

*Order Paper Questions*

9. While Blue Line Taxi Limited has the right to do so, it has not operated a limousine service for a number of years. The bus service is on a self-supporting basis.

10. While public tenders are called at regular intervals at Transport Canada airports in respect to most concession activities in order to provide prospective concessionaires with the opportunity to bid on airport concessions and to permit Transport Canada to optimize its revenues, the optimization of revenues is however a secondary consideration when choosing a ground transportation operator. The Department's policy is to invite proposals from the ground transportation industry to respond to specific ground transportation service requirements. The successful operator is chosen by a committee comprised of Transport Canada representatives and representatives of the airlines serving the airport. The company judged to be the most capable of providing the level of service specified in the invitation is selected. Red Line Taxi Limited acquired the ground transportation concession in accordance with this general policy at a time when no other company was capable of providing the service. Blue Line Taxi Limited subsequently acquired the interests of Red Line Taxi and in so doing acquired the airport transportation licence. Proposals have not been invited from the industry as it is considered that Blue Line Taxi is providing an adequate level of service.

## SPORT AND RECREATION FACILITIES FOR SENIOR CITIZENS

Question No. 2,270—**Mr. Patterson:**

1. For the 1975-76 fiscal year, what was the cost to taxpayers of construction, maintenance and repairs to federal penal institutions?
2. For the same year, what was the average cost to the taxpayer for maintaining one inmate in an institution?
3. For the same year, what was the total cost to the taxpayer for maintenance of all inmates in institutions?
4. For the same year, what was the total cost to the taxpayer for (a) education of inmates (b) sport and recreation facilities in institutions?
5. For the same year, what was the total cost to the taxpayer for sport and recreation facilities for senior citizens?

**Mr. Ralph E. Goodale (Parliamentary Secretary to President of the Privy Council):** I am informed by the Canadian Penitentiary Service and Health and Welfare Canada as follows:

1. Cost of construction: \$23,173,654. Repair and upkeep: \$2,242,089.
2. \$17,438.
3. \$150,374,365.
4. (a) \$1,292,248. (b) \$303,334.
5. An amount of \$11,338,188 was spent in 1975-76 for projects funded by the New Horizons Program. These funds were used to enable senior citizens to participate in a wide variety of meaningful activities of their own choice. New Horizons does not fund capital construction, however, some part of project grants may be used for minor renovations to existing activity centres.

[Mr. Lang.]

## ORDER PAPER QUESTION

Question No. 2,277—**Mr. Cossitt:**

Was Question No. 41 placed on the *Order Paper* on October 12, 1976 and previously placed on the *Order Paper* in the 1st Session of the 30th Parliament on May 11, 1976 forwarded by the Privy Council Office to the department for answer and, if so (a) on what date (b) what persons forwarded it (c) who received it (d) who was assigned and what was his/her job designation to answer the question and on what date (e) is the answer ready and (i) if so, for how long and for what reason has it not been forthcoming (ii) if not, for what reason?

**Mr. Ralph E. Goodale (Parliamentary Secretary to President of the Privy Council):** The government takes responsibility for the answers it provides to questions and for the process involved in replying to such questions. It is not appropriate therefore to provide information about internal administrative arrangements.

## PORT OF HALIFAX—ECONOMIC IMPACT STUDY

Question No. 2,298—**Mr. Forrestall:**

1. Will the government table the final copy of the Task Force Report on the requirements for a second container terminal at the Port of Halifax?
2. (a) Will the government table the economic impact study undertaken for the Port of Halifax and financed partly by the National Harbours Board (b) what consulting company undertook the study (c) on what date was it completed (d) what was the total cost of the study?
3. On what date was a copy made available to (a) NHB Halifax staff (b) staff of the Halifax Dartmouth Port Commission (c) the Halifax Port Authority?

**Hon. Otto E. Lang (Minister of Transport):** The National Harbours Board advises as follows: 1. A Task Force on the requirements for a second container terminal at the Port of Halifax was a co-operative venture between the National Harbours Board and the Province of Nova Scotia. Although the complete report contains certain confidential data, the co-chairmen of the task force have agreed to release an executive summary of the report.

2. (a) Distribution of a study of the Economic Evaluation of the Halifax Containerport Expansion Project commissioned by the Province of Nova Scotia or any related information would require consent of the Province. (b) Same as 2(a). (c) Same as 2(a).

3. (a) As party to the Task Force, a copy of the report referred to in 2(a) above was provided to the National Harbours Board. Further distribution would have been made by the Province of Nova Scotia. (b) Same as 3(a). (c) Same as 3(a).

## TELECOMMUNICATIONS

Question No. 2,304—**Mr. O'Sullivan:**

1. With reference to the answer to Question No. 1,943 which stated in part that the total costs of charges on other than local communications in the Department of Manpower and Immigration included in the Estimates for 1975-76 was \$2,307,052, of this stated cost, how is the amount divided between (a) communications within Canada (b) overseas communications and, in each case (i) what communications methods were used (ii) what were the percentage costs of each method (iii) what amount and percentage of these costs was paid to communications companies other than Canadian?

2. With reference to the answer to Question No. 1,943 which stated in part that the total estimated costs of charges on other than local communications in