

I also have a response to a question raised in the Senate on June 6, 1995, by the Honourable Senator Forrestall, regarding the Federal-Provincial Strategic Highway Improvement Program. I have a response to a question raised in the Senate on June 14, 1995, by the Honourable Senator Andreychuk, regarding the commitment of France to continuing nuclear testing. I have a response to a question raised in the Senate on June 20, 1995, by the Honourable Senator Ottenheimer, regarding the United Nations, and possible changes to the application of the veto; a response to a question raised in the Senate on June 22, 1995, by the Honourable Senator Spivak, regarding the Royal Winnipeg Ballet and loss of student grants due to budget cuts; a response to a question raised in the Senate on June 27, 1995, by the Honourable Senator St. Germain, regarding job creation.

HUMAN RESOURCES

DISCUSSIONS WITH PROVINCES ON MANPOWER TRAINING— GOVERNMENT POSITION

(Response to question raised by Hon. Pierre Claude Nolin on May 3, 1995)

An offer was made in June 1994 to all provinces, including Quebec, to give them much more responsibility and flexibility for federal labour market programs.

Under this agreement, provinces would be able to plan an extensive array of federal labour market programs such as institutional training, workplace training and job creation. In Quebec, last year, the amount allocated to these programs by the federal government was valued at about 60 per cent (\$180M) of the federal labour market program budget.

Provinces would manage purchase of institutional training on behalf of unemployed Canadians. The proposed agreement would give that important responsibility to the provinces. This offer would also make possible provincial planning and implementation of "single windows" where people could go and have access to all provincial and federal labour market programs and services.

This would not only be a major improvement in the delivery of services; it would also reduce any overlap and duplication that may currently exist.

Finally, the offer would give provinces responsibility for the management of other programs that are very important for Quebecers such as Co-operative Education and the Canada Employment Centres for Students.

Unlike some of her counterparts in other provinces, such as in Saskatchewan, Quebec's Minister for Employment and Training has chosen to reject this latest federal offer.

The federal government, however, will continue to cooperate fruitfully with Quebec and other provinces in a number of areas such as strategic initiatives. This will continue in the context of the new programming.

The federal government is committed to making real progress with provinces in the area of labour market programming.

TRANSPORT

FEDERAL-PROVINCIAL STRATEGIC HIGHWAY IMPROVEMENT PROGRAM—CANADA-NOVA SCOTIA AGREEMENT— DIVERSION OF FUNDS TO CAPE BRETON PROJECT— GOVERNMENT POSITION

(Response to question raised by Hon. J. Michael Forrestall on May 23, 1995)

There have been tolls on the Trans-Canada Highway in the past. The Canso Causeway, which links the Trans-Canada Highway on the mainland with the Trans-Canada Highway on Cape Breton Island, was once a toll facility. Additionally, while not as part of the Trans-Canada Highway system, other provinces presently operate toll highways and have done so in the past. British Columbia presently has a toll highway; Quebec, in the past, had several toll highways; and Ontario is presently constructing a toll highway in Toronto.

FEDERAL-PROVINCIAL STRATEGIC HIGHWAY IMPROVEMENT PROGRAM—DISCUSSIONS BETWEEN MINISTERS ON DIVERSION OF FUNDS FROM NOVA SCOTIA HIGHWAY PROJECT— REQUEST FOR PARTICULARS

(Response to question raised by Hon. J. Michael Forrestall on May 24, 1995)

I will have the Strategic Highway Improvement Program Agreement, as well as other documentation that is available, tabled.

FEDERAL-PROVINCIAL STRATEGIC HIGHWAY IMPROVEMENT PROGRAM—INTRODUCTION OF TOLL BOOTHS ON TRANS-CANADA HIGHWAY

(Response to a question raised by Hon. Gerald J. Comeau on May 24, 1995)

No. The Canso Causeway in Cape Breton is part of the Trans-Canada Highway and it had tolls on it from when it opened on May 21, 1955, until they were removed on December 13, 1991.

Yes, there is nothing in the Trans-Canada Highway Act or in the associated agreements that prohibits tolls.