

tions on the Wheat Board and the Grain Commission. I have read that exchange very carefully and this is how he summed it up, and I quote:

If you granted immunity to some of them from even the notional system of awards and sanctions, would that somehow weaken the idea that they are just as accountable as everybody else?

For the Deputy Minister, the answer is obviously yes. But I must disagree with him. The Wheat Board and the Grain Commission are already held responsible for meeting their performance objectives. They do not need the Senior Grain Transportation Committee to make sure they live up to their responsibilities. Railways, on the other hand, have shown time and again that they need this kind of regulation to ensure they live up to their responsibilities.

I would also like to deal with the proposal to grant the railways awards for meeting their performance objectives. I can hardly believe that the Government and the Tories would even consider that kind of scheme. We are already expected to hand over to the railway companies some \$650 million annually in the form of a Crow subsidy. The Government is making much of its intention to invest billions of dollars in upgrading our grain delivery system. Added to that are the billions of dollars over the years in subsidies, the provision of hopper cars and deferred income tax. It seems to me, Mr. Speaker, that the railways have already been rewarded handsomely for what could at best be described as a pretty spotty record in meeting their performance objectives. In fact, it seems to me the whole idea of scrapping the Crow rate is only another reward to the railways; only this time it is coming directly out of the farmers' pockets. We do not even have to consider giving awards to the railways for meeting their performance objectives; we have given them enough already. I believe the railways should be required to meet their performance objectives, pure and simple. If they fail to do that, the Administrator of the Senior Grain Transportation Committee should level sanctions against them.

In closing, I must comment again, as I did at the beginning, that I cannot see how the House cannot accept these three amendments. I urge all Hon. Members of this House to do so in order to take one more step in the efficiency of our grain handling system on the Prairies.

Mr. Vic Althouse (Humboldt-Lake Centre): Mr. Speaker, I rise in support of our amendments to Bill C-155 as proposed in Motions Nos. 36, 37 and 38. These motions have the effect of amending some of the powers which have been given to the Administrator in Clause 18 of Bill C-155. This clause spells out in great detail the powers of the Administrator. It spells out when his report should be filed. There must be tonnage forecasts for the movement of grain in the next crop year filed on or before February 28 of each year. He must file a report forecasting the movement of grain in the current crop year and he must consult with the various participants in the system which have been alluded to in previous amendments as the Bill has progressed through the House. The Administrator must also monitor the performance of the railway companies and other system participants.

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As well, the clause describes a requirement that the Administrator develop a notional scheme of sanctions applicable to the railway companies, and then goes on to work out a system of awards and sanctions applicable to such system participants, other than the railway companies, as the Administrator may consider appropriate. I believe it is at this point that these amendments come into play, because what we are proposing by our motions is to make the pecuniary penalties applicable only to the rail side.

Any time one is making a law, a good place to start is to review what now exists and what now works, and if we are going to improve the system, we should be focusing on the part of the system which is not now working. When you go through the various participants in the system, it is pretty clear that the part which is not now always working is in fact the railway part. A number of agencies are accountable and responsible for the movement of grain, as some of my colleagues have reported to the House. The Canadian Wheat Board markets the grain and sets out the process by which it will be forwarded by the farmers to the final buyer; and the Canadian Grain Commission monitors the system of grading the grain and sees that the proper grade and types of grain are matched up with the documentation. As well, the Canadian Grain Commission is responsible for issuing producer cards to those who wish to ship their grain directly to terminal elevators and avoid the country elevator. Then we have the Canadian Transport Commission which, through the branch line rehabilitation program, is responsible for keeping up some designated branch lines.

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If this Bill passes the way it was introduced, we will have the Department of Transport involved in the operations of the Administrator who would be overseeing all of the other agencies which have been in place for many years. So ultimately, instead of the grain handling and marketing system being a joint effort between the Minister of Agriculture (Mr. Whelan) and the Minister in charge of the Wheat Board, we would leave all of the power of arbitration to the Minister of Transport (Mr. Axworthy) who directs the Administrator. This was essentially why we proposed to put the Administrator under the Canadian Wheat Board where he traditionally carried on for many years.

The Wheat Board and the Grain Commission can impose sanctions in order to achieve compliance with their shipping orders. If the wrong grade of grain is loaded at the country elevator—wheat graded three is loaded to fill an order for number one grade—the railway company will lose the privilege of shipping two carloads of grain. That action affects the volume of business of that particular company and they would then instruct their agents to make certain they ship exactly the kind of grain they were supposed to ship. Similarly, the Canadian Grain Commission monitors the shipment of cars in the same way.

The office of Administrator, Mr. Speaker, has been filled for the last three or four years on a sort of voluntary or co-operative basis. The appointee took personnel and expertise