada prepared to ask for international co-operation for a unilateral campaign by Canada to save those stocks beyond the 200-mile limit?

Hon. John C. Crosbie (Minister of Fisheries and Oceans and Minister for the Atlantic Canada Opportunities Agency): Mr. Speaker, that is exactly what we proposed. We think that the only effective way to achieve results is to get at least a good majority of the world's nations on our side with respect to the need for

straddling stocks to be managed by the coastal states. That is the way we are proceeding, by persuasion, which is the diplomatic way of proceeding.

If all our efforts bilaterally and multilaterally, which have been under way for two or three years, do not result in effective progress in that manner, then we will have to consider what other options we have.

Quite obviously, no one country can force all of the other countries of the world to change their position with respect to the right of navigation in the high seas and the present international regime took many years for us to reach that point. We are trying to proceed by persuasion. If we are able to show the rest of the world in a few months time that we made every effort to do it this way and still nothing happens, then we may have to have recourse to other methods.

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AVIATION SAFETY

Mr. John Manley (Ottawa South): Mr. Speaker, my question is for the Deputy Prime Minister.

Is it the view of the government that concerns within the Department of Transport about its ability to ensure compliance with safety legislation, regulations and standards should be brought to the Minister of Transport for review and action or is the government prepared to leave safety to lower levels of concern?

Mr. Lee Richardson (Parliamentary Secretary to Minister of Transport): Mr. Speaker, I appreciate and I welcome the hon. member's question and his continued concern for and commitment to safety in transportation in Canada.

For the record, the minister publicly acknowledged the Moshansky report last week in several answers to the member and others. There were 191 recommendations in that report. The minister set in place an implementation team, which includes industry, to ensure prompt and decisive action with regard to that report.

Mr. John Manley (Ottawa South): Mr. Speaker, Justice Moshansky in his report identifies a series of reports, memorandums and so on that identified concerns about the ability of the department to ensure the safety of the travelling public. My question for the government is very specific. At what date were these concerns brought to the attention of the Minister of Transport?