

Date of Commencement: Agreement signed January 1979.
1981
Date of Completion: none
Canadian Personnel: none
Indian Personnel: 24 Indian scientists are expected to visit the Centre in Mexico for training.
Project Cost: \$450,000 allocated for training programs and seminars; consultancies; grain testing programs; and supplies, equipment and seed.

Agricultural Credit

Location: All India
Type: Cash grant to the Agricultural Refinance and Development Corporation for on-lending to farmers.

Date of Commencement: Agreements signed February 1979 and March 1980.
1981
Date of Completion: none
Canadian Personnel: none
Local Personnel: none
Project Cost: \$40,000,000.

Oil and Natural Gas Sector Loan

Location: All India
Type: Line of credit for the purchase of approved equipment and supplies from Canada.

Date of Commencement: Agreement signed June 1980.
1983
Date of Completion: none
Cost: \$15,000,000
Canadian Personnel: none
Local Personnel: none

4. There are several projects in various stages of the planning process. Since those projects are yet to be completely defined and subsequently formally approved by India and Canada it is not possible to provide the specific information requested. In general these projects include: technical assistance for introducing agricultural extension programs in drylands areas; further support for agricultural credit; improvement of production and marketing of oilseeds using the proceeds of food aid provided from Canada; dairy development; provision of equipment and services for mineral development and processing; airport navigational aids equipment; the provision of turbines and generators for a major hydro-electric installation; and equipment for the telecommunications sector.

CNR—FREIGHT TRAINS THROUGH BROCKVILLE**Question No. 1,279—Mr. Cossitt:**

1. Did the Canadian National Railways issue instructions to freight train engineers, as of June 29, 1980, that they are to proceed through the centre of the city of Brockville at 60 miles per hour on the south track and 40 miles per hour on the north track?

2. Do freight trains, at present, usually stop in Brockville to change crews and, if so, was the change in speed recommended because stops will no longer be made for such a purpose?

3. Did CNR or the government give consideration to the possible results of a derailment at 60 miles per hour particularly of trains carrying chemical cargoes, and the spill over from one train into another train on the other track within the city limits?

4. Will the government and/or CNR issue an order to all freight trains proceeding through Brockville on or after June 29, 1980, to reduce their speed substantially and (a) if so, what will the speed be (b) if not, for what reason?

Mr. Robert Bockstael (Parliamentary Secretary to Minister of Transport): The Management of Canadian National Railways advises as follows:

1. CN Rail did not issue instructions to freight trainneers on June 29, 1980 with regard to the speed that they should travel through Brockville.
2. Since June 29, 1980, some freight trains do not stop in Brockville to change crews. There was no consequent recommended change in speed.
3. Canadian National considers safety of operations to be of prime consideration when establishing or changing procedures.
4. At Canadian National, safety is part of our goal in daily operation and it has not been found necessary to reduce train speed through Brockville as present speeds have not been detrimental to safe operations.

EDMONTON INTERNATIONAL AIRPORT**Question No. 1,281—Mr. Lambert:**

1. (a) What is the present status of the project or either section of it arising from the decision of the previous administration to go ahead with expansion and amelioration improvements to the Edmonton International Airport, as to the runways and to the terminal building (b) was there a review instituted of the decision and, if so, for what reason?

2. Is the government aware of the grave inconvenience being caused to the travelling public by the insufficiency of facilities, the long delays occasioned particularly to persons returning to Canada being processed through immigration and customs facilities?

3. What, if any, additional parking facilities for airline passengers, the general public and the increasing volume of employees may be forecast for early installation?

4. Is any serious consideration being given to any multi-storey parking in the immediate vicinity of the International Air Terminal so as to reduce the ever-lengthening walking requirements from ground level parking?

Mr. Robert Bockstael (Parliamentary Secretary to Minister of Transport): 1. (a) The project to expand and renovate the air terminal building at Edmonton International Airport is proceeding. Relatively minor changes have been made to the originally approved plans as a result of continuing study of some subsystems and consultation with carriers. The over-all project schedule has slipped three to four months.

A project to repair and strengthen some taxiways is programmed for summer 80/81 and a major project to overlay runway 01-19 and the paralld taxiways is programmed for 81/82—82/83.

- (b) No review was made of the decision to expand and renovate the air terminal building other than the normal ongoing attention given to such major projects.

2. The government is aware of the deficiencies in the Edmonton International Air Terminal building and of the inconveniences this causes.

3. A project proposal was developed to add 1020 surface parking spaces to the existing 960 spaces during 1980/81 and