ABSTRACTS

COPES, P.: "Introduction: Regional Science and Fisheries Analysis in the Canadian Context": In recent decades fisheries analysis has become an area of increased interest to social scientists, and particularly so in Canada. At the same time, the region-specific nature of fishing activity and the close link between regional and fisheries problems have provided a strong reason for fisheries questions to be aired in regional science forums. The advancement of social science fisheries research requires the application of theories, models and techniques borrowed from a variety of disciplines and subdisciplines. The methodology of regional science has become more relevant since the recent enclosure of the oceans by zones of extended national jurisdiction, that has subjected fishing operations to spatial regulation and constraint.

KENDALL, S.: "Fisheries Management Planning: An Operational Approach to Adaptive Management of a Renewable Resource for Multiple Objectives Using Qualitative Information": Fisheries management agencies have been reluctant to implement the attractive concept of adaptive management because of the difficulty of anticipating the effects of a set of changes on a complex system. This paper considers the typical problems of a commercial fishery. Beginning with the goals identification and evaluation arising from public participation in the initial phase of planning, and utilizing the pooled judgement of professionals in formulating and identifying the impact of alternative management strategies, the interactive use of a multiple criteria decision making (MCDM) aid to provide a “reasonable” set of strategies as a starting place for adaptive management is illustrated. The MCDM method, the numerical interpretation method, requires only ordinal data. The paper also shows how the goal set can be employed as a basis for a management coordination model.

GILLEN, D. W. and R. L. McGAW: "Economic Value of Salmon Angling: Estimates of Willingness to Pay from Hedonic Price Functions": This paper utilizes an extension of hedonic price functions to examine the value of salmon leases auctioned by the New...
Brunswick government in 1979. The bid variations according to characteristics are determined, and this information is used to estimate the marginal value of salmon. The model yields estimates of the marginal willingness to pay for salmon per rod-day and thus provides useful information for evaluating salmonid enhancement programs or public access pricing.

SCHWINDT, R.: “Structural Change in the Canadian Pacific Salmon Fishery”: Historically, the Canadian Pacific salmon fishery has undergone a series of structural reorganizations of both the harvesting and processing sectors. The fishery is currently undergoing one such reorganization. This paper identifies the causes of the disruption to international supply and demand conditions in marine products markets in the 1975-1979 period which led to the rapid inflation and subsequent deflation of landings prices for Canadian Pacific salmon. The impacts, both transitory and lasting, of these demand shocks on the industrial organization of the fishery are identified and analyzed. Finally, proposed policy initiatives to restructure the fishery are evaluated in light of this recent experience.

POETSCHKE, T.: “Community Dependence on Fishing in the Atlantic Provinces”: The Canadian government makes numerous decisions and sets many policies that affect Canadian communities. One such area is fisheries and policies related to fisheries management. The collection and analysis of data on fishing communities is one prerequisite of a sound fisheries policy. However, the data analyzed usually refer only to larger communities; hence the government often makes decisions without a full assessment of the situation. This paper describes the population distribution and the relationship between population and dependence on fishing for all small fishing communities with known population on the Atlantic coast of Canada. The analysis demonstrates the importance of the fishing industry to the Atlantic region. The paper includes a general characterization of such communities that is based on our analysis of the data and finishes with a discussion of policy implications.

GARDNER, P.: “Regional Development and Optimal Management of the P.E.I. Lobster Fishery”: Fisheries management must be integrated into general regional economic development. Without comprehensive planning for industrial and human resources, there will be increasing pressure on natural resources to act as a source of cheap employment. Under these circumstances fisheries management becomes very difficult. This paper examines the alternative approach of promoting, rather than discouraging, dualism. To be successful, small-scale, quasi-traditional fisheries require management and organizational economies involving diversification across fishing, farming, aquaculture and forestry. A guild structure which includes groups of technicians, fishermen and processors would unitize management and force cooperative, joint profit maximization. Several aspects of lobster recruitment and harvesting are also examined.

SOKOLOFF, B.: “Le choix des régions: un nouvel enjeu pour le pouvoir local au Québec ?”: The relationships between provincial state and local power in Quebec since the beginning of the 1960s are characterized by increasing centralization accompanied by decentralized administration. As a result of this trend, governmental policies are implemented more and more by intermediary institutional levels, one of them being the “municipalités régionales de comté” (a new version of the former counties) created in 1979 and responsible for territorial planning. In 1983, Minister Gendron proposed to create another institutional level responsible for dealing with regional development. The possible impacts of this project on local power in Quebec are examined here, with reference to Gremion’s analysis of local power in France.

MARCHAND, C. and J. BERGERON: “La configuration des flux interurbains de passagers selon quatre modes de transport”: This study analyzes the hierarchical structure of the Canadian urban system according to the interaction patterns resulting from passenger movement in four modes of transportation. The pattern of air flows defines a national network and definitively establishes Toronto as the metropolis offering the financial and administrative services creating the volume of trips typical of this mode of transportation, while Montreal and Vancouver are relegated to the level of regional centres. On the other hand, the pattern of train flows partitions the Canadian territory into regions polarized by their traditional central places, thus reflecting the weight of previous population settlement rather than the new economic orientations expressed by the location of mercantile functions. Finally, the spatial orientation of road flows evolves at a strictly provincial level with a greater decentralization of traffic in Ontario, where a complex network of manufacturing and tertiary activities generates 70 percent of the volume of flows belonging to this mode.