

Adjournment Debate

thus not be denied justice, then the Canadian government would be precluded from espousing his claims under international law. Similarly, were we to espouse now and if Mr. McTaggart were subsequently to lose his case on the merits in the French courts, we would then have to abandon our espousal of his claims.

REGIONAL ECONOMIC EXPANSION—REASON FOR
ALLOCATING FUNDS FOR THE FURTHER STUDY OF
CONTAINER FACILITIES AT HALIFAX

Mr. J. M. Forrestall (Dartmouth-Halifax East): Madam Speaker, I come here tonight to have a conversation with my friend from St. Boniface about the port of Halifax. Very specifically I am here to seek some elaboration on the matter of the inclusion of \$1.5 million designated for, to quote from page ten of the actual contract addendum:

"Feasibility and conceptual design studies of additional container facilities in the port of Halifax including detailed financial and cost-benefit analysis of alternate sites, conceptual design and block layout design, required off and on site supporting infrastructure requirements such as back up storage, transportation and distribution facilities and an environmental impact assessment.

What does all this mean? I ask that, particularly in light of the statement of the minister last Tuesday as reported at page 4595 of *Hansard*, when he said:

The premier of Nova Scotia yesterday indicated that he hoped the work which will be financed by this \$1 million will be completed in short order.

It has been reliably estimated by those in the trade that studies of this extent will take three or more years to complete. Others in the trade have suggested that in fact the bulk of this work has been done. I ask if this work has already been done, and what time perimeters, if the work has not been done, has the federal department set on these studies, if in fact any at all?

The present facility is one of the most modern in Canada, and certainly the most efficient. Even so, it became obvious in the early 1970s that it would require expansion to handle the traffic which was even then recognizing the economies of shipping through the Port of Halifax, economies of time and price and, perhaps of vastly greater importance, the fact that the Port of Halifax is virtually free of labour disruptions and has been so for many years.

This matter has been studied and studied again. We have seen the spectacle of the Nova Scotia government promising action by certain deadlines, then promising action upon extensions of those deadlines, and promising action upon the conclusion of extensions of extensions. The feasibility studies have been carried out exhaustively and expertly by officials of the Nova Scotia department of development, by outside consultants, and by Canadian National Railways. In simple terms, there is no excuse for any further feasibility studies whatsoever, and we wonder why we are bogged down in that sense.

The terms of the agreement call for three parts to these studies. I just have one. The second relates to so-called inland container terminal studies, and \$150,000 has been committed for these studies. Of the entire \$1.5 million, this study alone needs to be carried out yet.

[Mr. Breau.]

The third part of the proposal is for the land reclamation feasibility study. The agreement calls for the expenditure of \$350,000 for this, and yet it is well known that this study was completed to the specifications outlined in the agreement almost one month ago. In other words, it is done.

The matter of the land reclamation study brings us to a further point. It has been suggested in the Halifax and Dartmouth Port community that, on the basis of the preliminary results of this study, the province of Nova Scotia approached the Minister of Regional Economic Expansion (Mr. Jamieson) and sought agreement to share costs for a \$3 million landfill operation at the Wright's Cove, navy island site on the Dartmouth side of the harbour. The suggestion is that in fact DREE agreed with the proposal but that the National Harbours Board, the landlord of the port, and unfortunately known to Liberals and Tories alike as a pathetically poor landlord, stepped in outraged, and said to the province and to DREE: "In no way are you going to interfere here. This is our jurisdiction. We have plans to frustrate that port at every turn in the road, and there will be no DREE assistance so long as we have legislative authority to act."

There were some comments in general along these lines, comments made with the full knowledge that, for example, there has been massive DREE involvement in and around the port of Quebec on the St. Lawrence River. The National Harbours Board approved dredging and landfill operations, as we all know, at the Beaufort Flats within the port of Quebec, and yet it refused the same type of project funded by the same department in the port of Halifax. One has to wonder why.

Last week we heard the announcement that a study would take place on land reclamation, a study that has been completed and upon the recommendation of which the present agreement, except for the intervention of the National Harbours Board, would have included the sum of \$3 million to start a second container facility in this very calendar year. Instead of that we have another study. It is my contention that the people in the community of Halifax and Dartmouth deserve something better than this.

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I want to know why there are to be more studies. I seek to be assured that the whole matter is not, as many are already suggesting, another in a series of comic frauds played upon our port community, the perpetual carrot dangled in our faces trotted out at each election, and trotted back after each election.

I would like to hear from the parliamentary secretary tonight either a confirmation or a denial of the allegation that the National Harbours Board intervened destructively to halt proposed land reclamation efforts agreed upon by the government of the province of Nova Scotia and the Department of Regional Economic Expansion.

The reasoning is simple:

The present facilities will reach their capacity before 1975 passes. Thought and planning must turn towards either expansion of the present facility or relocation to another site, and it must be done now; otherwise, the container ports' hard earned reputation will be eroded as ships sit in the stream losing money while awaiting a berth.