

*Order Paper Questions*

**Hon. Pierre Bussières (Minister of National Revenue):** (a), (b) and (c). The Department is not aware of any delays or reasons for delays in releasing parts for farm machinery. Canada Customs must first determine that parts for farm machinery are not to be used for purposes other than agricultural before releasing them. In this regard, the importer of record must satisfy customs officials at time of entry that the parts are for use on farm machinery.

It should be mentioned, however, that the importer is not always the end-user. Satisfactory evidence, therefore, must be submitted at time of entry in the form of end-use certificates, purchase orders, or similar documentation to substantiate that the parts are for farm machinery. When an importer is without the proper customs forms at time of importation, he can avail himself of the immediate release procedure (bond required) which is normally used when the importation is of commercial nature (i.e. goods for resale). In cases when the importer of record is the farmer and he can satisfy the customs official that the part is for his farm machinery, the goods are documented on a casual import entry and released immediately.

When the legislation stipulates that the parts imported must be for use on farm machinery the Department must ensure that this requirement is met.

The present practice of obtaining satisfactory evidence at time of entry is the best method of ensuring that the parts imported are for farm machinery.

## SURVEY OF VACATION TRAVEL BY CANADIANS

Question No. 4,629—**Mr. Mazankowski:**

Was a firm hired on behalf of the Department of Industry, Trade and Commerce to conduct a survey of vacation travel by Canadians and, if so (a) did the survey look at both domestic and international travel (b) what were the results (c) to what use will the results be put (d) what amount did the study cost?

**Mr. René Cousineau (Parliamentary Secretary to Minister of State (Small Businesses and Tourism):** In so far as the Department of Industry, Trade and Commerce is concerned: Yes, Traveldata International of Toronto. (a) Yes. (b) Marginal decrease in foreign travel by Canadians and a small increase in domestic travel in 1981. (c) The results of this study will be used in developing marketing strategies to promote the tourism plant in Canada by the Canadian Government Office of Tourism. Other users are the departments responsible for tourism in the Provinces/Territories, and the Tourism Industry in general. (d) \$100,000.

## DEVELOPMENTAL POTENTIAL OF NEW AIRCRAFT

Question No. 4,754—**Mr. Mazankowski:**

Was a study done on behalf of the Department of Transport to examine the development potential for the 150-seat new technology aircraft for the 1990s and, if so (a) who performed the study and at what cost (b) what was the purpose (c) what were the major conclusions and recommendations (d) what steps has the government taken to implement the recommendations?

**Hon. Ed Lumley (Minister of Industry, Trade and Commerce and Minister of Regional Economic Expansion):** In so

far as the Department of Industry, Trade and Commerce is concerned: No.

(a) The Department, assisted by the Development Centre of the Department of Transport and Peat Marwick consulting firm, is preparing a study at an estimated cost of \$66,000. (b), (c) and (d) In the process of evaluating the market for this class of aircraft, the Department is working with Canadian industry and negotiating with leading manufacturers of commercial aircraft. No recommendations have been made as the evaluation is still incomplete.

## INDOOR ENTRY WAYS FOR ATLANTIC PROVINCES AIRPORTS

Question No. 4,785—**Mr. Howie:**

1. Which Department of Transport airports in the Atlantic Provinces are equipped with an indoor entry way to aircraft to protect passengers from severe cold and inclement weather and which airports are not so equipped?

2. What is the criterion used for determining the need for installation of indoor entry ways to aircraft?

3. Are the Atlantic Provinces discriminated against in this regard and, if so, for what reason?

**Mr. Jesse P. Flis (Parliamentary Secretary to Minister of Transport):**

1. In the Atlantic Provinces only two airports, Halifax and St. John's, are equipped with indoor entry ways to aircraft called "passenger loading bridges".

The following Transport Canada airports do not have passenger loading bridges: Charlottetown, Churchill Falls, Deer lake, Fredericton, Gander Int'l, Moncton, Saint John, N.B., St. Anthony, Stephenville, Sydney, Wabush and Yarmouth.

2. Transport Canada policy is that the Department may provide a passenger loading bridge where there exists an annual passenger volume of 250,000 or more at an airport, and, in addition, at least 125,000 passengers from loading bridge compatible aircraft, enplaning and deplaning annually at the aircraft gate in question.

Air carriers are entitled to install their own loading bridges where an air carrier normally utilizes a particular aircraft gate for at least 35 per cent of the operational day at the airport, or for the busiest 16 hours of airport operation.

3. The Atlantic Provinces are not discriminated against in the national application of this policy.

## CANADA POST—INSIDE WORKERS EMPLOYED IN FREDERICTON

Question No. 4,795—**Mr. Howie:**

On (a) January 1, 1981 (b) January 1, 1982 (c) January 1, 1983 (d) the first day of the month in which this question is answered, how many (i) permanent (ii) casual inside workers were employed by the Fredericton, New Brunswick central mail sorting depot?

**Mr. David Berger (Parliamentary Secretary to Minister of Consumer and Corporate Affairs):** The Canada Post Corporation informs me as follows: