

Suggested New Brunswick Airport Complex

agree, because the report does not take into account all the factors dealing with air transportation in the Atlantic provinces. For example, recommendations were contained in the report with regard to Yarmouth airport. This points up the fact that there is a need for more study of this matter. The report which was issued two, three or four months ago touched upon several centres in the Atlantic provinces. In one instance it dealt with Yarmouth, which I know well. The members of the committee did not even visit Yarmouth to make a proper assessment. This is how policies in this country have been drafted. A serious study has not even been made of situations, particularly in the Atlantic provinces.

Regional carriers such as Eastern Provincial Airways do not know what their role is in the development of transportation policy for the Atlantic provinces. They do not know what they are supposed to do. We do not know the plans for Air Canada. The motion calls for a study, particularly in the province of New Brunswick. Such a study could be expanded, because when we talk about an airport in New Brunswick we must take into account what is happening in Halifax, Charlottetown and St. John's, Newfoundland.

An hon. Member: And Bathurst.

Mr. Comeau: The hon. member says Bathurst. I say Yarmouth. These matters must all be taken into account. A study must be made of our airports and the way that airlines are operating in the Atlantic provinces. Such a study should determine once and for all what our policy will be, the direction in which we are going and how the airlines, Air Canada and the regional carriers, fit into the picture. It is time the government made a decision in this regard. If this type of study does not commend itself to the House and if the motion is not accepted this afternoon, I hope the government will make such a decision. Perhaps they already have enough expertise and have made a study of the problem. I hope the government will tell us what areas the carriers in the Atlantic provinces are to serve.

I listened carefully to the deliberations in the Standing Committee on Transport and Communications when the estimates of Air Canada were being considered. This deliberation has not yet been completed; I gather that Air Canada officials are still to appear before the committee. Many members complained about the deterioration of service and unco-ordinated efforts by the carriers. It is up to the government to tell the carriers what is in store for them and what areas they are to service.

The chairman of the board of Air Canada said he was not happy with the policies which have been established for the Atlantic provinces. In particular, he was not happy with the policies of the government with regard to regional air transportation. I presume that he is not completely happy with the relationship between Air Canada and EPA. He does not know exactly what will happen in the future; he does not know what to do about Yarmouth. Nobody knows anything. The people in that area do not know what is in store for them. Service has deteriorated and there is lack of proper planning.

[Mr. Comeau.]

A study should be made to determine international patterns for exports and movement of freight into and out of the Atlantic provinces. The flight schedules are getting worse. In many cases there is no co-ordination. It is my hope that a study will be made to determine a transportation policy not only for New Brunswick but for all the Atlantic provinces. I hope the government will accept this motion and determine proper air transportation policies for the Atlantic provinces.

[Translation]

Mr. Herb Breau (Gloucester): Mr. Speaker, I am happy to take part in the debate, particularly since I was preceded by the hon. member for South Western Nova (Mr. Comeau) who somewhat found fault with the regional air transportation policy of the government.

The hon. member said at the outset that he would deal with the report of the technical study submitted to the minister two or three months ago. However I am not surprised to hear that he is not satisfied with the report because, after all, it was prepared by experts such as himself whose work is always criticized. Perhaps he will be able to go back to his riding and tell his constituents: If you are not happy with the report, you may say so. Besides, I have read the report myself with a great deal of interest and I will come back to it later.

However, I think it is my duty to straighten out the facts because the hon. member for South Western Nova mentioned certain things which lead me to believe that he was not serious or that he only wanted to please his friends in the opposition. For instance, he said that the government had given no reply and had not acted on the representations made by Maritime associations concerning the transport policy in the Maritime provinces.

Mr. Comeau: I never said that.

Mr. Breau: Either the hon. member was not serious.

Mr. Comeau: I never said that.

Mr. Breau: I can even quote what he said in English.

[English]

Nothing was done to respond.

Mr. Comeau: Read *Hansard* tomorrow.

[Translation]

Mr. Breau: Very well, we will wait and read *Hansard* tomorrow.

I am glad to hear the hon. member acknowledge that the government has done much in the field of transportation—

Mr. Comeau: I did not say that either.

Mr. Breau: Mr. Speaker, the hon. member should make up his mind and tell us what he said.

I am glad to hear the hon. member agree with me that the government has taken a great deal of initiatives relating to transportation in the Maritimes. I can mention a few which will make my hon. friends from St. John's