

### Order Paper Questions

navigating in Canadian waters are required to comply with regulations regarding deck watches in order to ensure that there are sufficient officers and crew members on watch particularly in areas where marine traffic may present danger of collision and accidents. The Oil Pollution Prevention Regulations, Garbage Pollution Prevention Regulations and the Pollutant Substances Regulations prohibit the discharge of oil, garbage and other designated pollutants from ships into waters under Canadian jurisdiction. Additionally, the Oil Pollution Prevention Regulations require all oil tankers built after January 1, 1974 to limit cargo tank sizes in accordance with international standards and require all ships to keep records of oil transfers. Regulations prohibit the discharge of oil from ships and where offences are detected, fines of up to \$100,000 can be imposed when ships are found guilty of such violations. During the past three years the department was successful in 107 prosecutions for violations of the Pollution Prevention Regulations. A total of \$321,575 was levied in fines. In many other cases minor infractions were dealt with by requiring the ship to rectify defects prior to proceeding. In order to enforce these regulations officers of the Department of Transport have been designated as pollution prevention officers under the provisions of the Canada Shipping Act. These officers have the power to require ships to provide information regarding the condition of the ship, its cargo, the manner in which the cargo is stowed and other information to ensure that the ship complies with the act and regulations. Such an officer may go on board ships bound for a place in Canada in order to carry out inspections, order a ship out of Canadian waters or otherwise direct it where he suspects that the ship fails to comply with the act or regulations, or where he is satisfied that such order is necessary to prevent a discharge or a pollutant such as oil or chemicals. Any review of existing regulations will be contingent upon the outcome of the UN Conference on the Law of the Sea and the development of international standards by other agencies such as the Inter-Governmental Maritime Consultative Organization. Vessel traffic management systems have been established and continue to be upgraded. The procedures provide for traffic separation, VHF radiotelephone communication between ships and a central regulating centre, ship to ship communication and, in some localities, radar surveillance. Ships report their positions and intended movements at specified reporting points and obtain clearance as required. The centre gives information on traffic, weather, navigational conditions, etc.

### CANADIAN TRANSPORT COMMISSION—SALARIES

#### Question No. 2,734—Mr. Robinson:

What is the salary of the (a) Executive (b) Director (c) Chairman (d) Vice-Chairman (e) board members of the Canadian Transport Commission?

**Hon. Otto E. Lang (Minister of Transport):** The Canadian Transport Commission reports as follows: the question is answered on the basis that the term "Chairman" means "President"; that the term "Vice-Chairman" means "Vice-president" and that there is no position of "Executive" and a separate position of "Director". The president of the commis-

[Mr. Lang.]

sion is paid at a rate with the range DM-3 (\$54,000-\$66,000); the vice-president (legal) is paid at a rate within the range DM-2 (\$45,500-\$60,500); and members of the commission are paid at a rate within the range SX-2 (\$31,500-\$41,500).

### URANIUM EXPORT TO FRANCE

#### Question No. 2,786—Mr. Jones:

Are there any plans or agreements for France to import uranium from Quebec and, if so, were these agreements discussed at the three day meeting with President Valéry Giscard d'Estaing and Premier Raymond Barre on the Prime Minister's visit to France in May?

**Mr. Fernand E. Leblanc (Parliamentary Secretary to Secretary of State for External Affairs):** While exploration activity has revealed significant deposits of uranium in Quebec, their development is still at a preliminary stage. There are no agreements or current plans for the export of this uranium to France.

### EXPENDITURES—SAULT STE. MARIE

#### Question No. 2,815—Mr. Symes:

What was the total amount spent in Sault Ste. Marie from October 1972 to date by the Department of National Defence?

#### Hon. Barney Danson (Minister of National Defence):

Fiscal Years	Expenditure
1972-73	See note below
1973-74	See note below
1974-75	\$ 443,000
1975-76	\$ 595,000
1976-77	\$ 810,000
	\$1,848,000

NOTE: Data for 1972-73 and 1973-74 is not readily available. It could involve a research of a great many closed files and the department does not have the necessary resources to do this.

### HIGHWAYS IN ATLANTIC REGION

#### Question No. 2,838—Mr. Jones:

1. Is it the intention of the government to spend \$100 million on highways in the Atlantic provinces and, if so (a) on what basis (b) what amount will be spent in each province and in what centres?

2. Is there any connection between the cancellation of the greater part of Rail Transportation in the Atlantic provinces and the announcement of the proposed money to be spent on highways?

**Hon. Otto E. Lang (Minister of Transport):** 1. (a) and (b) On May 25, 1977, I announced that the federal government was prepared to spend up to \$100 million in the Atlantic provinces over the 1977/78 fiscal years, jointly with each of the four provinces, for the purposes of assisting in the strengthening and improvement of portions of the primary highway system in the region. The precise terms of federal/provincial agreements, including the allocation of the federal funds