

shipment and for which the ultimate destinations have not been assigned. (i) U.S. utilities, (ii) No.

Korea—88 t uranium. (i) Korean utilities, (ii) No.

United Kingdom—752 t uranium. (i) British utilities, (ii) No.

Sweden—118 t uranium. (i) Swedish utilities, (ii) No.

(b) 1981 (Ultimate destinations)

Federal Republic of Germany (FRG)—775 t uranium. (i) German utilities, (ii) FRG requested that 256 t of uranium be enriched in the U.S.S.R.

France—242 t uranium. (i) French utilities, (ii) No.

Spain—110 t uranium. (i) Spanish utilities, (ii) No.

Japan—2897 t uranium. (i) Japanese utilities, (ii) No.

Sweden—71 t uranium. (i) Swedish utilities, (ii) Sweden requested that 50 t of uranium be enriched in the U.S.S.R.

Belgium—31 t uranium. (i) Belgian utilities, (ii) No.

Netherlands—82 t uranium. (i) Dutch utilities, (ii) No.

United States of America—3018 t uranium. This includes 132 t of uranium shipped to the U.S.A. for storage awaiting toll enrichment and for which ultimate destinations have not been assigned. (i) U.S. utilities, (ii) No.

United Kingdom—680 t uranium. (i) British utilities, (ii) No.

8. The International Atomic Energy Agency (IAEA) is informed of each shipment of nuclear material from Canada as required by agreement between Canada and the IAEA for the application of safeguards in connection with the treaty on the non-proliferation of nuclear weapons. Records on re-transfers are maintained by AECB.

AIR CANADA—ADVERTISING BUDGET

Question No. 4,487—**Mr. Siddon:**

1. What amount did Air Canada spend for advertising in the fiscal year (a) 1980-81 (b) 1981-82?

2. What amount did Air Canada budget for advertising in the fiscal year 1982-83?

3. What percentage of Air Canada's fiscal year 1982-83 advertising will be devoted to (a) newspapers and magazines (b) radio (c) television (d) trade show or convention exhibits (e) any other?

4. Did Air Canada declare a deficit in the fiscal year (a) 1980-81 (b) 1981-82 and, if so, what was the extent of that deficit?

Mr. Jesse P. Flis (Parliamentary Secretary to Minister of Transport): The management of Air Canada advises as follows:

The Air Canada fiscal year coincides with the calendar year, therefore, the following answers vary slightly from the years requested in the questions.

1. (a) 1980 \$32,603,000 or 1.8 per cent of the operating budget. (b) 1981 \$35,063,000 or 1.6 per cent of the operating budget. (c) 1982 The amount is under adjustment, but a similar percentage of operating budget.

2. The 1983 advertising budget has not been set yet.

3. Newspapers receive the bulk of the Air Canada advertising budget because of their flexibility. Radio and television

time must be booked in advance which is a disadvantage. The actual percentages are regarded as proprietary information because of the advantages advance knowledge of the company's advertising strategies would give domestic and international competitors.

4. The annual report, tabled in Parliament on March 29, 1982 and distributed to all Members, indicated profits over the past five years totalling \$200 million with \$40.1 million in 1981 and \$57 million in 1980.

AIR CANADA—MOUNT EVEREST VENTURE

Question No. 4,503—**Mr. Stewart:**

1. Did Air Canada sponsor, in whole or in part, a team of climbers to scale the summit of Mount Everest in Nepal and, if so, what was the total cost to the taxpayers of Air Canada's sponsorship of the climb, including (a) pre-Everest practice climbs at other locations (b) the organization of the team (c) team equipment and supplies (d) payment to Sherpa guides (e) all air fares, including return fares from Canada to Nepal (f) advertising?

2. What reason, if any, was there for the use of taxpayers' money for the sponsorship of this venture?

Mr. Jesse P. Flis (Parliamentary Secretary to Minister of Transport): The management of Air Canada advises as follows:

1 and 2. While Air Canada was the sole sponsor of the climb, many Canadian firms supplied goods and services. The costs for the project were covered from funds allocated to corporate advertising from earned revenues. Since advertising expenditures are normal airline operating expenses there were no costs to taxpayers. Advertising funds were used on this project because of the public impact, visibility for the Corporation, and planned route expansion into Asia in the near future following the signing of favourable bilateral agreements.

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[English]

QUESTION PASSED AS ORDER FOR RETURN

Mr. David Smith (Parliamentary Secretary to President of the Privy Council): Madam Speaker, if question No. 4,262 could be made an order for return, this return would be tabled immediately.

[Translation]

Madam Speaker: The questions enumerated by the Parliamentary Secretary have been answered. Is it the pleasure of the House to have Question No. 4,262 deemed to have been made an Order for Return?

Some Hon. Members: Agreed.

[Text]

DEPARTMENT OF NATIONAL REVENUE—CODE OF CONDUCT

Question No. 4,262—**Mr. Crosby:**

1. Does the Department of National Revenue have written rules or regulations governing the conduct or standards of behavior for employees of the Department and, if so, are they embodied in a Code of Conduct or other specific document and is the Code or document available to the public?