

*Transportation Accident Investigation Board*

**Mr. Whittaker:** The Hon. Member raises an interesting proposition, one that we have seen over a lengthy period of time but particularly throughout the last four years. The small business person, in this case in aviation, is forced through regulation to add increases in costs. I would suggest the subsequent cut-back in similar areas that we have seen in the United States with deregulation, and increases in costs, means a subsequent drop in service and maintenance of airlines. We see the airlines attempting to make do with the bail wire mentality of keeping aircraft up in the air at all costs, the idea being that in order to make a living, one must continue to keep flying regardless of the safety factor. With deregulation there is a tendency to cut back on many of these things. The Government adds to this problem through its attitude toward safety in that there are not sufficient safety inspectors or adequate numbers of air traffic controllers. The Hon. Member raised an interesting point about the parallel runway in Vancouver.

Recently I sat in an airport waiting room and timed how often planes were landing on one of the runways. They were landing approximately once every 1.32 minutes. I kept timing them for approximately one and a half hours. That was on one runway on one approach. Those planes were large. To my mind, it is obvious that in airports such as Vancouver there must be a large parallel runway with the addition of extra air traffic controllers. I would suggest that there have to be more air traffic controllers not only for Vancouver, but also for the inner harbour in Vancouver and in Victoria where there has been an increase in air traffic over the last little while.

If the Government were serious about safety in the area of air traffic, money would be available, cut-backs would not have been made when they were made, and there would be additional money available for schooling to ensure a supply of sufficient air traffic controllers, not only in places such as Pearson International Airport but throughout all the airports in Canada, particularly in the Vancouver area.

**Ms. Hunter:** I would like to turn to a different aspect of the Bill regarding identifying safety deficiencies and making recommendations to reduce such deficiencies.

The proposed Transportation Accident Investigation Board is mandated to do such investigation. In relation

to the oil spills and the unresponsiveness on the part of the Government to our requests for a public inquiry, I believe that the board, which does not assign blame but which shall make recommendations, is what we are trying to get across to the Government. We are not so concerned about assigning blame. We want to know how we can prevent such accidents as the ones that occurred on the west coast of Vancouver Island and in Valdez from occurring again.

My riding of Saanich—Gulf Islands will be affected in a myriad of ways. From initiatives taken by Trans Mountain Oil Pipe Line in Vancouver there will be an increase in tanker traffic through the Gulf of Georgia which washes up on the Gulf Islands. If this public inquiry is not called, and does not make recommendations about the safe transportation of goods, then it is likely that such increased tanker traffic will ultimately lead to another oil spill that will wreck the lives of my constituents and the economy of my constituency.

I call on the Government to consider the double hulling of tankers, to call a moratorium on offshore drilling and to pour money into financing research in tracking oil spills effectively.

On numerous occasions we have called for a public inquiry. In my riding which is between Vancouver and the State of Washington, there is a refinery at Cherry Point that has regular tanker traffic. This Transportation Accident Investigation Board would certainly be a neutral, non-threatening vehicle for the Government to utilize to conduct that public inquiry.

I ask the Hon. Member for Okanagan—Similkameen—Merritt (Mr. Whittaker) if he would address his comments to this aspect of the Bill.

• (1650)

**The Acting Speaker (Mrs. Champagne):** There is very little time left but I will give time for rebuttal to the Hon. Member for Okanagan—Similkameen—Merritt (Mr. Whittaker).

**Mr. Whittaker:** Thank you, Madam Speaker. This is the area of the Bill dealing with marine transport. I see the way the Bill is set out and the way that the Board is structured as a problem for such investigations as requested by the Member for Saanich—Gulf Islands (Ms. Hunter).