

and (3) tariffs to be made available by all common carriers. Where there is no alternative to providing transportation assistance except through statutory rates or charges involving subventions, the cost should be borne by the national and/or provincial treasury.

3. Government Ownership vs Private Enterprise

The League firmly believes in the principle of free, private enterprise, in the transportation industry as the best method of obtaining efficient and progressive transportation.

Government ownership of transportation equipment and facilities should be limited to those instances relating to national development and pioneering where private enterprise cannot serve because of high initial and development costs.

4. Free Enterprise and Competition

The League believes that the free enterprise system is the most effective way to bring about increased productivity, rapid technical advances and the greatest opportunity for the greatest number of people. This system must recognize the right to fail, otherwise it is subject to undesirable restraints.

5. Rate Making and Publication

Shippers and carriers should be free to negotiate rates, terms and conditions subject to the observance of regulations such as those respecting registration, safety and dangerous goods. All tariffs of rates, terms and conditions for common carriage should be made available.

6. Rate Control

Except for captive traffic, the regulations of rates by a government agency should be discouraged.

7. Statutory Rates or Charges Embracing Subventions

When economic, geographic or other conditions exist in certain sections of Canada, which in the national or provincial interest require special treatment, the cost of transportation or burden thereof should not be placed on the carriers and thus passed on to users or buyers of transportation services. The difference in cost or charges between the determined, normal, reasonable rates and the statutory or subvention rates or charges should be borne by the national and/or provincial treasury, in such a fashion as not to distort the basic freight structure.

8. Charges for Government Facilities

Whenever practicable, the costs of building, operating and maintaining any transportation facility provided by government should be met by fair and equitable charges paid by those benefiting from such facilities, except as provided under Section 7 of this Policy.

9. Interprovincial and International Regulations

The League believes that the federal government should regulate interprovincial and international common carriers in the areas of public safety, uniform documentation and liability.

10. Complete Transportation Service by Carriers

The League believes that any carrier principally engaged in a given type of transportation service should be free to engage in any or all other types of transportation for the purpose of providing an integrated transportation service.