

way for only a couple of years. As a young project it is already proving itself helpful. We would expect to see a transition from more administrative costs to more program costs as it progresses, because that has normally been the history of what has happened with community futures projects.

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CANADA-U.S. FREE TRADE AGREEMENT

Right Hon. John N. Turner (Leader of the Opposition): Mr. Speaker, in response to a question from the member for Essex—Windsor, the Minister of Transport again demonstrated a lack of familiarity with his own documents. He indicated that used cars under the free trade agreement would not be allowed importation from the United States unless they met Canadian safety standards.

I want to read from the regulatory impact analysis statement just produced this morning by this government which says:

The Motor Vehicle Safety Act currently prohibits the importation of motor vehicles prescribed by regulation that do not meet Canadian motor vehicle safety standards. Strict enforcement of these provisions will conflict with the intent of the free trade agreement as used vehicles from the United States will not necessarily meet all Canadian motor vehicle safety standards and thus cannot be imported.

Would the Minister spend a little more time in reading the background documents on VIA and on free trade before he spontaneously gives answers like that in the House of Commons?

Hon. Benoît Bouchard (Minister of Transport): Mr. Speaker, I suppose that the leader of the Liberal party had the document at the beginning of this session. It has been given to him by the member for Winnipeg.

Some Hon. Members: Shame, shame!

Mr. Benoît Bouchard (Roberval): Mr. Speaker, I will just repeat what I said. I said that we have changed regulations dealing with cars imported from the United States and we will continue to do that.

I said also that procedures have been developed that will require vehicles imported after 1990 to comply with Canadian standards when equivalent U.S. models may have different safety standards. That is what I said; that is what I repeat.

Privilege

• (1500)

Mr. Turner (Vancouver Quadra): Mr. Speaker, all that indicates is that the hon. member from Winnipeg, who is our trade critic, knows the documents produced by the government better than the minister does.

I want to suggest that it is becoming a habit that when the minister presents statements to this House and quotes government policy, when we get the documents the next day, as we did in the case of the regulatory impact analysis statement relating to the importation of used cars, among other goods, and when we got the statement produced by the president of VIA Rail, supposedly tabled in the House of Commons to support the minister's statements, the written documents in no way substantiate what he tells this House.

Mr. Bouchard (Roberval): Mr. Speaker, I would prefer to use my documents rather than those produced in terms of employment by the member from Winnipeg. When he was the Minister of Employment and Immigration, we had the worst performance in terms of employment in this country.

I repeat what I said, Mr. Speaker. The documents I use as Minister of Transport are sound and very good documents. I prefer to use my documents rather than those produced by his party.

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PRESENCE IN GALLERY

Mr. Speaker: I wish to draw to members' attention the presence in the gallery of Mr. Adam Nowotnik, Vice-Minister of Fisheries, Shipping and Communications for Poland.

Some Hon. Members: Hear, hear!

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[Translation]

PRIVILEGE

Mr. Fernand Robichaud (Beauséjour): Mr. Speaker, I wish to thank you for giving me this opportunity to raise a question of privilege of which I gave the Chair notice this morning. Last Friday, the Department of Fisheries and Oceans published a document under the title: *Atlantic Fisheries Media Book*. This document contains some information that was already available to the public and also information that is being published for the first time. This information is not and was not available to