

vincial. Uniformity is lacking under the present system of 12 jurisdictions and extraprovincial motor carriers must deal with several sets of regulations on such important matters as rates, operating authorities and documentation. Dissatisfaction with this lack of uniformity is shared by carriers, shippers and federal and provincial authorities. Surely, no other way is possible than a trans-Canada licence which has a set fee, which has standardized regulations and which is valid in any of our ten provinces. This must be brought into being.

I have said that there is dissatisfaction shared by carriers, shippers and federal and provincial authorities alike. As a shipper in private life, and as a member of the federal parliament, I have spoken of the dissatisfaction that exists and I urge that action now take the place of words. Is action such as bringing a number of different governments into agreement on a common policy impossible? It is not. And for once we can look to countries other than the United States for a most effective example. The states of western Europe, Belgium, the federal republic of Germany, Luxembourg, The Netherlands, France and Italy, who will be joined this year by Denmark, Norway, Great Britain and Ireland, which have not been noted until recently for being compatible, have developed a joint transportation policy. This common transportation policy of the countries of Europe, as stated in the report of the conference of Canadian national transportation policy, May 23-25, 1972, is as follows:

The common transport policy is the means of pursuing the aims of the European Economic Community in the transport sector, both on the consumer and on the producer side; that is, to amalgamate the national economies and raise the standard of living.

Surely, if these diverse countries can agree upon and implement such a common transportation policy, the provinces of Canada, under the leadership of an enlightened federal government, can do no less. Mr. Speaker, until now, such leadership in practical terms, that is, in terms of allowing shippers to obtain a Trans-Canada licence such as has been mentioned, has not been provided.

The motion urges that such action be undertaken. It is my sincere hope that it will be the pleasure of this House to recommend to the government that a dominion-provincial conference be called that will undertake to arrive at the terms by which a trucking firm can obtain one licence valid throughout all of Canada, that will end the red tape of the multitude of regulations and allow an aggressively Canadian industry to develop. The trucking industry in 1970 had a revenue of \$1,504 million, fully a third of which was from interprovincial operations. Surely an industry of this magnitude must be aided, rather than impeded, by government regulations.

Mr. Joseph-Philippe Guay (Parliamentary Secretary to Minister of Transport): Mr. Speaker, the hon. member for Lethbridge (Mr. Hurlburt) made several recommendations as he finished reading his written address. May I suggest to him that such federal-provincial meetings have been taking place for a number of years. May I also suggest that prior to the Common Market in Europe, the countries concerned held various meetings and came to an understanding on the question.

25714—59½

Interprovincial Transportation

The hon. member's suggestion has merit but it is far from new. Back in 1954 federal-provincial meetings took place because of the federal government's concern at that time. Many meetings have taken place since then, and it is my intention to enumerate them. I might suggest, Mr. Speaker, that even when the Conservatives were in power in 1962—government with the largest majority ever to hold power in this country—at no time did such meetings take place: they only bring the matter up at times like this. But I should like to bring to the attention of the House the continuity of meetings exactly on this problem.

In answer to the motion before the House I should like to point out that with the exception of permits—I emphasize the word "permits"—the matters raised in the motion come under the jurisdiction of the provinces. With respect to vehicle licensing and other operating matters the federal government is performing a co-ordinating role with the provinces in an attempt to assist the development of uniformity in these areas. With respect to permits for extraprovincial motor carriers, this activity is currently assigned to the provinces under authority of the Motor Vehicle Transport Act and permits are issued either without charge or at a nominal filing fee.

With regard to that part of the motion which deals with permits, I might say that the federal government has delegated provincial governments to look after that matter. Of course, trucking firms and manufacturers are concerned about the high costs involved but, Mr. Speaker, I should like to give the chronology of events concerning motor carrier regulation. In February, 1954, the first meeting took place and a decision of the judicial committee of the Privy Council was to the effect that all extraprovincial motor carrier undertakings came under federal jurisdiction. A few months later, in June, 1954, the Motor Vehicle Transport Act was passed which assigned authority to regulate extraprovincial motor carriers to provincial highway transport boards. This was a request to the provinces to act on behalf of the federal government. From 1954 to 1967 no meetings took place. If we want to talk about leadership, Mr. Speaker, we should talk about leadership at the time these meetings bogged down.

In 1967, this government started to hold meetings with the provinces again and the National Transportation Act and its policy was passed. Part III of the National Transportation Act dealt with the regulation of extraprovincial carriers. In December, 1969, the first meeting of federal and provincial ministers took place on the subject of implementing part III of the National Transportation Act. There was a series of meetings, Mr. Speaker.

• (1620)

What came out of the meeting of 1969 was a proclamation relating to part III. As well, there was a joint federal-provincial study on regulations and a full exchange of views on the problems of implementing part III. In May, 1970, just two years ago last spring, part III was proclaimed. It was provided that no motor carriers were exempt from the provisions of the Motor Vehicle Transport Act.

In October, 1970, an outline of the regulations was sent to all provinces by the CTC. In November, 1970, there was a meeting of federal and provincial officials to discuss the