

the Department of Manpower and Immigration included in the Estimates for 1976-77 is \$2,092,197, of this stated cost, how is the amount divided between (a) communications within Canada (b) overseas communications and, in each case (i) what are the anticipated modes of communication (ii) what are the estimated percentage costs of each method (iii) what is the estimated amount and percentage of these costs to be paid to communications companies other than Canadian?

Hon. Bud Cullen (Minister of Manpower and Immigration):

1. (a) and (b) Our departmental records do not differentiate between communications within Canada and Overseas communication. (i) Long distance—telegrams—cables; (ii) Long distance—\$2,277,051—98.7 per cent; Telegrams—cables—\$30,001—1.3 per cent; (iii) Nil.

2. (a) and (b) Our departmental records do not differentiate between communications within Canada and Overseas communication. (i) Long distance—telegrams—cables; (ii) Long distance—\$2,070,883—99 per cent; Telegrams—cables—\$21,314—1 per cent; (iii) Nil.

LUBRICATING OILS REPROCESSING

Question No. 2,314—Mr. O'Sullivan:

1. Was it government policy during wartime (1939 to 1945) to encourage the re-use, after a degree of reprocessing and purification, of automotive lubricating oils as fuels for home heating in an attempt to conserve scarce fossil fuel reserves?

2. Is the government (a) aware of (b) currently commissioning studies into the efficacy of this type of policy and, if so (i) on what date were such studies instituted (ii) have they been completed and, if not, on what date are they expected to be completed?

3. What have been the findings and recommendations of the studies?

4. Has official notice been taken of the studies, their findings and recommendations and, if so, in what form?

5. Has any action been taken on the recommendations and, if so, what specific action?

6. Will the studies be Tabled in the House of Commons or referred to a committee of the House and, if so, on what date?

Mr. Ralph E. Goodale (Parliamentary Secretary to President of the Privy Council): I am informed by the Departments of Energy, Mines and Resources and Fisheries and the Environment as follows: 1. During the 1939 to 1945 war, the reprocessing of used lubricating oil for re-use as lubricating oils was Canadian government policy, but not for use as home heating fuels.

2. Studies of the reprocessing of automotive lubricating oil for re-use were initiated in 73. Much of the work has been completed but it still being evaluated by EMR and Environment Canada. The latter department published two reports in June 1975 entitled "Experimental burning of waste oil as a fuel in cement manufacture" as well as "A preliminary review of used lubricant oils in Canada".

3. It was found that the reprocessing of lubricating oils was feasible but in many cases had to be done by processes which were liable to cause pollution. It was recommended by Environment Canada that an optimum use of the reclaimed lubricating oil would be for use as a fuel in cement manufacture. In this use it would replace heavy fuel oil or other fuels and would not result in environmental pollution. Reclamation for use as lubricating oil was also recommended provided that

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proper environmental precautions were taken by the reprocessor. Several Canadian companies are presently reprocessing oil in this manner. Since a shortage of new lubricating oil is not envisaged, it was found that there is no specific incentive to reprocess the used lubricating oil to make new lubricating oil, provided that the used oil was used in some way to conserve energy. A major problem was the difficulty of collecting the used lubricating oil from many dispersed points. The use of reprocessed lubricating oil as home heating fuel was not recommended due to environmental hazards and to the fact that reprocessing for this purpose would be completely uneconomic.

4. Official notice has been taken of the studies by way of publication and wide dissemination of the results and recommendations in the Department of Fisheries and the Environment technical information series.

5. Tests have been run on cement manufacture using reclaimed lubricating oil and have been found successful. These result have been passed on to the cement industry which has been encouraged to use reclaimed oil in this manner. Further work is being planned by the Department of Fisheries and Environment in cooperation with industry and the provinces to encourage the establishment of systems for the collection and use of waste oil.

6. The reports mentioned in part 2 are available on request.

CUBAN USE OF CANADIAN AIRSPACE

Question No. 2,316—Mr. Coates:

1. Since January 1, 1975, have Cuban aircraft, other than those using airspace for commercial purposes into either Dorval, Mirabel or Toronto, used Canadian airspace and, if so (a) on how many occasions (b) in each case (i) what airport or airports were used (ii) were the planes commercial or military (iii) what was the origin and destination (iv) was prior approval sought and secured from the government by the Cuban Government (v) was approval granted and, if so, by what agency of the government (vi) what are the specific dates?

2. In each case (a) were government officials from the Departments of National Revenue and Manpower and Immigration or the Canadian Armed Forces used to check out the aircraft (b) is information available to the government that each met all national and international regulations associated with such landings and (i) if so, who has this information at this time (ii) if not, for what reason?

Mr. Ralph E. Goodale (Parliamentary Secretary to President of the Privy Council): I am informed by the Departments of External Affairs, Transport, National Revenue, Employment and Immigration and National Defence as follows: 1. Since January 1, 1975, two Cuban aircraft, other than those using airspace for commercial purposes into either Dorval, Mirabel or Toronto, have used Canadian airspace. (a) Two flights, although technically classed as commercial and approved by the Air Transport Committee, were more of state or diplomatic nature. (b) (i) Ottawa, September 23/September 28/75—State visit Vancouver, May 30/June 13/76 Cuban Committee on Human Settlements—"Habitat" Conference in Vancouver) (ii) Civil commercial aircraft of "Cubana". (iii) Havana—Ottawa—Havana—(State Visit) Havana—Vancouver—Havana—Habitat Conference. (iv) Yes. (v) External affairs, in consultation with Canadian Transport Commission,