

Oral Questions

not be bargained with. I am afraid the second part of the hon. member's question escaped me.

Mr. Munro (Esquimalt-Saanich): The east coast.

Mr. LeBlanc (Westmorland-Kent): On the east coast there is no question of a concession. We indicated to the United States representatives that we were not satisfied with the way the agreement was being carried out on the east coast and we asked them to come back with clarification.

REASON FOR DELAY IN TAKING POSITION ON U.S. ACCESS TO
CANADIAN WATERS

Mr. Lloyd R. Crouse (South Shore): Mr. Speaker, I have a supplementary question for the Minister of Fisheries. In view of the fact that on February 6, 1978, the Canadian advisers to the federal government on the Canada-United States boundary dispute unanimously recommended that the government should refuse to sign an interim fisheries agreement, and since the United States was taking a more and more extreme position and all the concessions were being made by Canada and none were being made by the United States, I ask the minister why he delayed from February 6 to the present time taking a firm stand on United States access to Canadian waters for redfish, pollock and swordfish, a stand which could have encouraged the United States to make major concessions on the boundary dispute?

● (1432)

Hon. Roméo LeBlanc (Minister of Fisheries and the Environment): Mr. Speaker, I think the hon. member's question is so garbled with misrepresentation that I will have to read it very carefully. One thing is certain: because we refused to make concessions which would have been required to reach a permanent agreement, in fact in February, as the hon. member mentioned, we indicated we would not be able to reach a long-term agreement. The interim agreement, to my knowledge, was not subject to the sort of rejection the hon. member talks about.

* * *

HOUSE OF COMMONS

PRESENCE IN GALLERY OF VETERANS AFFAIRS DELEGATES

Mr. Speaker: Order, please. Before proceeding with the balance of the question period, may I ask hon. members to join with me in signalling the presence in our galleries of some very distinguished visitors, a delegation representing the veterans. This delegation comes from Yugoslavia and from Europe and it is headed by the vice-president of the Veterans of Yugoslavia, Mr. A. Milovanovic, and the vice-president of the European Committee of the World Veterans Federation, Mr. Banko Golovic.

Some hon. Members: Hear, hear!

[Mr. LeBlanc (Westmorland-Kent).]

PRESENCE IN GALLERY OF PREMIER OF TASMANIA, AUSTRALIA

Mr. Speaker: Also in our gallery today is a distinguished visitor in the person of the Premier of the State of Tasmania, Australia, the Hon. D. A. Lowe.

Some hon. Members: Hear, hear!

* * *

AIR TRANSPORT

REQUEST FOR REPORT ON INCIDENTS OF VEHICLES ON AIRPORT
RUNWAYS

Mr. Bob Brisco (Kootenay West): Mr. Speaker, my question is for the Minister of Transport. Following the Boeing-737 crash at Cranbrook airport where the presence of a vehicle on the runway contributed substantially to the crash, can the minister indicate whether it is true that there have been four other reported incidents of vehicles on runways across Canada, including another incident of a vehicle on the runway at Cranbrook airport within two months of that crash?

Hon. Otto E. Lang (Minister of Transport): Mr. Speaker, no, I cannot confirm that but I will be glad to see whether any such information is available.

Mr. Brisco: Mr. Speaker, in light of the fact that the crash at Cranbrook will probably result in claims costing millions of dollars, and that a similar incident at the same airport will probably be classified as gross negligence and result in claims amounting to billions of dollars, is the minister prepared, in light of the report that there was another vehicle on the runway at Cranbrook during an aircraft approach, to order an immediate inquiry into the ground-to-ground and ground-to-air control being implemented at the present time at Cranbrook airport in order to protect the lives of air crews and passengers?

Mr. Lang: Mr. Speaker, we are at all times examining the question of what type of facility should be available at various airports. That particular question has been undergoing special examination itself. I expect to have some further analysis of the type of airports and the timing when air traffic control should be introduced. It is fair to say that it is an expensive matter, of course, and therefore has to be weighed against other matters which are required across our total air navigation system, including such things as increases in navigational aids and the like.

I can assure the hon. member that we are very concerned in having and maintaining the high level of safety we have in Canada. We are continually watching to see whether these improvements should be made.

REQUEST FOR INQUIRY INTO PWA CRASH AT CRANBROOK, B.C.

Mr. J. M. Forrestall (Dartmouth-Halifax East): Mr. Speaker, my supplementary question is directed to the Minister of Transport. Given the controversy surrounding the pro-