

*Private Members' Business*

The purpose of the debate today is to reinforce that point. At some point the Government of Canada has to step up to the line and say: "Yes, you are absolutely right. Maybe what we have to do is dedicate more financial resources to the problem". The problem is air safety and ensuring that our standards are the absolute highest in the world.

I want to emphasize this afternoon more than anything that the Canadian aviation industry has a high degree of safety. I do not want these figures to be obscured by other figures. There has been a 35 per cent decrease in aviation disasters since 1985-86. I think that is significant. I do not want that figure to be distorted for Canadian people. It is very important. It does not mean we cannot achieve a higher number. I think that is possible. Because of the way the government has been responding and will respond to Justice Moshansky's report, I think we will see that number increase significantly in the next few years.

• (1540)

Most of us can be assured that it is safe when we buy tickets and our families get on aircraft. Ours is the safest in the world. Our records clearly indicate that and I do not want them distorted here today.

The government has responded and is continuing to respond. Some of it has been initiated across the aisle. There have been some very strong words from opposition members. At times they have put the minister in the hot seat. I guess that is the role of a minister and the minister has to respond. I have to say that this minister has responded.

All Canadians can be proud of the industry. We can be very proud about how the ministry has responded to the disaster in Dryden two years ago.

[*Translation*]

**Mr. John Manley (Ottawa South):** Mr. Speaker, first I would like to thank my colleague, the member for York West, for moving this motion.

[*English*]

He was the former transport critic for our party. As his successor, might I say that despite my size 12s I am

having difficulty filling his shoes. It is the first time I have ever had my foot size commented upon in the House of Commons.

Before I take a few moments to comment on the Dryden report which I want to do, I would like to respond very quickly to the comments of the member for Thunder Bay—Atikokan. On behalf of the New Democratic Party he tried to put the verdict of this report with respect to the combined policies of the Conservative government of deregulation and deficit reduction into the same category as the liberalization process that was introduced by the former Liberal Minister of Transport.

In trying to do so and talking about competition, we will notice that the NDP only uses the word competition in juxtaposition with the word cut-throat. To the NDP competition is always cut-throat. The NDP understands so little about doing business that, as my colleague for Kingston and the Islands pointed out earlier today, we are now referring to the premier of Ontario as Buffalo Bob because he has done more to renew the vital interest of the city of Buffalo, New York than has anyone else in many years. The fact that the NDP does not know the difference between liberalization of air transportation and the deregulation regime that was brought in in 1985 should not surprise any of us.

This leads me to say a few things about the Dryden inquiry and the report made available to us yesterday in the House of Commons by the Minister of Transport. I would like to pick up on some of the remarks of the member for Cumberland—Colchester. He stressed the safety of the Canadian aviation industry. With respect to the questions posed by our party, I think we have entirely endeavoured to deal with the government's response to the report and its performance with respect to these issues over the period of time studied by the commissioner.

I would like to point out that we began our questioning of the government minister on this report by drawing the attention of the House and the people of Canada to the fact that Mr. Justice Moshansky has said that many of the concerns which emerged during his inquiry and are reflected in his report have already started to be dealt with or had been dealt with. He has further said that it is safe to fly in Canada.