

Would the Hon. Member not agree that these Hon. Members have not had the fortitude to stand up in the House to justify their actions on the issue of a second runway for this airport, or on the need for effective hiring of air traffic controllers? They have not commented on the brutal cost recovery program that is harming safety and killing general aviation in the long run. I would like to see them stand up to make a comment in the House rather than pass their leisure time in here telling funny stories and whatnot. This is a sad and serious situation. I hope the Hon. Member will comment on it. I know that he is as concerned as I am and that he would like to hear their approach to a solution.

**Mr. Rideout:** Madam Speaker, I was most intrigued with the second question asked by the Hon. Member. I will leave it for Members opposite to comment on since the Hon. Member is calling upon them to justify their irresponsible actions. I would rather not go any further on that.

I welcome the question as it relates to cut-backs, increased taxation, and all those measures which have the effect of making every company so bottom line conscious that things like safety start to slip through the cracks. That is my concern. I have seen it happen in municipalities. I know from where I speak in that regard. Safety is a soft cost. It is something which is looked at second. As VIA, Air Canada and all those organizations are looking at how to make their bottom line look better, and when Air Canada is privatized and wants to make its stock look a lot better, I am concerned that we will see safety sacrificed on the altar of bottom line.

The result will be that this Board will have a lot more work to do. I think that it will be investigating a great many more accidents. I fully support the Hon. Member to my left in his comments in that regard.

**Ms. Mitchell:** Madam Speaker, I would like to put a question to the Hon. Member for Moncton (Mr. Rideout). Since he comes from the East Coast he is probably aware of some of the problems with which we are concerned on the West Coast. In particular I am talking now about the Port of Vancouver, part of which falls in the riding of Vancouver East.

As I understand it the Board is to have appointees who represent the different modes of transportation, although only one from each mode. Does the Hon. Member think that in the situation such as we have in Vancouver East it will be possible for such a Board to

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plan effectively, having four jurisdictions and three or four different modes of transportation?

Will it be able to deal not only with major crises which may arise, but will it be able to prevent them, something which is even more important? The situation in Vancouver East is that there is a transfer point for dangerous goods in the riding. The dangerous goods come in on rail tracks which are in the heart of Vancouver East, one of the most highly populated areas in downtown Vancouver near Chinatown. The goods are transferred from there to ships and barges. They are also transported by air. There is a great danger of accident. There have been some dangerous goods spilled on the railway tracks in the past. There are some very risky situations. Furthermore, the Vancouver City Council has taken away our fire boat, which is a means of fire protection from the water. That is another issue on which I wish the federal Government would intervene and do something about.

With increased transport and the exchange between helicopters and float planes which my friend tells me are coming in, in increasing numbers, there is a great increase in the risk of accident. I honestly do not feel confident nor do my constituents feel confident that this Bill and the proposed Board is going to be strong enough to deal with all the different complex modes of transportation. Also involved in the situation is the City of Vancouver, the Regional District of Greater Vancouver, as well as provincial and federal jurisdictions. I would appreciate the Hon. Member's comment since he probably has similar concerns coming from the East Coast.

**Mr. Rideout:** Madam Speaker, I share the concerns mentioned by the Hon. Member. When one considers the Department of Transport and the wide number of items with which it deals, one wonders whether one committee dealing with safety in all of those aspects can really do the job. One also wonders whether a five-member Board can really do the job. We on the East Coast are just as concerned.

I recall hearing stories about PCBs being shipped over in the holds of Air Canada planes. There is the potential for all types of disasters to arise as a result of that, which cause citizens in the East Coast concern as well. We have similar type situations with both truck and rail traffic in shipping from the Ports of Halifax and Saint John. There are dangerous commodities involved. There are problems which could ensue. As I have indicated, we are concerned with the cut-backs and with the lack of support to the regional areas of the country that safety will become a greater problem. We do not have confidence in the Government that it will be able either to