

Oral Questions

taxpayers and the users of the aircraft who will have to pay the price.

I want to ask the minister once again: Will he reconsider this decision given that the province of Ontario does not like it, the municipalities do not like it and the industry, that is going to have to pay the piper, does not want it at all?

Hon. Jean Corbeil (Minister of Transport): Mr. Speaker, it is precisely because Pearson is such an important component of our airline industry in Canada that we do not want it to suffer the same type of congestion that it did in 1988-89 and caused so much disruption in the system.

We believe that this is the best time to preserve the integrity and the profitability of Pearson because we are not going to lose money in that. By having the private sector doing it, we are going to save some money in the operation and we are going to use the business sense of the people in the industry to make Pearson even more profitable.

• (1430)

Mr. Sergio Marchi (York West): Mr. Speaker, my question is for the same minister.

To this day the entire privatization deal of terminal 3 involving the financial figures, the text of the agreement and the rationale for contract awarding remains a state secret which this government does not want to open up or divulge to Canadians.

Why is the government once again prepared to proceed in the very same manner? Why this rushed 90-day period? Could it be that Gordon Sinclair, president of the Air Transport Association, was correct when he suggested that this deal has more to do with rewarding the efforts of developers that have found a mark in this government?

Hon. Jean Corbeil (Minister of Transport): Mr. Speaker, I repeat. This exercise is predicated on the fact that we must meet the capacity requirements of one of the most important airports in Canada.

We have to plan ahead. We have the figures on what are going to be the capacity needs starting in 1997-98. We are preparing now and at the same time we are helping the economy of that area of the country.

I am very surprised that a member from the Toronto area would be against the creation of 3,200 jobs.

Mr. Sergio Marchi (York West): Mr. Speaker, the motivating force of this very massive and costly project should be need and not greed. That is something this government does not understand.

Given that all taxpayers of Canada have invested heavily in the nation's premier airport, and since the selling price of both terminals will be considerably lower given the economically depressed state of the air industry, why is the minister prepared to risk at this time the holdings of those 26 million Canadian shareholders?

What happened to good business sense which meant buying low and selling high?

Hon. Jean Corbeil (Minister of Transport): Mr. Speaker, this is precisely one of the components that has been part of our decision.

In the depressed state of the economy the cost of the renovations and upgrading that will be necessary are of course going to be lower at this stage than at any time in the future.

The end result, again I repeat, is the creation of 3,200 jobs for five years in an area of the country that is very much depressed.

I do not understand why members on the opposition side, especially those from the area, are so much against it.

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THE ECONOMY

Mrs. Diane Marleau (Sudbury): Mr. Speaker, this government pursues its policies regardless of the hardship it brings to Canadians.

Today interest rates have been again increasing. Real interest rates are at a level which will further discourage economic recovery.

I ask the Acting Prime Minister: How much more pain does this government wish to inflict on Canadians and why?

Hon. Gilles Loiseleur (President of the Treasury Board and Minister of State (Finance)): Mr. Speaker, I would disagree with the hon. member.

This government is doing everything it can to help the situation along. I hope she is not suggesting that we