

I take this opportunity to refer to some comments made by industry representatives. I shall begin with the trucking industry.

• (1630)

[English]

"Domestic truckers will be run off the road by American-based truckers if proposed transport deregulation is adopted by the federal and provincial Governments" industry officials say.

[Translation]

I hear some noises from my colleagues to the right. May I remind them I am merely quoting what was said by people in the trucking industry. I think it would be wise to listen to these people, and I shall continue:

[English]

"It's like letting Attila the Hun and Genghis Khan loose", said Ken MacLaren, Executive Director of the Canadian Trucking Association.

[Translation]

Those were comments by some people in the trucking industry. And now, on the subject of aviation safety, according to the Canadian Aviation Safety Board there have been more accidents involving aircraft since deregulation. I shall continue:

[English]

"Deregulation will hurt us", CPR says.

[Translation]

Being in a terrible hurry to propose these changes, to table the Bill and have it adopted in record time, the Government has failed to give all parties a chance to express their views. Some provinces were not even consulted. The parliamentary committee responsible for considering the Bill did not hold hearings in all provinces, although every province, without exception, will be affected by this Bill. Although hearings were held in four cities, the Government did not do justice to the witnesses and interest groups that came to suggest amendments to the Bill, originally Bill C-126, as you know, Mr. Speaker. And this despite the fact that the Government had promised a new era of consultation, when every action undertaken by this Government would be discussed with the people concerned, people in the industry and people from the various provinces.

Mr. Speaker, we must also consider the impact of this Bill on the transport industry, on services, on employment and also of course on safety, and my list is by no way exhaustive.

Government Members would have us believe that deregulation will bring in more carriers, especially in the air transportation industry. We are told there will be more competition and better rates. However, we can see today that is not the case. We have already seen a trend towards consolidation, and I am thinking of the purchase of CP Air by Pacific Western.

National Transportation Act, 1986

Large companies have purchased shares in small local carriers in order to take over that part of the market, which means that Canadian airlines are eliminating small carriers from this local market. They control that market.

As far as trucking is concerned, Québec truckers are afraid of an increased penetration by American truckers of the Québec market.

• (1640)

[English]

Mr. John Kennedy, of Kingsway Transport Limited, says: "A shakeout is developing. There is no question deregulation will have a devastating impact on the financial condition of the Canadian motor carrier industry and ultimately result in a wave of mergers, bankruptcies".

[Translation]

As far as rail transportation is concerned, the major national railways, CP Rail and CN Rail, are against the legislation as proposed.

Let me deal briefly with safety, and I will stick to air transportation. Mr. Speaker, let me quote from the statement made by the Auditor General, Mr. Kenneth Dye :

None of the Transport Canada regions has been able to inspect all the carriers operating within its jurisdiction at least once a year.

We know about the problems already. Then imagine what will happen when we get into the race for privatization. The legislation provides no strict directions as to safety, and for this reason we cannot support any deregulation bill until strict safety measures are in place.

And, already, in anticipation of that deregulation bill, some companies have started making staff changes. I am referring here to New Brunswick where Air Canada has decided to reduce the number of its mechanics at the Moncton, St. John and Fredericton airports. Why is it actually being done? Is it in anticipation of privatization that this staff is being reduced?

In the case of Moncton, St. John and Fredericton, when there is a mechanical failure affecting an aircraft's airworthiness, they will have to call a mechanic from Halifax. They will have to call someone from Halifax and ask him to get to Moncton, St. John, or Fredericton. This requires at least 2 hours in the case of Moncton, and much more for the two other airports, to examine that aircraft before it can resume its flight. Of course, they assure us that passenger safety will in no time be threatened. But for people in New Brunswick this means a service reduction. They will have to wait for that service. This leads me to the question of jobs. In the case I mentioned, three jobs will be lost in New Brunswick. The figure is not that significant. But let me deal briefly with the CN. Because we all know the CN has received from someone higher up the order to prepare for privatization. In its haste to rationalize operations in preparation for privatization, the CN is reducing staff throughout the system, but especially in Moncton. One thousand jobs will be lost. You may ask what the connection is with this Bill. I said earlier that the proposed