

major way the planning for and implementation of railway relocation and rail traffic rerouting proposed by provinces and municipalities.

Where a rail line is relocated, the property thus vacated may be put to any number of uses, in accordance with the priorities established by such plans. These priorities can include, for example, the provision of improved and expanded rapid transit facilities, which I will mention in a moment, and land for housing. I can think of land that could be made available, for example, in Winnipeg by way of railroad relocation. It is good land that is already serviced. We have seen in the national capital area one successful relocation scheme which made land available by way of relocation for recreational purposes, for housing purposes, and for development purposes. The uses that the railroad could be put to are innumerable and of immense value.

Part I of the bill provides federal assistance for the planning and implementation of railway relocation and rerouting proposals put forward by the provinces and the municipalities. The federal government may also acquire railway property, if called for under the proposed act, which again is a new feature and may be one of the most important ones in the legislation. Historically, railways in this country have had the right to expropriate land for their purposes, but no one, including the government of Canada, has had the power until now to expropriate a railway facility. For the first time, parliament is being asked to reverse that historic situation and to establish a mechanism, if need be, for the expropriation of railway facilities.

A railway relocation and rerouting project is to begin with provincial and municipal initiatives and calls for participation by all three levels of government. When a province and involved municipalities wish to redevelop a specified urban area, including new transportation facilities and new uses for rail properties and lines, they inform the Ministry of State for Urban Affairs and the Ministry of Transport of their intent to submit an application to the CTC to seek orders to relocate railway facilities.

The applicants may ask for financial assistance from the federal government to prepare one or more alternative plans for submission to the CTC. Our budget for that purpose for these initial studies is \$6 million. The Ministry of State for Urban Affairs may contribute up to 50 per cent of the cost of preparing the urban development plans, and the Ministry of Transport may contribute up to 50 per cent of the cost of preparing transportation plans. The applicants are responsible for the remaining portion of the costs of preparing the plans. Where that comes from is unspecified in the legislation. It could be paid by municipalities, regional districts, provinces, or interested groups in any proportion or share that can be arranged.

Before the CTC can consider a railway relocation rerouting application that contemplates the use of federal programs in implementing the urban development or transportation plans, it must be informed by the Minister of State for Urban Affairs after his review, that these federal programs are available and will significantly contribute to the improvement of the urban area concerned.

The purpose of this review by the Minister of State for Urban Affairs is designed to ensure two things: first, to

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ascertain the availability of the various federal programs which would be required to implement urban development. Such programs, for example, might embrace infrastructure funding by the Department of Regional Economic Expansion, housing programs of CMHC, acquisition of railway land for federal facilities by the Department of Public Works by, for example, using the construction and location of a major federal building as this part for the relocation projects.

Second, the review will ensure that proposed use of federal programs reflects over-all priorities established for the use of those programs in terms of costs and benefits. We want to ensure that the improvement to the urban environment is worth the federal money that is proposed to be spent on the relocation scheme. When the Minister of State for Urban Affairs has indicated to the CTC that the federal programs called for by the plan can be made available, and when the Governor in Council has notified the CTC that it is prepared to authorize a relocation grant voted by parliament, the province and municipality then submit a proposal to the CTC. A railway relocation and rerouting proposal presented to the CTC must be supported by an urban development plan—that is what we are going to do after we relocate railway facilities—and a transportation plan—that is to show if the transportation facilities are to be relocated and what is the plan to continue transportation facilities in an efficient and effective way—and a financial plan regarding how the whole relocation will be carried out.

The urban development plan is to show, among other things, why the rail facilities to be relocated constitute a significant impediment to urban development; how the situation is to be improved by rail relocation, and what is to be done with any railway land freed by relocation.

The transportation plan must show how transportation will be controlled within the study area, including rail traffic and location of streets, highways, bridges, railway lines, crossings and stations, bus routes and terminals, rapid transit lines and stations. It must show where new rail facilities will be located, where railway traffic will be rerouted—either over lines of other railways or over new lines to be built—and how the use of railway lines will be allocated.

The financial plan will show how the costs and benefits of the project are to be apportioned. It will also indicate the financial assistance to be made available by all of the parties involved, including federal assistance through the railway relocation grant and the railway grade crossing fund.

In studying the proposal put forward by a province or municipality, the CTC is to weigh carefully the advantages and disadvantages of the relocation and rerouting proposal and possible alternatives to it. The onus is on applicants to prove that the public interest will be served by the proposed plan. The Canadian Transport Commission may—and obviously in major proposals will—hold hearings on these proposals if it feels this would be in the public interest. In this way, merchants, shippers, railroad unions and residents in the area to be acquired for railway facilities or in areas that might be affected by railroad relocation schemes, can put their point of view to the commission.