

proposals which I have heard for its expansion in the near future. I would like to begin by referring to what I consider to be a good balance between the community and the airport. The balance is somewhat uneasy whenever aircraft change their flight patterns or come in slightly lower; then the community worries. Whenever rumours start that a fourth runway will be built, the community worries. Whenever rumours start that additional pressures and additional numbers of aircraft will be used, the community worries.

On the other hand, we enjoy having the service. Our riding receives 12,000 jobs directly and all the benefits which come with them from that airport. We certainly do not want to lose those jobs or the benefits. At this stage, however, I think that the people living in Mississauga, Peel and western Toronto need some additional assurances. We have heard that additional ground level facilities will be put in place. The general manager of the airport has spoken to a couple of our community groups and outlined the various proposals.

At the time the general manager stressed that these proposals are still in the discussion stage. They include facilities for a hangar for Wardair, a possible location of terminal three, which is a passenger facility, additional aircraft taxiways and additional cargo facilities. Some time ago a commitment was made to the residents of western Toronto and Peel that a fourth runway would not be added at Toronto International Airport. That commitment was taken very seriously by local planners. They allowed homes to be built near the airport in places where the noise and the fumes were not serious. They placed industry in other less suitable, less desirable areas.

The residents who purchased homes close to the airport do not now want to live under a fourth runway. Therefore, would the minister describe in detail the expansion plans that he knows of for Toronto airport, and could he give us some assurances that these plans will not add to the growth patterns for aircraft at that airport?

Mr. Pepin: Mr. Chairman, first of all I would like to answer the questions raised by the hon. member for South West Nova. She asked a great number of questions which will require some detailed answers.

The first series of questions had to do with CN Marine. Three contracts have been approved with regard to ferries. The first contract is Digby-Saint John, which will receive a subsidy of \$3.772 million. The second contract is for Yarmouth-Bar Harbour, Maine. This is a summer service and the run which is made by the *Bluenose*. The level of subsidy is \$2.362 million. The third contract is Yarmouth, Nova Scotia to Portland, Maine, which is a year-round freight carrier, and has a subsidy level of \$4.542 million. Those are the figures for 1980, and they are at about the same level as the figures for the previous year. I understand that there is no major change.

The second point which the hon. member raised was with regard to the operations of VIA Rail in her area. Here we have a current subsidy for trains between Yarmouth and Halifax of \$1.529 million. Apparently CTC decided last fall—there is no way that I can have all these facts in my mind; I need my

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officials to help me—to look at the service on an experimental basis. This is presently being done and it is being handled by VIA Rail. VIA Rail is going to report with a detailed analysis of the experiment soon. It is not yet available.

● (1620)

Now we come to the third question which concerns highway upgrading in Nova Scotia. As the hon. lady said, it is a program which was initiated in 1977-78. It is a shared-cost program on a fifty-fifty basis between the Government of Canada and the government of Nova Scotia, each government putting in \$32 million for a three-year period. The government have still to pay to Nova Scotia \$3.57 million in 1980-81 to meet the federal commitment. A number of projects come under this program but the bulk deals with highway 101.

On the subject of environmental safeguards which the hon. member raised, this is really left to the responsibility of the provinces. No environmental commitment was made in the agreement itself, although I understand that a report on alternative routes was prepared by the province. I understand that hearings and public meetings were held in the area and that the cabinet of Nova Scotia approved the northern route and so on. The idea is that the federal government provides the money and the provincial government takes care of the environment.

The fourth area of questioning had to do with a bus program which exists in Nova Scotia. The level of support is \$4 million, and \$2 million has already been committed. It is my understanding that this program was dropped by the previous administration. I think there was some justification for this. Coming back to what I said a moment ago—I am being totally non-partisan—there must be a limitation to the degree of involvement of the federal government at the local level. This is not a reflection on those who have used this program. I am delighted that they found it useful but it seems to me that this may not be the best use of public funds and of the federal government as an institution.

Be that as it may, it seems to have been dropped. I am going to try to find out if, for the purpose of being honourable, we could not find some unspent money in other programs to dedicate to this particular one so that at least we will end *en beauté* without having reneged on some good federal commitments. You see how accommodating I can be, Mr. Chairman.

There was also reference to the urban transportation assistance program as a general program. I have a few words of information on that. The Nova Scotia share of this UTA program is \$8.287 million. There has been one large project funded under UTAP which is now under construction. It has to do with a maintenance facility for the Halifax-Dartmouth regional transit commission; total estimated cost is \$7.1 million. The federal contribution is \$5.6 million. There are five other projects on Nova Scotia's primary list and four projects on their secondary list which have been given approval in principle. All this is to say that Nova Scotia appears to be making good use of the urban transportation assistance program.