

## Order Paper Questions

**Hon. Jean Marchand (Minister of Transport):** The management of Air Canada advises as follows: 1 and 2. The information requested is of a proprietary nature and Air Canada believes it should not be made public for competitive reasons.

## AIR CANADA—OPERATION OF HOTELS OUTSIDE CANADA

**Question No. 1,871—Mr. Mazankowski:**

1. Since Subsection (j) of Section 13 of the Air Canada Act only allows Air Canada to own and operate hotels in Canada, under what authority is Air Canada negotiating with Hilton, Trizec and CNR to become part of a consortium which would own and operate hotels outside of Canada?

2. If Air Canada becomes part of this consortium, what safeguards are there that Air Canada will receive sufficient prime booking dates in Hilton's overseas hotels in the high season, especially in light of the fact that Hilton is owned by Trans-World Airways?

**Hon. Jean Marchand (Minister of Transport):** The management of Air Canada advises as follows: 1. The airline hopes that certain of the constraints imposed by the Air Canada Act will one day be removed to give the national carrier the means to be competitive with state-owned carriers such as British Airways and Air France, and such privately-owned carriers as Canadian Pacific Air, particularly with respect to the ownership and operation of hotels. Air Canada is an interested party in the present discussions between Canadian National, Hilton and Trizec; but its participation in any consortium would be subject to government approval.

2. Should Air Canada become part of any such consortium, the airline would expect the same considerations and safeguards as normally prevail between other airlines and their subsidiary or associated hotel companies.

## AIR CANADA—Mr. YVES MÉNARD, VICE-PRESIDENT OF MARKETING

**Question No. 1,873—Mr. Mazankowski:**

1. On what basis was Mr. Yves Ménard selected as a Vice-President in charge of marketing of Air Canada?

2. For what reason was it necessary to go outside of Air Canada employees to obtain a Vice-President, especially one who had no previous airline experience?

3. Is this an indication that there are no people qualified within Air Canada ranks to assure such a position?

**Hon. Jean Marchand (Minister of Transport):** The management of Air Canada advises as follows: 1. Mr. Ménard was a well known authority in the field of marketing when he joined Air Canada in 1970. His experience and qualities in that specialized industry were recognized throughout Canada and North America.

2. Marketing, as opposed to the sales function, is a relatively new discipline in the airline industry and in 1970 Air Canada searched both inside and outside the corporation to find an individual with the best possible qualifications. A thorough analysis of marketing executive managers then available led the airline to acquire the services of Mr. Ménard.

3. As a general policy, Air Canada endeavours to staff the majority of its key positions by promotion from within.

[Mr. Mazankowski.]

## TRANSPORT—CONTRACT WITH CONSOLIDATED PLANT AIRPORT AND BUILDING HOLDING LIMITED (OR CORPORATION)

**Question No. 1,886—Mr. Reynolds:**

Does the Department of Transport have any contracts with Consolidated Plant Airport and Building Holding Limited (or Corporation) and, if so (a) what is the value of such contracts (b) on what date did they come into effect (c) on what date do they expire?

**Hon. Jean Marchand (Minister of Transport):** No. (a) not applicable; (b) not applicable; (c) not applicable.

## “GREENPEACE III”—ASSISTANCE TO MR. DAVID McTAGGART

**Question No. 1,887—Mr. Macquarrie:**

1. What assistance is being given or will be provided for Mr. David McTaggart in his case before French courts in reference to the seizing of the ship *Green-peace III*?

2. What compensation has been provided Mr. McTaggart as a result of damage to his ship and expenses incurred in dealings with the Government of France consequent upon the seizure of the *Green-peace III*?

**Hon. Allan J. MacEachen (Secretary of State for External Affairs):** 1. The Canadian Government, through the Canadian Embassy in Paris, has been and will continue actively to press the French Government for an acceptable out-of-court settlement. From the very beginning, the Canadian Government has taken the view that it could intervene directly with the French on Mr. McTaggart's behalf. Nevertheless, we have always considered that the normal course for him to follow, under international law, would be first to pursue the local legal remedies open to him under French law. In that context, the forthcoming hearing follows logically from Mr. McTaggart's earlier filing of action last summer to protect his prescriptive rights. We are keeping in close consultation with Mr. McTaggart and, further to his request, the Canadian Embassy is providing him with limited assistance of an essentially consular nature in connection with the presentation of his case before the courts.

2. The Canadian Government has not paid any compensation to Mr. McTaggart for any direct loss or damages or for any expenses incurred in dealings with the Government of France consequent upon the seizure of the *Green-peace III*. The Canadian Government did, however, on December 5, 1973, grant him an ex gratia payment of \$12,000 which enabled him to retrieve his vessel from French Polynesia and to bring it to Vancouver.

## LAND-BASED ELECTRONIC OR RADAR CONTROLS TO CONTROL SHIP TRAFFIC

**Question No. 1,896—Mr. McKinnon:**

1. What land-based electronic or radar controls are in place to control ship traffic in the (a) Straits of Juan de Fuca (b) Gulf of Georgia?

2. (a) In what location do incoming tankers or other deep-sea vessels pick up their pilots inbound from Cape Flattery (b) how far is this in nautical miles inbound from the entrance to the Straits of Juan de Fuca?

**Hon. Jean Marchand (Minister of Transport):** 1. (a) VHF and MF radio communication equipment are in place