

fish sold under these conditions would not be used to compete directly with existing Canadian markets.

Mr. LeBlanc: Madam Speaker, if one of the negotiations is successful, it is for a country that is a high consumer of mackerel and any of the fish for which they have need in their own internal consumption bracket.

Hon. James A. McGrath (St. John's East): Madam Speaker, I have a supplementary question for the Minister of Fisheries and Oceans. Can the minister tell the House why it is necessary to provide guarantees to Joint Trawlers, or to any other foreign trawlers, which amount to a subsidy, when Canadian processors have the capacity to handle that fish?

Mr. LeBlanc: Madam Speaker, the hon. member knows very well—and this policy is not that different from the one I believe he advocated in Charlottetown last January—that if you are going to ask freezer vessels to come over to Canada and be ready to buy fish, which in the case of mackerel may not appear on the scene for some time, you may have to offer some compensation for the time in which the freezers are waiting in the bay.

It is this approach that we are looking at, not a guarantee but a payment for steaming time. If the amount of fish that is delivered to the foreign vessel is not above a certain level, we are looking at a system which would guarantee a range between a minimum and a maximum sold by Canadian fishermen.

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● (1450)

ENVIRONMENTAL AFFAIRS

MOVEMENT OF OIL BY TANKER—GOVERNMENT REPRESENTATION AT U.S. HEARINGS

Mr. Jim Manly (Cowichan-Malahat-The Islands): Madam Speaker, my question is for the Minister of the Environment. Since 1975, the minister's government has allowed the movement of Alaskan oil down the British Columbia coast. Now we are faced with greatly increased traffic, with vastly increased potential for disaster.

At present, in connection with the Northern Tier proposal for an oil tanker port at Port Angeles, in the state of Washington, the state is holding site evaluation hearings at Olympia. Canada has neither representatives nor observers at those hearings, but has contact only through our consulate general in Seattle. Given the importance of this issue and these hearings, this is not good enough.

Will the minister undertake to have an official Canadian presence at the hearings or, failing that, will he fund an independent public interest group which would be willing to send a representative?

Hon. John Roberts (Minister of State for Science and Technology and Minister of the Environment): Madam

Oral Questions

Speaker, it is not the practice of the Government of Canada to make representations at such hearings nor, I regret to say to the hon. gentleman, do we have funds available in my department to finance interest groups who wish to appear before them.

However, as the hon. member touched upon in his question, we do ensure that there are observers via the consulate who are present at the hearings, and I am satisfied that they will keep us very much in touch with the hearings as they progress.

Mr. Manly: Madam Speaker, I am sure the people of British Columbia will feel that the government is not fulfilling its election promises in this regard, with that answer.

In order for the Canadian government to make a strong case regarding tanker traffic on our coast, we need independent environmental impact studies. Is the minister's department relying on the National Energy Board requirement that Trans Mountain Oil Pipe Line Company Limited do such studies before it can proceed with its application or, knowing that Trans Mountain's application could be withdrawn at any time, is the department prepared to proceed with environmental studies on its own?

Mr. Roberts: Madam Speaker, we are very much in touch with the situation. We are opposed to the tanker traffic on the west coast and we are, in a continuing way, assessing the potential impact which might come from the various schemes which are discussed.

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AGRICULTURE

REQUEST RAPESEED NOT PUT UNDER CONTROL OF CANADIAN WHEAT BOARD

Mr. S. J. Korchinski (Mackenzie): Madam Speaker, I have a question for the Minister of Transport. Now that farmers are in some cases working their land, or in others are making plans for seeding, there are suggestions that the government might be moving toward putting rapeseed under the control of the Canadian Wheat Board.

Could the minister allay the fears of the farmers and indicate to this House that there is no intention of the government to move now so that the present crop or future crops will be put under the control of the Canadian Wheat Board as far as rapeseed is concerned?

Hon. Jean-Luc Pepin (Minister of Transport): Madam Speaker, the minister in charge of the Canadian Wheat Board made a speech recently in the west in which he stated quite emphatically that he had no intention of doing that unless he were to take the normal procedure, which is to bring it to the attention of the cabinet as a whole. Most people have taken that as an understanding that he will not move unilaterally toward that change. That is the way things are now.

It seems to me that there are other things of much greater importance to do in western Canada at this time, namely, to