

Another member of the Canadian delegation was Ian Umbach. He stated in testimony to the Moshansky commission that air carrier inspectors were facing grave difficulties keeping up with the workload of inspectors. He states in his report, page 879, in a question and answer between the commissioner and Mr. Umbach:

Q. And were you making submissions to your supervisors saying, look, I need more staff?

A. Yes.

Q. So your numbers were part of that 1,150 (person-years) requested?

A. Yes.

Q. And what signals were you getting from above, from your supervisors?

A. Other than losing a PY (person-year) we were getting no response.

Q. And what were the reasons—what was your understanding?

A. We were downsizing.

The Commissioner: You were what; you were downsizing—

The Witness: Downsizing.

The Commissioner: —in staff?

The witness: Yes, Sir.

Q. So in effect, you were asking for more inspectors, but in fact, they were taking inspector positions away from you?

A. Yes.

Q. And what about your workload? Were they reallocating your workload or requesting you to do less work?

A. No.

Q. What was happening?

A. We were doing more with less.

That is the crux of it, Mr. Speaker, doing more with less. Time and time again the opposition had raised the need for adequate resources but kept on receiving assurances from the minister that everything was under control.

I, too, put a question to the Minister of Transport and our transport critic, the member for Ottawa South, put questions to the Minister of Transport, as did our members from the north. If you want to talk about playing with figures, if you want to talk about playing and manipulating the numbers, last week on Tuesday, in *Hansard*, page 9093, the question from me that day:

The Minister of Transport stated in this House last Thursday that the total number of inspectors—

Supply

The total number of inspectors in aviation.

—increased from 456 in 1985 to 569 in 1991. According to the Deputy Prime Minister, when he was Minister of Transport back in 1985, the actual number of inspectors was not 456, but somewhere over 600.

The question was asked, the total number in the aviation business. The answer was 456. But back in 1985 when that same question was put the number was not 456. The number was in excess of 600.

The current Deputy Prime Minister who was Minister of Transport of the day said on one day 600, and then put it accurately on the very next day, 614. Industry-wide inspectors, that was the question. That was the answer. Those are the facts.

While there were the foot soldiers in Transport Canada who were frustrated by the staffing shortfalls in inspectors and repeatedly warned the higher levels at Transport Canada, that middle management, that senior management about the gaps in safety, the warnings of course fell on deaf ears.

Even in later documentation it was admitted that Transport Canada just was not up to scratch on staffing requirements for inspectors. In 1987 a preliminary review of aviation regulation was conducted by the then assistant deputy minister of aviation. It was clear from this internal overview of deregulation that Transport Canada was unable to increase certification and inspection workloads. Part of the executive summary of that preliminary report echoed previous concerns regarding the diametrically opposed concerns of safety versus the almighty buck.

• (1130)

It is very clear on page 887 of the Moshansky report. This is the preliminary review of aviation regulations done in June 1987:

Regulatory reform of the domestic air industry was introduced at a time when the department possessed neither sufficient trained resources, the required planning and operational processes, nor the necessary enforcement capability required to effectively monitor and foster aviation industry compliance with established safety legislation, regulations and standards. In this respect, the Department has generally paralleled the American experience with deregulation—Specifically, the following major areas of concern were noted during the preliminary 1987 review: