

## MR. PITFIELD'S TRIPS

Question No. 1,797—**Mr. Cossitt:**

With reference to the answer to Question No. 447 to the effect that Mr. Michael Pitfield accompanied the Prime Minister as liaison officer on a trip to the Mediterranean for a period of twenty-four days from August 16 to September 9, 1969, what was (a) the exact and detailed itinerary for each day involved including the location in which each day and night was spent (b) the names and owners of any ship travelled upon (c) the names of all persons present on any ship other than bona fide members of the crew?

**Right Hon. P. E. Trudeau (Prime Minister):** The itinerary and mode of travel were those chosen by the Prime Minister since he was assisting the Prime Minister as referred to in Question 1,798.

## MR. PITFIELD'S TRIPS

Question No. 1,798—**Mr. Cossitt:**

With reference to the answer to Question No. 447 to the effect that Mr. Michael Pitfield accompanied the Prime Minister on eight specifically named trips to foreign places in the capacity of liaison officer (a) were these in reality joint holidays for the Prime Minister and Mr. Pitfield paid for in whole or in part from public funds (b) did Mr. Pitfield do any work whatsoever on these trips and, if so (i) what is a detailed list of the work done (ii) dates involved (iii) people dealt with during each of the eight listed trips?

**Right Hon. P. E. Trudeau (Prime Minister):** It is government policy that the Prime Minister may travel with an official or officials to give him administrative support and in order to provide for possible emergencies and that expenses thus incurred by the official should be paid from public funds.

## CONFLICT OF INTEREST

Question No. 1,815—**Mr. Herbert:**

Is "conflict of interest" legislation being considered to cover employees of Crown corporations?

**Right Hon. P. E. Trudeau (Prime Minister):** The government policy with respect to conflict of interest of employees of Crown Corporations is set forth in the Prime Minister's statement of December 18, 1973, to the House of Commons.

## TOTAL COST OF "WHY NOT—POURQUOI PAS" PROGRAMME

Question No. 1,829—**Mr. Reynolds:**

1. What is the total cost of the "WHY NOT-POURQUOI PAS" Programme?
2. How much of this money is for (a) buttons (b) newspaper ads (c) radio ads (d) television ads?
3. What percentage of the budget is for the English language?

**Hon. Marc Lalonde (Minister of National Health and Welfare):** 1. As of March 24, 1975, \$890,296.

2. (a) \$19,857; (b) \$314,337; (c) \$140,305; (d) \$159,677.
3. Eighty per cent.

## Order Paper Questions

## CREWS REQUIRED CARRIAGE OF 40 PER CENT OF PRESENT LINER CONFERENCE RATED CARGO

Question No. 1,839—**Mr. Forrestall:**

Is the government taking steps to determine how many merchant seamen would be required to accommodate the staffing of the number of ships required to accommodate the movement (a) out of Canadian ports to foreign destinations (b) into Canadian ports from foreign destinations of 40 percent of the present liner conference rated cargo and (i) if not, for what reason (ii) if so, what are the specific steps and what department is responsible?

**Hon. Jean Marchand (Minister of Transport):** (a) and (b) Yes, steps are being taken to obtain on a continuing basis, cargo statistics on which such calculations could be based. (i) Not applicable. (ii) The statistical problem here stems largely from the fact that conference vessels carry not only conference rated cargo but also non-conference rated cargo, i.e. cargo from shippers not party to the conference. In addition, conference vessels also make voyages outside the conference structure. As indicated in replies to questions 1,131 and 1,132, means are being developed to provide satisfactory statistics on the movement of liner conference rated cargo to and from Canadian ports. The Canadian Transport Commission and Statistics Canada have this work in hand. Thereafter the statistic will figure in the report on liner conference operations which the Minister of Transport makes annually to parliament under Section 12 of the Shipping Conferences Exemptions Act. With that statistic on cargo, and setting aside considerations of seasonal movements of goods, it could readily be calculated how many ships of a given size, loaded to a reasonable percentage of their carrying capacity, would be required to move 40 per cent of that much cargo in one year. An upward adjustment could be made to allow for repairs and times in drydock. By application of the Canadian Manning Regulations, as revised from time to time, the crew complement for each such ship could be determined. In order to provide for vacations and sickness, a further upward adjustment could be made.

## NUMBER OF CONFERENCE VESSELS SERVING CANADIAN PORTS

Question No. 1,840—**Mr. Forrestall:**

Is the government taking steps to determine how many (a) general cargo (including passenger-cargo) (b) container type vessels were employed in the liner conference rated international inbound and outbound seaborne shipping to serve Canadian ports within the most recent 12 month period and (i) if not, for what reason (ii) if so, what are such steps and what department of government is responsible?

**Hon. Jean Marchand (Minister of Transport):** (a) and (b) No, it is not proposed to make such surveys on an annual basis. (i) In the liner trades, ships switch from conference to conference during the year depending on cargo availability in various parts of the world. Some ships visit Canada frequently, others rarely. The number of different liner vessels visiting Canada in a year is therefore not particularly relevant to our work and lists are not compiled from port records on an annual basis. Special surveys are, of course, made from time to time, which can provide information for statistical breakdowns of the type requested. The most recent such survey was for the year 1972 and information from it was used in the replies to Questions 1,133 and 1,134. (ii) Not applicable.