

*Inquiries of the Ministry*

In view of the serious troubles which developed yesterday in Montreal, does the minister intend to take steps to settle the conflict between the Montreal taxi drivers and the Murray Hill company concerning the transportation of passengers to Dorval airport?

I would also ask the minister to tell us whether he intends to appoint a mediator immediately, in order to end the monopoly of the Murray Hill company in Dorval, which is detrimental to the Montreal taxi drivers and contrary to the principle of free competition?

[*English*]

**Hon. Paul Hellyer (Minister of Transport):** Mr. Speaker, I have a very long answer to this question, and I suggest that I either be given permission to revert to motions to read it or that the house agree to have it taken as read at this stage and included in *Hansard*.

**Mr. Speaker:** Is it agreed that the minister has leave to revert to motions for the purpose of reading his statement?

**Some hon. Members:** Agreed.

**Mr. Hellyer:** Mr. Speaker, departmental policy in ground transportation at airports is founded on long experience in Canada and abroad. If adequate service to airline passengers is to be provided, ground transportation arrangements must be carefully controlled and planned to ensure service to meet fluctuating and peak demands and availability regardless of weather, or time of day or night.

Quite apart from the lack of availability, over-all higher costs can result to travellers unless the transportation is controlled and regulated in accordance with contractual arrangements, since an uncontrolled open door policy leads to skimming of the cream at busy times, with resultant inadequacy of service and over-all higher costs at other times. Also, services must operate in accordance with provincial and municipal laws relating to licensing and rate regulation.

Within the limits of these objectives it is departmental policy to provide the various types of commercial ground transportation that the public require by one or more concession or contractual arrangements, usually by a single concession. The four main categories are airline bus service, special limousine zone service, meter taxi service and common carrier public transportation service by bus.

[Mr. Valade.]

The concession arrangements at Montreal airport cover the airline bus and limousine service. The concessionaire also experimented with the provision of meter taxi service at the airport, but demand was slight and this particular service has been discontinued, although the matter is again under review. It should be noted in this connection that the bus and limousine service are properly licensed by provincial authorities. Further, any meter taxi service would require to be licensed by Dorval municipal authorities, and the taxi drivers from the city of Montreal who have been involved in the protest apparently do not hold municipal authorization for service at the airport. Common carrier bus service is not available to and from the airport but it is hoped that a responsible common carrier will, at some stage, demonstrate an interest in providing service on a normal commercial basis, as is already done at Toronto airport.

As regards the demonstrations at Dorval it is understood that these were organized by taxi drivers from the city of Montreal. With this group were associated a substantial number of students, whose interest in this subject is less clearly understood, particularly since as far as can be ascertained they do not understand and have not made any attempt to ascertain the facts regarding the nature of and reasons for present policy relating to airport ground transportation.

The demonstrations in the main took place on the road system approaching the airport rather than on airport property. Some violence developed on the part of demonstrators. There was no substantial damage to airport property, but there was some damage to vehicles of the company providing the ground transportation service to and from the airport.

The excellent co-operation and restrained conduct of municipal, provincial and federal police forces assisted materially in keeping the situation under control and preventing it from becoming worse. It is also understood that following the episode at the airport the demonstrators, or at least some of them, turned their attention to other objects in the metropolitan area having nothing to do with aviation.

[*Translation*]

**Mr. Valade:** I think, Mr. Speaker, that the statement just made by the hon. Minister of Transport does not at all answer my previous questions when I asked him if the government intended to obtain the services of a