

*Interprovincial Transportation*

outline of regulations. That meeting, apparently, did not work out very well. In April, 1971, the federal implementation plan for part III was sent to all provinces by the minister. In May, 1971, there was the second meeting of ministers on the topic of the implementation of part III. A federal-provincial advisory council on motor carrier regulations was created to draft a comprehensive set of uniform regulations and to advise on a means of implementing part III of the act. Last spring, in April, 1972, the report of the advisory council was submitted to the ministers concerned. According to the press release of May, 1971, there is a requirement for the ministers to reconvene within six months of that date to reconsider the report. This third meeting was not held owing to the federal election taking place in the fall.

At present the federal department officials plan to be in touch once again with the provinces for informal discussions. There will be a further exchange of views, and discussions pertinent to this matter will take place. After these discussions have taken place we hope that another federal-provincial meeting will convene. I agree with the hon. member for Lethbridge (Mr. Hurlburt); the sooner it takes place, the sooner will the farmers, manufacturers and people of Canada benefit, because these matters are vitally important to all Canadians.

**Mr. Arnold Peters (Timiskaming):** Mr. Speaker, I congratulate the hon. member for Lethbridge (Mr. Hurlburt) for bringing forward this important subject. I am amazed at his knowledge of the subject and his interest in it. I was also interested in the parliamentary secretary's extensive knowledge of the subject. In view of the knowledge of hon. members on both sides of the House, perhaps we can do something today that would have been quite easy to do in the late 1950s when there was a court case on this subject. If I am not mistaken, the Supreme Court in 1954 or 1955 held that the subject the hon. member deals with in his motion is one of federal jurisdiction. The federal government promptly returned that jurisdiction to the provinces.

**An hon. Member:** Shame.

**Mr. Peters:** I believe we arranged to bring road transportation under provincial jurisdiction under part III of the act. As the parliamentary secretary has said, we have not been able to finalize negotiations with the provinces following that decision of the Supreme Court, so we are in exactly the same position as we have been on a number of occasions and it does not appear that we are really disposed to settle the problem at this time.

I think hon. members will agree that one of our greatest problems in Canada stems from our inability to administer properly or originate laws that will provide for reasonable transportation facilities. These remarks hold true in the case of the railways. There we face problems as a result of debts that Canadian National Railways have contracted. These work to the disadvantage of all Canadians, especially in the establishment of reasonably cheap railway operations. In the case of the airlines, although the CTC has authority we are not able to work out a domestic tariff structure that compares with international fares. It amazes me that you can fly to Europe more cheaply than you can to Vancouver. The fare from here to

[Mr. Guay (St. Boniface).]

Vancouver is unrealistic and is not in the Canadian interest.

There are several constitutional stumbling-blocks in the way of transcontinental trucking, a matter which will probably be discussed before the Canadian Transport Commission. Part of the problem stems from provincial legislation relating to PCV licences. I am always surprised at the way in which PCV licences are awarded. Take the case of the farmer who cannot farm in winter but who has a truck equipped to haul gravel from one place to another: the department of highways of the province of Ontario often will not grant him a PCV licence because it claims there are already too many such truckers in the community. No one argues that the man has a truck, that he knows how to drive and is equipped to haul gravel; the department just decides on the number of PCV licences to be issued. So it goes all down the line. The man who has a PCV licence for moving hay cannot bring back furniture for his neighbour because he has no PCV licence for doing so.

From my area of northern Ontario, trucks haul Rexwood products to southern markets in Canada and the United States. But those trucks must come back empty. So the trucker must charge enough to cover his costs both for carrying the load and for coming back empty. That would not happen if he had an "A" class PCV licence, but "A" class PCV licences are pretty difficult to come by in Ontario. You need to know somebody in the cabinet, have a highly placed friend or a lot of money with which to buy one. Really only the railways can afford to buy them. You will find that all the railways own their own trucking facilities. These trucking concerns are among the largest in Canada. The hon. member who proposed this motion should remember that we ought to consider the relationship between tariffs charged by the railways and tariffs that trucking concerns owned by the railways are able to charge. We must also consider that in many areas bus transportation is being provided. That matter should enter into consideration.

There is something else that one ought to consider when examining the question of trucks driving from one province to another. I live near the border, and it is not unusual to see on our roads many cars from out of the province. When cars enter our province and the neighbouring province they can stay for a number of months without changing their licence. On the other hand, as soon as a truck crosses the provincial boundary, no matter what it is carrying and whether it is equipped with a PCV licence, it will be stopped if it does not display the motor vehicle licence issued by the province in which it is then operating.

Truckers over the years have been able to establish a most enviable record of safety. All who drive on the highways of Canada must be aware that most large and responsible trucking companies have been able to build up an enviable record of safety and courtesy on the road. It is not the trucker who fails to dim his lights, give way and retain a very low speed when it is possible to do otherwise. In fact, the trucker has established a remarkable record. As more and more transporting is done by highway there are more trucks using the highways, particularly the trans-Canada highway both north and south.