

is applicable at six airports, Montreal, Toronto, Winnipeg, Edmonton, Calgary and Vancouver International Airports. The general terminal charge formula was revised on July 1, 1968. Prior to July 1, 1968 the formula comprised a scale of fixed fees. The fixed fees represented only one-half of the rate which had been indicated in an economic study made in 1960 when the general terminal charge was first implemented. With the advent of new types of aircraft and aircraft models the fixed fee formula became

(a) Domestic Flights	Charge Prior to July 1, 1968
Type of Aircraft	
(I) DC9—Standard	8.50
(II) DC9—Stretched	8.50
(III) DC8—Standard	12.50
(IV) DC8—Stretched	12.50
(V) Boeing 737	8.50
(b) Non Domestic Flights	Charge Prior to July 1, 1968
Type of Aircraft	
(I) DC9—Standard	17.50
(II) DC9—Stretched	17.50
(III) DC8—Standard	25.00
(IV) DC8—Stretched	25.00
(V) Boeing 737	17.50

4. The statistical details are not available to calculate the additional revenue due to increased rates separately from the additional revenue due to increased traffic. The over-all increases in general terminal charge revenue are shown for the three year period April 1, 1967 to March 31, 1970 for two of the three specified airports. The general terminal charge does not apply at the Ottawa International Airport. (a) Vancouver International Airport: The general terminal charge was introduced following the completion of the new terminal building on September 10, 1968. 1968/69, \$308,206; 1969/70, \$768,892. (b) Winnipeg International Airport: 1967/68, \$131,656; 1968/69, \$272,732; 1969/70, \$377,958.

CENSORSHIP OF BOOKS IMPORTED INTO CANADA

Question No. 853—Mr. Hales:

1. Who is responsible for censorship of books imported to Canada?
2. What procedures are employed in deciding whether or not a book or publication should be prohibited entry into Canada?
3. Who is involved in this decision-making?
4. What guidelines are used?
5. Is a list of unacceptable material maintained by the government, based on past rulings?
6. What is the approximate amount of money spent annually on this censorship activity?

Hon. Herb Gray (Minister of National Revenue): 1. The Department of National Revenue, Customs and Excise, has the responsibility for classification of books falling within the provisions of Tariff Item 99201-1.

2. The examining officer at the port of entry may permit entry or, if he is of the view the goods might reasonably be considered treasonable, seditious, immoral or indecent, they are forwarded to headquarters where they are examined. Should this view be confirmed and if they are deemed to fall within the Tariff Item, they

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impracticable. Therefore on July 1, 1968 the formula was revised based on units of five seats assessed on the seating capacity of the aircraft, and thereby the full rate indicated by the economic study, referred to previously became applicable. The revised general terminal charge is \$1 per unit of five seats on a domestic flight and \$2 per unit of five seats on a non domestic flight.

2. The effective increase for the aircraft specified is as follows:

Charge Effective July 1, 1968	Increase \$	%
13.00	4.50	53
18.00	9.50	112
28.00	15.50	124
40.00	27.50	220
18.00	9.50	112
Charge Effective July 1, 1968	Increase \$	%
26.00	8.50	48
36.00	18.50	105
56.00	31.00	124
80.00	55.00	220
36.00	18.50	106

are not permitted entry (under authority of Section 12 of the Customs Tariff). The examining officer then advises the importer of the decision, including his right of appeal to the Deputy Minister (under Subsection 4 of Section 43) for a reclassification of the goods. Should the appeal be denied, the importer can take a further appeal to the judge of the country or district court as provided by Section 46A of the Customs Act.

3. The first classification is made by the port officer and at headquarters the review is made by persons classified as senior executive officers. In the event of an appeal, see reply to Question 2.

4. A primary consideration is the wording of the Tariff Item itself. This is supplemented by internal guidelines which are based on the sense of community standards as reflected in court decisions made under the Customs Tariff Act and related sections of the Criminal Code.

5. The ordinary filing system is maintained for all items forwarded and reviewed at headquarters. No separate list of material prohibited under the Tariff Item is maintained.

6. This information is not available in departmental records as costs relating to the examination of specific goods are not isolated in field operations.

INFORMATION ON APPLICATIONS FOR EXPORT PERMITS

Question No. 862—Mr. Saltzman:

1. What persons are entitled to receive information on applications for exports permits?
2. Is access to such information restricted and, if so, for what reason?

Mr. Bruce Howard (Parliamentary Secretary to Minister of Industry, Trade and Commerce): 1. Only those persons in the Public Service whose responsibility it is to assist in rendering a decision on applications for ex-