

Oral Questions

port. In view of the government's decision not to accept the Gibson report recommendation with respect to those who live in areas such as Stouffville, and in view of the minister's statement that the government anticipated that the noise level in areas such as Stouffville will not create a disturbance with respect to the residents of that area, would the minister indicate what type of guarantee his department intends to give to those residents who will not be compensated now but may be subjected to noise that they in fact will not have to endure the noise levels that the Gibson report anticipated if the airport were developed?

Hon. Jean Marchand (Minister of Transport): Mr. Speaker, the Gibson report gives a certain number of solutions to that problem. I do not know which one will be chosen by those who are interested. If some people are really annoyed by the noise, we are ready to buy their property.

An hon. Member: This is not what you said yesterday.

Mr. Marchand (Langelier): This is what I said yesterday. The hon. member should read my statement again, and he will see that this is what I said. Of course, if those people wanted to move because of the noise level, we will not expropriate them but voluntarily buy their property.

So far as the cost of the airport and the kind of distribution the hon. member proposes are concerned, if he knew the law or the administration he would not have put this question because there is a special fund for airports which is self-sufficient for Toronto, Montreal and Pickering.

PICKERING—SMALL INCREASE IN PASSENGER TRAFFIC
MIGHT NOT CAUSE CONGESTION AT MALTON

Mr. Otto Jelinek (High Park-Humber Valley): Mr. Speaker, I have a supplementary question which I would like to direct also to the Minister of Transport. In view of the fact the minister has stated that, considering the present growth in air travel, Malton would be seriously congested and therefore other airport facilities are necessary, would he indicate to the House whether or not he is aware of the fact that the International Civil Aviation Organization's annual year-end estimates of scheduled air traffic in 1974 showed that the year's rate of growth for total traffic was the lowest since 1958, and that the volume of passengers registered the lowest increase ever recorded in the industry, and could he tell us something that ICAO does not know as yet?

Hon. Jean Marchand (Minister of Transport): Yes, Mr. Speaker, I am aware of that fact. I think that the whole world is aware of the fact that there was an oil crisis that year and that it had an impact on all modes of transportation.

PICKERING—REQUEST FOR TABLING REPORTS ON WHICH
DECISION TO CONSTRUCT BASED

Mr. Otto Jelinek (High Park-Humber Valley): In view of the fact that the federal government has spent millions of dollars on inquiries and consultations regarding the proposal for a second international airport for the Toronto

[Mr. Stevens.]

area, and because each of these reports recommended that a large, international airport be built, but now, instead, a whole community will be affected and disrupted for one runway only, which is like being half pregnant without ever really wanting to be, could the government now table the reports and recommendations which constitute the basis of its decision, a decision contrary to both the costly recommendations of the inquiry and the majority of the people in the Toronto area?

Hon. Jean Marchand (Minister of Transport): If the hon. gentleman can bring some kind of evidence to show that the majority of the population is against the airport, I am ready to revise the whole thing.

PICKERING—IF DECISION TO CONSTRUCT BASED ON
OVER-ALL TRANSPORTATION PLAN, REQUEST FOR DETAILS
OF PLAN

Mr. Edward Broadbent (Oshawa-Whitby): Mr. Speaker, the minister may well live to regret that statement.

Some hon. Members: Hear, hear!

Mr. Broadbent: I should like to ask the minister a question based on what is contained on page 4 of the statement which he tabled in the House yesterday. He spoke—and I am sure there was no humour intended—with reference to what he described as his "over-all transportation policy." I would like to ask him with reference to that over-all transportation policy in which he makes subsequent references to STOL aircraft, high speed trains, and so on, all of which he thought should be put in the context of a serious plan, if the decision for the Pickering airport was made in the light of such a plan? If so, when is he going to outline the details of the plan to the House? If it was not made in the context of a plan which has already been established, when will such a plan be established and provided to hon. members of the House?

Hon. Jean Marchand (Minister of Transport): Mr. Speaker, we have quite a large budget to operate airports throughout Canada. Some airports are being built now. Is it the suggestion of the hon. gentleman that we should stop everything which is being done now in the field of transportation in Canada because we are preparing an over-all plan?

Mr. Broadbent: Mr. Speaker, I asked the minister a serious question. Does the department have a plan—

Some hon. Members: Oh, oh!

Mr. Broadbent: Would hon. members on the backbenches on the other side kindly shut up until the question is put.

Some hon. Members: Oh, oh!

Mr. Broadbent: Would the minister inform the House, yes or no, whether there is in existence a national transportation plan which includes as part of its makeup a plan for airport development across Canada? Is there a plan or is there not? If there is not, when can we expect one? It is a pretty straightforward question.