

## EVIDENCE

(Recorded by Electronic Apparatus)

Friday, November 15, 1968

• 0940

**The Chairman:** Good morning, gentlemen. I see we have a quorum.

I would first like to advise you that the Steering Committee is composed of Mr. Mahoney, Mr. Serré, Mr. Schreyer, Mr. Godin, Mr. Thomas (Moncton) and myself.

Our order of reference is the estimates of the Canadian Transport Commission. I will call Item 50.

Department of Transport

### C—CANADIAN TRANSPORT COMMISSION

- 50 Administration, Operation and Maintenance including the degaussing of Canadian Government Ships and Canadian-owned merchant ships of 3,000 gross tons to 20,000 gross tons of Canadian registry or of United Kingdom registry if subject to re-transfer to Canadian registry under special inter-governmental arrangement, \$4,600,900.

**The Chairman:** Before we begin I would like to introduce to you the hon. J. W. Pickersgill, President of the Canadian Transport Commission, and I will ask him to make an opening statement. Mr. Pickersgill.

**Hon. J. W. Pickersgill (President, Canadian Transport Commission):** Mr. Chairman, I think my opening statement will consist of introducing Mr. Arbiq, the Secretary, and Mr. Marks, an administrative officer on the financial side. I really do not think there is anything I can say about the work of the Commission that would be very illuminating beyond the fact that it was established on September 19, 1967, so it has therefore been in existence for about 14 months. It would probably be very much better if I merely answered questions.

**The Chairman:** Thank you, Mr. Pickersgill. Mr. Nesbitt?

**Mr. Nesbitt:** As this is the first time the President of the Commission has been before

us and as there are new members present who perhaps are unfamiliar with the Act, I wonder if Mr. Pickersgill could give us a brief resume of the activities of the Commission, and after that we can get into the questions.

**Mr. Pickersgill:** Perhaps it would be helpful to those members of the Committee who were not members of Parliament when the act was passed in 1967 if I were to explain that under the Act there was the Board of Transport Commissioners' which regulated railways, telegraphs and telephones—or, as we now call them, telecommunications—under the jurisdiction of Parliament. There was the Air Transport Board, which regulated civil aviation, and there was also the Maritime Commission, which performed certain functions with respect to water transport and in particular it dealt with ferry services and coastal steamship services, which were subsidized by the government. And it had other functions which were taken away from it before it became part of the Commission, and these were given to the Department of Industry. These three agencies were extinguished by the law and were replaced by the Water Transport Committee in the case of the Maritime Commission, the Air Transport Committee in the case of the Air Transport Board and the Railway Transport Committee in the case of the Board of Transport Commissioners.

• 0945

In addition, two other committees were provided for under the law. There was the Motor Vehicles Transport Committee, which at the time the law was passed it was indicated would be available to administer motor vehicle traffic. This is under the jurisdiction of the Parliament of Canada until such time as the Governor in Council may see fit to vest that jurisdiction or any part of it in the Canadian Transport Commission instead of allowing it under the Motor Vehicle Transport Act—which is the correct title of it—of 1954, which vested in provincial agencies and boards the federal jurisdiction in this field. Provision was also made for a Committee on Solids Pipe Lines. This was done because