

Order Paper Questions

Airport	Year	Air Carrier	Total	Local*	Airport Total
Toronto	1974	151,678	226,921	14,814	241,735
	1975	150,958	228,688	9,509	238,197
	1976	152,742	235,998	8,851	244,849
Halifax	1974	22,980	39,204	42,695	81,899
	1975	23,703	41,129	37,421	78,550
	1976	24,039	44,772	28,394	73,166
Moncton	1974	10,092	25,545	80,722	106,267
	1975	8,924	33,169	82,666	115,835
	1976	8,581	37,815	67,362	105,177

Table II
Forecast* of Aircraft Movements

Airport	Year	Itinerant		Local	Airport Total
		Air Carrier	Total		
Calgary	1977	62,700	130,800	73,800	204,600
	1978	66,700	140,300	77,000	217,300
	1979	70,200	150,700	80,400	231,100
	1980	75,400	161,200	83,900	245,100
Edmonton International	1977	35,700	64,400	34,300	98,700
	1978	36,900	70,100	48,400	118,500
	1979	38,500	76,300	52,000	128,300
	1980	39,900	83,100	56,000	139,100
Vancouver	1977	74,200	218,700	5,000	223,700
	1978	77,400	229,300	5,000	234,300
	1979	80,700	239,900	5,000	244,900
	1980	84,000	250,800	5,000	255,800
Winnipeg	1977	43,800	115,000	40,300	155,300
	1978	43,900	113,800	38,600	152,400
	1979	45,000	113,700	36,900	150,600
	1980	46,100	112,800	36,200	149,000
Regina	1977	12,100	58,100	89,000	147,100
	1978	12,200	59,700	92,100	151,800
	1979	12,300	61,500	95,400	156,900
	1980	12,500	63,500	98,700	162,200
Montreal	1977	125,000	212,000	10,000**	222,000
	1978	130,000	221,000	10,000	231,000
	1979	135,000	229,000	10,000	239,000
	1980	140,000	238,000	10,000	248,000
Toronto	1977	154,600	238,400	8,900	247,300
	1978	156,400	240,800	9,000	249,800
	1979	158,200	243,300	9,000	252,300
	1980	159,100	249,700	9,000	258,700
Halifax	1977	23,300	52,300	40,000	92,300
	1978	24,700	54,900	40,000	94,900
	1979	25,700	57,700	40,000	97,700
	1980	26,400	60,200	40,000	100,200
Moncton	1977	9,000	39,400	65,000	104,400
	1978	9,300	41,600	65,000	106,600
	1979	9,600	42,800	65,000	107,800
	1980	9,900	44,000	65,000	109,000

* These forecasts are based on longer range forecasts to 1986 and are not intended to reflect short term year to year fluctuations.

** A substantial increase in local movements was reported at Mirabel in the first nine months of 1977. Local movements at Dorval are approximately the same as last year.

CP SHIPS—TRANSFER OF PORT OPERATIONS FROM QUEBEC CITY TO MONTREAL

Question No. 487—Mr. Forrestall:

1. Did CP Ships agree with the National Harbours Board to transfer its port operations from Quebec City to Montreal and, if so, will the two gantry cranes be moved from Quebec City to Montreal and, if not, for what reason?

2. What area of the Port of Montreal will accommodate CP Ships' Montreal port operation?

Hon. Otto E. Lang (Minister of Transport): The National Harbours Board advises as follows: 1. No agreement has been made between CP Ships and the National Harbours Board to transfer CP Ships' operations from Quebec city to Montreal.

2. In the event that CP Ships transferred its operations to Montreal, the vessels could be accommodated at the proposed Racine Wharf Container Terminal in the area between sections 58 and 62.

CONTAINER FACILITY—PORT OF MONTREAL

Question No. 489—Mr. Forrestall:

1. Did the government consider the possibility of building a container handling facility on the south shore of the St. Lawrence River at the Port of Montreal near the Louis-Hippolyte Lafontaine bridge and tunnel and, if so, what is the government's best estimate of the cost of a one berth facility with two gantry cranes including all dredging costs?

2. Are other locations in the Port of Montreal being considered as sites for container facilities and, if so, which ones?

3. Will the government consider that prior to any construction of additional container facilities at Montreal, that the same degree of private and provincial government financial involvement will be required as was the case at the second Halifax container facility?

Hon. Otto E. Lang (Minister of Transport): The National Harbours Board advises as follows: 1. No.

2. Yes, the Racine Wharf Container Terminal between sections 58 and 62.

3. The project has been developed on the basis of financing from accumulated surplus funds of the port of Montreal and loans from the Government of Canada.

PROPOSED PATROL VESSEL "SUPPLY VENTURE"

Question No. 790—Mr. Huntington:

1. Who, in the National Harbours Board, was responsible for conducting or approving the initial marine survey which indicated that the proposed patrol vessel, the *Supply Venture*, was seaworthy?

2. Who are, or were, the principals of Halifax Fishing Ventures Ltd.?

3. What was the total cost of shipping the *Supply Venture* from Halifax to Vancouver aboard the Norwegian freighter *MS Belstar*?

Hon. Otto E. Lang (Minister of Transport): The National Harbours Board advises as follows: 1. A reputable firm of marine classification surveyors performed a condition and evaluation survey on the vessel *MV Supply Venture*. In addition, a certificate of seaworthiness was issued by the MOT Marine Safety Surveyor for the voyage from La Havre to Halifax.