

*Government Orders*

their work. This is another area where we feel an amendment to this amendment would be useful.

I was hoping today to rise in the House during Question Period, and I did not get the opportunity to do so. However, I certainly will raise the issue now concerning the whole question of who is in charge of enforcing regulations relating to health and safety matters on aircraft. Labour Canada appears to establish the regulations. However, in the case I am going to discuss Transport Canada is charged with enforcement.

The question I was going to raise concerned how on earth Transport Canada could override an existing law under the Canada Labour Code by permitting NationAir to amend its flight safety manual to allow smoking on a non-smoking flight while that flight is delayed on the ground.

Why is Transport Canada circumventing that law? Why is it permitting one carrier this special treatment over the expressed concerns of flight crews about their health and safety?

We have even moved that in this precinct which encompasses the House of Commons, and those of us who smoke have honoured it, the people around us should not have to be recipients of our side-stream smoke, that we should not have staff who are required to work in the same workplace with smokers, that smokers should not be allowed to smoke in the workplace. Yet Transport Canada has allowed this airline, NationAir, to permit smoking if the flight is delayed. Not only are we suggesting that airline flight attendants are subjected to inhaling this smoke. Certainly passengers who do not smoke are being exposed to it. In addition, one small factor in a recent incident with NationAir was that the alarms were all set off in the washrooms by the huge cloud of smoke in place on the aircraft because of the delay.

• (1640)

It would seem to me that this is another area the government might want to think about, including an amendment to this act that would be helpful.

There are four areas where I would suggest we have amendments. In conclusion I would like to point them

out: first, an amendment that also protects workers on international flights and their right to refuse what they believe is unsafe work; second, an amendment that would limit the hours of work of crew members of an aircraft that is operated by air carriers, and of the crew members of an aircraft that is in fact carrying passengers; third, an amendment bringing security staff at airports under the employment of Transport Canada; and, fourth, an amendment that will not allow Transport Canada to overrule labour, health and safety regulations.

We look forward to this bill going before committee and we are sure that after our persuasive argument the Minister of Transport will agree with us that those kinds of amendments are also very important.

[*Translation*]

**Mr. Bouchard (Roberval):** Mr. Speaker, on a point of order.

**The Acting Speaker (Mr. DeBlois):** The minister of National Health and Welfare, on a point of order.

\* \* \*

## REINSTATEMENT OF BILLS

### NOTICE OF MOTION PURSUANT TO S.O. 57

**Hon. Benoît Bouchard (Minister of National Health and Welfare):** In accordance with Standing Order 57, Mr. Speaker, I give notice that at the next sitting of the House, immediately before the Order is called for resuming debate on government motion No. 1 to reinstate certain bills introduced in the Second Session of the 34th Parliament and on any amendments relating thereto, I shall move that the debate shall not be further adjourned.

**The Acting Speaker (Mr. DeBlois):** It is my duty, pursuant to Standing Order 38, to inform the House that the questions to be raised tonight at the time of adjournment are as follows: the hon. member for Dartmouth—Goods and Services Tax; the hon. member for Winnipeg Transcona—Canadian Pacific; the hon. member for Saint-Léonard—The economy; the hon. member for Carleton—Charlotte—Canada Post Corporation; the hon. member for Cape Breton Highlands—Canso—Canada Post Corporation.