

The Minister of Justice tabled the "Financial Framework for Bill C-68" document with the Standing Committee on Justice and Legal Affairs of the House of Commons on April 24, 1995 which details the cost and revenue estimates to support the development and the implementation of the firearms legislation.

## TRANSPORT

### TRANS-CANADA HIGHWAY—FEDERAL PROVINCIAL AGREEMENTS CURRENTLY IN FORCE—REQUEST FOR PARTICULARS

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

There are no agreements extant concerning standards for conduct of provincial jurisdiction on provincial highways which include those portions of highways designated as the "Trans-Canada Highway." Each province has sole jurisdiction over highways within its boundaries with the exceptions of those highways or portions of highways through national parks which come under federal jurisdiction. There are no federal restrictions on provinces with respect to their jurisdiction over their highways, which includes charging of tolls on the highways under their jurisdiction, whether on the Trans-Canada Highway or not. The federal government has separate funding agreements with each province concerning highway funding: in some cases there are two or three separate agreements concerning funding, eg. Highway Improvement Program(s), Strategic Highway Improvements Program(s), Economic Regional Development Agreement(s), etc. While some highway agreements contain projects which concern portions of the Trans-Canada highway, others do not. The provincial governments are responsible for proposing the projects they wish funded. The size, scope, routing, tendering, timing, and all other details of each individual project is managed by the province. A project is generally a manageable chunk of highway. It does not necessarily address all or even the majority of the wishes for improvements, changes, enhancements, or other work for any given highway. Several projects within any given agreement may, and again may not, include work on portions, projects, or by-passes to the Trans-Canada Highway in a given section of a province.

## TRANS-CANADA HIGHWAY

### FEDERAL-PROVINCIAL STRATEGIC HIGHWAY IMPROVEMENT PROGRAM—POLICY ON DIVERSION OF FUNDS TO UNDESIGNATED PROJECTS—REQUEST FOR PARTICULARS

*(Response to question raised by Hon. David Tkachuk on May 25, 1995)*

There is no new procedure here. Since the early Seventies at least, federal and provincial governments have reached agreements on funding for highways and have amended them. Provincial governments and, indeed, the former federal government are well aware that amendments can and are made. There have been amendments made to virtually every highway agreement made in the last twenty years. These include those agreements entered into and altered by the previous administration.

For instance, in February 1990, \$5 million was reallocated from Highway 101 between St. Bernard and Meteghan River and from the Digby Interchange of Highway 101 to fund the New Glasgow by-pass on Highway 104 and Highway 101 between Bridgetown and Annapolis Royal. On October 12, 1993, the Truro and Kempton by-pass on Highway 104 was reduced by \$3.6 million and the money went to the stretch of Highway 104 from the New Brunswick border to the Amherst Viaduct. In November 1994, 2 projects were cancelled in Manitoba, in the amount of \$ 5.6 million, and reallocated to new projects like grading and constructing a 4-lane connection from Provincial Trunk Highway (PTH) 59 to PTH 15 as well as towards a CPR overpass and a new alignment of PTH 16 at Newdale.

## POST-SECONDARY EDUCATION

### EFFECT OF CUTS TO SOCIAL TRANSFER PAYMENTS ON UNIVERSITY ENROLMENT

*(Response to question raised by Hon. Ethel Cochrane on May 25, 1995)*

Provincial jurisdiction, together with the fact that federal transfers to provinces for post-secondary education are unconditional, means there is no direct connection between federal transfers and provincially-set tuition. One consequence of this is that the federal government cannot accurately forecast future levels of tuition fees or make predictions about changes in post-secondary enrolment as a result of the new transfer arrangements.