

craft to transport materials between Bronson Creek on the Iskut River and Wrangell, Alaska, which was originally completed in February, 1991.

The screening report concluded that some of the potentially adverse effects of the hovercraft operations were unknown, and thus the project fell within section 12(d) of the Environmental Assessment and Review Process (EARP) guidelines order. The report recommended that Cominco prepare a contingency plan for prevention, containment and clean-up of spilled fuel and hazardous products, as well as collect additional information to assess the effects of hovercraft operation on fish and wildlife. The project was permitted to proceed on this basis and was to employ a "thalweg" approach to navigation, i.e. keeping to main channels, that avoids fish spawning and rearing areas and commercial fishing operations on the Iskut and Stikine Rivers.

In June 1991, the EARP screening report was revised to incorporate further information regarding the effects of hovercraft operation on fish and wildlife. No evidence was found to indicate that noise generated by hovercraft would be harmful to any life stage of salmon, and keeping hovercraft operation to the main channels of the rivers would minimize disturbance to salmon and other wildlife species. The screening decision was revised to 12(c) after DFO concluded that potentially adverse effects could be mitigated with existing technology.

In response to public concerns, the impact of wake generated by hovercraft operations on the river shoreline was investigated. An inspection of hovercraft operation was made on October 24, 1991. The wave produced by the hovercraft was estimated to be 0.15 metres in height, comparable to waves generated by typical riverboats of much smaller size. The Stikine and Iskut Rivers are very large and dynamic systems, subject to extremely high spring and summer flows and icing during the winter. Erosion is a constant occurrence during widely fluctuating water levels and velocity regimes; thus, disturbances caused by minor boat wake are not significant when compared to the magnitude of natural occurrences.

(b) When the finalized contingency plan from Cominco Minerals Limited is received by DFO, the EARP screening report will be revised to incorporate additional

information. The report will be made available when the revisions are completed.

**Question No. 213—Mr. Stupich:**

Following the announcement in November 1989 to limit the Pacific Shrimp Trap Fishery, (a) how many such licences were granted in each of the years 1990 and 1991 (b) how many applications were received (c) how many of these licences were granted upon initial application and how many following appeals (d) how many appeals were made in each year (e) how many appeals were successful in each year (f) what were the criteria used to decide eligibility for licences in successful appeals in each year?

**Hon. John C. Crosbie (Minister of Fisheries and Oceans and Minister for the Atlantic Canada Opportunities Agency):** (a) In 1990 272 Pacific Shrimp by Trap Licences were issued and 275 were issued in 1991.

(b) 523 preliminary applications for a Pacific Shrimp by Trap Licence were received.

(c) 129 licences were issued based on initial applications and an additional 146 licences were issued based on appeals.

(d) 322 appeals were heard in 1990 and 12 appeals were heard in 1991.

(e) 143 appeals were successful in 1990 and 3 appeals were successful in 1991.

(f) Each licence appeal was considered on its own merit and considered the personal circumstances of each appellant. The Pacific Region Licence Appeal Board considered all relevant material presented in support of a licence appeal, e.g. sales slips, log books, affidavits attesting to fishing activity or sale of fish, invoices supporting vessel repairs, etc.

The aim of the licence appeal process is to determine if the appellant was treated fairly in accordance with the licensing policies, practices and procedures of the Department of Fisheries and Oceans and if extenuating circumstances existed for deviation from the established policies, practices and procedure.

**Question No. 214—Mr. LeBlanc (Cape Breton Highlands—Canso):**

Since the implementation by the Department of Fisheries and Oceans of its Catch Monitoring System in the Scotia Fundy Region in 1989, (a) how much has the Government of Canada received annually in payments from fishermen under the provisions of this system (b) how much money in lieu of payment is still outstanding for 1991 and 1992 respectively?

**Hon. John C. Crosbie (Minister of Fisheries and Oceans and Minister for the Atlantic Canada Opportunities Agency):** (a) & (b) Since the establishment of the Dockside Monitoring Program, the Government of Can-