

Government Orders

the country, Pearson Airport, given the costs that will have to be absorbed. It would be fine for government people to travel on expense accounts and it is fine for business people who have expense accounts. But I wonder how many Canadians will be able to travel and afford to see Canada with their families, given the cost of air transportation in Canada as it is today.

It means that the consumer will not be able to afford to fly to Pearson because he will be burdened by these exorbitant costs and be deprived of one of the fundamental principles of what we try to achieve in the country, that is, unity. Unity is achieved by seeing what all other parts of the country is all about and living with these people. I am concerned that this will be deprived.

We are already aware of the projected higher costs of going through Terminal 3. Does the government believe that there will exist healthy competition between the terminal operators or is this a delusion? Terminal 3 will set the price standards and the other two will follow. It will probably be slightly lower but still very much unaffordable.

I also question, if an airport can operate effectively and efficiently with competing interests, where is the central co-ordination in all of our airports? On many occasions I have said that what Canada lacks is a transportation policy. An airport, irrespective of its size, capacity, or number of terminals, still has to operate as a very single, very unitary, and very co-ordinated unit in all aspects, on the air side, the ground side, and the security side. We have been told that, in these privatization movements, security will not longer be a factor governed by one integral unit. We are told that, in these privatization modes, there is no thought being given to how we move people to and from an airport. When one travels in any other country in the world, one of the prime considerations is how the people get to and away from the airport?

• (1740)

In Terminal 3, if privatization takes over in Terminals 1 and 2, we have spent over \$1 billion and yet we have not enhanced the ability of the people who live in Toronto to get to and from the airport. There is no transportation

mode to look after this facility and that is one of the areas in which privatization, in my view, is not operative.

One might argue that this is a strong case for privatizing Terminals 1 and 2 to the owners of Terminal 3. However, while there may be central co-ordination in this case, the cost of allowing one private interest to hold a monopoly at Pearson is unthinkable, in terms of price implications and the protection of the travelling public. It also remains to be seen whether Pearson will operate with even less efficiency, once Terminal 3 opens for business, without any co-ordination between the operation of Terminals 1 and 2 with the private interests of Terminal 3.

I can see but one solution to correct the problems which plague Pearson today and which will be exacerbated in the near future. The solution is simple: local airport authority for the city of Toronto. Scrap the idea of privatization and let us get Terminal 3 back into the fold. Let us allow local interest groups with a vested interest in the local community to decide what is best, not only for Toronto, but best for the air needs of all of Canada. It would be environmentally sound for people and look after the concerns about those sensitive areas that so many people have expressed to us such as the noise and the problems caused by increasing traffic in that vital area surrounding Pearson.

At the outset, I said that the policy of establishing local airport authorities has received my support. But, as I mentioned, it is a qualified support. If we recall the objectives of this policy, it is to serve local community interests, enhance economic development in those areas, and to become cost-efficient in those areas. I question if these objectives can be achieved, with the restrictions which will be placed on airport authorities, if we allow this bill to pass in its present form.

In 1987, the Minister of Transport announced supplementary principles to those established. Among those principles was that local airport authorities must offer affected Transport Canada airport staff employment in the same occupations, with the same salary they had before the transfer. The local airport authority will formally agree to adhere to provisions of the Official Languages Act with respect to service to the public and Transport Canada will continue to ensure compliance