

The five provinces that presented briefs to the Committee emphasized the importance of continuing consultations on the negotiations as an essential means of ensuring that regional interests are taken into consideration. We support this and recommend:

- 20. That the government continue its consultative process with the provinces as the Canada-U.S. negotiations evolve.**

## **B. THE EUROPEAN DIMENSION**

In 1992, the member nations of the European Economic Community will create a customs union, after which time it will likely be the Community, rather than individual European nations, that will be negotiating bilateral air agreements with other countries. The Community will have substantial powers, and it is not clear whether the Community will treat intra-European air travel as a form of cabotage.

No doubt, the Europeans will be following closely the progress and outcome of the Canada-U.S. air negotiations. In the same way, our negotiators have to be aware of the European dimension as they proceed with negotiations. The Committee can only regret that it did not have the time, nor the opportunity, to explore this matter in greater detail. However, we urge the government to give some consideration to this issue as it is possible that a new Canada-U.S. air agreement will become a model for future agreements with other countries.

## **C. SAFETY**

Safety is sacred. The Committee appreciates that the Canada-U.S. negotiations are about a commercial agreement and that safety is not part of these negotiations. However, we do want to point out that several witnesses did refer to the cost of compliance with our high safety standards. They suggested that, in certain areas, American regulatory requirements were not as stringent and that some harmonization should be considered. We understand this argument, but we do not think there should be any diminution of our standards through harmonization. Therefore, we recommend:

- 21. That our high safety standards should not be compromised.**

Another safety issue we think deserves comment is that raised by several witnesses concerning the need to ensure that air navigation systems surrounding busy Canadian airports keep pace with the inevitable growth flowing from a new transborder regime. Therefore, we recommend:

- 22. That the government ensure that the necessary air navigation infrastructure is provided to accommodate the increases in traffic resulting from a new Canada-U.S. air transport agreement.**