

Meat Inspection Act

small producer or processor. This seems to be indicated in the Bill as it is presently written.

● (1550)

Mr. Mayer: Mr. Speaker, I should like very briefly to allay three of the concerns of the Hon. Member. First, the frequency of inspection level has nothing to do with this Bill at all. In fact, if the Hon. Member wants to check, we have 38 more inspectors in operation now than was the case before we assumed power. However, let me say again that it really has nothing to do with this Bill.

With regard to his concern about subclauses 12(1) and 12(2), the reason that the regulations need to be flexible is that when we export out of the country, the EEC particularly requires that veterinarians do the inspections. However, in the United States, for instance, that is not the case. We are trying to allow for some flexibility in the Bill so that we do not bind ourselves totally to having veterinarians at additional cost doing inspections which can be done presently by inspectors. We do not see a concern there, and I hope I have answered the Hon. Member's point.

With regard to having companies hire inspectors, there is no provision in the Bill for that. In fact, it is up to the Minister to designate who the inspector shall be.

Finally, the Hon. Member indicated that the Bill seemed to favour larger operators over smaller ones. That is certainly not its intent nor is that the case, as I read the Bill. If he has those concerns, I hope he raises them in committee and gets them clarified or satisfied because that is not the case.

Mr. Hovdebo: Mr. Speaker, I appreciate the Minister's answer very much. The three concerns to which he referred are taken care of by the present regulations, but they are not taken care of in the new Bill. I am concerned about some kind of guarantee or at least a concern on the part of the Government that care will be taken when the regulations are written.

Mr. Mayer: I think all of us on all sides of the House approached the revisions to the three Bills and combining them into one with the noblest of motives. Obviously that would have to apply to the regulations if in fact we are to achieve some of the things we want to achieve in the Bill. That is the intent of the Bill.

As I said, the Hon. Member should raise those issues in committee and make sure he is satisfied there. Some of the regulations should be flexible to allow us to make the best use of the people we have. I hope he is satisfied that the regulations will be drafted with those kinds of motives in mind, to maintain the inspection service we have had in the past and to give us as good a chance to export with as little problem in terms of health standards as possible.

The Acting Speaker (Mr. Charest): Is the House ready for the question?

Some Hon. Members: Question.

The Acting Speaker (Mr. Charest): Mr. Wise, seconded by Mr. Crosbie, moves that Bill C-33, an Act respecting the import and export of an interprovincial trade in meat products, the registration of establishments, the inspection of animals and meat products in registered establishments and the standards for those establishments and for animals slaughtered and meat products prepared in those establishments, be read the second time and referred to the Standing Committee on Agriculture. Is it the pleasure of the House to adopt the motion?

Some Hon. Members: Agreed.

Motion agreed to, Bill read the second time and referred to the Standing Committee on Agriculture.

* * *

AERONAUTICS ACT

MEASURE TO AMEND

Hon. Don Mazankowski (Minister of Transport) moved that Bill C-36, an Act to amend the Aeronautics Act, be read the second time and referred to the Standing Committee on Transport.

He said: Mr. Speaker, I am very pleased this afternoon to have an opportunity to introduce Bill C-36 for second reading. It is a very important Bill. It is part of the complete reorganization of Canadian aeronautics legislation. Essentially the purpose of the Act is to provide for a framework to allow a safe national transportation system to be instituted to serve all parts of Canada. We are looking at legislation covering all parts of Canada, including areas in the far North which cannot practically be served by any means of transportation other than air.

At the outset I should say that the work in drafting the Bill and pulling it all together was the culmination of tremendous effort on the part of officials in Transport Canada and previous Ministers. While the legislation is very complex and technical in nature, by and large it will serve as a very satisfactory framework for the continued growth of the aviation sector in Canada.

Also I remind the House that there has been a tremendous amount of consultation with the industry, with special interest groups and indeed with the public at large with regard to the provisions of the Bill.

I think all of us recall the establishment of the Dubin inquiry, appointed by the previous Conservative Government in 1979. It was charged with the task of investigating and reporting on, among other matters, the investigation of accidents and reporting systems, investigation of incidents involving aircraft, and the formulation of the laws, regulations and rules necessary for the safe and proper navigation of aircraft. As a result of this very intensive and comprehensive inquiry on aviation safety, the Dubin Commission presented three volumes of recommendations in its report. They were unveiled to the public between May, 1981 and February, 1982.