

*Government Orders*

In contrast to the privatization mode is the local airport authority. In simple terms, it will be an authority that is established to meet and respond to the needs of the community and can be analogous to a local municipal government. We all know that a local municipal government is very good in conducting its affairs because it is on the local scene. It responds daily to the needs of the community. It replies and gets on with the business of responding to the needs of that community. I would say this local airport authority is analogous to the municipal governments in our communities and will be responsive on a daily basis to meeting the needs of the travelling public.

The policy's objective was to build our airports to better serve local community interests, enhance regional economic development potential, and allow our national airport system to operate in a more cost efficient and commercial manner. Unlike the government's ill-conceived policy of deregulation, or its ludicrous intent to privatize Pearson International Airport, the concept of establishing local airport authorities merits qualified support. I will address those qualifications very shortly. It seems that if the three broad objectives of this policy can be realized then this policy has several inherent values and benefits.

Recognizing that a local airport authority could better represent needs and interests. In my community, the district of Thunder Bay, I have supported and assisted a group of very capable individuals who are waiting final approval to proceed and take over the management of our local airport. Let me assure the people of Thunder Bay that the running of the local airport will not be another cost that is given over to municipal authorities rather than being paid for by higher authorities. Let me assure that the cost or any deficiency in cost will not have to be borne by municipal governments. That is a question that permeates many small communities in the country today when they seem to think, because certain governments are giving over responsibility to them, that the costs that go with those responsibilities devolve to the municipality. As I am told and as I read this legislation, any costs that are incurred with the development of a local airport authority will certainly not arrive at the footsteps of a local municipal authority.

There is no question in my mind that the local airport authority is good for the economic future of our community. It will be of immense value to two areas that are not being presently serviced. The areas of cargo and jet service cannot be handled because of the deficiencies in our system. Let me assure the people of Thunder Bay that this local airport authority, if it should come to pass, will be good for the economic future of our community. If it is under local authority by local people, I doubt very much that we will ever see a demise of a very necessary transportation mode in our community such as we saw in the demise of VIA Rail within the last year. There was no local input into the affairs of running that area. Many small communities would have qualified support for the local airport authority, so that, in this immense country of ours, they can at least administer some of the transportation requirements that are conducive and that can respond quickly to the local climate and the local economy.

If given the opportunity, the group will be able to manage the airport and take action based on their invaluable experience as members of this community. Unlike some of those who make decisions here in Ottawa for northwestern Ontario, this proposed local group in Thunder Bay has an appreciation of what can and what should be done at our airport and other airports in the country to improve service and efficiency.

I am certain that this concept could also be applicable and should be applicable to Pearson Airport, the largest and most lucrative airport in Canada. Instead, the government, having privatized Terminal 3, is now moving to privatize Terminals 1 and 2. It would be a terrible mistake if we allowed Terminals 1 and 2 to be privatized at least before we have an opportunity to view the causes and consequences of how Terminal 3 is operating.

These private interests will operate the terminal based solely on the profit motive. There is big profit when one considers the investments at Terminal 3 of \$400 million in the recovery process and big profits in what is proposed in Terminals 1 and 2. The numbers being heard are \$800 in the recovery process on Terminals 1 and 2.

Unfortunately, in all business ventures, there is only one person who pays and that is the consumer. The consumer, in this instance, would be the Canadian traveller and I wonder whether the Canadian traveller will be able to travel into this vital transportation link in