

### *Supply*

I clearly remember the warnings given to the government about the inevitable rise in the amount of traffic, for example at Pearson airport, and the necessity of increasing the number of air traffic controllers.

I ask my colleague what was the government's reaction to that? What has been the sequel? I ask him if he is aware of the increase in the number of planes that do not take off for mechanical reasons? Also, what is the impact of increased traffic on the availability and adequacy of inspection of aircraft in the latter regard?

**Mr. Angus:** Mr. Speaker, I could use a whole ten minutes just responding to my colleague.

Let me try to deal quickly with the elements. With regard to planes not taking off because of mechanical difficulties, there is a definite indication of an increasing number. There is also an increasing number of the smaller commuter carriers that cancel in-between flights. Say there is one flight every hour but there are not enough passengers, so they cancel a flight. Under regulation they would not be allowed to get away with that.

In terms of air traffic controllers, in terms of inspectors, the government was warned time and time again that what it was doing was inconsistent with the realities of deregulation. If you are predicting more planes in the air as a result of your policy, then you damn well better have more air traffic controllers to handle that in the air and more inspectors to ensure that the operations are in fact safe.

**Mr. Lee Richardson (Parliamentary Secretary to Minister of Transport):** Mr. Speaker, I am pleased to have this opportunity to bring a little reality to this debate and to demonstrate that the government's regulatory reform has been quite a success. I have the facts to prove just that.

I must say that I welcome the contribution to this debate and also the sense of reality brought to the debate by the hon. member for Portage—Interlake. The member for Abitibi also posed a very good question.

During the mid-eighties, the government saw that the legislation which had served and protected transportation industries well in the past was impeding their growth. This legislation served neither the Canadian industry nor the travelling public.

In 1987, the government introduced economic regulatory reform in transportation, a regulatory framework to meet the needs of modern Canada. The National Transportation Act of 1987, the Motor Vehicle Transportation Act of 1987 and the Shipping Conferences Exemption Act of 1987 brought in a new era of economic regulations for the transportation industry of Canada.

That legislative package recognized the importance of transportation in enhancing Canada's competitive edge in the global economy and in promoting the economic growth of its regions.

To achieve those ends, specific provisions in the legislation were designed to encourage the development of a new competitive environment, an efficient transportation system that meets the needs of shippers and travellers and a simplified accessible and responsive regulatory process.

The key elements of the new national transportation policy are safety, competition, less regulation and increased accessibility. Safety of the transportation system is the top priority. The transportation system exists to serve the needs of shippers and travellers. Competition and market forces are the prime agents in providing economic, efficient and adequate transportation services at the lowest cost.

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Economic regulation of carriers will be minimized to encourage competition both within and among transportation modes. Carriers should, as far as is practicable, bear a fair share of costs and facilities and services provided at public expense and to be compensated for publicly imposed duties.

Transportation is a key to regional development. Carriers should not create undue obstacles to the mobility of all, including disabled persons.

In proceeding with these major reforms, the government did not underestimate the strategic importance of Canada's transportation industry. As a prudent manager of Canada's assets, it mandated that the National Transportation Agency review the operation of the new regulatory framework and report to the minister each year for four consecutive years.