

Motions

operating instead of one or two, there would not be 200 and 300 feet long line-ups. Some people are frantic in the lineups because they are afraid that they may miss their flight and still have to walk up to a half mile length in Terminal 2.

It is bad enough that Terminal 2 is about one mile long, but it is going to be made longer. Tenders have already been called to make Terminal 2 longer. I hope that on the extension some moving walkways are put in. It is incredible to watch women, children, and elderly people struggling on foot from Gate 70 to the baggage area among mobs of people going in both directions to get on or off an airplane. Every airport that we were in in Europe with long terminal buildings had moving walkways. Every 100 feet there would be a break to get off and go to loading docks. It could still be installed in the rest of the old Terminal 2 building. It is long overdue. The little train and carts to move elderly or handicapped people, or people with children have been removed. Why? To save money. Those people are willing to pay through their taxes or in any other way necessary. The airport tax is now \$50 per ticket. That should be sufficient for paying for them.

That type of thing needs to be done at several other airports in Canada, for example, at Dorval and Vancouver. I have been in line-ups to board a plane at almost every airport in this country of any significant size. Often there is only one screening position, and sometimes only one or two people working it. I remember one morning boarding a plane in an airport in this country together with approximately 60 passengers. There was one person on duty in the screening process who first ran the luggage through the x-ray machine, then ran the passenger through the walk through x-ray machine, then wanded the passenger, and then went back around and did it all again. Again, this is an illustration of a security company getting by on the cheap to satisfy the airlines.

● (1230)

I am sure my other colleagues will have more to say about these security services. I want to say that I am still not satisfied with the handling of baggage sequencing and baggage matching for international flights or flights that are domestic to international. The process is still not good enough. I am prepared to provide the Minister with some affidavits which outline some breakdowns in two different airlines in the country with respect to what is going on there.

Another matter we considered in Europe was the operation of passenger train services. I am not for one minute suggesting we could have passenger train services of the volume and frequency of western Europe. In that part of the world there is a population of some 200 million living in an area that is less than half the size of Canada. There is also a much milder climate and not nearly as harsh a geography. There is a volume of people in that smaller geography. Naturally, there are thousands of trains a day running in a dozen different countries. The one thing that we found was that the performances in terms of the speed of the schedules, the frequency and

the length of stops, boarding procedures and facilities for passengers at railway stations were far superior to ours.

I have a copy of the CPR Transcontinental schedule for Montreal to Vancouver for 1892. The average speed was 33 miles per hour. That was with little steam engines which had to stop to get coal and water every 50 or 100 miles and change crews every 100 miles. Do you know what the average speed is today, Mr. Speaker? It is 36 or 37 miles per hour. The average speed for the Supercontinental or the Canadian is about 36 miles per hour. That is not much progress in almost 100 years.

One of the problems with this is that the Government refuses to order, purchase and get on stream new rail passenger equipment. I am amazed that VIA Rail employees and VIA Rail management have run the railway as well as they have when we consider the handicaps with which they have been working since 1976.

We are now into the third round of refurbishing old passenger cars. Half money again will have been spent on refurbishing old passenger cars since 1976, more than the cost of 230 new cars. VIA Rail must have 230 to 250 new passenger railway cars, including sleeping-cars, coaches, dining-cars and dome-cars. The Government keeps putting it off. It is not just this Government or just this Minister. Three predecessors kept putting it off.

We will now have to start refurbishing cars again and converting them from steam heat to electric heat. That will give them another 10 years in service, or 15 years at the most. Why do we continue to throw good money away after bad? Three years lead time is needed to get the cars built and on stream. I think the Government and the Minister ought to take the two companies in the country which build those cars and start kicking them around. I feel that in their joint tender submission proposal to the Government they are holding us up for ransom with respect to the price of those cars.

I think the Government will have to say to them, "Look, either sharpen your pencils or we will talk to some other countries which make great, beautiful passenger railway cars such as Great Britain, Sweden, West Germany, France, the United States and Japan". We could get prices from them and see how these two Canadian companies would like it. Even in Britain one can take an overnight passenger train from Inverness to London in a brand new sleeping-car, which is marvellous, for just 11 pounds for a lower berth, which is very reasonable.

I urge the Government to move quickly to adopt these recommendations passed unanimously by the all-Party committee. We do not like being ignored. We feel that we have done good work. We believe that we made an extra effort. The trip to Europe was not any holiday. We were on our feet and in meetings for 10 hours and 12 hours a day. We met with a great many experts and people who gave us a great deal of worth-while information. We tried to condense that into a report that would be useful not only to Parliament but to the