

Oral Questions

In so far as the package remaining the same as when it was put forward, as to its substance, the answer is yes. There are two matters on which I gather SWAPO wants further clarification, if you wish. One is the location of the residual South African troops in Namibia, where they would be stationed; the second has to do with the future of Walvis Bay. Our talks with them will be principally concerned with elaboration of these matters rather than any change in the Western Five proposals.

Mr. Roche: Second, Mr. Speaker, I wish to touch on the subject of Canada's involvement in Zaire through our participation in the new \$116 million western aid package as part of the \$1 billion salvage operation for that country.

I would like to know the full extent of Canada's involvement in the aid package. What monitoring devices will be set up, bearing in mind the widespread corruption in Zaire? Related to that, since economic stability is directly related to the question of security, has the minister investigated the report in the London *Sunday Times* that 11 Soviet generals have moved into Angola, a move that could presage intensified military activity in the southern regions of Africa?

Mr. Jamieson: I have no wish to short-change the hon. member on my answer, but I think it is obvious that I would not be able now to go into all the details of such a complex and multifaceted question. I would be glad to send him a written response. I simply say in passing that the reference he has made to co-operative effort with regard to assistance to Zaire predates, in terms of its starting-up time, the most recent developments in Zaire. In other words, it has been contemplated by a number of countries, particularly western countries, for some time.

The security measures to which he referred are of very great concern to all the parties. Similarly, as the hon. member will have noted, there have been a number of expressions that this kind of assistance, if it is put together, must be on condition that the present government of Zaire undertakes certain reforms and improvements in its procedures and general attitudes. I think that is as much as I can say within the constraints of the question period but, I repeat, I will provide a written answer in supplement.

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TRANSPORT**GRAIN—USE OF THUNDER BAY AS EXPORT TERMINAL**

Mr. Paul E. McRae (Fort William): Mr. Speaker, I have a question for the Minister of Transport regarding grain movement. Given the degree of congestion in Vancouver with the tie-up of hopper cars, and the fact that the port of Thunder Bay is under-utilized at this point, will the minister give more consideration to a study to see if it is possible to move more grain through Thunder Bay than has been done up to this time, even to the point of dealing with some of the purchasers of the grain to see whether, for example, in Russia the Baltic ports could be used as opposed to Darien?

[Mr. Jamieson.]

Hon. Otto E. Lang (Minister of Transport): Mr. Speaker, the Canadian Wheat Board is very conscious of the opportunities at the various ports. A certain amount of grain can be shipped from the west or east, alternately. There is this year a very heavy program of grain for movement through Thunder Bay and east coast ports. I do not think any further switching of grain at this moment would be a solution.

RECALL OF DEFECTIVE MOTOR VEHICLES

Mr. Arnold Peters (Timiskaming): Mr. Speaker, I wish to ask a question of the Minister of Transport. In the United States, several million cars have been recalled because of unsafe construction defects in the pollution controls, steering and gasoline tanks. Although this mass of information concerning unsafe automobiles has resulted in recalls by the manufacturers, no similar recalls have occurred in Canada. What is the reason for manufacturers selling cars in Canada and not having to make similar recalls, as the same unsafe conditions exist here as in the United States?

Hon. Otto E. Lang (Minister of Transport): Mr. Speaker, there are differences in law as between the two countries. That has implications as to whether there is an obligatory recall or not. However, I am not aware of the situation to which the hon. member refers. The general practice has been for recalls in Canada to occur when they occur in the United States, sometimes with a time lag although only a very short one. If the hon. member has specific examples where he thinks that is not happening, I will be glad to hear about them.

Mr. Peters: I think lack of legislation in Canada is the difference. Is the government considering legislation to provide up to date supervision of all cars licensed in Canada to guarantee the public that unsafe defects will be repaired by the manufacturer, without cost to the consumer? If not, why do we not intend to provide consumer protection for the Canadian public?

Mr. Lang: Mr. Speaker, we will indeed be looking at appropriate changes in the legislation in order to give us the necessary power if the motor company refuses to carry out what seems to be its obvious responsibility. In the meantime, however, the existing system, while lacking the legal power to require recalls, is working fairly satisfactorily in terms of companies actually responding to a need and recalling vehicles.

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IMMIGRATION**INTERROGATION OF TRINIDAD CITIZENS AT TORONTO AIRPORT**

Mr. Lincoln M. Alexander (Hamilton West): Mr. Speaker, I feel very comfortable now that my seatmate from Calgary North is back.

Some hon. Members: Hear, hear!