

million tonne annual throughput grain terminal at Ridley Island. The federal contribution is more than \$30 million.

In November, 1981, agreement was entered into with coal companies and the Government of British Columbia for the development of a 12 million tonne throughput capacity coal terminal at Ridley Island. The project, to be undertaken by the National Harbours Board, will cost approximately \$280 million.

In February of this year we reached agreement with the provinces of British Columbia and Alberta for the development of a two million tonne annual throughput liquid petrochemical shipping facility. The National Harbours Board will build the wharf at an estimated cost to the federal government of approximately \$70 million. The facility will be ready to receive petrochemicals in early 1985. This is an investment today for the future good of our country.

So that members of the House will not feel that taxpayers' money is just being invested in the west, let me give some examples of the federal government's investment in the east. Investment in port development—investment for the future—is also taking place. In the port of St. John's construction is underway on a potash terminal. The total estimated cost is \$22,400,000. Expansion of Long wharf and Rodney terminal and the construction of Lower Core terminal are other projects which were recently completed in 1981. Total cost of these projects was \$24.8 million.

Construction and operation of Fairview Cove container terminal in Halifax, Nova Scotia, is due to be completed this month. The cost of the project was shared between the federal government and the province of Nova Scotia, with the federal government assuming responsibility for \$29.095 million of the \$35.595 million price tag.

I emphasize the concept of investment here, not just spending. Canada's economy will realize a hundredfold or a thousandfold return on this investment.

Turning to passenger transportation, the federal government, in the interests of promoting rail passenger services, has agreed to allocate \$1.1 billion in operating subsidies to VIA Rail for 1981-82 to 1983-84. VIA's capital budget was doubled over this period allowing ten more LRC—light, rapid and comfortable—train sets to be ordered, in addition to the ten sets ordered earlier, to enable the LRC service to be extended to western Canada and the maritimes. This latest order, announced by the Minister of Transport in April, will cost over \$140 million and represents more than 2,000 person-years of work for the Canadian railway manufacturing industry and its suppliers. I emphasize the job-creation feature of this investment. The first order of ten sets, placed in 1977, was for over \$90 million.

From the perspective of air transportation, the growth in demand is expected to continue, although at levels lower than those of the past two decades. New or expanded airport facilities will be required. In 1981, cabinet approved substantial increases in the amount of money allocated for airport capital investment. An additional \$20 million has been allotted

for 1981-82, \$40 million for 1982-83 and \$60 million for 1983-84.

Air terminal projects are planned or in progress at airports all across Canada at the following locations: Gander, St. John's, St. Anthony, Charlottetown, Saint John, Fredericton, Quebec City, Hamilton, Toronto, Ottawa, Winnipeg, Regina, Calgary, Fort Nelson, Fort St. John, Kamloops, Victoria, Vancouver, and Whitehorse. I could go on and on, Mr. Speaker.

In Labrador and in northern Quebec, funds have been allocated for air transportation infrastructure. A community airports assistance program has been established to financially assist municipalities and local airport associations to improve facilities at small airports.

One of the recurring themes in transportation today is safety. The House has seen reports from two commissions of inquiry on this subject, the Grange commission on the Mississauga derailment and the Dubin commission on aviation safety. The tragic loss of the *Ocean Ranger* has reminded us of the dangers at sea. And we sometimes forget that every year over 5,000 people are killed on our roads and highways.

What does this have to do with the borrowing authority bill before us today? Again, money is involved. It costs money to promote safety, to enforce safety standards, to maintain a safe transportation environment, and most of all to compensate for a disregard of safe practices. Let me take these areas one by one and illustrate with examples in different modes of transport.

It costs money to promote safety. This statement is true, but it has a very positive side to it. The cost of promotion is negligible compared to the results that can be achieved. Recently, Transport Canada launched a safety campaign aimed at weather-related aviation accidents. I understand it cost in the vicinity of \$100,000. There were complaints from taxpayers that the advertisements were morbid and costly and I suspect that some people would complain of the government's excessive advertising budget.

**Mr. Blenkarn:** I guess.

**Mr. Flis:** The hon. member for Mississauga South (Mr. Blenkarn) says "I guess." I suggest that he listen to what comes next. The results of the campaign have been outstanding. In 1981, there was a 27 per cent drop in weather-related accidents. Ten fewer lives were lost than in 1980. Maybe the hon. member for Mississauga South is not interested in saving lives, but we are. It has been estimated that savings in damages, medical costs and the like were in the order of \$7 million. Not bad for a \$100,000 investment.

• (1710)

In addition, Transport Canada undertakes seat belt promotion campaigns in conjunction with the provinces, and certainly they cost money. But if the rate of use of seat belts had been 80 per cent last year instead of about 40 per cent, at least