

*Adjournment Debate*

construction, service and related industries over the life of the project. The federal government can create up to 3,000 jobs this year when construction unemployment in Toronto is about 50 per cent. The redevelopment of Terminals 1 and 2 will be with private investment and absolutely no expenditure of public funds.

I think these are really important reasons and all of us who have gone through Pearson airport know that we do not want to wait until 1998 to do this project when there will be 28 million passengers per year and therefore completely overloaded. The idea is to do this project now when it is not at full capacity so that the airport can still work while this is going on.

There are tremendous benefits to Pearson airport. One per cent of all people employed in Ontario work at that airport. It is of big, big importance to all of us in Ontario. I must say, though, that the overwhelming reason why, at this point in time, the government should act is clearly this one. This is an opportunity for not just short-term economic impact, but really long-term prosperity. The development of Terminals 1 and 2 will give Canada—and a truly Canadian firm—the opportunity to reach out past the successful completion of Terminals 1 and 2 into the international marketplace. Canadian expertise used at Terminals 1 and 2 will be able to be show-cased to the world. It will show that we are real leaders in this kind of technology of people and cargo moving and successfully running an airport. Canada has the capability. With Canadians working and making a show-case example of Terminals 1 and 2 we are going to have something for the world, which is our long-term prosperity. I think that is the key reason why we have to get on.

• (1820)

We had a big setback yesterday in Ontario when we were refused the 1998 world's fair. Big-scale economic projects come along very rarely. We cannot afford to let this one slip by. We need this and we need it now. We do not want to see any more delays after July 13.

Twenty months ago the federal government announced it was going to do something at Terminals 1 and 2. Southern Ontario is hurting economically along with everyone else. The government has an opportunity to create thousands of jobs at no cost to the taxpayer. This

will be good news for Bob Rae because you do not have to, by creating all these jobs, drive up your deficit.

This is a new way of doing it. It is completely financed by the private sector. It is a good message not just for Ontario and Ontarians but indeed for all of Canada to do it this way. I think that with 3,000 jobs and up to half a million dollars of investment per day we cannot afford to be dragging our heels. We have to get this government acting as quickly as it can after July 13. It must ensure that the project, once it starts, is accelerated.

The development of Terminals 1 and 2 at Toronto's Pearson airport is important for everyone.

**Mr. Peter L. McCreath (Parliamentary Secretary to Minister of State (Finance and Privatization)):** Madam Speaker, I am pleased to respond on behalf of the government and compliment the hon. member for London—Middlesex for bringing forth this very important matter. I assure him that the Minister of Transport and the Government of Canada share his concerns with respect to this very important project.

On behalf of the minister, I would like to reaffirm the government's clear and firm commitment to the future of Lester B. Pearson International Airport. The Minister of Transport has initiated an impressive program for the restoration and modernization of Terminals 1 and 2 at Pearson airport.

In March 1992 a request for proposals was issued inviting the private sector to submit competitive proposals to undertake the project. We are now awaiting those proposals with considerable anticipation.

I am sure the House can appreciate the very fact that this is a very short time frame for such a complex project reinforces the minister's commitment to this valuable initiative. We believe it demonstrates the government's commitment to accelerating the front-end phases of the project so that the work could begin at the earliest possible date.

With regard to air-side development, in 1989, the Minister of Transport outlined the first phase of a development plan for southern Ontario. The detailed analysis of the capacity problems at Pearson revealed that two new east-west runways would provide an increase in hourly capacity from 96 to approximately 126 movements. A proposed third runway in the north-south