

House Leader and Deputy Prime Minister (Mr. Mazankowski) and I raised hell about it in the Transport Committee. Has the Liberal Party now changed its mind? Will it agree to fight this legislation?

**Ms. Copps:** Mr. Speaker, I am obviously aware of the fact that the Hon. Member for Winnipeg—Fort Garry (Mr. Axworthy) introduced deregulation in the airline industry as the Minister responsible at the time. It has been made clear by my statements, those of the current transport critic, and those of the former associate critic, the Hon. Member for Humber—Port au Port—St. Barbe (Mr. Tobin), that we have various concerns about how deregulation is affecting safety in the airline industry. Those are legitimate concerns which I believe the Member shared with the Member for Humber—Port au Port—St. Barbe when they examined this issue in the Transport Committee. I believe that we owe it to the travelling public, as well as to the employees whose necks are on the line, to do everything possible to guarantee safety in the airways. If that is not possible through the type of deregulation which we have proposed, we will have to back off.

**Mr. Gauthier:** Mr. Speaker, I would like to ask the Member for Hamilton East (Ms. Copps) a question with regard to the rights of the handicapped in this new transportation policy. There is nothing in Bill C-18 which deals specifically with the accessibility, comfort, safety or rate structure for the handicapped on all modes of transportation. I regret that the Government has not seen fit to address that serious problem by setting mandatory minimum safety and access standards for the handicapped and incorporating them in Bill C-18.

**Ms. Copps:** The absolute absence of any recommendation *vis-à-vis* accessibility by the handicapped is penny-wise and pound-foolish. The introduction of legislation to mandate accessibility for all future transportation development would address the problem at the source and show the political will to follow up on the commitment we made to the handicapped in the employment equity Bill. For the Government to say that it is seeking employment equity while refusing to incorporate into other legislation the concept of accessibility for the handicapped is to impinge upon the ability of the handicapped to compete equally in the market-place. This is one area in which it should be addressed.

**Mr. Kilgour:** Mr. Speaker, the previous speaker suggested that our safety would be like that of the United States. She may not be aware that we are hiring more safety inspectors as we gradually introduce economic regulations. She may not recall that this Parliament passed amendments to the Aeronautics Act in June, 1985, to increase air safety standards across the board. She may not be aware of that and of other safety initiatives taken in all modes of transportation.

An enormous amount of effort and concern goes into the issue of safety in our three modes of transportation. We have set up a civil aviation tribunal to hear and determine appeals from administrative decisions quickly and fairly. One hundred

additional safety personnel are being put in place across Canada to work in the area of the transportation of dangerous goods. We have very high safety standards in this country.

For example, radar is essential to safe air transportation. Radar systems have undergone radical changes during recent years. We must keep up in this area of technology and are doing so. We have committed more than \$800 million to an airport radar modernization plan which covers Canada from coast to coast. That will, of course, increase safety. Our major carriers are in the top range of more than 120 international carriers with enviable safety records. Our record has steadily improved over 20 years.

I will have an opportunity to speak on the issue of the disabled in relation to this legislation in future debate in the House. I believe that is a very important issue and look forward to speaking on it at another time.

**Ms. Copps:** Mr. Speaker, I do not think the Member was listening when I said that I met with mechanics from Air Canada last week. They told me that they are currently compromising the inspection service at Air Canada in Toronto because they are being pressured to ensure the inspection of two, three or four vehicles during the amount of time which should normally be devoted to one vehicle. Second, these same individuals informed me that there are mechanics at Air Canada in Toronto now who are working on planes on which they should not be working. Their expertise is normally on a 727, but they are being asked to work on DC-8s and other airplanes without having the normal refresher course that takes place when one has not worked on a particular aircraft for three or four years. These are two serious breaches of safety which have been brought to the attention of the management and which have been raised on numerous occasions by the workers. They are not getting satisfactory answers but these are safety concerns that must be addressed.

• (1800)

**Mr. Ian Waddell (Vancouver—Kingsway):** Mr. Speaker, I always enjoy listening to my friend, the Hon. Member for Hamilton East (Ms. Copps). While I enjoyed listening to her answer to the question asked by my colleague, the Member for Regina West (Mr. Benjamin), perhaps I could translate it into more understandable English. She said that the Liberal Party has one position when in government and another position when in opposition.

I wish she had been here before 1984 when the Liberal Government in fact began the process leading to deregulation. Now that the Liberals are in opposition, they oppose deregulation. It is a somewhat inconsistent position.

I agree with her reference to mechanics. I have talked to mechanics in Vancouver who told me that CP was putting advertisements in newspapers in Los Angeles for mechanics to work in Vancouver. Is the new Conservative deregulation policy to hire American workers to work in Canada when there is so much unemployment here?