

# HOUSE OF COMMONS

Thursday, December 14, 1995

The House met at 10 a.m.

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*Prayers*

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**The Speaker:** The House leader of the Reform Party has given notice that he is going to raise a point of order today. It is my intention to hear that point of order.

In view of the fact that it is a very important point of order and I do not want it interrupted, I have decided to go through Routine Proceedings and then I will hear the point of order of the hon. member.

This is the last sitting day of Parliament. I thought we could get Routine Proceedings out of the way and then listen uninterrupted to the point of order of the member and interventions any other members would like to make. That is how I intend to proceed.

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## ROUTINE PROCEEDINGS

[English]

### GOVERNMENT RESPONSE TO PETITIONS

**Mr. Peter Milliken (Parliamentary Secretary to Leader of the Government in the House of Commons, Lib.):** Mr. Speaker, pursuant to Standing Order 36(8), I have the honour to table, in both official languages, the government's response to five petitions.

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[Translation]

### TRANSPORTATION

**Hon. Douglas Young (Minister of Transport, Lib.):** Mr. Speaker, Canada must have a modern, integrated and affordable national transportation system. One that emphasizes safety and reliability. One that is efficient. And one that supports strong, viable companies in all modes.

Our government has been working hard to provide Canadians with the transportation system they need to compete into the 21st century.

We have made tremendous progress in the air sector, based on our commitment to benefit the travelling public. The dispute between Canada's major air carriers was resolved. New regulations will ensure that the computer reservation system industry is more consumer friendly, and new financial fitness testing for start-up carriers will ensure that passengers are not stranded by companies that do not deliver.

This government has introduced a national airports policy that gives local communities a greater say in airport operations.

• (1005)

We now have an agreement in principle with NavCanada, a non profit corporation, to commercialize Canada's air navigation system. Transfer of the system will mean \$1.5 billion to the federal treasury and the elimination of a \$200-million-a-year subsidy.

We have unveiled an international air transportation policy that establishes clear criteria for second-carrier designations on international air routes—a policy that also makes sure Canadian carriers use the routes they are allotted. We have signed a long awaited "open skies" agreement with the United States. Seventy-five new services have already begun, thanks to open skies. Another 20 are at the planning stage.

We have taken steps to modernize Canada's rail sector. The privatization of Canadian National saw the largest and most successful initial public offering of shares in this country's history. We have introduced in Parliament the Canada Transportation Act—legislation that will make it easier for Canadian transportation companies to move people and goods safely, efficiently and affordably, and which will allow the short-line industry to grow.

The government has moved away from broad subsidies for transportation. More than \$700 million in subsidy payments under the Western Grain Transportation Act and the Atlantic region freight assistance program have been eliminated entirely.

[English]

Today I am proud to introduce on behalf of the government a comprehensive strategy for Canadian transportation, a new national marine policy. Canada's marine system has to become more responsive to the needs of its users. It must become more efficient and less of a financial burden on the Canadian taxpayer.

The government intends to ensure that Canada has a modern, efficient and safe marine transportation system into the 21st century. Therefore, the Canada marine act will be introduced this spring. This act will consolidate and modernize the marine