

powers in a future situation to prohibit questions about a subject on the Order Paper.

Madam Speaker: I want to say to the Hon. Minister that I did not make today's ruling on the basis of the importance of the matter. As the Hon. Minister is aware, it is not up to the Chair to determine whether or not a matter is important. I said that Hon. Members found this matter was sufficiently important to make it the subject of their questions during a number of oral question periods and also of today's debate on an Opposition day.

The Chair does not rule on the importance of debates. I said the House found—I believe I said that, and in any case, if I did not, that is what I meant—the question was sufficiently important to bring it up during oral question periods. What I said today does indeed constitute a precedent. There are quite a few similar rulings. There are precedents that support the raising of such questions and other precedents that do not, and today's precedent is one more to add to the list of those that do favour allowing such questions.

● (1510)

ROUTINE PROCEEDINGS

[English]

QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

Mr. David Smith (Parliamentary Secretary to President of the Privy Council): Madam Speaker, the following questions will be answered today: Nos. 4,628 and 4,670.

[Text]

COMMERCIAL VEHICLE DRIVER PERFORMANCE IMPROVEMENT STUDY

Question No. 4,628—**Mr. Mazankowski:**

1. Was the second phase of a study conducted on behalf of the Department of Transport regarding commercial vehicle driver performance improvement and, if so (a) how will this phase differ from Phase I (b) what were the conclusions and recommendations of Phase I and how were the recommendations implemented?

2. Was a role played by the Provinces in the development and implementation of the studies and, if so, what was that role?

3. Will Phase II be the final phase?

Mr. Jesse P. Flis (Parliamentary Secretary to Minister of Transport): 1. Phase II of the Commercial Vehicle Driver Improvement Project was initiated in November, 1982 and is expected to be completed in July, 1983.

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(a) Phase I examined current practices and research. Phase II builds on this knowledge to define criteria and develop tests to measure safe and efficient driving.

(b) A number of recommendations concerning further study were made in the Phase I report. The main recommendations concerned the improvement of commercial vehicle driver training and the use of incentives to promote safe, fuel efficient driving. Before these recommendations can be implemented systematically, it is necessary to have the measurement criteria and tests being developed in Phase II.

2. Yes. Several provincial representatives from Alberta, Manitoba and Ontario are currently on the Advisory Committee for this project.

3. A final phase will be required to identify and/or develop effective training and incentive programs and evaluate them using the tests developed in Phase II.

SURVEY OF TRANSPORTATION ENERGY RESEARCH

Question No. 4,670—**Mr. Mazankowski:**

Was a survey of transportation energy research, development and demonstration activity in Canada conducted on behalf of the Department of Transport and, if so (a) what was the purpose (b) what were the findings (c) to what use will the results be put (d) who performed the study?

Mr. Jesse P. Flis (Parliamentary Secretary to Minister of Transport): Yes.

(a) The purpose is to compile a comprehensive public and private sector inventory of current and planned activity in transportation research, development and demonstration in Canada, thus ensuring a meaningful exchange of information and a co-ordination of research on transportation energy related subjects in all sectors.

(b) Full documentation of such activities will be available at the conclusion of the study, scheduled for March 31, 1983.

(c) The results will be the basis for the establishment of a transportation energy clearing house, which will be monitored and updated on a regular basis by the Technical Committee on Transportation and Energy of the Roads and Transportation Association of Canada.

(d) Canadian Resourcecon Ltd. of Vancouver.

[English]

Mr. Smith: I would ask, Madam Speaker, that the remaining questions be allowed to stand.

[Translation]

Madam Speaker: The questions enumerated by the Parliamentary Secretary have been answered. Shall the remaining questions be allowed to stand?

Some Hon. Members: Agreed.