

Order Paper Questions

3. Sherbrooke airport is owned by Transport Canada and operated by the municipality of Sherbrooke. Staffing of the flight service station is the responsibility of Transport Canada.

Question No. 2,638—**Mr. Herbert:**

1. What number of air traffic controllers at the Ottawa airport are bilingual?
2. Is full bilingual service to be provided at the airport and, if so, by what year is it expected all air traffic controllers will be able to operate in both official languages?

Mr. Robert Bockstael (Parliamentary Secretary to Minister of Transport): 1. There are five bilingual air traffic controllers at the Ottawa airport.

2. Transport Canada has no immediate plans to provide bilingual air traffic control service at the Ottawa airport.

POLISH APPLICATIONS MADE THROUGH VIENNA

Question No. 2,660—**Mr. Flis:**

1. How many individuals from Poland made application through the Vienna post of the Department of Employment and Immigration since the strike situation arose in Poland?
2. How many of the applications were independent and how many were made under the self-exiled designate class?
3. Was there a significant increase in the number of applications since the uprising in Poland?

Hon. Lloyd Axworthy (Minister of Employment and Immigration): 1. In the 10-month period of August 1, 1980, to May 31, 1981, 590 persons listing Poland as their country of last permanent residence made application in Vienna to come to Canada.

2. Seven of these applications were for the independent class and 583 were for the self-exiled persons designated class.

3. Yes. In the 10-month period before August 1, 1980, there were a total of 244 applications made in Vienna.

TESTIMONY OF MR. LIDINSKY—CAST SHIPPING GROUP

Question No. 2,667—**Mr. Crosby:**

1. To the knowledge of the government, did a Mr. Richard Lidinsky give testimony before the merchant marine subcommittee of the United States House of Representatives about a "James Bond-type" company and is the company known as Canadian Air-Sea Transport North America Ltd?

2. Is Canadian Air-Sea Transport North America Ltd. the company in which the Canadian National Railways invested more than \$50 million and, if not, is it related to the Cast shipping group?

3. Did the Cast shipping group cause container and other marine traffic to be diverted from United States ports to Canadian ports and, if so, to which ports and did the diversion result in the loss of 5,000 jobs in the United States ports, as alleged by Mr. Lidinsky?

4. Did the Canadian ambassador to the United States or any Canadian officer send a diplomatic note to a representative of the government of the United States respecting proposed legislation to regulate maritime trade between Canada and the United States?

5. Did the Cast shipping group sign a 15-year "sweetheart lease" in respect of facilities in the port of Montreal, as alleged by Mr. Lidinsky?

6. Are any cabinet ministers involved in the Cast shipping group, as mentioned by Mr. Lidinsky, and, if so, what are their names?

Mr. David Smith (Parliamentary Secretary to President of the Privy Council): I am informed by Transport Canada, the

Department of External Affairs and the Privy Council Office as follows:

1. Yes, it has been reported that he did refer to Cast as a "James Bond-type" company, however, that statement was not part of the written submission of Mr. Lidinsky. It was also reported that other witnesses made favourable comments about Cast.

No, the company is not known as Canadian Air-Sea Transport North America Ltd. but its correct name is Cast North America Limited.

2. The Canadian National Railways has invested more than \$50 million into the parent companies of the Cast shipping group.

3. Cast is one of the companies that carries containers of United States origin or destination between North America and Europe. To the knowledge of the government there is no evidence to support such a statement that the Cast shipping group is the cause of cargo diversion through Canadian ports. In 1980, 101,481 containers of Canadian origin or destination moved through United States ports and 106,857 containers of United States origin or destination moved through Canadian ports. The government has no evidence to support the allegation by Mr. Lidinsky that 5,000 jobs were lost in the United States as a result of these container movements. The ports in which this loss was alleged to occur were not specified by Mr. Lidinsky's written submission.

4. While the Canadian government recently sent a diplomatic note to the U.S. department of state on proposed legislation being considered by the U.S. Congress, the legislation did not concern the regulation of maritime trade between Canada and the United States but the extraterritorial extension of the authority of the U.S. federal maritime commission to regulate shipping between Canada and third countries if United States origin or destination cargoes were carried. The Canadian government opposed this legislation both because of its extraterritorial dimension and because of its inconsistency with established principles and practices of maritime trade.

5. Mr. Lidinsky's allegation that the Cast shipping group signed a 15-year "sweetheart lease" for use of facilities in the port of Montreal is false.

The Cast group has signed with the National Harbours Board a lease for a 15-year period commencing January 1, 1980, for use of the port of Montreal facilities. This agreement is considered to be one of the most stringent and lucrative ones signed in favour of the port of Montreal facilities.

6. The conflict of interest guidelines for ministers of the Crown tabled in the House on May 1, 1980 require that cabinet ministers with holdings in business ventures divest themselves of such interests either through selling or by placing them in a blind trust.

Cabinet ministers have no known financial involvement in the Cast shipping group.