

MOTORCYCLE CONTROLS

Question No. 523—Mr. Mather:

Is consideration being given to requiring the standardization of motorcycle controls as to location, operation and identification of such controls to facilitate their safe operation?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): Over the years, a standard set of controls has evolved for such motor vehicles as passenger cars and trucks. Where operators may frequently change vehicle, such standardization of control location, operation and identification contributes to the safe operation of the vehicle. Consideration is now being given to standardization of controls on both motorcycles and snowmobiles.

EQUIPMENT OF MOTORCYCLES WITH SIGNAL LAMPS

Question No. 524—Mr. Mather:

Is consideration being given to requiring that all motorcycles be equipped with turn signal lamps?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): Motorcycles present a poorly defined target in the general traffic environment, particularly at night, and are capable of high mobility. These two factors combine to make it desirable to increase the visual impact of this type of vehicle and the intentions of the operator. A contribution to this end can be made by requiring the fitting of the signal lamps to all motorcycles, and consideration is being given to this.

AUTOMOBILES—CONSUMER INFORMATION BOOKLET

Question No. 525—Mr. Mather:

Is consideration being given to the publication of an annual consumer information booklet designed to help the new car buyer know more about the safety performance of the automobile?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): The publication of an annual consumer information booklet about the safety performance of motor vehicles is under review. So far it has not been established that this information would be of practical value to the consumer or that it would be an appropriate requirement of the Motor Vehicle Safety Act.

DISABLED VEHICLE WARNING DEVICES

Question No. 526—Mr. Mather:

Is consideration being given to requiring motor vehicle manufacturers to equip new vehicles with warning devices, which, in emergencies, can be erected on or near the roadside to alert approaching drivers of the presence of a disabled vehicle?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): For many years, provincial regulation of truck operations has included requirements relating to the provision and use of emergency flares or equivalent devices. Such devices offer an advance

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warning of any disabled vehicle. Consideration is being given to extending this practice and assisting provincial regulation through a requirement that all motor vehicles be equipped with devices having specified characteristics.

CONTROL OF TRUCKS AND BUSES NOISE LEVELS

Question No. 567—Mr. Mather:

Is consideration being given to setting standards to control the noise level inside trucks and buses?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): The Motor Vehicle Safety Act provides authority to establish standards limiting the noise level of vehicles. Noise regulations have already been issued for snowmobiles and consideration is now being given to further regulations establishing standards to control the noise levels of trucks and buses.

CNR—NEWFOUNDLAND PASSENGER SERVICE

Question No. 587—Mr. Carter:

1. What was the number of revenue passengers carried in 1969 and up to September 30, 1970, by CNR in Newfoundland?
2. What was the total revenue received?
3. What was the cost of operating CNR's passenger transport service in Newfoundland during the same period?
4. What was the profit or losses on the operation during the same period?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): The management of Canadian National Railways advises as follows:

| | 1969 | January- November 1970 |
|-----------------------|-----------|---------------------------|
| 1. Revenue passengers | 137,169 | 138,905 |
| 2. Total revenue | \$807,498 | \$ 766,177 |
| 3. Operating expenses | \$975,866 | \$1,145,474* |
| 4. Loss | \$168,368 | \$ 379,297 |

* The increase in operating expenses is attributable to higher wages for bus drivers, repair costs (due to heavy accumulation of mileage resulting in major overhauls), modifications to buses to comply with the requirements of the provincial government and an increase in the number of buses operated from 20 to 22.

CNR—NUMBER OF PASSENGERS TRAVELLING BETWEEN MONTREAL AND OTTAWA

Question No. 640—Mr. Orlikow:

1. How many passengers travelled on CNR trains, Ottawa to Montreal and Montreal to Ottawa, each week for the past three years?
2. What percentage of full capacity did this represent?

Mr. Gérard Duquet (Parliamentary Secretary to Minister of Transport): The management of Canadian National Railways advises as follows: 1. The weekly average