

are already the victims of Air Canada's anticipation of this deregulation. In Sault Ste. Marie, for example, Air Canada's service has dropped to a lesser quality, although I am not maligning our DASH aircraft and their quality of service. However, it is frequently slower and there are no reasons to be very happy about what will happen under the: "fit, willing and able" provisions. Thank you for your indulgence, Mr. Speaker.

The Acting Speaker (Mr. Paproski): It being 1.28 p.m., I do now leave the Chair until two o'clock this day.

At 1.28 p.m. the House took recess.

AFTER RECESS

[English]

The House resumed at 2 p.m.

Mr. Dennis H. Cochrane (Moncton): Mr. Speaker, it is my privilege today to speak on Bill C-18, an Act respecting national transportation with regard to reregulation of the transport industry in Canada. I speak on this subject with a little background, first as an Atlantic Canadian Member of Parliament, and second, as a member of a Standing Committee on Transport.

In my role as a member of that Committee I had an opportunity to take part in the hearings which were conducted across Canada on the *Freedom to Move* Paper. In addition, I had a chance to visit northern Canada and conduct hearings with regard to the *Freedom to Move* Paper and the possible effects of reregulation on the northern part of our country. I also had the opportunity of being sent by the Centre for Legislative Exchange to Washington in order to take a first-hand look at the American experience with regard to deregulation and the ramifications of that action in the United States.

I will attempt today to address the topic from four main points of view; safety, regional development, competition and airline service. Concern has been expressed that the reform of economic regulation will negatively effect transportation safety, that somehow the Government will slacken its resolve to protect the safety of the travelling public. Nothing could be further from the truth. The Minister of Transport (Mr. Crosbie) has stated that safety is, and will continue to be, his first priority. That commitment is stated under "National Transportation Policy", Clause 3, and that commitment is restated day-by-day in the operation of the Government.

Transportation safety will never be compromised by this Government. Canadians should and will enjoy the peace of mind which comes from knowing that the Canadian transportation system is one of the safest in the world, and that we are continually striving to improve our safety programs. Everything humanly possible is being done to guarantee the safety of passenger travel and of freight transportation. Suggestions that the National Transportation Act will jeopardize aviation safety are totally without foundation. The airline industry has

always had safety as a top priority. The Government's regulation and enforcement of safety will ensure that it remains that way.

Anticipating that new carriers will enter the industry, the Government's training, inspection and enforcement programs have been beefed up to respond to this increased activity. The Government's commitment to safety is evident from a variety of initiatives now underway. The Aeronautics Act was amended in 1985. It covers all aviation from weekend pilots to the nation's airlines. The law has been strengthened in the area of airport security, records of pilots and engineers, owner and operator insurance, air worthiness of the equipment, air traffic services and navigational aids, as well as medical records for those holding licences. There are strengthening provisions for penalizing offenders.

In addition, the Government has set up a civil aviation tribunal to hear and determine appeals from administrative decisions quickly and fairly. However, rules and regulations are not enough. Qualified people are needed to enforce them. In spite of over-all Government budgetary constraints, more than 100 additional safety personnel are being put into place across Canada. They will work in aviation, in transportation of dangerous goods, in shipping and in other areas of transportation. Canadian safety standards are high. We have a strong regulatory regime. We have the right people to be aware and fully understand safety requirements.

We have as well a safety infrastructure to keep our ships, railways and aircraft safe. For example, radar is essential to safe air navigation, and radar systems have undergone radical changes during recent years. Canada must keep up with these technological changes and we are doing so. The Government is funding more than \$800 million towards an airport radar modernization plan which covers Canada from coast to coast. This will improve safety, convenience and efficiency.

Canada's aviation safety record is outstanding. Our major carriers are in the top range of more than 120 international carriers with enviable safety records. This has steadily improved over the past 20 years. Those who say economic regulation reform and improved safety performance do not mix, can look to the example of the United States. Its regulatory reform was somewhat different but the example bears noting nonetheless.

In the United States, the safety record of the commercial airline industry has improved since it deregulated its industry in 1978. Meanwhile, the number of American carriers has grown from 38 to more than 225. In fact when we had an opportunity to visit Washington and discuss these statistics it was indicated that from the time deregulation began in the United States, when there were approximately 200 million people using the air transportation system, the number grew to over 400 million passengers being conveyed on the nation's carriers in 1983 and 1984. That volume alone would put extra pressure upon the system, but it still responded. An excellent air safety record is still being enjoyed in spite of some of the