

*Transportation*

all our transportation problems. This is outlined very well by the C.P.R. in committee proceedings No. 28 at page 2059. The C.P.R. had this to say about the establishment of the commission itself:

The McPherson Commission did not contemplate a commission having jurisdiction over all modes of transport.

Many people believe that this piece of legislation is based directly on the MacPherson Commission report, but here the C.P.R. points out that the MacPherson Commission did not envisage a commission such as this bill would set up to have jurisdiction over all modes of transportation. It recommended the creation of a national transportation advisory council to undertake the task of conducting the studies necessary to achieve the goals of a national transportation policy. They go on to deal at some length with what a national transportation policy should include. They say this:

It is important that care be taken that the study and research function of the commission does not become confused with its regulatory function, nor that it results in the commission assuming some of the functions of management.

In other words, a warning is given. The MacPherson Commission did not necessarily recommend a commission which would be as all encompassing as this one is.

• (4:50 p.m.)

Mr. MacDougall also suggested the MacPherson Commission felt that care should be taken to make sure that the research and administrative functions of the commission were not to be too closely knit or related to the regulatory functions of management. As recorded at page 1728 of the Minutes of Proceedings and Evidence of the committee on transport and communications a representative of the C.N.R. said:

Well, the new national transportation legislation that they have in the United States in so far as the regulation of railroads is concerned, is mainly directed to the general sort of administrative and research aspects. They have not attempted by that to take over into this new body the functions of the Interstate Commerce Commission in regulating and controlling various modes of transport.

In other words, in the United States the national transportation policy is related to administrative and research aspects while the Interstate Commerce Commission is the regulatory and controlling body. Through this bill we are trying to link these together. At the same page Mr. MacDougall of the C.N.R. dealt at some length with the dangers involved in linking these several functions.

At pages 1768 and 1769 Dr. Bandeen pointed out that the research aspect must be kept independent. He said:

First of all, we have a feeling that there is a need for independent research—independent of the government, independent of industry in Canada—

He wondered whether or not this independent research would really remain independent over the years if it were linked closely with a regulatory body. There is a danger in this regard. Caution should be taken in setting up this commission to see that all modes of transportation are not placed under its jurisdiction. The two briefs presented to the commission which dealt to any extent at all with commodity pipe lines suggested that their operations should not fall under the jurisdiction of a commission such as will be set up by this bill, and that they might better be left under the jurisdiction of the National Energy Board. I think we are going too fast by placing regulatory and research functions in the same category, and by placing all modes of transportation under one commission. That is not a recommendation of the MacPherson Commission. Representatives of the railroads themselves have expressed fear about putting regulatory and research aspects under one commission.

I should like to mention one other aspect of this bill to which the minister has referred, and I have in mind the formula devised for rail line abandonments. Some years ago 4,000 miles of railroad trackage on the three prairie provinces were the subject of abandonment applications. If my memory serves me correctly, 1,800 miles of trackage on the three prairie provinces is to be abandoned. That is nearly half the trackage involved in the prairie provinces. In this regard, I intend to move an amendment to clause 1 of this bill which I hope the minister will consider seriously. It is my proposal that the word "adequate" should be added to line 4 of the first page of the bill. In other words, it now reads:

It is hereby declared that an economic and efficient transportation system—

I suggest the word "adequate" should be added so that it would read:

It is hereby declared that an adequate, economic and efficient transportation system—

That may appear to be unimportant, but I suggest it means a great deal when you consider the wording of that clause and the attitude of representatives of railway companies, particularly in areas of the prairie provinces. What is the most economic and efficient transportation system? Perhaps one track running