

Government Orders

before boarding but luggage that is taken on the aircraft. This was the second point of his argument.

The reason for my question is that we have had several recommendations from the National Transportation Safety Association, what used to be the National Transportation Agency, to the minister with respect to carry-on luggage on aircraft in Canada.

In 1988 they made a recommendation with respect to what luggage a passenger is allowed to take on an aircraft. This was fine when Air Canada and Canadian Airlines offered fairly good and fairly large planes throughout the country. However, the airlines have down-sized and now just operate between the major cities and have connector flights between all the small and remote communities in this country. Those smaller flights are with smaller aircraft. Yet, we have not changed the rules concerning carry-on luggage on these aeroplanes.

What might have been acceptable on a DC-9 or a 727 is no longer acceptable on a small Dash-8 or a 25 or 30 passenger aircraft. We have not addressed that critical safety issue in the regulations that should be imposed on the travelling public in this country.

The Ministry of Transport is responsible for not making and not implementing the recommendations made consistently to their ministry, not only by the National Transportation Agency but the Canadian Aviation Safety Board.

I would ask my friend from Halifax West to comment on why his government has not implemented those recommendations from the responsible agencies within this country.

Mr. Crosby: Mr. Speaker, I do not see any need for me to respond for the government. Unfortunately, I am not a member of the cabinet and am not privy to these decisions. However, I can say that airport security is an evolving process. I hope that in this bill we can contribute to the evolution of that process. Now, as a result of remarks that have been made, officials will have an opportunity to review those remarks and perhaps the government can make some of those changes.

Rome was not built in the first day. It took time to evolve and airline regulations take time to evolve. I do

not see any real difficulty there. We can always look and hope for improvements. Recommendations from other organizations are always welcome if they are improvements.

I hope the member will realize and recognize that I am simply making a contribution, an intervention that I think could be helpful if it is looked at and reviewed in a positive light. I hope that will be the decision of the officials and the government.

I have to endorse what he says about cabin baggage. People will go to the limit of the rules. They will take aboard an aircraft whatever baggage they are allowed to take, because it simply aids their travelling capacity as they will not have to wait for luggage at the end. At the same time, they will observe whatever rules are put in place.

I agree with the member that there is a burden on the government to have, as I have already said, effective and sensible rules governing these areas so we all know what the rules are and we can all observe them with some relish.

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[*Translation*]

HOUSE OF COMMONS

REINSTATEMENT OF BILLS—SPEAKER'S RULING

Mr. Speaker: As hon. members are aware, we have had a series of comments concerning a problem in the House. Unfortunately, it was impossible to produce a judgment with all the requisite reasons, but I acknowledge the urgent nature of the issue raised by hon. members and the need for handing down a judgment this afternoon.

Consequently, I am now ready to render my decision.

[*English*]

A point of order was raised this morning relating to government business No. 1, which concerns the reinstatement of certain bills from the Second Session.

• (1700)

After hearing representations from several hon. members, I took the matter under advisement and have been deliberating on the points raised, intending to render my decision tomorrow.