

Oral Questions

gency plan does the minister have to help those fishermen who will be dislocated?

Mr. LeBlanc (Westmorland-Kent): Mr. Speaker, first of all, I would like to deny flatly that there was any trade-off between one coast and the other. Second, we have indicated to fishermen all along that if there was to be a dislocation, and if we could not successfully negotiate the prolonged presence of Canadians off the coast of Alaska, then we would consider a program of relocation. The hon. member should certainly be familiar with that. If he is not, he should be.

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NORTHERN PIPELINES**ALASKA HIGHWAY PROJECT—DELAYS IN CONSTRUCTION**

Mr. Maurice Foster (Algoma): Mr. Speaker, my question is for the Secretary of State for External Affairs. In view of statements by John McMillian of the Northwest Alaskan Pipeline Company that the Alaska Highway pipeline will be delayed up to a year due to regulatory delays in the United States, does the government plan to make a formal protest regarding these delays to the United States administration, considering that we have a treaty with them, and will the government be asking the United States to legislate deadlines for their regulatory procedures such as was used for the Alyeska pipeline, so that there will be no further delays in the planned completion date for this important project to Canada?

Hon. Donald C. Jamieson (Secretary of State for External Affairs): Mr. Speaker, I had discussions a week ago Saturday with Secretary of State Vance on this particular question. I think I can say without qualification that the problem does not lie with the United States Administration. Mr. Vance made it very clear that the administration is very anxious to proceed as rapidly as possible with the pipeline.

I did not put specific inquiries to him as to what actions might be possible for the administration to take, but he did assure me that it was moving as rapidly as it could with the various interests in the United States to eliminate any road-blocks which might presently exist.

I want to emphasize once again that there is no difficulty with the United States Administration. It remains as committed to this project as it was when the Prime Minister and the President announced it some time ago.

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SHIPPING**USE OF MARITIME POLLUTION CLAIMS FUND**

Mr. Elmer M. MacKay (Central Nova): Mr. Speaker, I have a brief question for the Minister of Transport. I believe the minister is aware of the maritime pollution claims fund which was established by, I believe, his seatmate several years

[Mr. Friesen.]

ago. I believe the target at that time was to establish a fund of about \$25 million made up from levies on oil moved by sea.

I wonder if the minister can confirm that there is approximately twice the amount of the target amount in that fund, nearly \$50 million and, if so, does he propose to use the interest or any of the funds available for some other useful purpose since, fortunately, claims made against the fund have been practically negligible?

Hon. Otto E. Lang (Minister of Transport): Mr. Speaker, we reviewed the growth of the fund and, as it crossed approximately the \$40 million figure, we did terminate the charges which were accumulating toward the fund. As the hon. member says, interest is now accumulating and only a small portion has been used for the actual pollution claims purpose. We are examining the question of possible uses of the interest from this fund for other purposes in connection with the broad objective of controlling pollution and clearing the atmosphere.

However, I am advised that a change in the legislation would be required to accomplish this, and I intend to bring that legislation forward in due course.

Mr. MacKay: Is the minister considering using some of the surplus funds for research into oil emulsification and things of that nature? Would he consider that kind of use for the surplus funds?

Mr. Lang: Yes, Mr. Speaker, either for equipment and, therefore, facilities to deal with pollution problems as they arise or for research and development of that kind of equipment.

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GRAIN**REASON FOR SLOW SHIPMENT FROM WEST COAST—PURCHASE OF HOPPER CARS**

Mr. Arnold Malone (Battle River): Mr. Speaker, I would like to put a question to the Minister of Transport. What earthly reason is there for the fact that we are now behind 400,000 tons of shipments of grain on the west coast, and what is the minister doing about it?

Hon. Otto E. Lang (Minister of Transport): Mr. Speaker, I do not know what the hon. member means by being behind by that amount. It has been a very difficult shipping season on the west coast, for a number of reasons. Terminals have been unloading at a much lower rate than satisfactory. That is due to a combination of factors. Some new terminals are coming on stream. There have been labour difficulties regarding refusal to work overtime.

On February 13, Canadian National suffered a serious problem with a line. On, I believe, February 15, the CP had a problem with regard to a bridge. Both these problems were experienced in the Fraser Canyon. These problems have caused a disappearance of cars available for unloading. How-