

Questions**DORVAL AIRPORT, MONTREAL—PARKING REGULATIONS****Question No. 306—Mr. Rock:**

1. What is the amount of rental per annum received by the government for the parking concession at the international airport at Dorval?
2. What are the names of the persons or corporation who have leased the parking concession?
3. For what period of time has the parking concession lease been granted?
4. What are the parking charges per hour and per day on this concession?
5. What is the annual revenue of the D.O.T. metered parking lot?
6. What are the charges and fines on over parked cars at the D.O.T. metered parking lot?
7. Where do taxis (other than Murray Hill), called by passengers from the airport, park their cars while waiting for their customers?
8. What government body makes the rules and laws for parking and transport facilities at the airport?
9. What police force enforces these traffic regulations and what court judges violators?
10. Why are no cars allowed to park on the spacious parking lot in front of the airport post office?
11. Why is there no drinking fountain on the main floor of the new air terminal building?
12. What amount per year does the government receive for (a) the limousine concession (b) the bus service concession for passengers (c) the bus service concession for workers?

Answer by: Mr. McBain:

1. The department received \$210,284 in revenue from the parking concession at the Montreal international airport for the fiscal year 1961-62.
2. Park-In Systems Limited presently operate the parking concession as a result of a public invitation to tender.
3. The parking concession lease has been granted for a five year period ending November 30, 1966.
4. The parking charges in the parking lot are as follows: 25 cents for the first two hours; 25 cents for each additional four hours thereafter; \$1.50 maximum daily charge.
5. Revenue from the D.O.T. metered parking lot for the fiscal year ending March 31, 1962 amounted to \$76,962.

6. The normal fine imposed under the airport vehicle control regulations for overparking in a metered area is \$2, plus costs. However, on a summary conviction a fine of up to \$50 may be imposed by the court.

7. Taxis coming to the airport on call from customers may park near the building exists, provided they satisfy the police that they are there by arrangement rather than to solicit fares.

8. Vehicle traffic at airports is controlled under provisions of the airport vehicle control regulations made under the government Property Traffic Act and the Department of Transport Act. The establishment of a ground

transportation business at an airport is governed by the airport concession operations regulations made under the authority of the Department of Transport Act.

9. The Royal Canadian Mounted Police enforces traffic regulations. Prosecutions are made in the sessions of peace court in Montreal.

10. Cars are not permitted to park in front of the airport post office (former domestic terminal building) because of traffic congestion resulting from truck operations at the air cargo terminal building, an extension of which is located close to the post office. The area must be kept free at all times to permit the movement of vehicle traffic.

11. Action is being taken to provide drinking fountains on the main floor of the air terminal building.

12. (a) The department receives a fee of \$50,000 per annum for the limousine concession. (b) There is no separate concession for bus passengers. (c) The government receives no fee from the bus company for the carriage of workers to the airport. This service is provided by contract under which all employers at the airport share in the cost of the service.

DORVAL AIRPORT, MONTREAL—BUS SERVICE**Question No. 307—Mr. Rock:**

Has the government ever requested the Montreal transportation commission to extend their bus routes to the Montreal international airport at Dorval and, if so, when, and what was the nature of the reply?

Answer by: Mr. McBain:

The government has not made a formal request to the Montreal transportation commission to extend their bus routes to the Montreal international airport at Dorval.

The position of the federal government is that the provision of transportation is a matter for consideration by the municipal authorities to provide facilities within their respective locales.

The department, with the co-operation of the air lines, provides for the maintenance of a transportation station at the airport to meet the requirements of their scheduled flights from the airport, and the authorized carrier provides similar transportation from a depot in the city centre designated by the air lines as well as certain intermediate points. Because of the nature of this type of transportation, it is subject to the regulation of the Quebec provincial transportation board.

REBATE OF EMERGENCY SURCHARGES**Question No. 308—Mr. Laing:**

1. Has a decision been taken to rebate, on all goods that were in transit June 25 the surcharges that were announced June 24 to meet the financial crisis and, if so, when was this decision taken?