

S. O. 31

Oceans in any of the areas where there should be, one of which relates directly to seafood marketing.

Had this government not directed the department in 1986 to relinquish its traditional leading role in marketing, Atlantic fishermen might be in a better position to harvest profitably the hundreds of thousands of tonnes of fish currently allocated to foreign boats as underutilized species. Instead, we now see groundfish plants closing because they are dependent on traditional stocks.

This is a question of taking responsibility. The government does not dispute the fact that this crisis is a result of its poor scientific analysis. In order to ensure that as many fishermen and plants as possible can stay in the fishery until the stocks recover, the government must also take the responsibility for helping hard pressed Atlantic Canadians diversify their seafood product lines and establish new markets.

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GOODS AND SERVICES TAX

Mr. David Barrett (Esquimalt—Juan de Fuca): Mr. Speaker, yesterday we witnessed the Prime Minister of this country flying all the way to Alberta, without passport, to urge MPs in Alberta to support the GST. The Prime Minister's advice was not heeded by a significant number of Tories. I am urging members in this House to consider the pitfalls if they go along with that advice.

Just think if they support the government and the GST is passed. Not one of the Liberal candidates running for leadership has said that if they were Prime Minister they would cancel it. What we have is the government urging those western members of Parliament to become part of the kamikaze squad. They will die so that the Liberals can live, and Canadians can't stand it.

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THE ENVIRONMENT

Hon. Chas. L. Caccia (Davenport): Mr. Speaker, at the June 1988 Changing Atmosphere Conference in Toronto, the best scientific minds from around the world

concluded that we should globally reduce carbon dioxide pollution by 20 per cent by the year 2005.

Two years later, at a ministerial conference just concluded, the federal energy minister argued that Canada should wait. For what, for whom, and why?

• (1410)

This is another example of indecision and division. On the one hand the environment minister issues a well intentioned but weak discussion paper on the environment saying that if we do not take action soon on global warming, it may be too late. On the other hand the energy minister declines to give leadership on the environment and declares that national restrictions on greenhouse gases are premature.

So far this government's statements on the environment are empty words. What a sham.

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[Translation]

AIR TRANSPORT

Mr. Vincent Della Noce (Parliamentary Secretary to Minister of National Revenue): Earlier this year, Mr. Speaker, Alitalia Airlines appeared no longer interested in the Rome-Montreal air connection and was even planning to vacate its Montreal head office.

Following this announcement, representatives and travel agents within the Italian community decided to take up this challenge.

An *Urgence Pro-Alitalia* committee was formed and I personally travelled twice to Rome, together with a delegation, to meet the top Alitalia executives.

It is clear, in the present circumstances that the new Alitalia officials do not realize the importance of Quebec as a reliable, constant and cost-effective market.

After listening to our representations, the Alitalia executives reverse their decision; they will maintain, for the time being, the Montreal-Rome air connection.

We have won a battle granted but not the war!

Alitalia Airlines will surely try again, because it wants more flexibility on the new bilateral agreement which is to be negotiated within a couple of weeks.