

consideration for the accessibility, comfort and safety needs of the handicapped on all types of transportation. I could recount chapter and verse, but I will not go into the details at this time. Let me assure you, Sir, that handicapped people do not have easy access to our planes, trains and buses, something which should be looked at in keeping with the spirit of Section 15, the equality section of our new charter. I believe, and I would hope that having brought this to the attention of the Government, that when this Bill goes for study a proper amendment will be made to this Bill.

With respect to the trucking industry, Mr. Speaker, it is very important to the City of Montreal, as you well know. It is a major transportation centre and it needs to use the trucking industry. It is of considerable concern to me that the federal Government's plan to deregulate the Canadian trucking industry is fraught with many difficulties. A number of trucking firms in Canada have expressed concern that they will be run off the road by U.S. based haulers if this Bill is adopted. Unless deregulation comes gradually, giant U.S. trucking firms could squeeze out Canadian truckers and take over segments of the Canadian market. While listening to my colleague across the way, I was thumbing through a number of press clippings. I came across one observation which really worries me, and I hope it will be taken into consideration. Under the title of "Truckers Warn Province Loser in Deregulation", we find:

Domestic truckers will be run off the road by U.S. based haulers if a proposed transport deregulation package is adopted by federal and provincial Governments.

It talks about the access which foreign truckers have to our industry through our roads. *The Ottawa Citizen* reported Ken Maclaren, executive director of the Canadian Trucking Association, as saying:

Its like letting Attila the Hun and Genghis Khan loose.

If we are going to allow the U.S. trucking industry access to our routes and the right to come approximately 50 miles into our territory, what are we doing so that our trucks can have similar access and fair play on the American side? That is something we must look at very carefully. Certain segments of the trucking industry in Canada are already ailing. Therefore, deregulation comes at the wrong time since carriers are operating under reduced profit margins.

Consider, for example, the problems of many of the trucking firms which have been quoted in these articles. In order to prepare for the changes which will be brought about by deregulation, trucking firms are already scrambling into mergers and acquisitions. In the past year, Reimer Express bought the trucking firm called Inter City. The Brazeau transport group of Montreal bought three Quebec based regional carriers. Canadian Motorways Limited of Winnipeg acquired Direct Transportation System of Toronto. It seems that Canadian truckers are receiving the message that to prosper under deregulation and to compete with the U.S. fleets they must be large operators. The federal Government seems

to feel that large, big, equals beautiful and is largely unconcerned about the corporate concentration which will result.

I have a letter from Jacques Alary, the Executive Vice-President of Association du Camionage du Quebec Inc. He writes of some very serious concerns which I would like to bring to your attention, Mr. Speaker, and I hope that you will give them very serious consideration.

[Translation]

Dean Madam:

On October 2 last year, a meeting was held in Toronto by the federal Minister of Transport, John Crosbie, and his provincial counterparts.

The purpose of this meeting was to decide on the future of regulation of the transportation industry.

Our provincial Minister of Transport, Mr. Marc-Yvan Côté, supported the approach suggested by the ACQ.

It proposes no deregulation without first providing for a comprehensive framework, as follows:

1. a uniform transport safety code that is both enforced and enforceable;
2. a skills test;
4. a formula for amortizing the present value of transport licences;
5. special attention to market takeovers through price discrimination.

It will kill competition and cause some concentration.

And he goes on:

Our provincial Minister, Mr. Marc-Yvan Côté, who defended this position at the meeting, received only partial support from the Ministers from Ontario and Manitoba—

—which means there was no consensus between the various provincial Ministers, because to achieve a consensus, there must be mutual support. In concluding he says:

We ask you to urge the Prime Minister, Mr. Brian Mulroney, to refuse to consider the Bill to amend the Transport Act as proposed by the Minister of Transport, Mr. John Crosbie, until a consensus has been reached among the various parties concerned, including the trucking industry.

You will realize that the trucking industry cannot bear an increase of its social and fiscal charges on the one hand, and on the other a deregulation of the freight transportation industry; the fierce competition which would result would destabilize the effectiveness of the industry and jeopardize the proper servicing of various Quebec regions.

Our industry will not be able to fight off the competition from American truckers who will easily operate along all the lucrative transportation corridors originating from our major urban centres situated only a few kilometers away from their border.

"My government will again be placing before Parliament measures to give Canadians a more efficient, competitive and safe transport system by relieving the burden of unnecessary regulations in the transportation sector."

That was in Brian Mulroney's Speech from the Throne. And he requests that we reconsider this matter.

● (1450)

[English]

I know my time is running short, but I want to address the issue of foreign ownership as the Bill contains no provisions setting limitations on foreign takeovers of Canadian transport companies. The few guidelines that exist are that all mergers and takeovers over \$20 million and over 10 per cent of the voting shares of a Canadian transportation firm will be