

S.O. 43

urgent and pressing necessity. My motion concerns the well-publicized jaunts of the Minister of Transport (Mr. Lang) on MOT JetStar aircraft. These trips and tours by the minister have cost taxpayers over \$1 million, including \$8,000 to fly himself and friends to a Grey Cup game.

The minister has justified these political meanderings by saying that insistent demands for his presence by Canadians in all regions necessitated his abusing his ministerial privileges and that his flights were vital to the government in a partisan sense. In view of the fact that the minister now travels on Air Canada, I move, seconded by the hon. member for Portage (Mr. Masniuk):

● (1412)

That the Minister of Transport be instructed to inform the House of these facts: first, does his recent decision to fly Air Canada reflect a reduction in the number of requests for his presence in the various regions of the country; second, since, according to the minister, one of his reasons for flying JetStar was supposedly because of his hectic schedule, does the decision to fly Air Canada not suggest that he has reduced his workload and, if so, could he advise members what ministerial duties he is now neglecting?

Mr. Speaker: Is there unanimous consent?

Some hon. Members: Agreed.

Some hon. Members: No.

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INDUSTRY

FINANCIAL ASSISTANCE FOR TRIDENT AIRCRAFT LIMITED—
MOTION UNDER S.O. 43

Mr. Donald W. Munro (Esquimalt-Saanich): Mr. Speaker, I rise under the provisions of Standing Order 43 on a matter of urgent and pressing necessity. In light of the undertaking given over a year ago by the former minister of finance to extend start-up financing for the Trident Aircraft Limited of Vancouver, in Sidney, British Columbia, and in view of the unemployment situation in this country generally, I move, seconded by the hon. member for Surrey-White Rock (Mr. Friesen):

That the Minister of Industry, Trade and Commerce be required, now, to live up to the commitment he made in the House last December 15 to provide assistance to Trident Aircraft which will permit it to supply the 25 aircraft now on its order books.

Mr. Speaker: The presentation of such a motion, pursuant to Standing Order 43, requires unanimous consent. Is there unanimous consent?

Some hon. Members: Agreed.

Some hon. Members: No.

[Mr. McKenzie.]

ORAL QUESTION PERIOD

[English]

TRADE

CANADIAN PROPOSALS AT GATT—POSITION IF NOT ACCEPTED

Mr. John C. Crosbie (St. John's West): Mr. Speaker, my question is for the Deputy Prime Minister. It has to do with what I think is the most important problem facing Canada's economic future at the moment—even more important than the constitution—that is, the GATT negotiations which will settle our economic future for perhaps 10 or 15 years. I know the minister will answer with majestic solemnity, but I wonder if he can give us some information today.

The situation report that the minister's office has just issued on multilateral negotiations points out that the Canadian offer on industrial tariffs was made conditional upon satisfactory progress being achieved in three areas. One of those areas was the liberalization of tariff and non-tariff barriers to trade in the key resource-based sectors of forest products and non-ferrous metals. It also points out that the Canadian suggestion to have sector negotiations was not accepted.

My question is: Will the Canadian offer on industrial tariffs be withdrawn if there is no greater liberalization of tariff and non-tariff barriers in the resource-based sectors of forest products and non-ferrous metals and if there is not considerable liberalization of tariff barriers with respect to the export of Canadian fishery products?

Hon. Allan J. MacEachen (Deputy Prime Minister and President of Privy Council): Certainly, if the conditions we have laid down for good negotiations from the Canadian point of view are not met, then our offers will be reconsidered. At the end of the day we will have to examine, as a country, how much we are getting and what we have to give and if there is a balance, then we will settle. But we will not settle unless our offer is reached as it might have been if these conditions had been met.

Mr. Crosbie: The problem is that of the Canadian people and Canadian industry. The minister's answer is very general. There are only 22 days to go before the July 15 deadline to settle general principles, which the United States insists must be done. I ask the minister the following question: The EEC delegation, according to the report from the minister's office, has taken the view that the Canadian offer, of which the Canadian people and the Canadian industry know nothing, includes too many exceptions and conditions, and they want specific improvements.

Can the minister tell the House what exceptions to the lowering of tariff barriers we have set in our offer, to what conditions EEC countries are objecting, and what industries are we going to protect by the exceptions we put forward? This has tremendous consequences for our industrial sectors in Ontario and Quebec. Can the minister tell the House, or arrange to give us information on this most vital matter?