

The delay was caused initially by the difficult financial position of the west coast shipyard company. The shipyard company was charged by the Government, with satisfying financial and other conditions before the design/bid contract was awarded. This took some months. Shortly thereafter, the shipyard company was offered for sale, and the sale period ended more than a year later, when Shieldings Inc., bought VPSI. That sale was finalized only late last spring.

The new owners have been working to deal with the many issues of current contracts, labour unrest, and finalization of the proposal and offer they will submit to build the Polar 8.

The proposal and offer is now expected in February, and it will be accompanied by a build strategy, in which the contractor describes the facilities and schedule for construction. We await the contractor's submission as to how much of the work will be done in Vancouver, and how much in Victoria/Esquimalt.

OFFICIAL LANGUAGES

BILINGUAL SERVICES AT MONCTON, NEW BRUNSWICK FEDERAL AIRPORT

Hon. C. William Doody (Deputy Leader of the Government): Honourable senators, I have a delayed answer in response to a question asked in the Senate on December 19 last by the Honourable Senator Robichaud, respecting Official Languages—Bilingual Services at Moncton, New Brunswick Federal Airport.

(The answer follows:)

We are pleased to confirm that at Moncton Airport all services to the public are provided in both Official Languages, in much the same manner as services to the public are provided at the six cited airports.

It is Transport Canada policy to provide bilingual services to the public in all airports owned and operated by Transport Canada.

FISHERIES

PRESERVATION OF CANADIAN FISHERY FOR CANADIAN INTERESTS—GOVERNMENT ACTION—PROSECUTION OF U.S. FISHING VESSEL CAPTAIN AND OWNERS—STATUS OF PROSECUTION

Hon. C. William Doody (Deputy Leader of the Government): Honourable senators, I have a delayed answer in response to a question asked in the Senate on December 12 and 20 last by the Honourable Senator Stewart respecting Fisheries—Preservation of Canadian Fishery for Canadian Interests—Government Action—Prosecution of U.S. Fishing Vessel Captain and Owners—Status of Prosecution.

(The answer follows:)

1. Charges, under three sections of the Coastal Fisheries Protection Act, were laid against the master of the

fishing vessel CONCORDIA in Provincial Court at Halifax on January 4, 1990.

2. The accused, Captain Furey, master of the CONCORDIA, has been notified of the charges. The appearance date has been set for Tuesday, January 23, 1990, at 10:00 a.m. Should Captain Furey fail to appear in court, a Canada-wide warrant for his arrest will be sought.

3. Discussions between Canadian and American officials on the subject of illegal fishing by United States vessels in Canadian waters have been ongoing for several months. The most recent meeting was held in Washington in mid December. It is expected that consultations will continue until the current problems are resolved.

4. To date, agreement has been reached between officials of both nations on the wording of an information package to be made available to American fishermen on the proper use of Loran C in the vicinity of the Canada-United States boundary on Georges Bank.

Mutual agreement has also been achieved on the amending of national navigation charts for the Canada-United States boundary area.

The United States Coast Guard has agreed to and has already increased patrol effort in the problem area and since undertaking this role fishing activity by United States vessels in the area has decreased.

Meanwhile, negotiations are continuing on developing an agreement that would allow the prosecution, under the Magnuson Act, of United States fishermen in American courts. A bill to amend this Act is currently before the United States Congress. This amendment would include increasing the maximum penalty to \$100,000.

FISHERIES

CLOSURE OF FISH PLANTS IN ATLANTIC PROVINCES—DIVERSION OF QUOTAS TO OTHER PLANTS—IMPACT ON AFFECTED COMMUNITIES

Hon. C. William Doody (Deputy Leader of the Government): Honourable senators, I have a delayed answer in response to a question asked in the Senate on December 13 last by the Honourable Senator Thériault respecting Fisheries—Closure of Fish Plants in Atlantic Provinces—Diversion of Quotas to Other Plants—Impact on Affected Communities.

(The answer follows:)

Companies must make difficult decisions when their viability is at stake. This difficult decision affects many lives and I know it was not taken lightly. But National Sea Products is a private company. It is not a federal crown corporation or an agency that the Government can control.

The Government cannot expect a self-sufficient fishing industry and at the same time require companies to act against their financial best interests. That is why the Canadian Jobs Strategy provides benefits for laid-off