

(b) nine schools in Germany; one school in Belgium; one school in Holland.

2. Yes, two years.

NATIONAL DEFENCE—DESIGN WORK FOR SHIPS IN FLEET
REPLACEMENT PROGRAMME

Question No. 5,240—**Mr. Forrestall**:

What companies in Canada does the Department of National Defence consider capable of doing the design work for the ships in the fleet replacement programme now underway?

Hon. James Richardson (Minister of National Defence): See reply to Question No. 5,241 answered today. The consideration of companies for design work will not be undertaken until the studies of the fleet replacement needs are completed.

NATIONAL DEFENCE—TENDERS FOR SHIPS DESIGN

Question No. 5,241—**Mr. Forrestall**:

Will the Department of National Defence invite tenders for the ship design work for the fleet replacement programme from Canadian situated firms and (a) if not, for what reason (b) if so, on what date are they likely to be sent to such firms?

Hon. James Richardson (Minister of National Defence): Yes. (a) Not applicable; (b) Not known. Studies of the replacement needs of the fleet are still in progress.

NATIONAL DEFENCE—FLEET REPLACEMENT DONE OUTSIDE
CANADA

Question No. 5,242—**Mr. Forrestall**:

Is the Department of National Defence under any specific instructions to have the design work for the fleet replacement programme done outside Canada and (a) if so, who issued such instructions (b) if not, is DND under any instructions which would deny its ability to invite tenders on design work from Canadian firms?

Hon. James Richardson (Minister of National Defence): No. (a) Not applicable; (b) No.

TRANS-CANADA HIGHWAY

Question No. 5,246—**Mr. Marshall**:

What are the provinces and the cost-sharing arrangements under the Department of Transport and the Department of Regional Economic Expansion with regard to highway strengthening programmes or for assistance in reconstruction of the Trans-Canada Highway?

Hon. Mitchell Sharp (President of the Privy Council): In so far as the Department of Regional Economic Expansion is concerned: Nil. DREE has no Highway Strengthening Programme as such, nor does it provide assistance in reconstruction of the Trans-Canada Highway. The Department does assist some provinces in respect to specific highway projects necessary to regional economic development. In so far as Transport Canada is concerned: A Pri-

Order Paper Questions

mary Highway Strengthening Programme is in effect in three provinces, Alberta, Saskatchewan and Manitoba. There is no cost-sharing under this programme as such but an agreement under which the three provinces have increased load limits on the primary highway network to 110,000 lbs. gross vehicle weight, to correspond with prevailing limits in British Columbia and Ontario. In return, the federal government is providing base payments for the three provinces of \$78.5 million, spread over five (5) years commencing in fiscal year 1974/75. An additional indexed payment is also made to offset the rising cost of asphalt paving material and placement. A second phase to the programme, if warranted, is expected to be negotiated prior to the end of the first phase. Transport Canada has no assistance programme for the reconstruction of the Trans-Canada Highway.

DIPLOMATIC IMMUNITY

Question No. 5,399—**Mr. Beatty**:

In 1975, which were the ten countries whose diplomats most often invoked diplomatic immunity to avoid being prosecuted for violations of Canadian law and in how many instances was diplomatic immunity invoked by each of the ten?

Hon. Allan J. MacEachen (Secretary of State for External Affairs): The following is the list of the ten Commonwealth and foreign posts in Ottawa whose officers and staff were accused most often in 1975 of violating Canadian law, and the number of instances attributed to each embassy or high commission: Uganda, 611; Nigeria, 328; USSR, 256; Ivory Coast, 226; Arab Republic of Egypt, 212; Gabon, 198; Tunisia, 197; Zaire, 185; Italy, 182; France, 151.

CEMA

Question No. 5,453—**Mr. Beatty**:

1. Were three carloads of eggs, imported by CEMA in the week of April 25 to 30, 1976, sent directly to the distributors to whom they were ultimately destined and, if not (a) was the Porter Produce Company paid a handling fee (b) for what reason were they not sent directly, thus avoiding handling fees?

2. In the past year, has the Porter Produce Company been used as a first receiver for western eggs shipped into Ontario and, if so, how often and how many eggs were involved in each case?

3. Has the Porter Produce Company received handling fees for eggs imported into Ontario from Western Canada and, if so, what was the amount in each case?

4. In the past two years, what other companies have been used as first receivers for western eggs shipped into Ontario and, in each case (a) on what date (b) how many eggs were involved (c) what handling fees were paid (d) what (i) was the transportation cost (ii) was the name of the transportation company who shipped the eggs (e) by whom were the transportation costs paid?

Hon. E. F. Whelan (Minister of Agriculture): 1. CEMA did not import three carloads of eggs in the week of April 25 to 30, 1976, but the Porter Produce Company imported eggs on behalf of CEMA. (a) Yes; (b) Upon entry to Canada, Revenue Canada allows movement in bond to importer for inspection by Agriculture Canada inspectors prior to official entry into Canada. Eggs are off loaded for inspection and then reloaded for delivery to customers whether in truck load or less-than-truck-load quantities.