

two or three days at report stage we could deal with every one of the amendments. Two or three days debate is not very much to change fundamentally the way in which the transportation industry is regulated. That is the purpose of Parliament. We should ensure that our amendments, some of which are acceptable to the Government, are debated and voted upon. The Government's insinuation that we have been stalling is patently not true.

As the Member for Regina West said, the reason that this legislation is before the House in the latter half of June is because the Government stalled. The Government took a year before finally introducing this legislation in the House. It took a second session of the House before the Government finally brought the legislation into the House for debate. After committee stage the Government delayed for weeks and weeks before introducing it for third reading. All of that speaks of the Government delaying this legislation, although it knows the legislation will be passed. What the Government is doing now is preventing a full debate and decision by this House.

• (1210)

One of the things we discovered was a government memorandum talking about lowering the public profile on free trade. The Cabinet had papers which suggested the Government should do all it could to make sure there was no public debate, that the public was not aroused or made aware of the implications of free trade. The Government was afraid that if that happened there would be even more opposition to the attempt to negotiate a free trade pact with the Americans. Obviously some industries and towns are going to be hurt and some people are going to lose their jobs under free trade. That was the Government strategy. It is following that same strategy with deregulation.

The Opposition has said it is not going to stall the legislation but we want to introduce the amendments and have them debated for a short time and then make a decision. Yet the Government, for its own reasons, has moved time allocation. It is completely unnecessary. This is a major piece of legislation. The Opposition has indicated a willingness to co-operate—not to bend over and play dead but to co-operate. That is the most the Government can expect when we are opposed to a piece of legislation. We are willing to co-operate but we are not willing to rush the legislation through the House.

We recognize that this legislation will fundamentally change the way the transportation industry works. It is ironic that in the long time it has taken the Government to move forward with this legislation—not the Opposition but the Government—we have seen less and less competition in Canada. My colleague, the Hon. Member for Regina West talked about the air transportation industry. We have had merger after merger lately, the most famous and most recent being CP and PWA getting married to form CAI or Canadian Airlines International. We know during that same period of time more and more management agreements came into place. CAI has agreements with Calm Air in northern Manitoba and Time

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Air in parts of Alberta and B.C. Air Canada has management arrangements with a number of other feeder airlines. This has been done in such a way that competition is being further and further reduced.

Conservative Members speak about how we are going into a market economy and deregulation will expand the number of operators. We will have more service. Yet the facts show the exact opposite. By the time this legislation is passed we will be down to one or two airline conglomerates for the most part.

We have seen examples of how service can be altered. Just after the announcement that CP and PWA were merging, we had CP cutting its service to Yukon. Obviously; why should they compete against each other? The management and feeder systems in that airline are such that if you are coming from one of the more remote parts of Canada it is almost impossible to make connections with other airlines. You have to stay within that management system. That is good for their business and you expect them to do it, but it is going to get worse and worse.

It is not a matter of all of a sudden freeing up the system. There are problems with the CTC and over-regulation in some areas. There is no question about that. Yet we are taking away the protection of Government regulation and giving control to a small group of owner-operators, especially in the airline industry. We move from one monopoly—Government regulation, which at least allowed a number of different operators to be involved in a competitive sense—to a monopoly of the large airlines which will control the air transportation industry.

At the same time we know the Government intends to do what it can to privatize Air Canada. We have no idea what form that will take. Will the Government allow CAI to buy Air Canada? Will a system be in place such that Air Canada will not really be competing? Will those parts of Canada now served by Air Canada, on what may or may not be profitable runs, be in a situation where those runs will be cut once Air Canada is privatized?

Those are all legitimate questions which should be addressed and answered in this House before the legislation is allowed to pass. That is one of the reasons we are seeing a rush after so many months and months of delay. The Government wants the legislation passed before it has the courage to announce what it is doing with Air Canada.

I recognize I am out of time; that is one of the problems with this process. There is a lot in the transportation industry that concerns me and my constituents. I am afraid that the process the Government is using for its own political agenda is actually destroying the input of Parliament on a very important piece of legislation.

Mr. Gordon Taylor (Bow River): Madam Speaker, there is a time for talk and there is a time for action. In my view we have talked enough about the Bill and it is now time to see what the Bill will do.