

board to deal with those types of transportation, then that is fine. But what kind of qualifications do the board members have to have? Other Hon. Members have already referred to Clause 4(2). All that is required is that the members of the board “—be collectively knowledgeable about air, marine, rail and commodity pipeline transportation”. That seems to me to be a requirement for a Renaissance man. I would be very interested to see if we can find people who are collectively knowledgeable about those four different types of transportation.

Can you imagine, Madam Speaker, the difference between the problems experienced by an aircraft which develops trouble and the problems experienced by transporting commodities via pipeline and transporting them via a rail system? There is such a vast diversification of potential problems that to force the five member board to have a collective knowledge of all of these different types of transportation is dangerous. I would ask the Government to consider having three different boards to deal with the three different areas: aviation, marine and railway and commodity occurrences. That is the first comment I would like to make.

• (1510)

The next comment is about how this Board is going to be constituted. A chairman will be appointed. There are no qualifications set forth on the appointment of the chairman. Under that chairman, there will be three branches, each of them headed by a director, the so-called director of investigations. There is no definition of the qualifications of a director of investigations.

Indeed, we are going to have the situation of the chairman who has no specified qualifications appointing the three directors who have no specified qualifications. Then there will be other investigators. It is interesting that in this Act the word investigator is defined as any person referred to in Paragraph 10 1(a) or (b). If you look at Paragraph 10 1(a) or (b), it does not give any further help as to the definition or qualifications of an investigator. Accordingly, I suggest that there be some discussion and some fix in the Act about the types of qualifications necessary. If we are going to have a multimodal situation and one chairman, we may end up with a chairman

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whose major interest is aviation. The chairman has the exclusive responsibility for managing personnel matters, financial matters and property matters as we see in the Act. He has as well the exclusive responsibility for directing the staff. Here I think it is important to note in Section 5 (2)(a), and apportioning its work; (b) directing the members and apportioning their work.

I suggest that there may be perhaps an unintentional but nonetheless human bias for someone who is particularly interested in aviation to apportion work in the aviation area as opposed to railway transportation investigations or commodity and other types of investigations. Along with that, that person would be appointing the various directors of investigation who no doubt would have the focus that the chairman would want at that particular time. I would suggest that there should be some direction in the Bill as to who can be appointed and on what qualification.

One of the speakers this morning indicated that the Canadian Aviation Safety Board has been compromised. I agree with that comment. It is most unfortunate, but there is no question that there is a lack of confidence in transportation safety by Canadians today. He went on to say that this Act will restore that confidence. I have difficulty understanding the logic behind those remarks. I do not understand how replacing one Act by another Act in and of itself is going to restore confidence. To restore confidence we need an Act that makes some logical sense, one that is promulgated and implemented in a logical and consistent fashion independently. It will then demonstrate that it deserves the confidence of the Canadian public.

With respect to some of the other difficulties that I have discerned in my review of Bill C-2, what happens if there is a transportation accident? Take an aviation accident. That accident is then brought to the director of investigations for the air. That is in Section 10(2). That investigation department conducts an investigation, brings forward its findings to the Board which consists of up to five members who are collectively knowledgeable about air, marine, rail and commodity transportation. They then digest this report. Do they make it public? No, they do not.