

Oral Questions

changes that may be needed in the bilateral arrangements between Canada and the United States so that such a service can be provided as is desired by every responsible group in Canada?

Hon. Jean-Luc Pepin (Minister of Transport): Madam Speaker, we would all like to see an agreement for direct flights between Ottawa and New York. There are two ways to do that, either through the regulatory bodies, the CAB and the CTC in Canada, which is the first way, or the second way, which is under the Canada-U.S. bilateral air agreement. I think we have to follow that last line first.

First of all we wanted to see if some American airline would like to operate under the present agreement, that is, with a single route, New York-Montreal-Ottawa, Ottawa-Montreal-New York. We could not find one, but it seems that some might be interested if the Ottawa-New York route were a separate one. This is what we are exploring now. If we do not find an American company willing to use this approach, then we will fall back on the regulatory approach, and First Air and Air Atonabee would be allowed to compete.

Mr. Baker (Nepean-Carleton): Madam Speaker, I hope it is not the purport of the minister's answer that he is looking for an American carrier to provide the service between Ottawa and New York. That is what it sounded like to me. I hope he will stand in his place and deny that.

Will the minister press the American authorities to make whatever changes are necessary to provide the services, in the bilateral agreement or elsewhere, because apparently no one is interested now? Would he also assure the House that while this search is going on and while changes are being pressed with the United States, nothing in that procedure will hold up consideration by the Canadian Transport Commission of the applications that are now before it from First Air and Air Atonabee?

Mr. Pepin: Madam Speaker, the difficulty is with the phrase, "no one is interested now". That is what I said was not the situation. It may be that an airline would be interested if the route were defined differently. I am not looking for Americans, but it seems to me that this is the first way to go. We must assure ourselves that no American airline will give a direct service. There is an agreement between Canada and the United States on that subject so obviously that has to be cleared up first. If there is somebody in the United States who wants to operate under that agreement, he has the first right to do it. That is the spirit, and the law as it exists now.

Mr. Clark: The status quo forever.

Mr. Baker (Nepean-Carleton): So there will be no change.

Mr. Pepin: It is only if that first avenue is found to be unproductive, the Americans being satisfied that they cannot use the right they have under the bilateral agreement, that we can go the other route, and that is the route of the regulatory agency. That is the law.

Mr. Baker (Nepean-Carleton): That is some Canadianization plan if I ever heard it!

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FISHERIES**EAST COAST MANAGEMENT PLAN**

Mr. Lloyd R. Crouse (South Shore): Madam Speaker, I have a question for the Minister of Fisheries and Oceans but unfortunately he is absent, as is the acting minister, the second acting minister, and the parliamentary secretary. I presume I should direct it to the Right Hon. Prime Minister, and I do so in light of his interest in the problem.

In the 1980-81 fisheries management plan the government shows a decrease in allocations to the Canadian trawler fleet for codfish caught on the Scotian Shelf, which includes area 5Z, or Georges Bank, of some 1,500 metric tons when compared to the previous year.

Since the Americans have now decided to abolish the 1979 fisheries management treaty covering Georges Bank, and will be catching whatever fish are available in that area until the boundary question is settled, I ask the Right Hon. Prime Minister is he making any plans to permit Canadians to do likewise?

Right Hon. P. E. Trudeau (Prime Minister): Madam Speaker, I do not think it is correct to say that they will be catching fish without any limitation until the boundary is determined because we have an undertaking from the United States administration that, on the contrary, they will be putting forth a solid management plan which will have as its object precisely to ensure the conservation of the species.

QUERY RESPECTING POSSIBLE RESTORATION OF QUOTAS

Mr. Lloyd R. Crouse (South Shore): Madam Speaker, I have a supplementary question. I note the answer given by the Right Hon. Prime Minister and, of course, I am sure he is aware that, in the two years that have passed since this treaty was under negotiation, the Americans have increased their scallop catch from an estimated 15 per cent to 40 per cent. Scallops are now the size of your fingernail, so this is really not a conservation program.

My supplementary question deals with yet another area of fisheries which comes under the government's management. It concerns the decrease in the trawler quotas on pollock in the same general area, of something like 2,000 metric tons, which will cost Canadians about 100 man-years and some \$3 million in lost productivity. Will the Prime Minister undertake to look into this matter and, we hope, restore those quotas which would be of benefit to Canadian fishermen and the Canadian economy?

Right Hon. P. E. Trudeau (Prime Minister): Madam Speaker, with respect, I would suggest to the hon. member that his comment at the beginning of his second question does