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western Canadian transportation. It has become very clear that the Liberal Government has no intention of keeping its election promises, promises of jobs which will not come about, promises of moneys to be spent that will not be spent, and promises in terms of rehabilitating the lines which we will never see come to fruition.

I would like to add with your permission, Mr. Speaker, that in my riding during the 1980 election campaign the Prime Minister announced in Fillmore, Saskatchewan, assisted by Ralph Goodale who was then running for office, that he would doubletrack the line all the way from Winnipeg to Vancouver. As any farm boy or as anyone who lives in the Prairies can tell us, years ago there used to be a train every 20 minutes on that track. Certainly there are areas where we need doubletrack through the mountains and through congested areas. We have received these promises but we have not seen them fulfilled. I have some grave doubts.

The Acting Speaker (Mr. Guilbault): Any further questions or comments? We are resuming debate.

• (1630)

[Translation]

Mrs. Éva Côté (Parliamentary Secretary to Minister of Transport): Mr. Speaker, it is a pleasure for me as Parliamentary Secretary, to be speaking for the very first time to a motion by the Official Opposition, which would have the Canadian people believe that the present Minister of Transport (Mr. Axworthy), has failed to fulfil his commitments to Canadians. The Minister, however, is a worthy successor to previous Liberal Ministers, and I am referring to the Hon. Jean-Luc Pepin and the Hon. Otto Lang. I also wish to congratulate the Hon. Member for Vegreville (Mr. Manzanowski), who was Minister of Transport for a short nine months and who decided that he would have to maintain, extend and even safeguard certain measures that had been initiated by his predecessor, the Hon. Otto Lang, and I am referring especially to the deregulation of air transport.

Mr. Speaker, since the beginning of the day, we have heard about various types of transportation in Canada, and as was said by the previous speaker on the opposite side, air transport in Canada is a very broad issue that affects all of us at some time in our lives, and not only air transport but also railway and marine transport, and also the entire network of safeguards provided by the Canadian Government for each of these modes of transport.

I may remind the House that at the beginning of the day, in replying to the Hon. Member for Vegreville, the Minister of Transport stressed his responsibilities and how he dealt with them, whether they were in the field of job creation or developing a transportation policy.

We also heard, on the Government side, the Hon. Member for La Prairie (Mr. Deniger), who spoke more specifically about air transport, which he did very ably, I must say, and I

wish to thank him. I feel his contribution to the debate was very constructive and very informative for those of us and those of the general public who had the privilege of listening to him.

More particularly, I would like to point out that the Member for La Prairie tried to clarify the need for the deregulation policy which the Government would like to see implemented and which is now being studied by the Canadian Transport Commission, following a report produced by the Standing Committee on Transport which did a very thorough job.

During committee sittings I had the privilege of attending several meetings with witnesses from all over North America, that is, both in Canada and the United States, who told us about their experience in this area.

I think that the Hon. Member for La Prairie has been quite clear on this matter, when he said that the deregulation being considered by the Canadian Transport Commission, that is the Air Transport Committee, during its present hearings means some form of deregulation with regard to the routes served by airlines and to air transportation rates.

Deregulation has nothing to do with air safety. As the Hon. Member for La Prairie so rightly said, safety must obviously be very strictly regulated for the protection of air passengers. The importance of this matter has been clearly demonstrated. The Hon. Member for Bonaventure-Îles-de-la-Madeleine (Mr. Bujold) has dealt with rail transportation. In this regard, there are two separate areas, namely passenger service, to which the Hon. Member for Bonaventure referred at length, as well as the improvements that have been made and that will be made in future. There is as well freight transportation and as you know, Mr. Speaker, the main problem relates to the upgrading of rail service now under way in Western Canada for the transportation of grain and freight in general.

After all the discussions on this matter and the many assurances that have been given, and in view of the fact that some major projects have already undertaken in that part of Canada, I do not understand that my hon. friends of the Official Opposition have not realized yet that this is a serious matter and certainly not some election promise. Work has already started and should be completed on schedule within about ten years, that is around 1992. At that time, there will be a second tunnel through the Rocky Mountains and most railways will be double-tracked. Therefore, as I already said and I want to repeat it, this is not some election promise, because these developments were promised when the Crow's Nest rates were under consideration. Work has begun, and the two railway companies involved, CN and CP, are fulfilling the commitments they made, and each year, under the legislation, those commitments will be reviewed by the Canadian Transport Commission which will see to it that the promised subsidies are paid, provided that the commitments made are