

(a)	1940	1950	1970	1972
Energy, Mines and Resources	—	—	145	48
Environment	—	—	—	114
National Defence	—	*2	—	—
Transport	—	—	—	—

  

(b)	1940	1950	1970	1972
Energy, Mines and Resources	—	—	14	—
Environment	—	—	—	7
National Defence	—	—	—	—
Transport	—	—	178	213

\* In 1950, two full-time scientists were engaged in pure oceanography but of these, one devoted only about half his time to this type of work. These scientists were supported by technical staff and research ship services.

**TORONTO INTERNATIONAL AIRPORT—MOTOR VEHICLE PARKING**

**Question No. 2,095—Mr. Atkey:**

1. What governmental authority or agency is responsible for setting the motor vehicle parking fees at the Toronto International Airport at Malton?
2. What criteria are adopted in setting the motor vehicle parking fees and, in particular, what margin of profit is allowed to the parking lot operator?
3. What were the gross and net receipts respectively for the open and indoor parking lots at Toronto International Airport at Malton for 1970, 1971 and 1972?
4. What is the present motor vehicle parking capacity at Toronto International Airport at Malton and how is this divided between open air and indoor parking spaces?
5. What percentage of the parking spaces are allocated to official cars, rental car agencies or other reserve purposes and what charge is made for these parking spaces in each instance?
6. Apart from the new parking capacity recently opened in conjunction with Terminal 2 at Toronto International Airport, what additional parking capacity is expected to be added in the near future?
7. Which company or agency operates the shuttle bus service between Terminal 1, Terminal 2 and the outdoor parking lots at Toronto International Airport and which government authority or agency determines the standard and level of service to be provided and the fare to be charged?

**Hon. Jean Marchand (Minister of Transport):** 1. The Ministry of Transport.

2. The parking fees take into account the cost of providing and maintaining the facilities and the rates charged for comparable parking facilities in the downtown area of Toronto. The public parking areas are operated for the ministry under a contract awarded after a public tender call. All parking fees collected by the contractor are deposited daily to the credit of the Receiver General of Canada. The contractor is paid his actual wage costs not exceeding the total annual amount tendered plus fixed management fee as tendered.

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3. Fiscal year ending	Gross Revenue \$	Net Revenue \$
March 31, 1971	2,380,404	672,708*
March 31, 1972	2,972,283	1,178,928*
March 31, 1973	3,741,790	1,610,200*

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\*After deduction of depreciation, interest and overhead.

4. There are 9,646 parking spaces of which 2,290 are indoor and 7,356 are outdoor.

5. 32 per cent of the car parking spaces are allocated for non-public parking as follows: (i) 70 spaces indoors for tenants, \$40 per month; (ii) 272 spaces outside for tenants, \$25 per month; (iii) 2,037 spaces outside remote locations for tenants' employees, \$5 per employee per month; (iv) 712 spaces for Crown employees, no charge.

6. Present plans call for approximately 900 additional employee parking spaces by March 31, 1975 and 3,000 additional public parking spaces by March 31, 1976.

7. The services are provided by Air Terminal Transport under an agreement with the Ministry of Transport. The ministry determines the standard and level of service and the fare to be charged.

**FERRY SERVICES—ST. LAWRENCE RIVER**

**Question No. 2,097—Mr. Caouette (Charlevoix):**

1. At what level does the jurisdiction of the Department of Transport extend in relation to ferryboats operating on the St. Lawrence?
2. Since 1968, what amount has been invested by the government on ferry services at (a) Matane-Godbout-Baie-Comeau (b) Rimouski-Forestville (c) Rivière-du-Loup-Saint-Siméon (d) Trois-Pistoles-Escoumins?
3. If the government has jurisdiction of the service between Rivière-du-Loup and Saint-Siméon, does it anticipate doubling the service?

**Mr. John M. Reid (Parliamentary Secretary to President of the Privy Council):** 1. The Ministry of Transport has at present no jurisdiction over the operational or financial aspects of the ferry services on the St. Lawrence, but does have, through acts and regulations responsibility for enforcement of procedures relating to matters such as navigation, ship safety, etc.

2. A grant of \$6 million was provided to the province of Quebec in 1972 for the construction of a new ferry for the Matane-Godbout-Baie Comeau service, half from the Ministry of Transport and half from the Department of Regional Economic Expansion. At that time the province took over responsibility for operating subsidies which had been provided by the CTC. The Canadian Transport Commission advises as follows: One of the services, namely the Rivière-du-Loup-Saint-Siméon, did receive a federal subsidy since 1968. The payments were as follows: 1968-69, \$21,000; 1969-70, \$21,000; 1970-71, \$21,000; 1971-72, \$21,000; total: \$84,000. In so far as the Department of Public Works