

"(b) implement a scheme that provides for sanctions to be applied to railway companies that do not meet the performance objectives referred to in paragraph (a)."

Motion No. 43

That Bill C-155 be amended in Clause 21

(a) by striking out line 18 at page 11 and substituting the following therefor:

"than the railway companies and the Canadian Wheat Board, that meet";

(b) by striking out line 22 at page 11 and substituting the following therefor:

"participants, other than the Canadian Wheat Board, or any classes thereof that"

Mr. Bill McKnight (Kindersley-Lloydminster) moved:

Motion No. 44

That Bill C-155 be amended in Clause 21 by striking out lines 21 to 24 at page 11 and substituting the following therefor:

"(ii) sanctions to be applied to system participants or any classes thereof, other than the railways, that do not meet the performance objectives referred to in paragraph (a), shall be non-pecuniary."

Mr. Charles Mayer (Portage-Marquette) moved:

Motion No. 45

That Bill C-155 be amended in Clause 21 by striking out line 32 at page 11 and substituting the following therefor:

"the commission, is equal to 20% of the"

Mr. Les Benjamin (Regina West) moved:

Motion No. 46

That Bill C-155 be amended in Clause 21 by striking out lines 32 to 34 at page 11 and substituting the following therefor:

"the Commission, is equal to 20% of the volume-related variable costs of the railway company plus 100% of the cost of capital portion of the line-related variable costs for grain dependent branch lines."

Mr. Benjamin: Mr. Speaker, Motion No. 41 in my name seeks to remove any power the Bill gives the Grain Transportation Administrator over the Canadian Wheat Board or the elevators. I repeat what occurred during debate on the previous motions. This is a transportation Bill, not an agricultural Bill or farmers' Bill. It is an anti-farmer Bill. It should not give a transportation agency power over a non-transportation agency. In other words, the Grain Transportation Administrator, under the authority of the Minister of Transport (Mr. Axworthy), should not have powers over the Canadian Wheat Board, which is under the authority of the Minister in charge of the Wheat Board who sits in the Senate. One Crown agency should not be in a position to exercise authority over another Crown agency, particularly when they are entirely different departments.

I want to quote Mr. Esmond Jarvis, Chief Commissioner of the Canadian Wheat Board, from Issue No. 119 of the minutes of the Transport Committee at page 103. He said:

In addition to its detailed knowledge on supply and transportation, the board of course knows the exact requirements of the customer. Importer confidence in the Canadian system is very dependent upon the board maintaining a closely co-ordinated relationship between supplies, transportation and sales.

We were also told by the Wheat Board Advisory Committee, by Mr. Charlie Gibbings who is a former Wheat Board Commissioner and by farmers that the transportation of grain is inextricably linked to the purchase, marketing and sale of grain. You cannot separate transportation from those other operations. We want to remove any power that the Bill gives

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the Administrator over the Canadian Wheat Board and the elevator companies.

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I have already said why he should not have powers over another agency of Her Majesty, but we include elevator companies because the Canadian Wheat Board and the Canada Grain Commission already have all the powers they need over the elevator companies. In fact, the Canadian Wheat Board has in place a system of sanctions. If a grain company or elevator company ships the wrong grade, the wrong kind or in any other way breaks the requirement for the shipping of grain, the Canadian Wheat Board places penalties upon that grain company. Similarly, the Canada Grain Commission has powers over the grain elevator companies in the matter of dockage, elevation, storage, handling charges and grades. Where an elevator company violates any of these conditions the Canada Grain Commission has powers over them. We do not need the Senior Grain Transportation Administrator as a third party with powers over the Canadian Wheat Board, the Canadian Grain Commission and the elevator companies. It is just sheer administrative, bureaucratic nonsense. The clause as it now reads can only be construed as a blatant, direct attempt by the Government to reduce the powers of the Canadian Wheat Board and the Canada Grain Commission. That is unacceptable to western Canada.

Motion No. 42 limits the application of sanctions which the Senior Grain Transportation Administrator can apply to the railroads. As I said earlier, the Wheat Board and the Canada Grain Commission already have the power of sanction over the grain companies, but the Wheat Board and the Canada Grain Commission cannot place any sanctions on the railroads. They have no authority to do so. We do not object to the Administrator having those powers over the railroads. As mentioned in earlier debate, Mr. Speaker, just imagine the spectacle of an agency of the Minister of Transport's Department applying sanctions and penalties upon the Canadian Wheat Board which comes under the jurisdiction of the Minister in charge of the Wheat Board. What about the Minister of Transport through the Administrator applying sanctions on the Canada Grain Commission, which comes under the jurisdiction of the Minister of Agriculture (Mr. Whelan)? You have three Crown agencies, each one under a different Department, which tells you something of the stupidity of the Government's organization.

I do not have sufficient time to go through each one of the motions that have been grouped for debate. I am sure my colleagues in the Conservative Party and my own colleagues will want to cover each one of these motions at length and in detail. They are extremely important to the authority of the Canadian Wheat Board and the Canada Grain Commission and are designed to prevent any bureaucratic duplication in the application of this Bill should it ever become law—if and when it ever becomes law.

I admit that there are other elements of transportation involved in the handling and transportation of grain. One can