

The ministry and the government could order them to do it. They are not going to do it. When you consider that it is bad enough getting from Pearson to downtown Toronto, can you imagine from Hamilton? Holy mackerel, you have champagne ideas with a beer market. That is your problem.

• (1730)

Do not peddle this Chamber of Commerce hype about air transportation and airports to me. It will not wash.

I do not see how, unless the government moves into the whole area of airport security, takes over complete control and operation of it and bills the airlines on a *pro rata* basis. Unless it does that, we are going to continue to have the spectacle of the lowest bidder with Air Canada, which by the way represents 18 other airlines at Pearson. It does the negotiating on behalf of all the other airlines, and my hon. friends are not aware of it. But Air Canada as the biggest operator does the negotiating. It gets the cheapest bid. Then we have the spectacle of an even larger turnover in security staff and a demand by the employer for those people to take \$2 an hour less pay. At present they are probably getting an average of \$8.

If people try to live on \$8 an hour these days, if they have a mortgage, a wife and two kids, forget it. The government cannot leave things like airport security, the safety of human beings, to private enterprise. It is going to get by on the cheap. It is going to cut corners. The government cannot allow that. It cannot play fast and loose with the safety and security of travellers and the employees of those airlines. It has to put an end to it.

That is why I started off by saying that it was the unanimous recommendation of the transport committee some three years ago, which has been totally ignored. I do not even know if anyone in the department read it, but we were very proud of it. We worked hard for those three weeks in Europe looking into all the matters that we were given the authority to look into. We learned some things. There is nothing wrong in seeing what others do and then applying the elements that can be used in our country, and do it.

Nobody is 100 per cent right or wrong. If the ministry thinks it has solutions to all the problems, it is dreaming. It has left out decisions made in the transport committee, and our unanimous report. As far as I am aware, it

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did not even reply to our report. It was the first and only time the transport committee was allowed to go overseas and see what is being done in other places.

It reminds me of the story of the rooster running a chicken coop. He went out for a walk one morning and came across an ostrich nest and in it was a big egg. He rushed back to the chicken coop, rounded up all the other chickens, herded them out there by the nest and said: "Look girls, I am not complaining but I just wanted you to see what they are doing in other places".

I hope that the government will be amenable to accepting amendments to the legislation in committee that will allow for the implementation of some very obvious things, allow for airport runway expansion in a sensible and fair manner, and allow for the total responsibility by the ministry for airport safety and security.

We cannot have it any other way. If we do it any other way, we are taking a lot of chances.

Mr. Stan Keyes (Hamilton West): Mr. Speaker, this gives me the opportunity within the confines of my debate to address the issues just raised by my hon. friend from Regina. He spoke of a large egg. The member has certainly laid an egg, because we now have it on record that it is the opinion and policy of the New Democratic Party federally that it is against airport expansion at Hamilton. That is just terrific. He asks: "Why expand Hamilton airport? Why would we bother to expand Hamilton airport? Why do we not just add more runways to Toronto Pearson International?"

People do not fly to Pearson International. People have to drive there. The member is from Regina. I have to drive to Pearson International Airport. I have to get on Highway 401 or the 403 at the godforsaken hour of 6 a.m. in order to get there at 8.30 a.m. because of the congestion on the highways, because of the pollution. I mean, it is all jammed up, Mr. Benjamin. It is jammed. So what do we do?

We have to look at a way of moving the passengers or the cargo, of dispersing it a little. Take it away. Take the pressure off Pearson International Airport. Move it around. Why not move it to Hamilton? It is logical. JFK and LaGuardia airports work hand in hand in New York. There is San Francisco International and Oakland International. In fact, there is even San Jose International.