

Private Members' Business

the moment. There were controls over entry, exit, levels of service routes, operating equipment, passenger fares and cargo tariffs. These controls were impediments to efficient operations by existing carriers and new entrants, and to more competitive prices and more varied services for passengers and shippers.

As a result of the changes that were introduced entry into the marketplace in southern Canada has indeed been eased, providing for a more competitive environment. Licences no longer restrict competition by imposing limitations on the type of service to be offered, the routes and points to be served, or the types of equipment to be used.

Regulatory approval is no longer required to establish or lower air fares, except in very specific circumstances. Carriers can now set their fares and utilize the aircraft best suited to the particular markets in which they are operating.

Mr. Speaker, I can see that you are looking at me. I do appreciate that the time has expired.

In closing, I would like to say that in my view it is somehow intellectually dishonest to suggest that introducing competition into the marketplace is not essentially good for the consumers and the industry. As long as we do that while maintaining a safety record as good or better than under the old regime then we can be proud of what we have achieved.

The Acting Speaker (Mr. Paproski): The time provided for the consideration of private members' business has now expired.

Pursuant to Standing Order 96(1) the order is dropped from the Order Paper.

[*Translation*]

It being four o'clock, this House stands adjourned until Monday next at 11 a.m., pursuant to Standing Order 24(1).

The House adjourned at 4 p.m.
