

*Order Paper Questions*

## COMMERCIAL VALUE OF FISHERIES HARVEST—ATLANTIC AND PACIFIC COASTS

Question No. 5,111—**Mr. Forrestall**:

What is the government's best estimate of the commercial value of the annual fisheries harvest taken within 200 miles of the (a) Atlantic (b) Pacific shores?

**Mr. George Baker (Parliamentary Secretary to Minister of State (Fisheries))**: The commercial (landed) value of the annual fisheries harvest taken by all countries (including Canada) within 200 miles of the Canadian coasts is estimated for the year 1974 at: (a) Atlantic Coast \$350 million. (b) Pacific Coast \$125 million. Prices received by Canadian fishermen were used to estimate the value of foreign catches.

## HALIFAX INTERNATIONAL AIRPORT—CAR PARKING

Question No. 5,137—**Mr. Crouse**:

1. What method does the Department of Transport use to facilitate public parking at the Halifax International Airport?

2. (a) Who is responsible for the operation of such public parking (b) how was the decision reached (c) for what period of time is it to be operated under the present arrangements?

3. Is the public parking facilities at the Airport satisfactory from the point of view of demand and, if not, what efforts does the Department intend to undertake to provide additional space?

4. Have any complaints been directed to the Department relating to inadequate parking space?

**Mr. Ralph E. Goodale (Parliamentary Secretary to Minister of Transport)**: 1. To facilitate short-term public parking, 60 metered parking positions are provided. These spaces are metered for one hour parking duration. In addition to short-term parking, a parking lot which accommodates 729 cars is provided for long-term parking.

2. (a) The metered parking is administered by Transport Canada officials. The public parking lot at Halifax International Airport is operated under a management fee contract for Transport Canada. Canadawide Parking Services Ltd. is the present operator of the parking facility. (b) The decision to award the contract to Canadawide Parking Services Ltd. was reached by means of a public tender call. (c) The present contract expires August 31, 1976 and Transport Canada will call public tenders in the very near future.

3. The parking lot is inadequate to meet the demand. Expansion of the facility to accommodate an additional 502 cars is included in the Airport Development Plan for year 1977/78. The inadequacy has been recognized for some time, however the project has had to be deferred in favour of other local projects of higher priority.

4. No complaints have been recorded.

## TORONTO INTERNATIONAL AIRPORT—COST FOR IMPROVEMENTS

Question No. 5,218—**Mr. Stevens**:

1. What is the total estimated cost for improvements now underway at Toronto International Airport for (a) Terminal Number 1 (b) Terminal Number 2 and, in each case (i) what is the nature of the improvements (ii) on what date will they be completed?

[Mrs. Campagnolo.]

2. (a) What was the total cost to the government for the destruction of the Shell Service Station facility required presumably as a result of the improvements to Terminal Number 2 (b) what was the nature of the costs (c) what compensation was paid to the owners or operators of the Station (d) on what date was the Station (i) opened for business (ii) closed?

3. What was the original total cost for (a) Terminal Number 1 (b) Terminal Number 2 and, in each case, on what date was it first opened for business?

**Mr. Ralph E. Goodale (Parliamentary Secretary to Minister of Transport)**: 1. (a) \$21,301,000 in November, 1975 dollars. (i) This consists of Terminal Building modifications to structural, architectural, mechanical and electrical work related to vertical transportation, west court modifications, holdroom expansion, public arrivals waiting room, international inspection and inbound baggage systems; outbound baggage system and air conditioning. (ii) December 31, 1978. (b) \$41,088,000 in November, 1975 dollars. (i) This consists of approximately 750 feet expansion to Terminal Building including structural, architectural, mechanical and electrical works associated with Stage 3 improvements and to the interface with the parking structure project; furniture and furnishings; environmental improvements; Apron expansion associated with Terminal II and related services; elevated road (curb) construction and other areas requiring finishes such as tenant relocation and improvement facilities. (ii) September 30, 1978.

2. (a) \$57,637.40 paid to date, balance due contractor \$6,288.60. (b) Demolish, excavate, backfill, remove and dispose of the abandoned service station including underground tanks, roofs, etc. (c) \$400,000. (d) (i) August 1, 1964. (ii) August 1, 1975.

3. (a) \$24,460,000. February 20, 1964. (b) \$39,413,000. April 1, 1973.

NOTE (1): The cost figures for question 3 do not include utilities services, roads, furnishings and fixtures.

## HALIFAX—DARTMOUTH PORT—SHED RENTAL CHARGES

Question No. 5,238—**Mr. Forrestall**:

What is the present position of the Minister of Transport on the shed rental charges to be imposed on the Port of Halifax-Dartmouth by the National Harbours Board in June 1976?

**Mr. Ralph E. Goodale (Parliamentary Secretary to Minister of Transport)**: Since the proposed marine terminal policy was proposed for discussion last year, the National Harbours Board has received valuable comments from various groups. In response to the suggestions, the original proposal was recently amended and will be reviewed by the Port Authority Chairmen concerned later this month. No decision has been made regarding implementation of the effective date thereof.

## CUSTOMS PRE-CLEARANCE AT INTERNATIONAL AIRPORTS

Question No. 5,256—**Mr. Lambert (Edmonton West)**:

Was a notification sent by April 1, 1976, to the Government of the United States by the government as required under the Canada-United States Bilateral Air Agreement for the introduction of customs pre-clearance at international airports and, if not, for what reason?