

Motor Vehicle Transport Act, 1986

the fact that the Minister of Transport had extended the transition period. As we indicated in Montreal, the provinces will administer this. Why should we go against their wishes when we want to have a safe and gradual approach to this change? The change was made because we listened to the provinces. The Government has listened to the provinces and the trucking industry. A five-year transition represents a reasonable balance of opinions as well as a consensus among the provinces that will be implementing the reforms.

The Minister met with the provinces and they came to these agreements. I believe they even signed written agreements indicating that they want these things to be done and done gradually. After all, the provinces are the ones that have had experience in administering this for the last 20 or so years.

In response to uneasiness expressed by a few provinces concerning the final step to fitness only, Bill C-19 now includes a provision to study the effect of the reform in the fourth year of the transition phase, which will be 1991. I am confident this study will not show serious problems but if it does, the Governor in Council has the authority to extend the transition period.

I see your sign, Mr. Speaker. I beg leave now to adjourn the debate.

Mr. Deputy Speaker: It being 10 p.m., pursuant to order made Friday, June 12, 1987, this House stands adjourned until tomorrow at 11 a.m. pursuant to Standing Order 3(1).

At 10 p.m. the House adjourned.
