

On Monday, March 23, 1970, the Committee received the following Order of Reference:

*ORDERED*,—That the Standing Committee on Transport and Communications be empowered, during its consideration of the subject-matter of ground transportation at airports, to adjourn from place to place within Canada.

Then pursuant to its so enlarged Order of Reference, your Committee set up an Itinerary that included an eight (8) day tour during which it has visited the Cities of Vancouver, British Columbia; Edmonton, Alberta; Calgary, Alberta and Winnipeg, Manitoba, and so completed its study of the subject-matter of ground transportation at airports in Canada.

Your Committee held 9 sittings and heard 22 witnesses during the above-mentioned tour of Western Canada.

Your Committee feels that the criteria used to determine the modes of ground transportation at international airports in Canada should be uniformly regulated for the greater convenience of the traveling public.

Your Committee therefore recommends that the Government give consideration to the advisability of implementing the following decisions and recommendations:

(A) That the following modes of transportation be made available to the general traveling public at all international airports in Canada, to be determined by the Department of Transport according to the circumstances.

1. Metered taxi service and/or chauffeured car service;
2. Bus transportation service.

(B) That the Department of Transport call for public tenders for the granting of a franchise to operate metered taxi, bus and chauffeured car systems at international airports in Canada at the expiration of the present contracts and that the new franchise be for a minimum period of ten (10) years.

The Committee found that of the three services mentioned above only metered taxicab service, from the airport to the city, was not available everywhere.

(C) That the three transportation services mentioned above, which are available at each one of the international airports be clearly advertised in the terminal by the franchised operator;

(D) That the rates to be charged for each service be specified on the sign indicating the selection of available modes of transportation to the travelling public;

(E) That public metropolitan transportation systems be encouraged to extend their services to serve the international airports where such service does not already exist;

(F) That the Licensee shall, in all respects, abide by and comply with all lawful rules, regulations and by-laws of municipalities and other governing bodies.

Due to the increase in passenger traffic expected by the coming into operation of the Jet Boeing 747, consideration should be given and studies undertaken to ascertain the possibilities of erecting terminals away from airports and located at strategic points such as railway terminals connected to future rapid transits