

individually or collectively, or through any agency that they might designate with respect to the question. On October 26, 1971, as recorded in *Hansard*, the parliamentary secretary said:

As to the question raised concerning assistance from the federal government, I must say that up to now we have received no requests from provincial governments concerning present programs.

That is the same information that I have obtained as a result of my recent research on this question. Should the provincial premiers, again individually or collectively, or some agency of theirs make a request to us in this connection, we would be very pleased to give it consideration.

AIRPORTS—COMPLETION OF NEW TERMINAL AT
TORONTO INTERNATIONAL—DECISION ON SITE OF NEW
FACILITY

Mr. Stanley Haidasz (Parkdale): Mr. Speaker, on December 3 I raised the question of the much needed additional facilities at Toronto International Airport. The air travelling public, I am sure, welcomed the minister's reply that extra workers have been hired on the job and that the pace of construction will be increased so that the second terminal in Toronto will be ready for use in April and fully completed by next June. However, we are still awaiting the long overdue announcement of the federal government's decision on the site of a second airport for Toronto and the neighbouring region. We understand and commend the federal government's efforts to consult the Ontario government, but we cannot condone unnecessary delay and indecision with respect to a second airport to serve the greater Toronto metropolitan area.

Tonight I ask the Minister of Transport (Mr. Jamieson), through his parliamentary secretary who is in the House, to tell us who or what is causing this intolerable indecision. I am not exaggerating when I say that today Toronto needs better facilities for international air traffic. This means a federal airports' policy which also takes into account the needs and interests of the people of greater Toronto and their neighbours.

I would strongly emphasize that increased international landing rights in Toronto for certain airlines is an urgent matter. The present policy of restricting landing rights in Toronto to only a few international airlines not only causes inconvenience and loss of precious time to many travellers but also additional expense due to extra landings and transfers. Furthermore, many international travellers from the cosmopolitan Toronto area must now transfer at New York due to lack of landing rights at Toronto. In view of these factors I urge the federal government to grant international landing rights in Toronto for such airlines as Alitalia, Lufthansa, SAS, KLM, LOT, Czechoslovak and other airlines whose passengers wish to fly into or out of Toronto.

• (10:10 p.m.)

To accommodate the extra flights, facilities at the present Toronto airport must be further improved and a second airport to accommodate future traffic must be built without further delay. Statistics available from the Board of Trade of metropolitan Toronto show that in recent years Toronto airport has recorded between 30 per

cent and 40 per cent more domestic and international passengers arriving and departing on scheduled flights than Montreal International Airport and that the gap between the two has been widening. I therefore urge that the Minister of Transport satisfy the needs of the travelling public and contribute to the growth of Canadian tourism and trade by extending landing rights for certain international airline carriers in a spirit of understanding and good will.

In conclusion, I think the parliamentary secretary should tell us tonight when an announcement will be made about the site and plans for a second airport to serve the Toronto area. Who, or what, is delaying this announcement, and why has it not been decided to extend landing rights at Toronto to meet the requests and satisfy the needs of those of the public who travel by air?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): Mr. Speaker, I wish to reply briefly to the questions raised by the hon. member for Parkdale (Mr. Haidasz). I realize how important these matters are to him and to members from southern Ontario. The subjects of the location of the new international airport for Toronto and region and the construction schedule of terminal II at Malton have been raised on numerous occasions in the House. On the first item, hon. members are aware of the ongoing discussions between the Minister of Transport (Mr. Jamieson) and his officials and his counterpart in Ontario and provincial representatives. The matter is a complex one, but progress is being made.

With respect to terminal II, work will now proceed at an accelerated rate. The minister informed the hon. member as to the new contractual arrangements that have been entered into with the contractor. This will have the effect of not only ensuring that the schedule will be met on time but that more workers will be hired during the winter months. The Minister of Transport informed the hon. member from Don Valley (Mr. Kaplan) on November 10 that the first module is expected to be completed by April 30, and the remaining two by June 30.

The hon. member for Parkdale also mentioned a number of items tonight which I shall be pleased to bring to the minister's attention.

SHIPPING—MAINTENANCE OF SERVICE ON WEST COAST
OF VANCOUVER ISLAND

Mr. Thomas S. Barnett (Comox-Alberni): Mr. Speaker, since I first learned of the decision to withdraw subsidies to coastal shipping services on the west coast of Vancouver Island, effective December 31, I have been pressing the matter with the Minister of Transport (Mr. Jamieson) and the Canadian Transport Commission. I did not consider an answer given to me by the Minister of Transport on November 30 a satisfactory one so I put the question down as an item for the adjournment debate.

On December 8 I again raised this matter in a question to the minister and received from him the reply that the Canadian Transport Commission had agreed to an extension of the subsidies to the two shipping firms involved for a period of six months from the December 31 deadline. For this answer I wish to thank the minister and, through him, the Canadian Transport Commission. This