

Order Paper Questions

Procurement opportunities and project sizes range from several thousand dollars to upwards of \$100 million.

On the investment side, the International Finance Corporation will enter into an investment when it is satisfied that the project is to the economic benefit of the host country and is potentially profitable. Investments must be made in conjunction with local interests with or without a foreign investor and may involve loan or equity financing in any combination depending upon the needs of the project. IFC's largest investment to date involved a \$100 million syndicated loan.

FLYER INDUSTRIES

Question No. 1,472—Mr. Deans:

1. From 1965 to June 1980, how many orders in council were issued affecting Flyer Industries operating in Canada and what was the actual wording of each order in council?
2. What amount of customs duty was remitted for each order submitted concerning Flyer Industries?
3. What were the commitments from Flyer Industries in exchange for remitting each customs duty?
4. Did Flyer Industries meet each commitment?

Hon. Herb Gray (Minister of Industry, Trade and Commerce): In so far as the Department of Industry, Trade and Commerce is concerned: copy of the Flyer Industries Limited Remission Order PC 1972-1646 is shown below. This order does not relate to the Auto Trade Agreement, but allowed duty free entries of parts of a class or kind not made in Canada for use in the manufacture of trolley bus bodies.

His Excellency the Governor General in Council, on the recommendation of the Minister of Industry, Trade and Commerce, the Minister of Finance and the Treasury Board, pursuant to section 17 of the Financial Administration Act, is pleased hereby to make the annexed order respecting the remission of certain customs duty paid or payable by Flyer Industries Limited.

Jean-Pierre Côté

Approved
Roland Michener

ORDER RESPECTING THE REMISSION OF CERTAIN CUSTOMS DUTY PAID OR PAYABLE BY FLYER INDUSTRIES LIMITED

Short Title

1. This order may be cited as the *Flyer Industries Remission Order*.

Remission

2. Remission is hereby granted of an amount not exceeding \$83,000.00 representing the duty payable on components of a class or kind not made in Canada or determined by the Minister of Industry, Trade and Commerce to be not available from Canadian production, imported by Flyer Industries Limited, formerly Western Flyer Coach Limited, during the period January 1, 1970, to June 30, 1972, for use in the manufacture

of 151 electric trackless trolley bus bodies for the Toronto Transit Commission.

CAR RENTAL CONCESSIONS

Question No. 1,525—Mr. Mazankowski:

Are all car rental concessions at Department of Transport airports up to date in the payment of rents and concession fees and, if not (a) which concessions at which airports are in arrears and by what amount (b) what steps is the department taking to collect monies owing?

Mr. Robert Bockstael (Parliamentary Secretary to Minister of Transport): (a) The licensees in arrears as of September 30 are as follows:

| Airport | Licensee | Amount |
|------------------------|-----------------------------------------|-------------|
| Sept Iles | Location Auto Ray Leg (Avis) | \$11,333.67 |
| Sept Iles | Tilden Rent-a-Car Systems Ltd. (Tilden) | \$5,135.27 |
| Winnipeg International | Save Rent-a-Car Ltd. (Big Blue) | \$9,259.05 |
| Grande Prairie | Trumpeter Pontiac Buick Ltd. (Budget) | \$1,887.66 |
| Prince George | D.S.C. Leasing (Hertz) | \$5,432.68 |

(b) Notices of default of licence have been sent to the first two licensees indicated on the list. Save Rent-a-Car has been advised that it is in default of its agreement. Trumpeter Pontiac Buick and D.S.C. Leasing have been contacted by departmental officials to secure payment of their amounts owing.

INITIAL PRICES FOR GRAIN

Question No. 1,537—Mr. Mazankowski:

1. Did the minister responsible for the Canadian Wheat Board announce increases in the initial prices for grain in March, 1980 and then again in July, 1980 with the new result being the same initial prices for most products as existed before February 18, 1980 and, if so, for what reason?
2. Is the minister considering a real increase in initial prices to recognize world market realities and provide grain producers with a price more in line with the value of their product?

Hon. Jean-Luc Pepin (Minister of Transport): 1. The initial payment announced in March, 1980, for wheat for 1980-81 was \$9.19 per tonne above the initial payment established at the beginning of the 1979-80 crop year. The March, 1980, announcement also indicated that the initial payment level would be reviewed before the commencement of the crop year and adjusted if warranted by the market outlook. The initial payment for wheat for 1980-81 was reviewed in July, 1980, and adjusted upwards to \$156.16 per tonne, an increase of \$18.37 over the level previously announced in March. Concurrently, the initial payment for barley (No. 1 Feed) was adjusted upwards by \$34.44 to \$124.01 per tonne, and the initial payment for oats was held unchanged from the 1979-80 level. The initial payment levels announced in March and July were all based on the best information available at the time with regard to anticipated market conditions.

2. An increase in initial payments with an adjustment payment for past deliveries is not considered appropriate at this time. However, prices and markets are being closely