

Transportation Policy

gentleman what the rules would be, but I think they should be set by the ministry. We might determine that in one case the most important principle is that of regional development, and in another case, because there was collusion or because for other reasons it was impossible to get a decent rate . . . the hon. gentleman will excuse me if I do not elaborate on all these details.

Mr. Stanfield: Will the minister be in a position to inform the committee of the principle which will govern rate determination in areas where there is inadequate competition?

Mr. Marchand (Langelier): I do not know how soon we could do that, but I would have no objection to discussing with the committee what those regulations should be.

Mr. Huntington: I was astounded by the minister's answer to my leader's question concerning commercial viability. Coming from a seaport I am completely familiar with the interface and interchange needed to make a seaport viable. I find there is a great vacuum in this discussion of Canadian transportation policy inasmuch as the minister has failed to present, together with his statement, or the reports which have been tabled, a study pertaining to the Seaway system and the marine aspects of transportation policy. I really think all this has to be integrated if we are to join in a meaningful discussion in the committee. Would this not be a good time for the minister to table the Scott Report so that those of us who are interested in the marine aspect of transportation policy might be knowledgeable about what has been going on, having regard to the expertise behind the minister in this area?

Mr. Marchand (Langelier): I think the hon. member is right. It is surely incomplete to talk about transportation policy and not to talk about the ports. But we have received the Scott Report, as the hon. member is aware. I have always hoped I could get all my people together to think in the same way about the same things—unfortunately I have not succeeded up to now—but very soon we shall have to produce a report on port policies saying how the marine aspect, which the hon. member has mentioned, is to be integrated.

Mr. Huntington: With all respect to the minister, there is an executive precis or summary of the Scott Report which is being distributed fairly widely throughout Canada to all but the official opposition. Some of us are deeply involved in trying to play a meaningful part in this transportation debate. If the minister does not want the report to be published in its entirety, could it not be made available to some of us who are playing a part in these studies in the committee and elsewhere?

Mr. Marchand (Langelier): I will try to do something about that.

Mr. Towers: In view of the frustration which has been expressed by the minister in connection with the whole of the transportation system, even to the extent of saying himself that it is a mess—at that time he added there seemed nothing he could do about it—does the minister propose that legislation will be brought down bringing the

[Mr. Marchand (Langelier).]

CTC under the control of the ministry of transport and subjecting the chairman of the CTC to the authority of the minister?

Mr. Marchand (Langelier): As I mentioned in my speech—I do not know if I made myself clear—we think we need a regulatory body such as the CTC. Transportation in Canada is too big a business for us to be able to dispense with an organization such as the CTC. But we would like to see the policy made by the MOT applied by the CTC. Right now there are many fields where it is the CTC which is making the policy, not the department at all.

● (1740)

Mr. Benjamin: The Minister of Justice (Mr. Lang) does.

Mr. Marchand (Langelier): We want to reserve that, and this would mean an amendment to the act.

Mr. Towers: I have a supplementary question, Mr. Speaker. The minister, perhaps unwittingly, did not answer my question. Maybe he does not care to at this time but it would be encouraging if he would. Is the chairman of the CTC going to be subordinate to the minister, and will he have to report to the minister at certain times of the year?

Mr. Marchand (Langelier): Normally that is what happens now. The CTC reports to the House through the minister. It is not integrated in the department in any way. The chairman does not have to discuss with the deputy minister or any other group; the CTC is an independent body just like a Crown corporation. Air Canada reports to the House through the minister and is not integrated within the department. It is a very autonomous body. I do not mind if they have a lot of authority, but what I do mind is that if we think it is in the interests of Canadians to do certain things, I want to be able to say to the CTC that this is a new policy and that they will follow it.

Mr. Benjamin: Mr. Speaker, I should like to ask questions of the minister in two policy areas. First of all may I deal with his policy announcement regarding icebreaking bulk carrier vessels, which I think is an excellent proposal. In view of the fact that the ministry of transport, together with the National Research Council of Canada and the government, have expertise now in icebreaking capacity and also have access to the experience of other countries, would the minister tell me why, according to his announcement, this will be a joint government-private sector development rather than using instruments he already has under his jurisdiction, such as the Canadian National Railways system and the Northern Transportation Company?

Mr. Marchand (Langelier): Mr. Speaker, the reasons are twofold. First, a lot of money is going to be invested in this development. I hope we will keep majority control, but this ship is going to cost around \$35 million, I think. This company is going to put up quite a bit of money and it has a lot of experience in the Arctic. It has the know-how and will be very helpful, and that is why this is a joint venture.