

have a highway. I think it is an understated fact that the highway must proceed. However, at the time the decision was made it seems to me that under the agreement the decision to decide on the highway was left with the province, as it is the right of the province to make those decisions.

Is the minister aware of any environmental impact study which was done at the time? I think this came under the provisions of the environmental protection assessment, which should be done because it was a funding government agency giving money to the province. If so, were there concerns on the part of the federal government regarding environmental aspects with respect to where the highway was going?

I take it the minister's officials are coming. I would like to know what role the federal government played in the environmental study and what federal departments were involved in the environmental impact study.

I will go on to another transportation aspect which concerns me, and that is buses. About the same time that the highway upgrading agreement with the province was being entered into, the minister of transport of the day, the Hon. Otto Lang, brought forward a bus improvement plan. I would like to know what has been spent under that program—particularly in Nova Scotia—toward getting a more effective bus service.

I would also be interested in knowing what has been spent under the municipal airport improvement program which was brought in at the time.

The last thing I suppose one should talk about is transportation in the southern end of Nova Scotia. The people of Nova Scotia have always been very concerned about how to get from Nova Scotia to the United States or New Brunswick and about going to or from Halifax. Transportation has become a very important aspect in the lives of individuals in the southern end of the province.

I would like to know if the minister is prepared to proceed at this time to give me any answers. If he is not, I am sure I could go on to talk about the *Bluenose*, but before getting into the matter of the *Bluenose* I would like to get answers on the matters I have already discussed in terms of the local problems of South West Nova and the rest of southern Nova Scotia. I can talk quite a lot about transportation, but I would like to hear what the minister has to say.

[Translation]

Mr. Pepin: Mr. Chairman, if I may I would like first to make some very brief and general comments on the 1980-81 estimates I am introducing today. After that I shall attempt to the best of my knowledge to answer some of the questions, while officers from my department try to find the figures for each of the items referred to by the hon. member for South West Nova (Miss Campbell).

Mr. Speaker, the 1980-81 estimates for the Department of Transport show a net expenditure requirement of about \$1,852 million or 3.1 per cent of the total federal government estimates, which will give an idea of the importance of the department. The \$1.8 billion include \$1.595 billion for the

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department proper and \$253.7 million for the Canadian Transport Commission.

Departmental needs increased \$156 million over 1979-80, or 10.9 per cent. The main increases are on personnel expenditures.

The authorized number of person-years for the department is 20,747, as compared to 21,147 for last year. It will therefore be realized that the number of my officers is decreasing. I shall make some of these points later on while answering some specific questions.

The Departmental Administration Program totals \$80.9 million, reflecting an increase of \$11 million over last year. The main capital expenditures in that program are for the Coast Guard College in Sydney, Nova Scotia, with a total estimated cost of \$19.5 million, including \$8.3 million for 1980-81.

There is also the Transport Training Institute in Cornwall, Ontario, with a total estimated cost of \$61.3 million including \$4.5 million on the 1980-81 budget. These two projects will be or should be completed in 1981-82.

[English]

The second item in my budget has to do with marine administration, and that is for an amount of \$356 million. Here we have an increase of \$35.4 million over 1979-80. Of this increase, \$13.9 million relates to higher operating costs and \$13.5 million to increases in the capital program.

There are two major projects of significance with respect to the national harbours board, of which my hon. friends are all very much aware, and those are the Roberts Bank development at the port of Vancouver and the Ridley Island development at the port of Prince Rupert. These are two very important matters which have been in the news recently, and I hope that there will be questions on them.

The third item of importance to an hon. member at whom I am looking at this moment is the air transportation program. Here we see an increase of \$39.9 million over the 1979-80 estimates, but—and please notice this very carefully—the increase is mainly attributable to operations and maintenance items, mainly salaries and price adjustments. It is important to underline that fact.

I want to underline further the fact that the capital budget for the air program is \$124.6 million.

I look at hon. members from the Hamilton area. That capital budget is down from 1979-80 by \$3.7 million. The budget of the air program has now decreased annually since 1975-76 when the estimates level was \$245 million. I want to observe that because I am developing the reputation of being rather tight and Shylockish about airport developments. It is rather useful for the Canadian public to be aware that the amounts of money in the budget are on the way down, not on the way up, so consequently when distinguished members of this assembly come up with suggestions that the number of airports should increase, that facilities should be built all over