

for Vegreville (Mr. Mazankowski) does not like that statement, but unfortunately it is true. There were over 100 million cars and trucks in North America in 1970. By 1980 the number will rise to 180 million, which is some consolation for the hon. member for Vegreville. During peak traffic hours on main thoroughfares in metropolitan Toronto, concentrations of carbon monoxide ranged from 25 to 50 parts per million and sometimes as high as 150 parts per million. A recent Stanford University study has shown that the capacity of volunteers to perform normal work was severely reduced when concentrations of carbon monoxide of 50 parts per million were inhaled for as little as 79 minutes.

In 1921 less than half the population of Canada was urban. By 1966 the proportion was 73 per cent. By 1981 it is expected to reach 85 per cent, and by the year 2000 it is projected to rise to 94 per cent. In other words, nine out of ten Canadians in this country by the year 2000 are expected to be living in towns or cities. In 1966 the nine largest cities in Canada accommodated 40 per cent of the population. So we can see the rapid rise that will take place during the next 25 years. In fact, within the next 30 years it is expected that more than 50 per cent of Canada's population, some 61 million people, will be resident in 21 centres stretching along the St. Lawrence lowlands from Windsor to Quebec City. What plans has the federal government made to deal with this situation? If automobile use continues, how will the federal government deal with the results? If our cities continue to grow at the rate and in the manner that these statistics predict, what are the federal government's plans for transportation? At this time the federal government does not appear to have considered these facts, all of which are very, very appropriate.

S. A. Caria, former president of the American Transit Association, says that mass transportation is the only alternative to utter chaos in our metropolitan areas. To lift the siege by automobiles, he says, Public Transport must become so efficient, attractive and fast that motorists willingly abandon their cars in favour of it.

Dr. H. J. Holland, a professor at the Massachusetts Institute of Technology, says that every mile a car travels costs society \$1 in increased pollution, endangered health, traffic safety and changes in property values and land use. Yet many Canadian cities are adopting the same old programs and perpetuating the mistakes that have already been made by increasing the number of freeways to provide for more automobiles. But can we blame them? Or should we blame the federal government which has failed to set an example for them and which seems unconcerned about the problem?

Other countries are setting an example in the field of transportation systems. A Montreal *Star* press report dated January 4, 1972, indicated that the Japanese are constructing an all-new network of high speed railways and have authorized a parallel network of expressways to counteract Tokyo's air and automobile pollution. Thousands of miles of new rail tracks and roadways will be criss-crossing the countryside during the next few years and a new motor vehicle tax is expected to provide a considerable amount of finance with an expected annual yield of \$425 million. The rest will come from bonds and

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loans. The government's policy, says the report, is to realize an opulent life for the people throughout the country, aided by a new national, integrated transportation system.

I realize that the problems in this country are not exactly the same as the problems in Japan. Certainly, Japan does not have the vast distances to overcome that we have. But I still think there is much more room for government planning in devising mass transportation systems in this country. I think passenger trains have long been recognized as the most efficient way of hauling large numbers of people over distances. Rather than having this spectacle to which I have referred, I hope the Minister of Transport (Mr. Jamieson) will be able to tell us of his plans for a transportation policy which will put the trains back on the rails and get passengers moving in the most economic and pollution-free way.

• (1520)

We do not have to go to Japan to examine the transportation system as there are many plans in existence in England, France and some of the northern countries which should receive the immediate attention of the federal government if Canada's transportation policy is to be one for the future. I should not want to accuse the government of not studying these plans as I know they have. I have heard from the minister before about what surveys have been made, but I suggest it is time to move a little faster in developing a coherent and comprehensive policy which will solve the problems of mass transportation in this country.

The present policy is not good enough. It is uncoordinated, and to a great extent it is ad hoc, piecemeal and irrelevant to today's world and its problems. It seems that on many occasions a decision is made to build an airport, and I will not get into that controversy, not from the standpoint of public service or economic value, but using political expediency as the main criterion. The federal government should begin immediately in co-operation with the provinces, municipalities, business, labour and the Canadian public to develop a national transportation policy taking into account pollution, environmental control, population growth and expansion. Unless the federal government is prepared to give this problem its attention now, Canada's present and future will be severely compromised.

I should like to add my support to the questions raised earlier by my colleague, the hon. member for Annapolis Valley (Mr. Nowlan). We in the Atlantic provinces have been promised a national policy for many years, and I hope the minister will say something about this in his reply. I hope he will have something to say about what is being done throughout the country to develop co-ordinated services and to do something about the downgrading of Air Canada services to Canadians. Perhaps he will tell us what we may expect in the way of relief from ever increasing freight rates, and I hope his statement will give us some assurance that his department is prepared to take action to make those principles envisaged by Mr. Pickers-gill become at last reality.

**Hon. Donald C. Jamieson (Minister of Transport):** Mr. Speaker, I want to thank the hon. member for Moncton (Mr. Thomas) for setting out a number of questions which