

market. In addition to this, last year we increased the amount of social housing by 5,000 units, and this year by an additional 2,500 units, unlike the report offered by the previous government of the Right Hon. Joe Clark, that said they should get out of social housing totally.

● (1125)

#### FORECAST OF DROP IN HOUSING STARTS

**Miss Pat Carney (Vancouver Centre):** Madam Speaker, my supplementary question is directed to the minister responsible for housing. The minister's top housing bureaucrat, the president of CMHC, said that Canada's growing shortage of rental accommodation will become an even greater crisis than that now faced by property owners facing mortgage renewals. Yet, using the forecast of CMHC, next year the level of housing starts will be 135,000, only 60 per cent of the number required to meet the demand for housing. The minister repeatedly claimed that this year starts will be 170,000. Why is he bragging about underproducing homes by 50,000 starts?

**Hon. Paul J. Cosgrove (Minister of Public Works):** On the contrary, Madam Speaker. As I indicated yesterday, one of the first things the government did upon assuming office in recognition of the difficulties ahead was to reintroduce the capital cost allowance to increase the amount of starts in the multiple area. This is why, since the government has taken office, the amount of multiple starts on a quarterly basis has increased in Canada. It is also why during the last month, recognizing even an increased hazard, I have given advice to the government which I hope will be reflected and apparent through the financial plans presented to the House in the budget.

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#### AIR SAFETY

##### DUBIN REPORT—REQUEST THAT OFFICIALS BE RELEASED FROM THEIR DUTIES

**Mr. Jim Fulton (Skeena):** Madam Speaker, my question is directed to the Minister of Transport, regarding the Dubin report on air safety. In view of the indictment in yesterday's report that senior transport officials "resist vigorous enforcement action even in the most blatant cases" and have "demoralized the enforcement specialists", and that Justice Dubin specifically asked the minister to intervene directly because there is no confidence whatsoever that existing management will correct the situation, will the minister relieve Mr. Owen, Mr. Arpin and Mr. McLeish of their duties until the minister can show to the Standing Committee on Transport that there is a working or functioning mandate to protect public safety in the air?

**Hon. Jean-Luc Pepin (Minister of Transport):** Madam Speaker, I said yesterday the essence of what I believe on that report. It is an excellent one; Volume 2 is an excellent one. I accept the substance of the report, and after discussions with

my officials we accept most of the specifics of the report. That is clear.

Another thing I said yesterday was that we would bring up in two or three months' time a progress report on each of the recommendations, or blocks of recommendations, of Justice Dubin. Again it will come out very clearly as to what is to be done. However, there has been a philosophical debate on the spirit of enforcement.

My department in the past has been more lenient, tending toward education, convincing and proselytizing, or whatever one wants to call it. Justice Dubin recommends a much firmer implementation of rules. This is accepted by my department now, and clearly it will be done. But this is not black and white. There are nuances. I suggest my hon. friend read recommendation No. 69 wherein Justice Dubin said:

The enforcement policy should recognize the respective roles of detection, conciliation and imposition—

It is a question of balance. After having gone slightly too much to that side, we must not go too far to the other side either. That again will be done.

#### CONDEMNATION OF ADMINISTRATOR

**Mr. Jim Fulton (Skeena):** Madam Speaker, Justice Dubin said that transport quality at headquarters resists enforcement action which has led to unsafe practices. The minister talked about philosophy and nuances. Justice Dubin pointed out such things as aircraft flying in Canada, haywired up with outboard motor gas tanks, and a commercial airline trying to take away a passenger's seatbelt to keep a door shut which was flapping back and forth.

● (1130)

In view of the statement that Mr. McLeish made, to the effect that as long as he is air administrator of Transport Canada he will not change the approach to enforcement, will the minister relieve at least that one official of his duties until he can demonstrate that he is willing to change his attitude, particularly in light of the documentation by Mr. Justice Dubin in his two reports that the administrator has, with full knowledge, allowed unsafe situations to continue to exist?

**Hon. Jean-Luc Pepin (Minister of Transport):** Madam Speaker, my hon. friend reminds me of the gentleman who was travelling on a ship and, upon being told that there was trouble with the engines, decided to go to the captain's cabin and shoot the captain as a safety measure.

**Some hon. Members:** Oh, oh!

**Mr. Pepin:** I do not intend to do that. My department recognizes that mistakes have been made in the past, and it is willing and eager—and the minister will make very sure that this is done—to rebalance the methods of enforcement. This will be done, and very vigorously indeed.