

unjust discrimination. This situation would then permit the railways to publish any rates or conditions they please, and, in effect, they could, under the law, practice undue preference or unjust discrimination as between different shippers even under similar circumstances. It is our opinion that Parliament should express in the National Transportation Policy for Canada, the objective that each mode of transport should treat all users in an equitable manner, under similar circumstances. We therefore suggest that the following clause be added to the National Transportation Policy for Canada.

- (d) Each mode of transport, as far as practicable, applies equitable rates and conditions, under similar circumstances, to all users.

Respectfully submitted,

March 22nd, 1965.

Canadian Industrial Traffic League (Inc.)

AN EXAMPLE OF RATES TO BE FIXED ON CAPTIVE TRAFFIC BY THE BOARD
UNDER THE PROVISIONS OF SECTION 335 OF BILL C-120 OF
THE HOUSE OF COMMONS FOR CANADA

Rates in Cents Per 100 lbs.

	Carload Minimum Weight					
	30,000 Lbs.	45,000 Lbs.	55,000 Lbs.	70,000 Lbs.	90,000 Lbs.	110,000 Lbs.
(a) Variable cost.....	40	38(b)	36(b)	34(b)	32(b)	30(b)
Variable cost for 30,000 plus 150%.....	60	60	60	60	60	60
(c) Fixed rate to be paid by ship- per.....	100	98	96	94	92	90
Rail revenue per carload.....	\$300.00	\$441.00	\$528.00	\$658.00	\$828.00	\$990.00
Percentage reduction for larger cars.....	—	2.0%	4.0%	6.0%	8.0%	10.0%

(a) A hypothetical figure which could be prescribed by the Board under the provisions of Section 335, Par. 3(c).

(b) Variable cost reduced by the formula provided in Section 335, Par. 5(b)(ii).

(c) Fixed rates computed by adding together (a) and (b).

Canadian Industrial Traffic League Inc.,
Toronto, Ont., March 22nd, 1965.

TRANSPORTATION POLICY FOR CANADA

1. Introductory Statement

The Canadian Industrial Traffic League Inc., a National organization of industrial and Commercial managers of traffic and distribution, is dedicated to and concerned with the efficient and sound economical transport and distribution of goods and persons. The Policy is based on general principles and expresses the collective convictions of the members of the League. It has been prepared for the information and use of the membership at large, without prejudice to the interests of any individual member. The League endeavours to act consistently but will not hesitate, when necessary, to add to, modify or delete statements of policy in the light of changes in law or circumstances of transportation.

2. General Statement of Policy

The League supports all movements, action, engineering and technical advances that contribute to providing efficient transportation facilities and services adequate for the general economy of the Nation. It supports: (1) competition among all types of carriers so that the advantages of each may be achieved; (2) rates to be free of regulatory control save for captive traffic