

*National Transportation Act, 1986*

deregulation, and thousands more will be cut by these Tory plans.

In Prince Rupert it is worth looking at what the CN is doing as it prepares for deregulation, expecting that the Conservative majority will put it into place. Cars that are in bad order are being put on to the tracks, endangering not only the rail line but automobiles that drive next to that rail line between Prince Rupert, Terrace and on to Prince George. Some VIA employees in Prince Rupert have been transferred, and the rest of the work has been contracted out. Until recently, 11 locomotives were serviced in Prince Rupert, and now there are none. In December a locomotive operating between Prince Rupert and Terrace was checked by car men and was found to have no brakes at all. This is the type of totally unsatisfactory and anti-safety decisions that have been taken by the Government and CN. CN is now paying Prince Rupert Grain to handle the cars that are bringing in grain. There now are inadequate crews to service Fairview and other port facilities, because they have been cut back to one shift a day. There is inadequate checking of cars in places such as the Watson Island pulp mill, because it has been cut to two workers on one shift a day.

In the lead-up to Bill C-18, on December 9 I received a letter from a Mr. Walker, the Senior Vice-President, Western Canada, of CN. I had asked him about lay-offs, contracting-out, and safety matters. On the second page of his letter he states:

Added to the preceding is the unknown impact of the newly introduced National Transportation Act (N.T.A.). The new N.T.A. will certainly change the way we do business and will affect employment levels.

It is clear that CN knows what will come about as a result of this Draconian and ill-founded legislation brought forward by the Government.

In historic terms, Conservatives always spoke against the Liberals when they were bringing in legislation that the Tories would describe as Trojan Horse legislation where the regulations were not attached. Bill C-18 is a classic example. It is some 370 pages long, but there are no regulations attached. We do not know what the real intention of the Government will be because, as pointed out in the Bill, the regulation-making powers of the NTA are entirely under the control of the Cabinet. It may vary or rescind any decision, order, rule, or regulation of the agency. There goes the possibility of the public having any satisfying opportunity to go before the NTA and have a regulation put in place. If the Cabinet does not like it, on behalf of one of its corporate friends it can be rescinded without coming into the House. The question arises, who will get the special regulations, because they are not in the Bill?

I wish to touch for a moment on the designated areas. Many Canadians are now aware that the Tories—I suppose over dinner with a glass of red wine—took a pen and drew a line across Canada and happened to put it at 55° latitude across British Columbia. In that manner, areas north of that will still have some opportunity for regulation. But where do they put it? It was put a couple of miles north of Prince Rupert, a

couple of miles north of Sandspit, a couple of miles north of Terrace, and a couple of miles to the north of Smithers. It has been drawn so as to cut loose those communities that are in need of good regulation in terms of east-west and north-south transit.

In almost all of northern British Columbia we are now in a situation where Pacific Western Airlines has an absolute unrestricted, unfettered monopoly because the whale was eaten by the minnow. Pacific Western Airlines took over CP Air. We already know that the CP-PW group are planning to move some of the 737s into central Canada. This Bill will create a situation where the myth of lower fares will never come to be. We will have less jet service, less direct non-stop service, higher fare schedules, the demise of many CN workers in the rail industry, and a direct negative effect on marine workers. This Bill is a disaster. The effects that have already come, as pointed out in the documentation from CN, makes it pretty clear that a Bill such as this should be formally withdrawn. The public convenience and necessity will not be served in any area of Canada, particularly in rural Canada, by this type of nonsense.

**Mr. Paul Gagnon (Calgary North):** Mr. Speaker, I wish to talk about two items in Bill C-18, the representation the Government has undertaken, and how it affects labour.

The suggestion has been made that the Government has been deaf to representations made following the release of the *Freedom to Move* policy paper. Nothing could be further from the truth. This legislation was developed in a co-operative effort with private sector carriers, shippers, users, and communities. More than 500 groups or individuals were consulted during development of this legislation, many on more than one occasion. The suggestions of those consulted resulted in adjustments and improvements to the original policy, and to the legislation.

In addition, the House, through the Standing Committee on Transport, had a very definite impact on the shape of this legislation. That Committee held two separate sets of hearings, one on the over-all policy, and one focusing on the northern and remote areas. The recommendations emanating from those hearings resulted in a number of improvements and adjustments to this legislation.

Perhaps the most notable provisions resulting from the Standing Committee are those governing the regulation of northern air services. Originally it was proposed that the same regulatory regime would govern all air services. However, representations and recommendations from northerners led to adjustments in this policy in order to provide a modified regulatory regime in the North.

This is not the only example of the effects of representations on Bill C-18. Also, the compensatory rate provisions for railways were added, based upon recommendations from the standing committee and following representations from Canadian Pacific and the Canadian Trucking Association. The terminal running rights provisions originated with Canadian