

*Government Orders*

What about safety of aircraft and safety at our airports? Both in the United States and here at home, since the dawning of deregulation the experience has been that safety on both fronts has suffered because some of those companies in the airline industry have cut corners and have been allowed to cut corners. That is of concern not only, of course, to this side of the House, but to Canadians in general.

What about job security under the advent of deregulation? I remember when the minister announced the movement to privatize Terminals 1 and 2. He said this in the context of a larger quote, I admit. One of the things he said is: "I am not in the business of saving jobs." I have news for this minister. Every minister is in the business of saving jobs. They are in the business of promoting, increasing, and developing new jobs to be sure, but he is, and they are also, as part of the government, in the business of trying to save those jobs that we have today.

We know the miserable state of affairs generically speaking, particularly in the transport sector. We have seen the situation in Air Canada, almost 3,000 employees. We have seen it in Worldways. We have seen it in CN Route. We have seen it in the train industry with the VIA cuts.

There is also a quote of July 16, 1985 of the hon. Deputy Prime Minister, the member from Alberta, who suggested: "The government will monitor the effects of change on employees and will try to respond to any adverse consequences as humanely as possible." This was a quote in response to the privatization of Air Canada.

Where is the humane response to the first 3,000 people who have been unemployed as a result of Air Canada tightening its own seat-belts? This may be the first shoe to drop. Where is the humane response? There is none. Therefore, we have one thing being said before its deregulation policy and privatization, and we have a very different reality today.

• (1550)

What about the privatization of Air Canada, not only in terms of the job benefits, but of the investments that people have made? People have lost money on their investment. Air Canada has not been as adamant in

protecting those jobs as it was when it responded to the government.

We cannot only look at Bill C-85 in isolation. We need to take into account deregulation. We need to take into account the privatization concept that has fuelled the privatization of Air Canada? And what about the privatization of airport terminals?

We have in my own city at Pearson Airport a private terminal, Terminal 3. The government has never answered the fundamental question of how does the privatization of Terminal 3 benefit the average taxpayer and the travelling public in the country who are going to be using Terminal 3? More questions have been raised than answers forthcoming from the government.

What about the bidding process for Terminal 3? That is under a dark cloud of many allegations. What about the costs of goods and services in Terminal 3 for the so-called travelling public?

Even the Auditor General had questions in terms of his last report to Parliament about the privatization of Terminal 3. He stated in his report on page 736, under section 30.84:

The Department should conduct a post-project analysis to identify lessons learned from the Terminal 3 project. As a minimum, this analysis should address methods for analysing options and safeguards to protect the interests of the Crown.

To protect the interests of the Crown. He goes on to state:

It should form the basis of an improved methodology for handling such private sector developments in future.

I believe that the Auditor General was being very diplomatic and couching his language in terms of some of the things that I am sure will be unearthed in the coming days, weeks and months with regard to the operation of Terminal 3 at Pearson International airport.

Also, what about the moves to greater privatization of Terminals 1 and 2 at Pearson which is the flagship airport. It is the principal airport of our country and basically the hub of all aircraft activity.

What about the 14,000 jobs that are currently at Terminals 1 and 2? Given the general economic outlook of the land, do you not think that these employees are also worried for their security at their job site? Has the minister given any forms of guarantee that those jobs will be protected? Will they be the same guarantees that the