

### TRANSPORT

#### VANCOUVER HARBOUR—GRAIN SHIPMENTS—RESTORATION OF RAIL SERVICE TO NORTH SHORE

**Senator de Cotret:** Honourable senators, I also have several delayed answers that I should like to have placed in the record. I would ask for the indulgence of my colleagues to have them put in in the same fashion as were the replies of my honourable colleague, the Leader of the Government.

For example, I have a response to Senator Perrault on the Vancouver Harbour with respect to grain shipments.

**Senator Perrault:** If it is short, I would appreciate a verbal reply.

**Senator de Cotret:** On October 12, 1979, as the honourable senator knows, the CN Second Narrows Bridge of North Vancouver was extensively damaged on the north span after a collision with a Japanese freighter. A contract was awarded to CANRON Inc. to undertake repairs to the bridge, and CN expects that the bridge will be re-opened as anticipated by the end of January 1980.

Contingency plans were undertaken to move commodities by barge across to North Vancouver as well as increased movements to Port Moody, re-routes to Roberts and diversion over BC Rail to North Vancouver. Grain movements on BC Rail from Prince George to the North Shore grain terminals have been very satisfactory.

Car unloads, despite the fact that the bridge has been out, have continued at a high level and continue to run ahead of last year at Vancouver. For example, in week 18 last year, that is the week ending November 29, the number of cars unloaded was 2,070 as compared to 2,978 this year. Elevator stock and vessel situation are good.

#### THUNDER BAY—ICE-BREAKING FACILITIES

**Senator de Cotret:** Honourable senators, I have another answer to a question by Senator Perrault on the ice-breaking facilities at Thunder Bay.

**Senator Perrault:** Is it a long reply?

**Senator de Cotret:** I have several replies to various questions and they are all about the same length.

**Senator Perrault:** If there is a time factor, why not just put them on the record?

**Senator de Cotret:** If you are happy to have them put on the record, honourable senators, I would ask for your indulgence in that respect.

**The Hon. the Speaker:** Is it agreed, honourable senators?

**Hon. Senators:** Agreed.

*Senator de Cotret's delayed answers follow:*

**Senator de Cotret:** In reply to a question in the other place by the honourable member from Thunder Bay-Nipigon, the Minister of Transport did announce that it was the intention of Transport Canada to dispatch the *Alexander Henry* to Thunder Bay for this winter season. This ship is now equipped with

[Senator Flynn.]

a new air cushion ice-breaking bow which will improve the effectiveness of its operation. The *Alexander Henry* is scheduled to arrive in Thunder Bay at approximately mid-December. We can assure the honourable senator that the Coast Guard will monitor the situation closely to ensure that, with the availabilities of resources, ice breaking appropriate to the situation is maintained in the area.

### GRAIN

#### FOREIGN SALES OBJECTIVE

**Senator de Cotret:** I would like to assure the Honourable Senator Olson that contrary to his statement that we are running quite low in grain exports this year in relation to previous years, this is certainly not the case. In fact at the present time we are running a considerable percentage ahead this year in relation to last. Our exports are up by about 300,000 or 400,000 tons and this government is looking at every positive way in concentrating on an all-out effort to get that figure increased. As I indicated in my response to Senator Perrault, car unloads at the west coast have continued at a high level and continue to run ahead of last year with elevator stock and vessel situation good. At Port of Thunder Bay, the same can be said; the number of car unloads is good and the elevator stocks are high. The minister responsible for the Canadian Wheat Board said in the other place: "We are sure that we will come very close, notwithstanding some of the problems—bridges falling down and some burning—to increasing our exports by 20 per cent, the figure which we have set as a target."

That is the minister's target and that is the target that this government is determined to achieve. There are 2,000 new hopper cars coming on stream right now with another 3,000 to follow during summer and fall of 1980. In addition, some 5,000 rehabilitated boxcars will be coming on stream by the last quarter of 1980. This is a total of 10,000 boxcars and hopper cars between now and 1981.

We can also point to the 24,000 tonnes of barley which were shipped from the Port of Churchill last month. This is the latest date that a vessel, in this instance, the *M.V. Arctic*, put into the Port of Churchill to pick up a cargo of grain. It is anticipated we can have the *M.V. Arctic* into Churchill in late June 1980 to open the season earlier in that port.

#### TRANSPORT CO-ORDINATOR—MEASURES TO EASE TRANSPORTATION DIFFICULTIES

**Senator de Cotret:** Dr. Hugh Horner, as the Honourable Senator Olson is no doubt aware, was appointed by the government and will work in co-operation with farm organizations, provincial governments, grain handlers, longshoremens, the railways, the Canadian Wheat Board and others to improve our transportation system capabilities to meet the ever-expanding world trade of grain.

I can assure the honourable senator that Dr. Horner is well on his way in beginning to unravel the problems and complexities in the transportation of grain in this country. Recently he