

*Motor Vehicle Transport Act, 1986*

as of the base year, with a limit of seven years. These recommendations were made but the Government did not act on them because there were other recommendations from pulp and paper associations and a number of other very important organizations and groups. They pointed out that the pulp and paper industry strongly supports the early deregulation of interprovincial motor transport and the enforcement of standard provincial standards designed to promote a flexible and profitable interprovincial motor transport industry in Canada.

Obviously, Mr. Speaker, when the Government was confronted with these situations it could have found a formula which would have been an acceptable compromise between extreme positions and which could have led to the kind of deregulation which most Members of the House could have endorsed, but it drew the line and introduced the legislation now being debated in the House. There is a real possibility that deregulation will reduce the value of the operating licences, and hence the book value, of these companies. When we know that many Canadian carriers depend on the value of their licence as security for obtaining bank loans, it means the value of the company will drop with that of the operating licence. Loan opportunities for all Canadian trucking companies will be sharply reduced, and without federal assistance, they will be less able to compete with the big American carriers.

Mr. Speaker, if we look at the Bill before the House today, there is a major problem facing those transportation companies that are not one of our big Canadian carriers. The very basic point being made by these companies is that eventually, they may go bankrupt when the American giants appear on the Canadian market and compete directly with them. The latter companies may take considerable losses for one, two or three years, but they have sufficient assets to be able to absorb these losses, because in any case, they are working from a financial base that is far stronger than that of any Canadian carrier.

Mr. Speaker, I would like to ask the Government to postpone consideration of this Bill and to do the consultation that is needed. We know that as far as Bills C-18 and C-19 are concerned, the Government's consultation process was inadequate. Intervenors from the transport sector were ignored or, if they were heard, their claims or comments were not necessarily taken into consideration.

If this Bill is adopted in its present form, one serious consequence will be a substantial reduction in the safety standards applied to the trucking industry. Mr. Speaker, I am sure you realize that if these standards, which were not a major issue in the consultations conducted by the group that travelled across Canada to hear the various intervenors, if these standards are not observed and are not made an integral part of Bill C-19, transportation companies that must cut costs to survive will start cutting back on preventive maintenance. If that happens, we may have a situation practically identical to the one existing now in the United States, especially in the

State of California where the number of accidents has increased by 18 per cent in recent years.

Mr. Speaker, I hope consideration of this Bill is postponed and that the Government does not now approve the provisions of Bill C-19.

**Mr. Deputy Speaker:** Is the House ready for the question?

**Some Hon. Members:** Question.

**Mr. Deputy Speaker:** The question is as follows. Mr. Lewis, seconded by Mr. Fennell, moves:

That this question be now put.

The question is on the motion of Mr. Lewis.

Is it the pleasure of the House to adopt the motion?

**Some Hon. Members:** Agreed.

**Some Hon. Members:** No.

**Mr. Deputy Speaker:** All those in favour of the motion will please say yea.

**Some Hon. Members:** Yea.

**Mr. Deputy Speaker:** All those opposed will please say nay.

**Some Hon. Members:** Nay.

**Mr. Deputy Speaker:** In my opinion the yeas have it.

*And more that five Members having risen:*

The House divided on the motion (Mr. Lewis), which was agreed to on the following division:

*(Division No. 63)*

## YEAS

## Members

Bertrand	Crosby	Hawkes
Binns	(Halifax West)	Hicks
Bourgault	Crouse	Hnatyshyn
Boyer	Darling	Hockin
Bradley	Daubney	Hornor
Brightwell	Desjardins	Jacques
Brisco	Domm	James
Cadieux	Duguay	Jepson
Caldwell	Ellis	Jourdenais
Cardiff	Epp	Kelleher
Carney	(Provencher)	Kempling
Champagne	Fontaine	Kilgour
(Champlain)	Forrestall	Lawrence
Clark	Fraleigh	Leblanc
(Brandon—Souris)	Friesen	Lesick
Clifford	Gérin	Lewis
Cochrane	Girard	Lopez
Collins	Gormley	MacDonald
Cook	Gottselig	(Kingston and
Cooper	Graham	the Islands)
Corbett	Gray	Malone
Cossitt	(Bonaventure—Îles-de-	Martin
Crombie	la-Madeleine)	Mazankowski
Crosbie	Grisé	McCuish
(St. John's West)	Hardey	