

Pacific and were not part of the original *Freedom to Move* proposals. The details were worked out in consultation with shippers and carriers.

● (1130)

There have been few legislative reforms in Canadian history which have received such extensive consultation. The Government has listened and has adopted many of the suggestions made during the consultations. Whatever the Opposition may say, those are the facts.

I should like to talk about the effect of the legislation on labour. Concerns have been raised that the legislation will have an impact upon labour and employment, a negative one according to the critics. This is simply not true. The Bill will not cost us jobs. Rather, it will help create jobs across Canada.

The new National Transportation Act is a framework for regulatory reform in transportation. It will affect almost every part of the economy. It will stimulate growth and will provide jobs by helping make businesses across Canada more cost competitive. This is a good news Bill for jobs and employment. More than one million Canadians work in industries which rely heavily on rail transportation. These jobs will be more and more at risk if we do not introduce these reforms.

More competitive transportation means a more efficient system for mines, mills, factories, and manufacturers to ship their products to market. As these businesses become more competitive at home and in international markets, they create jobs in Canada. The key is efficient, competitive transportation.

We must be aware of the short and long-term benefits from reducing regulation which tends to stifle employment, restrict growth, impede our export efforts, and limit the choices of shippers, retailers, wholesalers, and consumers. Economic regulatory reform will bring important benefits, including lower unit costs, greater competition, a wider range of services, higher productivity, and new market opportunities. Greater efficiency in our industries will translate into more jobs for Canadians.

I recognize the concern raised about employment in transportation companies. In a more competitive environment, carriers, their employees, shippers, travellers, and Governments will all face adjustments. It will not be business as usual for anyone. The contribution of tens of thousands of workers to the development and operation of our transportation system has been enormous and will be crucial to future success.

In this regard the Government remains committed, as indicated in *Freedom to Move*, to monitoring the effects of change. Numerous adjustment programs already exist to ease any transitional difficulties encountered by workers. Beyond this, the Government has offered to consult with representatives of both employees and employers in order to determine the measures which may be required. This is a very fair offer, but I expect that there will be very little need for special assistance. The key point, however, is that the removal of

unnecessary regulation can help create new jobs in transportation as the demands of travellers and shippers for transportation services increase in a healthy, growing economy.

While our program of regulatory reform differs in many ways from American deregulation, it is worth noting that in the U.S. total airline employment increased by 9 per cent by 1985, that is, 31,500 new jobs in the U.S. airline industry. Similarly, the number of people working in the U.S. trucking industry increased by 285,000 between deregulation in 1980 and 1985. In both countries, Canada and the United States, the railway industry has been losing employment for over 30 years as railways adjust to technological changes and increased competition primarily from trucking.

This is positive legislation. It will help Canadian businesses compete more effectively for markets at home and abroad. The concerns over labour are misplaced, however sincere. The legislation will help create jobs across Canada in all sectors of the economy. It is good news.

**Hon. Bob Kaplan (York Centre):** Mr. Speaker, I am interested in the Bill and I am very happy to have an opportunity to talk about it. I thought I would say a word or two about the spirit in which Members of this place must approach the subject of transportation.

When the present Confederation was established in 1867 it was not the first attempt made to create Canada, to create a country north of the United States; it was the third or the fourth attempt. When the effort was being made, I suppose those who were aware of the failures which had already occurred must have been wondering how long the Confederation established in 1867 would actually last, whether it would be a 10-year wonder or less, as had occurred with some of its predecessors.

One thing which made the present version of Confederation so exciting and attractive that it has endured until today is that it contained a vision of the frontier. It did not just talk about existing colonies and rights and so on in relation to each other. It spoke to the larger vision of a Canada which would run from coast to coast to coast, meaning up into the North. It contained a commitment to those who lived outside the original boundaries of the nation, that they would be brought in and that a way would be found. That way was a transportation solution to bring them into Confederation.

That invitation to those outside, in terms of their opportunities to enter Canada at some point in the future, and to those inside, in the sense of opportunities for them to expand their horizons, to expand their businesses, to work, and to live in the frontiers of the new world, was exciting enough that Canada would hold together and Canada would grow from strength to strength.

As you know, Mr. Speaker—you are an erudite Member of the House—the transportation issue was a key issue. It was never put as a market-place issue. No one ever said that we would see whether transportation could help us in solving the problem and in pulling our country together. The philosophy