

*Motions*

three so that the costs are almost fully recovered one way or another.

In Canada, the airlines are responsible for security. Let us use as an example the Lester B. Pearson International Airport, the largest airport in Canada. The 24 airlines that use that airport make up a committee which is chaired by Air Canada, since it is the largest operator at the airport. This committee calls for tenders for airport security services. The contract for these services invariably goes to the lowest bidder because under deregulation the airlines must cut costs and hold the line in order to compete with one another and with other countries. As a result, we see jerkwater, fly-by-night security companies that tender for these contracts. Most of the contracts are held by Metropol, of which there are some eight subsidiaries registered in several provinces.

Particularly over the past three years when airport security had to be strengthened and enlarged the experience has been that those security companies pay cheap. We get cheap work and cheap results. The employees earn the minimum wage or a little better than the minimum wage. The turn-over rates are 10, 15, 17 per cent per month. At any given airport in Canada it is not unusual to find that there has been 100 per cent turn-over or more in the course of a year. Thus new people have to be continually trained.

● (1220)

The other thing that is found, Mr. Speaker, is that they receive as much as, would you believe it, three hours of training. The Minister states that there is a plan being implemented to make that three days. We have been hearing that for some time. It is still not in place in Toronto, Winnipeg, Calgary, Edmonton, Regina, Saskatoon, or Vancouver. As was shown on television the other night, there was an instance where a young lad who received three hours of training was put to work and in the next day or two he was training other beginners. To put it nicely, that is a woefully inadequate type of airport security service.

The committee recommended unanimously that the Government, the Department of Transport, take over all the operations of airport security services, and that the screening, inspections and so forth be carried out by fully trained employees of either the airport which, in most cases, would be the employees of the Department of Transport, the regional police, the RCMP, or a combination of department employees and the RCMP. The RCMP presently have officers stationed at most airports in Canada, certainly in all of the larger ones. It should be under their aegis and supervision. There could even be special constables in the RCMP to do this.

I estimate that that would double the cost of airport screening, inspections, and searches. But there would be quality airport security. We all know it can never be perfect, there will never be complete and total security, there will always be a breakdown or someone will figure out some way to get through on one occasion. But we should not make it so

easy. We were impressed by the manner in which it is conducted in Europe and I suspect in many other countries. Only in Canada and the U.S. is this screwball private enterprise syndrome applied to something in which there should not be any profit-making or profit-taking. It is an essential public service, a public need, and a public demand. It is one thing that the travelling public in Canada would be willing to do. If it cost them \$2 or \$3 more on each plane ticket for that type of high-level quality airport security service, they would willingly and happily pay for it.

The Government remains stubborn, as did this Minister and at least three of his predecessors every time this was proposed to them. It is a move that is long overdue. I for one, and my colleagues on the Transport Committee, hoped and felt that we had achieved a goal that all of us wanted in our report that the Government would move quickly to meet. Several months have gone by since we submitted the report. The Minister states that he has written to the airlines, called in the presidents, and is going to read the riot act to them about the security services, about the low pay, the inadequate training, and the turn-over rates. This has been going on for years. Everyone knows it, including the Minister. It has never been changed and it will not be changed as long as it is left under the control of the airlines themselves. They will get by on the cheap, and cheapskate companies will carry out the security services.

That is just not good enough. We can argue and kick the airline presidents around all we like, they are not about to do it. If they do do it, one will be surprised how fast it will deteriorate again in order to save some bucks. I hope that the Parliamentary Secretary can tell us today that the Minister intends to implement that recommendation.

The airlines have repeatedly complained, even to the committee, that security procedures cause slow-downs of passenger boarding and cause delays. I submit that some of this is the fault of the airlines. They all want to arrive and leave town at the same time within a two hour time frame, three times a day. It seems to me that someone has to kick them around about that. There are only so many runways, air traffic controllers, and unloading and loading docks. Something has to be done about that nonsense. Many of the things that the airlines complain about are their own fault which they have brought on themselves.

As important is the fact that at Pearson International Airport there are two screening positions to handle passengers for domestic flights in Terminal 2. Those positions handle passengers for some 20 departure locations. There are 15 domestic departure docks attached to Terminal 2, and there are 4 or 5 other loading places out on the tarmac for propeller-driven aircraft. At airports in Europe there is a screening position for every one, two, or at the most three, loading docks.

I want to urge upon the Government that it immediately locate two more screening positions for boarding passengers on domestic flights at Terminal 2 at Pearson International Airport. At the peak periods if three or four positions were