

*Oral Questions***REGIONAL INDUSTRIAL EXPANSION**

STATEMENT ATTRIBUTED TO CANADIAN TRADE NEGOTIATOR

Mr. Dave Dingwall (Cape Breton—East Richmond): Mr. Speaker, my question is for the Minister of Regional Industrial Expansion and concerns an unprecedented statement by Simon Reisman. He said: "Canada can no longer expect to continue its practice of subsidizing industry if it wants to escape the effects of American trade laws". Would the Minister explain to the House whether or not he agrees with this particular statement and whether this statement is now government policy?

[Translation]

Hon. Michel Côté (Minister of Regional Industrial Expansion): Mr. Speaker, I think a review of our regional development policy is already under way. In the Throne Speech, the Prime Minister re-emphasized the importance of providing assistance for regional development. The Government has a duty to recognize these disparities and to be willing to work at reducing them as efficiently and productively as possible.

[English]

GOVERNMENT ASSISTANCE PROGRAMS

Mr. Dave Dingwall (Cape Breton—East Richmond): Mr. Speaker, my supplementary question is directed to the same Minister. I remind him that Simon Reisman is not talking about review. He is talking about major concessions to industry in Canada. I want an undertaking from the Minister that no concessions whatsoever will be made with regard to maritime freight assistance, western grain transportation assistance, assistance to small business, as well as assistance to our primary producers. Will the Minister give us an undertaking that no concessions will be made in those areas?

[Translation]

Hon. Michel Côté (Minister of Regional Industrial Expansion): Mr. Speaker, since September 1984, the federal Government has signed subsidiary agreements with the provinces totalling over \$1.6 billion. These agreements have focussed on creating jobs and providing regional development assistance. And that is exactly what we will go on doing.

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[English]

PORTS

VANCOUVER—REQUEST FOR FUNDS TO UPGRADE FACILITIES

Ms. Margaret Mitchell (Vancouver East): Mr. Speaker, in the absence of the Prime Minister my question is for the Deputy Prime Minister. The Minister knows that to be competitive the Port of Vancouver needs at least three new container cranes as well as modernized rail transportation.

Will the Government agree today to committing the necessary funds to upgrade the facilities to make Vancouver a competitive world-class port while creating many more long-term jobs?

● (1440)

Hon. Don Mazankowski (Deputy Prime Minister and President of the Privy Council): Mr. Speaker, what we hope today is to get unanimous consent from the Hon. Member's Party to proceed with all stages of a Bill to put the Port of Vancouver back to work.

Some Hon. Members: Hear, hear!

Ms. Mitchell: Mr. Speaker, I think the Minister knows that there are many, many people in this country who agree with that principle but do not necessarily agree with some of the compromises.

REQUEST THAT PORT USERS COMMITTEE BE ESTABLISHED

Ms. Margaret Mitchell (Vancouver East): Mr. Speaker, I want to ask the Minister a second question. He knows that the situation in the Port of Vancouver is a very complex one. Will the Government ask the Port of Vancouver to comply with the Ports Canada legislation, which was passed some number of years ago, by establishing a port users committee to develop a comprehensive plan for the Port so that we can deal with all problems facing that Port?

Hon. Don Mazankowski (Deputy Prime Minister and President of the Privy Council): Mr. Speaker, I think the Port of Vancouver is well served by a very competent board. I know there has been good public dialogue in furthering the interests of the commercial activity of the Port of Vancouver. To the extent that that can be further facilitated, I am sure the Hon. Member's suggestion would be taken into consideration and I will certainly convey that to the board.

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TRADE

CANADA-UNITED STATES NEGOTIATIONS—AUTO PACT PROVISIONS

Mr. Steven W. Langdon (Essex—Windsor): Mr. Speaker, I have here part of an internal U.S. Government study of the Auto Pact that concludes:

—the safeguard provisions in the Pact have increased Canada's leverage in prodding Japanese and South Korean producers to invest and buy automotive parts in Canada.

Will the Minister of Finance tell us why, when even the Americans recognize the benefits to Canada of these safeguards, the Canadian Cabinet is considering giving them up as concessions in the free trade talks?