

FEDERAL-PROVINCIAL STRATEGIC HIGHWAY
IMPROVEMENT PROGRAM—NOVA SCOTIA—DIVERSION OF FUNDS
FROM DESIGNATED PROJECT—KNOWLEDGE OF TRANSACTION BY
PRIME MINISTER—GOVERNMENT POSITION

*(Response to question raised by Hon. Gerald J. Comeau on
May 25, 1995)*

The process established over many years, since at least the early seventies, and exercised many times with each province with which the federal government has highway agreements is that, at the request of a province, changes are accommodated within existing funding limits of highway agreements. These agreements are made between the respective Ministers of Transport.

FEDERAL-PROVINCIAL STRATEGIC HIGHWAY
IMPROVEMENT PROGRAM—NOVA SCOTIA—DIVERSION OF FUNDS
FROM DESIGNATED PROJECT—ALTERNATE METHODS OF
FUNDING—GOVERNMENT POSITION

*(Response to question raised by Hon. J. Michael Forrestall on
May 25, 1995)*

In the preamble to the question posed by Senator Forrestall, a reference is made to an earlier oral response by the Leader of the Government in the Senate which recognized that remarks had been made about "other significant national highways." The preamble further referred to "significant Canadian highways, possibly even connectors to the Trans-Canada highways."

There are currently tolls being charged on that portion of the National Highway System known as the Coquehalla Highway, at 12 tollbooths located approximately one third of the way between Merrit and Hope, B.C.. Tolls also are collected by three bridge authorities which have been established under provincial statutes to operate bridges which connect parts of the National Highway System: these tolls are collected on two bridges in the Halifax/Dartmouth area, namely the A. Murray MacKay Bridge and the Angus L. Macdonald Bridge, linking Halifax/Dartmouth to Highway 101 to Yarmouth and Highway 102 to Truro, as well as on the Saint John Harbour Bridge in New Brunswick which links Highway 7 (Saint John to Fredericton) and Highway 1 (Sussex to St. Stephen.)

There are currently no tolls on any highway designated as a "Trans-Canada Highway." Tolls were charged between 1955 and 1991 on that portion of the Trans-Canada Highway known as the Canso Causeway in Nova Scotia. The toll booth was located on the mainland entrance to the

Causeway and was collected as vehicles passed from the mainland to Cape Breton.

FEDERAL-PROVINCIAL STRATEGIC HIGHWAY
IMPROVEMENT PROGRAM—NOVA SCOTIA—DIVERSION OF FUNDS
TO PROJECTS NOT COVERED BY AGREEMENTS—
GOVERNMENT POSITION

*(Response to question raised by Hon. Lowell Murray on
May 25, 1995)*

Yes, a province is free to divert monies from such an agreement to other highway projects not covered in the agreement with the agreement of the federal Minister of Transport. The province decides which, where, when, and how highway projects are to be funded and how the amount of money agreed to with the federal government is to be apportioned amongst projects while recognizing that the funds from a particular agreement, or part thereof, may represent only a portion of the funds needed to complete said portion, part, or piece of a project.

CANADA-CHINA RELATIONS

PROTEST OVER GRANTING OF VISA TO TAIWANESE OFFICIAL—
GOVERNMENT POSITION

*(Response to question raised by Hon. Consiglio Di Nino on
June 5, 1995)*

The Taiwanese Vice-Premier, Hsu Li-teh, came to Canada to receive an honorary degree on June 1, 1995. The Government of China filed a formal diplomatic protest over this visit which stated that the decision to grant the visa to a Taiwan official violates the principles underlying Canada-China bilateral relations.

Canada made clear that this visit in no way signifies a shift in Canada's "One-China Policy." Canada pointed out that the visit resulted from a private invitation from the University of Victoria to Mr. Hsu to receive an honorary degree. In addition, the degree was conferred on Mr. Hsu in his capacity as Chairman of the Council of Economic Development and Planning of Taiwan and not as Vice-Premier.

Mr. Hsu's visit to Canada was entirely private and limited to a short period of time — four days. Mr. Hsu had no official meetings and did not make any public appearances other than the convocation at the University of Victoria. Thus, this private visit does not in any way constitute a shift in Canada's "One-China Policy."