

*National Transportation Act, 1986*

inevitably lead to reduced services or even, in some cases, outright cancellation of existing services in such regions. Yet nowhere in this Bill is there any reference to guaranteed services in remote regions.

Unless I am mistaken, the Hon. Member did say earlier that the proposed legislation deals with such cases. I would ask him to tell me which clause, which line and which page of the Bill contains this guarantee with respect to the maintenance of existing services in remote regions. If the guarantee does exist, where is it? I wish he would tell me which clause of the Bill refers to this.

[English]

**Mr. Cochrane:** Before I comment on the service provided to the North, the Transport Committee did visit northern Canada and conducted a series of hearings. I will not address myself to the numbers and the Members who were present, but those who were there know where we were. We visited a number of places in northern Canada. If the Hon. Member suggests that these places are not remote, I suggest that we have greater problems than transportation. We visited Resolute, Rankin Inlet, Churchill, Inuvik, Yellowknife, and Whitehorse. We had a chance to talk to the people and hear what they were saying about the industry. They had some fears and apprehension, and that is understandable. But they felt that they had a hearing. When we returned we put some of that information that we had heard into that draft legislation in our response to the *Freedom to Move*.

**Mr. Benjamin:** Where?

**Mr. Cochrane:** We also indicated that there is a concern. For the first time the Minister will have the opportunity to make sure that, if an airline decides to leave a certain location, it has to give notice of the period of time that it is going to vacate. That gives the Minister an opportunity to call for proposals. It also gives him an opportunity, if necessary, to subsidize someone who responds to that proposal call. In this manner, we can guarantee that there will be a service provided. That mechanism will exist. It may not provide existing carriers, it may not guarantee jet service, but nevertheless there is a process there to make sure that we are to provide a level of air service to some of the remote areas in this country that need that air service for the transportation needs of the people, and for the issues of re-supply as it relates to northern Canada.

**Mr. Benjamin:** I listened with care to the Hon. Member for Moncton (Mr. Cochrane). Early in his remarks he talked about the United States' experience on safety and the volume of traffic. I will provide my hon. friend with a copy of the article from *Time Magazine* which is entitled: "Be careful out there," and the article from *Business Week* on deregulation in the United States. As I am sure you are aware, Mr. Speaker, these are not NDP documents or publications.

In discussing the trucking business the article in *Business Week* states:

There's no question the big guys are getting bigger and the bottom end is getting squeezed.

In discussing the airlines it states:

The six largest carriers control 84 per cent of the market—

Prior to that the article states:

The dimensions of the concentration trend are disquieting.

In regard to railroads it states that mergers have reduced the ranks to six large carriers. The Canadian railway industry ranks number seven in the United States. That means it is the little guy, the small end of the ranks. Those six control 93 per cent of the traffic through mergers, takeovers, and bankruptcies. The articles also discuss safety in the airlines, the railroads, and the trucking companies in the United States. The Hon. Member mentioned Members having been in Washington. I wish to remind the House that that was over two years ago, and it has worsened. I also wish to remind my hon. friend that even then it was admitted that they were desperately short of air traffic controllers and inspectors in all modes of transportation. They are just going through the motions and in *Time Magazine* they are saying, "Be careful out there."

For one, the Canadian Truckers' Association is asking that all the legislation concerning safety in the trucking industry, railroads, marine, and airlines be put in place.

● (1430)

The safety boards proposed by the Government should be put in place. The multimodal accident investigation board should be put in place. All these things should be done before this legislation is proceeded with. If the Government means what it says about inspection, safety, and security, would the Hon. Member not agree that those things should be in place before starting to deregulate all modes of transportation?

**Mr. Cochrane:** Mr. Speaker, it seems to me that Hon. Members opposite have a hard time remembering where they have been and when they were there. I believe the Hon. Member attended the sessions which I attended in Washington just a year ago, not two years ago.

**Mr. Benjamin:** It was more than that.

**Mr. Cochrane:** I think the record will show that I am correct. Nonetheless, we had first-hand exposure to the American industry. When we talk about the safety aspect, we saw two things happening in the United States which have not and will not happen in Canada associated with the NTA. First, the FAA and its director made very clear to us that they had taken a serious cut in the number of people assigned to policing the safety aspects of their industry. That is not happening in Canada. In fact, as I pointed out today, we have added 100 people to our roles.

**Mr. Benjamin:** You need 300 more.