

THE SENATE

Wednesday, November 30, 1994

The Senate met at 1:30 p.m., the Speaker in the Chair.

Prayers.

ROUTINE PROCEEDINGS

CANADA-JAPAN INTER-PARLIAMENTARY GROUP

FIFTH ANNUAL MEETING HELD IN VANCOUVER—
REPORT OF CANADIAN DELEGATION TABLED

Hon. Dan Hays: Honourable senators, I have the honour to table, in both official languages, the report of the Canadian delegation to the fifth annual meeting of the Canada-Japan Inter-Parliamentary Group, which held its meetings in Vancouver from October 15 to 18, 1994.

If I might be permitted a few comments, honourable senators, the agenda at Canada-Japan meetings is always extensive and wide-ranging, and the Vancouver meeting was no exception. The delegates dealt with bilateral topics, such as trade and political situations in Japan and Canada. On the multilateral front, reform of the United Nations, peace-keeping operations and the environment dominated the discussions.

Honourable senators, the range and depth of the discussions which took place in Vancouver went a long way in allowing Japanese and Canadian parliamentarians to better understand issues that concern all of them. The opportunity to put forward the Canadian viewpoint was critical, and the Canadian viewpoint was effectively expressed.

QUESTION PERIOD

DELAYED ANSWER TO ORAL QUESTIONS

Hon. William J. Petten (Acting Deputy Leader of the Government): Honourable senators, I have a delayed answer in response to questions asked by Senator MacDonald on November 15 and 24 concerning Pearson International Airport. The response includes approximately 10 pages of additional documentation from the Department of Transport. I ask that this documentation be included as an appendix to the *Debates of the Senate* of this day.

The Hon. the Speaker: Honourable senators, is it agreed?

Hon. Senators: Agreed.

TRANSPORT

PEARSON INTERNATIONAL AIRPORT—NOMINEES TO CANADIAN
AIRPORT AUTHORITY—POSSIBLE NEGOTIATION OF LEASE—
GOVERNMENT POSITION

(Response to questions raised by Hon. Finlay MacDonald on
November 15 and 24, 1994)

Unlike previous transfer initiatives, the National Airports Policy (NAP) is part of a broader Air Strategy. In addition to defining the federal role in operation of the country's civil airports, the Air Strategy also involves the modernization of the country's air navigation system as a means of improving the way the system is managed and delivered. The Air Strategy is itself one of several initiatives within the Department of Transport concerned with a better way of doing things to bring a vibrant, healthy transportation system into the next century.

The cornerstones of these initiatives are efficiency, a balance between capacity and demand/capability, and a recognition of the federal government's fiduciary responsibility in the areas of safety and security.

Previous transfer initiatives were undertaken independent of other initiatives within the Department. In some cases, the lack of a coordinated approach led to activities that were at cross purposes.

The major difference between a Canadian Airport Authority (CAA) and a Local Airport Authority (LAA) is that CAAs shall be incorporated in a manner fully consistent with the Public Accountability Principles for Canadian Airport Authorities, which were unveiled on July 13, 1994 by Transport Minister, the Honourable Douglas Young, as a component of the NAP, to ensure a higher degree of accountability to the public. CAA boards of directors will now include federal and provincial and municipal nominees as well as representatives of organized labour and consumer interests. CAA Board members must abide by a Code of Conduct and more stringent conflict of interest guidelines.

There will be public access to all relevant CAA documents including all signed airport transfer agreements as related to the transfer of the airport.

Under the National Airports Policy, CAAs are not-for-profit corporations headed by boards of directors nominated by different levels of government, and by other participating organizations such as boards of trade/chambers of commerce, and consumer and labour organizations. The federal government may also nominate up to three directors. Directors cannot be elected politicians or government employees.