

Order Paper Questions

Mr. Ralph E. Goodale (Parliamentary Secretary to Minister of Transport): The National Harbours Board advises as follows: 1. \$390,128.

2. Original cost of the sheds on the Jacques Cartier Terminal as they were used for break-bulk handling less accumulated depreciation.

NATIONAL HARBOURS BOARD—MARINE TERMINAL
PROGRAMME—PORT OF MONTREAL

Question No. 5,508—Mr. Forrestall:

1. How many man-years were spent by the National Harbours Board in the administration of the shed rental programme during 1974 and 1975 and how many are anticipated in 1976 at the Port of Montreal?

2. What is the estimated cost for each year?

Mr. Ralph E. Goodale (Parliamentary Secretary to Minister of Transport): The National Harbours Board advises as follows: 1. 0.29 man-years were spent in the administration of the marine terminal programme during 1974 and 1975, and it is anticipated that the same time will be spent during 1976.

2. Cost for 1974, \$4,810; Cost for 1975, \$5,290; Estimated cost for 1976, \$5,690.

UIC—FISHERMEN

Question No. 5,510—Mr. Marshall:

1. Do (a) fishermen require eight insured weeks to qualify for unemployment insurance benefits, yet only get .83 of a week's benefits for each insured week worked (b) labourers and other workers require eight insured weeks to start a claim and are they then entitled to between 18 and 44 weeks of benefits and, if so, for what reason is there discrimination?

2. Do the present UIC regulations take into consideration factors such as years when fish are not plentiful and when fishermen are subject to weather conditions not suitable for fishing, and which prevent them working?

3. Can the majority of fishermen qualify for benefits any time prior to the week in which December 1 occurs?

4. Are the Minister and Chairman of UIC aware that ice and weather conditions discriminate against fishermen in qualifying for UIC benefits?

5. Is the government considering changes to UIC regulations in an effort to overcome the problems of Canadian fishermen and, if not, for what reason?

Hon. Robert K. Andras (Minister of Manpower and Immigration): In so far as the Unemployment Insurance Commission is concerned: 1. (a) A distinction must be made between self-employed fishermen and fishermen who are regular employees working under a contract of employment. The latter group have the same rights under the unemployment insurance legislation as all other employees. Self-employed fishermen, the only self-employed workers covered by unemployment insurance generally may qualify for benefit only during the period December 1 to May 15. This is a period of approximately 24 weeks, which is usually the non-fishing period for most self-employed fishermen. Their benefit duration is .83 benefit weeks for each week of qualifying insurable employment. However, if a self-employed fisherman has at least eight weeks of regular insured employment, this can be combined with his insured weeks from fishing self-employment to establish a regular claim for benefits; (b)

[Mr. Forrestall.]

Labourers and other workers require eight weeks of insurable employment in the qualifying period and they may qualify for benefit at any time of the year for up to 44 weeks. Providing benefit during the usual non-fishing period only is not discriminatory in that they enjoy a benefit not available to other self-employed workers. Furthermore, they can normally resume full scale fishing after May 15.

2. No.

3. No.

4. Both the Minister and the Chairman are aware that weather conditions can and do affect the unemployment insurance benefit entitlement of fishermen. This fact has been recognized by the Department of Environment in the last few years by additional financial support programs for such fishermen.

5. Not in respect to unemployment insurance for self-employed fishermen as the Department of Environment is developing programs to replace unemployment insurance for this group.

CAR ALLOWANCE FOR MINISTER OF ENVIRONMENT

Question No. 5,713—Mr. Cossitt:

1. (a) What is the total amount of public funds paid to the present Minister of the Environment for a car allowance since he became a member of the Cabinet (b) has the Minister always used his own car during this period of time in the Ottawa area and/or has he ever made use of government owned transportation?

2. (a) Is the government officially aware if the Minister's driver's licence was under suspension during any time over the past year and, if so, was the usual car allowance paid to the Minister during this period of time (b) how much was paid (c) has the amount been refunded and (i) if so, on what date (ii) if not, will the government request such a refund?

Hon. Mitchell Sharp (President of the Privy Council):

1. (a) The number of years the hon. member for Langelier has been a Minister of the Crown times the amount provided for in paragraph 43(2)(a) of the Senate and House of Commons Act, Chapter S-8 of the Revised Statutes of Canada, 1970. (See also the reply to question 4,126, Hansard 321, page 14415); (b) Both.

2. (a) No, the question of permits to operate motor vehicles being a matter falling within provincial jurisdiction.

UIC—CLAIMANTS REGISTERED

Question No. 5,737—Mr. Alexander:

1. In each month, for the years (a) 1974 (b) 1975 (c) 1976 to date, how many claimants were registered for unemployment insurance benefits?

2. In each case, what was the level of unemployment by (a) percentage (b) numbers?

Hon. Robert K. Andras (Minister of Manpower and Immigration): In so far as the Unemployment Insurance Commission is concerned: 1. (a), (b) and (c) See Statistics Canada Publication 73-001 entitled "Statistical Report on the Operation of the Unemployment Insurance Act."

2. (a) and (b) See Statistics Canada Publication 71-001 entitled "The Labour Force".