

My colleague has also addressed the noise abatement issue. This legislation draws to our attention another very important deficiency, not only in air transportation in Canada, but in all transportation needs.

What we see in this House day after day is a lack of a comprehensive national transportation policy which not only will guide Canada and its transportation needs in the next two or three or five years, but will bring Canada into the 21st century to be more competitive on the international scene, as we are all trying to do, and to provide a facility within Canada for the ease and convenience of Canadian travellers.

We see, rather than a national transportation policy, an erosion of surface transportation in this country which is really cause for concern. We noticed last week right here on the Hill a lack of transportation policy which for every trucking company in this country, every truck driver and every independent owner is cause for serious concern about the future viability of his and his family's livelihood with respect to certain taxation measures that prevent them from operating in a competitive way with his American counterparts.

We see almost a complete erosion of another surface transportation need; the passenger rail service within this country. I know that in my riding of Thunder Bay, and as I travel across this country and talk to people in many communities across this country, that the erosion of passenger rail service has been one of the key factors in the unity debate which we presently find ourselves in. The national transportation passenger system which brought us all together is now being disintegrated, and that has caused this country great concern. A national transportation policy would be one of those areas in which we could address the need for a national transportation system within this country.

We talk about environmental concerns. We do not use the natural waterways, the Great Lakes system and the Great Lakes seaway to their advantage. If we do not start using the seaway for the transportation, not only of goods, but of persons in the near future, it may well be on its last leg as a viable transportation entity within our country and we would not want to see that happen.

Our highway situation across this country is in a state which requires federal intervention. I was talking to one

of our colleagues from the United States this weekend at the United States Inter-Parliamentary Session and any interstate highway system is funded 90 per cent by the federal government. In Canada this national transportation policy is left deficient.

With the lack of a national transportation policy, we see that this act before us today, Bill C-5, is another piecemeal solution to the problems that confront Canada and all Canadians with respect to deficiencies and transportation requirements we so sorely need within this country.

As I said at the outset, we will support this legislation, but we on this side of the House will continue to research, promote and put forward a national transportation policy which will meet the needs of Canadians in this generation and will bring Canada into the 21st century with the transportation requirements that are so sorely needed but deficient from the lack of leadership we are seeing today.

• (1630)

I appreciate the opportunity to make those remarks.

Ms. Joy Langan (Mission—Coquitlam): Mr. Speaker, I rise to support the spirit of Bill C-5, the Aeronautics Amendment Act. What I think is important is that there are some very good amendments coming forward in it. However, some of the amendments fall a little short of what is needed for those people who work for the airlines.

Some of the hon. members who have spoken before me have spoken quite extensively about the important amendments that are coming for those who live and work in the vicinity of an airport. Some hon. members have risen and spoken about those who are the travelling public.

I would like to address my remarks to what would be helpful in this bill—if there were additional amendments—for those who work for the airlines.

To illustrate my concern I would like to give some examples. My first example is a woman who the hon. member for Thunder Bay—Atikokan referred to earlier when he spoke. This woman, who works for Canadian Airlines, was scheduled to board her flight from Pearson International to Lima, Peru in early April. She refused to board, citing section 128 of the Canada Labour Code,