

agricultural policy of the community. The net results for our trade of these concurrent developments, the extent and timing of which are not yet known, cannot of course be measured in detail at this stage. In his recent statement to the House, however, the Minister of Industry, Trade and Commerce reported on the general implications for Canadian exports of United Kingdom entry into the EEC including particular reference to the situation confronting our agricultural exports and gave a detailed outline of possible changes in terms of access for Canadian products.

(a)	(b)	(c)	(d)	(e)	(f)
The St. Lawrence Seaway Authority	To finance municipal acquisition of surplus land.	Longueuil	1968—\$1,061,601	5¼%	40 years
"	"	Ville Brossard	1969—\$ 226,667	8½%	7 years

CLEANUP OPERATIONS OF OIL SPILL FROM "ESSO KOBE" IN GASPÉ

Question No. 547—**Mr. Anderson:**

1. What chemicals were used during the cleanup of the oil spill from the *Esso Kobe* during October, 1970, in the Gaspé?
2. Was the use of such chemicals approved of by the Department of Transport officials prior to their use?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): 1. The chemical Corexit 8666 was used by Imperial Oil during the cleanup of the oil spill caused by the *Esso Kobe* in October, 1970, in the Gaspé. Nine hundred gallons of this dispersant were sprayed onto the surface of the oil spill only, and covered with peat moss. The resultant emulsion was absorbed and recovered successfully from the water surface.

2. Prior approval for the use of dispersants was not granted by the Department of Transport in this case. The Department policy is that dispersants may be used with due care, when a threat of fire exists and there is a possible hazard to existing amenities.

INDUSTRY, TRADE AND COMMERCE—MAN-HOURS SAVED AS A RESULT OF USE OF COMPUTERS

Question No. 552—**Mr. Robinson:**

How many man-hours have been saved as a result of the utilization of computers by the Department of Industry, Trade and Commerce during each year since computers have been used?

Mr. Bruce Howard (Parliamentary Secretary to Minister of Industry, Trade and Commerce): The Department of Industry, Trade and Commerce estimates man-hour saving as follows: 1965/66, 62,260 man-hours; 1966/67, 244,300 man-hours; 1967/68, 296,162 man-hours; 1968/69, 304,555 man-hours; 1969/70, 342,962 man-hours; 1970/71, 349,916 man-hours. Savings are based on actual computer output plus the computer output scheduled for the remainder of fiscal year 1970/71, compared with the same

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FEDERAL ASSISTANCE TO QUEBEC MUNICIPALITIES

Question No. 543—**Mr. Lambert (Bellechasse):**

During each year since 1968, did any departments or government agencies make loans to Quebec municipalities and, if so (a) which ones (b) for what purpose were the loans made (c) to what municipalities (d) what were the amounts (e) what was the rate of interest (f) for what period of time?

Mr. J. A. Jerome (Parliamentary Secretary to President of the Privy Council): Yes, the St. Lawrence Seaway Authority.

volume of output using the previous equipment. It is worth noting that the much greater volume of output by the computer was not economically feasible using the previous equipment. Prior to fiscal year 1969/70 all savings, and for the last two fiscal years about 90 per cent of the savings are attributable to the Canadian Government Travel Bureau.

INTERNATIONAL AIRPORTS—AIR CONDITIONING

Question No. 560—**Mr. Forrestall:**

1. What levels of temperature and humidity, over what duration or occurring at what frequency, are required before air conditioning can be installed at international airports for (a) the users of such terminals (b) the working staff of Department of Transport or airlines' employees?
2. Have such studies been carried out at the Halifax International Airport and, if so, will the government Table as an "Order for Return" the details of such temperature and/or humidity studies?
3. With respect to airports, is it the responsibility of the Department or the user to pay the capital cost of air conditioning?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): 1. The Ministry's policy limits the provision of mechanical cooling of buildings to those geographical areas where the exterior humidity index exceeds 75 for a period of 3 per cent of the time during the summer season (June, July, August and September). It also permits the provision of mechanical cooling for those areas within buildings where equipment operation is affected by environmental conditions (computers, electronic equipment) or where a temperature build up can result from equipment or other means to the extent that forced ventilation cannot maintain a maximum effective interior temperature of 75°F (as defined in the revised ASHRAE comfort chart) for a period of 3 per cent of the time during the summer months. This policy is applied equally, regardless of the occupancy of specific areas.

2. The Halifax Terminal is located in an area where the humidity index does not reach 75 for a period of 3