

Name	Date	Cost
Bureau of Management Consultants	June 15/79 — July 6/79	\$ 2,357.00
Bureau of Management Consultants	Sept. 17/79 — Oct. 22/79	5,000.00
	Total	\$ 7,357.00

## ELECTRIC VEHICLES

Question No. 1,616—**Mr. Robinson (Etobicoke-Lakeshore):**

1. Is the government concerned, because of the U.S. Electric and Hybrid Vehicle Research Development and Demonstration Act, which provided \$160 million for the development of an electric vehicle that such an industry in North America will replace a part of the existing motor vehicle industry the result being of little benefit to Canada?

2. Do the government energy and transportation authorities support the aims and objectives of the Electric Vehicle Association of Canada, to reduce transportation total dependence on oil by substituting electric vehicles in those segments of the market which they can satisfy?

3. What is the government's policy with respect to electric and hybrid road vehicles and which department is tasked with preparing and implementing such a policy?

4. Will General Motors' commitment to bring out electric vehicles in the 1984 model year provide any industrial benefits in Canada and, if so, what will be such benefits?

**Mr. Robert Bockstael (Parliamentary Secretary to Minister of Transport):** 1. The degree to which U.S. electric and hybrid vehicle technology will benefit Canada or replace the existing Canadian motor vehicle industry is unknown at present. U.S. initiatives are being closely monitored by the federal government.

2. Yes.

3. The government does not have an explicit specific policy with respect to electric and hybrid road vehicles. The scope and size of federal initiatives with respect to electric and hybrid vehicle technology cuts across the policies and mandates of three major departments: Transport; Energy, Mines and Resources; and Industry, Trade and Commerce. Transport Canada through the Interdepartmental Panel on Transport Research and Development co-ordinates the work of various government departments in this area.

4. The federal government is not aware of the precise details of General Motors' commitment to bring out electric vehicles in 1984. The issue of industrial benefits will be pursued in ongoing discussions and negotiations between the U.S. and Canada on the Auto Pact, and, of course, with Canadian industry.

## TRUST FUNDS

Question No. 1,721—**Mr. Stewart:**

1. Are funds comprised of contributions from Canadians held on deposit in general revenue by the government and, if so, what are the names of the trust funds?

2. What, if any, rate of interest is paid by the government to each fund?

3. What, if any, amount is saved by the government, because it is required to borrow less, by using the trust funds?

## Order Paper Questions

4. What interest earnings have been denied, where interest is not paid, to contributors using current commercial interest rates and what are the names of the trust funds?

**Hon. J.-J. Blais (Minister of Supply and Services):** 1. The following trust funds comprised of contributions by Canadians are administered by the government:

—Strathcona Trust Fund

—Mackenzie King Trust Account.

2. The interest rates on each fund in 1979-80 were:

—Strathcona Trust Fund: 11.31 per cent (average)

—Mackenzie King Trust Account: 9.28 per cent.

3. Nil.

4. None.

\* \* \*

[English]

## QUESTIONS PASSED AS ORDERS FOR RETURNS

**Mr. D. M. Collenette (Parliamentary Secretary to President of the Privy Council):** Madam Speaker, if questions Nos. 15, 407, and 536 could be made orders for returns, those returns would be tabled immediately.

I should like to draw the attention of the House, in particular of the hon. member for Leeds-Grenville (Mr. Cossitt), to question No. 15 which has been on the order paper for a number of years and is now being answered.

**Some hon. Members:** Hear, hear!

**Mr. Cossitt:** Madam Speaker, I rise on a point of order. In making my point of order may I congratulate the parliamentary secretary and the government on the fact that, after almost four years, they have managed to answer a question, namely, the one concerning Martin Goldfarb and Goldfarb Consultants Limited. Not having seen the answer I cannot really say whether they answered it, but something is coming forth.

I should like to raise a point of order in regard to three other questions which have been on the order paper for quite some time. One concerns a very simple matter: How many members and who on the Canadian Transport Commission—this is a rough paraphrase of the question—have passed on Air Canada? That question has been on the order paper for approximately two years or more, and still no answer. Perhaps it is because it falls within guideline (q) of the document which I mentioned last week as the guidelines the cabinet uses for answering questions. In any event, I do not know why it should take two years to find out who with the Canadian Transport Commission holds Air Canada passes.

Question No. 121 is a very simple one: How many former Liberal candidates, defeated Liberal members or retired Liberal members, have received various appointments since the last election? It is pretty straightforward. Every day we see one or two more in the newspapers. There must be a total list somewhere, but for some reason for eight months they cannot