

rial approval. As this Management Committee has the authority to make these adjustments as required, ministerial approval has not been necessary.

The intent of this provision is to provide the Management Committees with sufficient flexibility to respond to operational constraints as well as opportunities. This flexibility in management helps to ensure the most efficient use of government funds, while at the same time guaranteeing that Ministers retain absolute control.
[English]

The Acting Speaker (Mrs. Champagne): The questions as enumerated by the Parliamentary Secretary have been answered.

* * *

• (1120)

STARRED QUESTIONS

Mr. Albert Cooper (Parliamentary Secretary to Government House Leader): Madam Speaker, would you be so kind as to call starred questions nos. 6, 23 and 26?

The Acting Speaker (Mrs. Champagne): Is that agreed?

Some Hon. Members: Agreed.

Mr. Cooper: Madam Speaker, I have the answers to these questions, but rather than reading them into the record because of their length maybe we can have them printed as though they were read.

The Acting Speaker (Mrs. Champagne): The House has heard the suggestion of the Hon. Parliamentary Secretary. Is the House in agreement?

Mr. Gauthier: Just on a question of interest, Madam Speaker. The answers to the questions seem to be extensive. Is the Parliamentary Secretary proposing that these be printed as read in today's *Hansard*? If he is doing that, then I agree.

Mr. Cooper: Yes, that is the case, Madam Speaker.

The Acting Speaker (Mrs. Champagne): Does the House agree?

Some Hon. Members: Agreed.

Starred Questions

[Editor's Note: The above-mentioned questions are as follows:]

[Text]

REROUTING OF CNR ORE CARS

*Question No. 6—Mr. St-Julien:

On November 25, 1988, the day landslides occurred on the St-Maurice and La Tuque subdivisions, were ore-carrying cars or freight cars from the Chapais and Faribault subdivision routed by the Canadian National Railway Company via Ontario Northland, to the towns of Rouyn-Noranda, Val-d'Or, Senneterre, Barraute, Lebel-sur-Quévillon and Matagami and if so, what was the (a) distance covered by these trains (b) number of trains routed to Abitibi-Témiscamingue and La Tuque (c) number of cars in these trains carrying dangerous materials (d) number of days necessary to effect such transportation?

Hon. Benoît Bouchard (Minister of Transport): The Canadian National Railway Company advises as follows:

On November 25, 1988, the day of the landslide, the St-Maurice and La Tuque subdivisions were impassable. CN was unable to move any cars of ore and/or other goods originating on the Chapais Subdivision via the ONR to Rouyn-Noranda, Val d'Or, Senneterre, Barraute, Lebel-sur-Quévillon and Matagami.

SUBSIDIZATION OF PASSENGER TRAVEL

*Question No. 23—Mr. Angus:

For each year since 1979, has the government an estimate of its subsidization of passenger travel by (a) air (b) rail (c) road and if so, what is the (i) total amount of subsidy (ii) subsidy per passenger-kilometer travelled?

Hon. Benoît Bouchard (Minister of Transport): Transport Canada advises as follows:

(a) for air transportation, net expenditures and net expenditures per passenger-kilometre are as depicted in Appendix I;

(b) for VIA Rail, subsidies and subsidies per passenger-kilometre are as depicted in Appendix II; and

(c) an estimate of the subsidization of passenger travel by road is not readily available because all three levels of government are involved both in the financing of roads and the collection of revenues from users. Furthermore, no definitive methodology exists for the allocation of costs between automobiles, buses and trucks.

Net Expenditures for Airports and Aviation

	1979/80—1987/1988								
	1979/80	1980/81	1981/82	1982/83	1983/84	1984/85	1985/86	1986/87	1987/88
Net Expenditures by Transport Canada (\$Millions)	309.8	328.3	442.2	514.8	647.7	865.2	741.1	666.2	514.1
Direct Subsidies administered by the Canadian Transport Commission (\$Millions)	2.0	1.7	1.6	1.5	1.5	1.5	0.6	1.6	0.0
Total net expenditures (\$Millions)	311.8	330.0	443.8	516.3	649.2	866.7	741.7	667.8	514.1