

Private Members' Business

If the member would have said what he has just said, I would have found it extremely difficult to resist the temptation of taking my full 20 minutes. He noticed that I did not take my 20 minutes.

Now that he has one bill, at least the most important one, he is trying to cast all kinds of shadows on my colleagues. I defend my colleagues. I say to him, Mr. Speaker, that if he would have said what he just said to us earlier, he would not have had any progress today. He should learn to be patient and with patience he would get everything he wants.

The Acting Speaker (Mr. Paproski): It being three o'clock p.m., the House will now proceed to the consideration of Private Members' Business as listed on today's Order Paper.

PRIVATE MEMBERS' BUSINESS

[English]

TRANSPORTATION INDUSTRY

ALLEGED GOVERNMENT ABANDONMENT

Mr. Sergio Marchi (York West) moved:

That this House condemns the government for abandoning Canada's transportation industry.

He said: Mr. Speaker, I am pleased to follow a very vibrant and dynamic debate led by members on this side of the House with respect to the total abdication of this government *vis-à-vis* transportation policy.

I had the occasion while I was my party's transport critic to put this motion before the House of Commons. Certainly the fact that the motion is on for debate today is very timely with respect to a number of decisions and events that have happened in the last number of weeks, and in fact the last number of days when we take a look at the very important inquiry into the crash of that Dryden Air Ontario flight.

I say abdication because the government has a great vacuum with respect to any policy program as it concerns the transportation industry. We have seen in recent times this government basically gut VIA Rail.

Ever since trucking was deregulated on January 1, 1988, we have seen Canadian truckers literally off the road with respect to trying to conduct a viable business and continue in the industry facing American competi-

tion. Some 1,400 Canadian trucking companies have gone bankrupt.

Yet on shipping, where we can compete the best, the Americans continue to have their Jones Act which protects the U.S. shipping industry.

When the government was talking about harmonizing transportation policies in the secret document that was released by the *Toronto Star* regarding the North American free trade talks with Mexico and the United States, it talked about harmonizing rail, it talked about harmonizing road transport as well as bus companies. But nowhere did it talk about taking down the barriers of shipping *vis-à-vis* the Americans where in fact we can compete quite nicely.

This government seems to be promoting all the wrong different types of interests as far as Canadian aspirations are concerned.

I would like to dedicate the better part of the few minutes I have to the whole question of air policy. It seems in terms of the timing of a number of events without being disrespectful to the other transport industries, certainly the air side has been increasingly in the public eye.

What do we have on the air side? We have a government that ideologically has been married for some years to this whole policy and regime of deregulation. It started talking about it in 1985. As a result, airlines began to prepare for a policy of deregulation that came in during the 1988-89 period.

This government looks to deregulation as the Messiah for all the ills of the airline industry. Yet, promise after promise after expectation after expectation with respect to purporting a number of commitments, we have seen those commitments melt like snowballs in the month of July.

One of the things this government talked about before introducing deregulation was the question that it would increase competition across the country with respect to some of the smaller more regional airlines.

What do we have as we debate this particular motion on this Friday afternoon? Essentially, we now have a duopoly when there were a number of regional air carriers that were starting to be viable, such as City Express. In the city of Toronto we have seen a virtual disappearance of many of those smaller regional air carriers gobbled up by Air Canada and Canadian.