

Mr. Ralph E. Goodale (Parliamentary Secretary to President of the Privy Council): See reply to Question No. 2,027 answered this day.

EXPENSES PAID TO HON. MEMBER FOR ST. BONIFACE

Question No. 2,234—**Mr. Cossitt:**

1. What is the total of all expenses paid by the Department of Supply and Services or any other branch of the government, directly or indirectly, for the honourable Member for St. Boniface while (a) Parliamentary Secretary to the Minister of Regional Economic Expansion (b) Parliamentary Secretary to the Minister of Transport (c) Minister without Portfolio?

2. What is the total of all expenses paid for the Minister while serving in the three positions?

Mr. Ralph E. Goodale (Parliamentary Secretary to President of the Privy Council): See reply to Question No. 2,027 answered this day.

UNEMPLOYMENT INSURANCE COMMISSION

Question No. 2,251—**Mr. Fortin:**

Can a Regional Director of the Unemployment Insurance Commission (a) rent (b) lend computer services and personnel to private companies and, if not, are civil servants willing to testify in this regard, bound by an oath of office?

Hon. Bud Cullen (Minister of Manpower and Immigration): (a) and (b) Yes.

GROUND TRANSPORTATION POLICY FOR AIRPORTS

Question No. 2,260—**Mr. Mazankowski:**

1. Do the regulations respecting ground transportation fees at airports state that "The annual fee for a permit to operate a taxicab or limousine at Toronto International Airport is \$875," and, if so, has the Department of Transport collected such moneys or parts thereof and, if not, for what reason?

2. Have any legal questions of a discriminatory basis or otherwise been raised with regard to the collection of such fees and, if so (a) what are the details (b) which group, person or individual made such representation (c) what specific action is being taken or will be taken to respond?

3. Do the government airport concession operations regulations state in part, that any person may pick up or transport passengers in a commercial passenger vehicle from a place outside the airport to a destination at the airport and, if so, does Blue Line Taxi adhere to the regulation at the Ottawa International Airport and, if not, for what reason?

4. Are Gloucester Township taxis, under city regulations, allowed to pick-up a fare in Ottawa and transport the passenger to the Airport and, if so, has Mr. Montgomery, President of Blue Line Taxis Limited, on occasion fined the Carleton Taxi Association members for doing so and is this in contradiction of section 7(1)(a) of the government airport concession operations regulations?

5. Does the license (file no. 5156-464-6 Vol.3) between the Department of Transport and Blue Line Taxis Limited (formerly Red Line Taxis Limited) state at section 5 "that the Licensee shall in all respects abide by and comply with all lawful rules, regulations and by-laws of municipalities and other governing bodies, in any manner affecting the operations conducted by the Licensee hereunder" and, if so, has Blue Line Taxis Limited complied faithfully to this section and, if not, for what reason?

6. Does the Department collect 5 per cent of the gross revenue derived by Blue Line Taxis Limited from the operation of the bus and limousine service to and from Ottawa International Airport and such other special ground transportation services from the Airport, and fifteen cents for each taxicab from the Airport, all as established to the satisfaction of the Minister, payable in monthly installments on or before the fifteenth day of each succeeding month?

Order Paper Questions

7. For each year since Blue Line Taxis has been operating out of the Airport, what is the amount of gross revenue the Department received from the (a) taxicab (b) bus (c) limousine service?

8. With reference to Part 7, is there any cross subsidy among the taxicab, bus and limousine service at the Airport and, if so (a) which modes are being cross subsidized (b) what is the specific amount of the cross subsidy for each year that Blue Line Taxis has been operating?

9. Does Appendix B of the August 1976 Ground Transportation Policy for Airports state "where a bus service operator also provides limousine service the limousine service must be on a self-supporting basis and not subsidized by revenue from the bus operator" and, if so (a) is the (i) limousine service (ii) bus service at Ottawa International Airport on a self-supporting basis (b) does the bus service at Ottawa International Airport subsidize the limousine service and, if so, to what extent?

10. What is the last date that public tenders were called on the taxi, bus and limousine service at Ottawa International Airport?

Hon. Otto E. Lang (Minister of Transport): 1. The airport ground transportation regulations state that the annual fee for a permit to operate a taxicab or limousine at Toronto International Airport is \$875. The regulations were promulgated to stipulate this fee in anticipation of the proclamation of Toronto International Airport as a designated airport pursuant to section 4 of the Airport Concession Operations Regulations. No moneys have been collected since the airport has not yet been designated and the \$875 fee is therefore not applicable. The implementation of the designation system is still under consideration.

2. No legal questions of any nature have been raised with the Department of Transport by any person or group regarding the collection of such fees.

3. The Government Airport Concession Operations Regulations state, in part, that any person may pick up or transport passengers in a commercial passenger vehicle from a place outside the airport to a destination at the airport. Blue Line Taxi adheres to this regulation at the Ottawa International Airport, and is accorded the right to pick up passengers at the airport for carrying off the airport pursuant to the terms of its agreement with the Department of Transport.

4. Any taxi operating in a municipality in a manner that is in accord with the regulations of that municipality and such other municipalities as it operates in can transport a passenger to the airport and not be in conflict with Section 7(1)(a) of the Government Airport Concession Operations Regulations. The Department does not have privity of contract with any arrangements Blue Line Taxi Limited may have with the Carleton Taxi Association members.

5. Yes, Blue Line Taxi Limited complies fully with Section 5 of its Licence as far as the Department is aware.

6. Yes, Blue Line Taxi Limited pays the fees as is stated.

7. The amount of gross revenue paid by Blue Line Taxi Limited or any other concession operator is confidential to the parties involved, unless the licence between Blue Line Taxi Limited and the Department does not contain such a provision.

8. The financial statements filed by Blue Line Taxi Limited in accordance with the terms of its licence do not indicate any cross subsidization among the taxicab, bus and limousine service.