

Routine Proceedings

VIA Rail rent to transport the passengers (ix) at what cost, and (x) how much did it cost VIA Rail for meals and rooms for the passengers?

Mr. Albert Cooper (Parliamentary Secretary to Minister of State and Leader of the Government in the House of Commons): Time required to prepare this answer: 33 hours and 51 minutes

Approximate cost: \$610.

I am informed by the Department of Transport as follows:

VIA Rail Canada Inc. advises as follows:

(i to x)

From October 1, 1990 to December 9, 1990, on Tuesdays and Thursdays the Senneterre-Cochrane trains were turned at Taschereau. Because of the poor condition of the track between Taschereau and Cochrane it was impossible for these trains to complete the round-trip in time to depart Senneterre for Montreal on schedule. VIA did not provide transport during this period beyond Taschereau on Tuesdays and Thursdays.

On March 28, 1991, the Senneterre-Montreal train was terminated at Hervey because of a freight derailment and 58 passengers were transferred by bus to Montreal. Two buses were used, one local and one express, at a cost of \$790.50.

On May 29, 1991, as a result of the same derailment, 60 passengers were bused from Montreal to Hervey where they boarded the train for Senneterre. Two buses were used, one local and one direct, at a cost of \$790.50.

On May 26, 1991, the Senneterre-Montreal train was terminated at Duplessis due to a freight derailment. The 100 passengers were transported on three buses to La Tuque. Ninety of the passengers continued on two buses from La Tuque to Montreal. On arrival in Montreal, three passengers were accommodated at the Queen Elizabeth Hotel. The cost of meals and accommodation was approximately \$3,600.00 and \$2,800.19 was paid to charter the buses.

On May 27, 1991, as a result of the same derailment, the Montreal-Senneterre train and ten passengers were transported by bus from Montreal to La Tuque at a cost of \$1,070.00. Train service was cancelled between La

Tuque and Duplessis. The train operated from Duplessis to Senneterre.

On May 28, 1991, because of the same derailment, the Senneterre-Montreal train was cancelled. Twenty-five passengers were transported by bus between La Tuque and Montreal. Two buses were chartered one for local passengers and the other for through passengers at a cost of \$2,140.00.

On May 29, 1991, the Montreal-Senneterre train was cancelled, also due to the same derailment. One bus was chartered to transport 24 passengers from Montreal to La Tuque at a cost of \$1,070.00.

***Question No. 13—Mr. Saint-Julien:**

During the period from 1980 to 1991, were Hydro-Quebec tariff structure contracts entered into by the federal government with Native villages in Quebec in order to give these villages preferential rates, and, if so, (a) how many (b) in which villages, and (c) at what rates?

Mr. Albert Cooper (Parliamentary Secretary to Minister of State and Leader of the Government in the House of Commons): Time required to prepare this answer: 24 hours and 20 minutes.

Approximate cost: \$438.

I am informed by the Department of Indian Affairs and Northern Development as follows:

No. The federal government does not have any arrangement with Hydro-Quebec to provide electricity to native villages.

The department of Indian Affairs and Northern Development is only responsible for the supply of electricity in one Cree village (Waskaganish), where power is provided by generators.

***Question No. 14—Mr. Saint-Julien:**

Has VIA Rail awarded a cleaning contract for passenger trains in the town of Senneterre, for trains running between Montreal and Senneterre, and Amos and La Sarre, and, if so, (a) to whom (b) how much is the contract worth (c) how many bidders were there?

Mr. Albert Cooper (Parliamentary Secretary to Minister of State and Leader of the Government in the House of Commons): Time required to prepare this answer: 10 hours and 7 minutes

Approximate cost: \$182.

I am informed by the Department of Transport as follows: