

Order Paper Questions

of the workmanship, all of the parts and all of the materials originate in Canada. The nature of the industry is such that new parts destined for the assembly of new motor vehicles can flow freely between Canada and United States and vice versa—as long as a given percentage of new cars sold in Canada are actually cars assembled in Canada regardless of origins of components. Cars are imported into Canada and are also assembled in Canada with more or less imported parts. On a

number of units sold in Canada basis, Statistics Canada estimates show that in 1979 domestic production (units assembled on Canadian assembly lines) accounted for about 34 per cent of total sales. In 1978 the figure was 27 per cent, and in 1977 24 per cent. On a value basis the percentages may be quite different depending on the mix of automobile by size and model. Input-output data suggest that in 1976 about 35-40 per cent of the value of total intermediate use (excluding parts for final sale) in motor vehicle manufacturing was Canadian.

Year	Produced in Canada	Exports	Produced in Canada for Domestic		Imports	(Per cent of final sales)	Sales in Canada
	(000's units)	(000's units)	(000's units)	Consumption (Per cent of final sales)	(000's units)		(000's units)
	(1)	(2)	(3)		(4)		(5)
1977	1,162.4	921.4	241.0	24.3	754.5	76.1	991.4
1978	1,143.4	873.7	269.7	27.3	743.0	75.1	988.9
1979	987.7	650.1	337.6	33.7	707.1	70.5	1,003.0

Sources:

- (1) Canadian Motor Vehicle Manufacturer's Association
- (2) Statistics Canada publication 65-203
- (3) Column 1—Column 2
- (4) Statistics Canada publication 65-202
- (5) Statistics Canada publication 63-208 and 63-207

AIR CANADA PASSES

Question No. 739—**Mr. Cossitt:**

1. With reference to the answer to question No. 77 which states in part, that Air Canada's practice "is similar to other Canadian carriers" in regard to the issuing of passes to those persons who have no government connection, what is a full description of "similar to other Canadian carriers"?

2. With further reference to the answer which states in part, that "the airline regards details of its promotional pass issuance as proprietary" (a) is Air Canada a Crown corporation owned by the people of Canada (b) does Air Canada report to Parliament through a Minister of the Crown (c) under what authority does Air Canada have the right to deny information to the elected representatives of the people (d) has the government lost control of Air Canada and its operations (e) is Air Canada immune to requests for information from members of Parliament or from the Minister of Transport and, if so, what steps will the government take to rectify the situation and does this come under the government's policy to permit more freedom of information to the Canadian people?

3. Is it the policy of the government to allow a Crown corporation to refuse information to members of Parliament and, if not, will this situation be corrected and, if so, on what date?

4. What is the name of the person or persons who made the decision that "the airline regards details of its promotional pass issuance as proprietary"?

Mr. D. M. Collette (Parliamentary Secretary to President of the Privy Council): I am informed by the management of Air Canada and the Prime Minister's and Privy Council offices as follows: 1. "similar to other Canadian carriers" means that Air Canada conforms to the same rules of the Canadian Transport Commission and its practices, in the application of those rules, are the same as other Canadian carriers.

- 2. (a) Yes.
- (b) Yes.
- (c) Air Canada withholds only that information which it regards as proprietary.
- (d) No.
- (e) Within a general framework of financial accountability and policy direction, Air Canada is not

immune to requests for information from cabinet or Parliament. However, successive Canadian governments have allowed Crown Corporations operating in a commercial and competitive environment not to reveal publicly confidential commercial information, the disclosure of which would be injurious to their competitive position. This approach is in line with the policy reflected in the access to information bill.

3. See answer to 2. (e).

4. It is a corporate decision.

DISCOVERY TRAIN

Question No. 1,599—**Mr. McKenzie:**

1. What was the initial cost to the government of the "Discovery Train"?

2. What is the annual cost to the government for maintaining the train?

Mr. Peter Stollery (Parliamentary Secretary to Secretary of State and Minister of Communications): I am informed by the National Museums of Canada that the reply to the above question is as follows: 1. The purchase price of the Discovery Train was \$629,482 (\$575,000 U.S.). Of this amount, \$541,540 was donated from provincial governments and private sources, leaving \$87,942 as the initial cost to the federal government of the Discovery Train. Following receipt of the rolling stock, made as a gift to the Crown, fabrication and start-up costs totalled \$4,946,971.

2. The annual cost to maintain and operate the train are as follows:

1978-79	\$2,329,266
1979-80	\$3,291,219
1980-81	\$3,016,759
Total:	\$8,875,410

Included in these figures are salaries, travel costs, repair and upkeep, equipment, and communications.