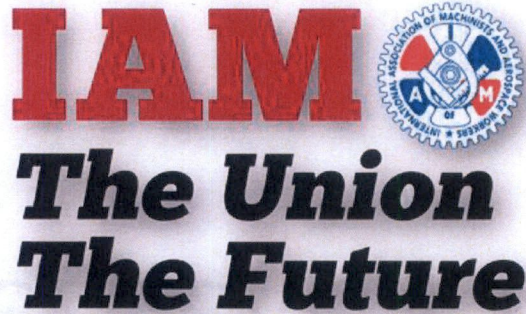


Airport Privatization: a very real Threat to Workers and the Canadian Public



Who we are

The International Association of Machinists and Aerospace Workers (IAM) is the largest union in the air transport sector in North America with over 200,000 workers including 22,000 in Canada.

In the airport service industry, we represent the majority of the pre-board screening officers in Canada providing safety and security screening to the travelling public on behalf of the Canadian Air Transport Security Authority (CATSA) and Transport Canada as well as many security services within and along the perimeter of airports in Canada. We also represent workers at Air Canada, Air Transat, Bearskin Airlines, Air Labrador, Keewatin Air, Landmark Aviation, Swissport, TBH, Toronto Ground Airport Services (TGAS), Airport Operations Support Services (AOSS), Smarte Carte, Field Aviation and Aircrafts Services International Group (ASIG).

Since the Emerson Report was released by the federal government in June 2016, the IAM has been very clear in our opposition to the privatization of Canadian airports and has provided a position paper to the federal government in response to the Emerson Report (<http://www.iamaw.ca/iamaw-canada-submission-on-the-emerson-report/>).

Why is the IAM opposed to Airport Privatization?

- 1. With airport privatization, the prospect of job losses for the IAM membership is real. We want to make sure that the jobs of our members are not being put at risk because of a corporate-driven for profit agenda.**
- 2. 45,000 direct jobs at the Toronto Pearson International Airport, 8, 000 being performed by IAM members, could be impacted because of privatization.**
- 3. The federal government currently generates a lot of revenue through airports. Privatizing airports denies the government substantial income on a regular basis, e.g. rental, licensing and other revenues.**
- 4. Privatization means rising costs for the travelling public. This situation would prevent the federal government from generating tax revenues and airport authorities from generating income, and would weaken Canadian airlines. As a result, higher fees would be put on the passengers' shoulders.**
- 5. Like the IAM, 3 airport authorities are opposed to airport privatization: Vancouver, Ottawa and Calgary, as well as 3 major airlines: Air Canada, WestJet and Air Transat.**
- 6. Higher airfares will force passengers to drive to nearby airports located in the U.S.A. This is already the case and that phenomenon could be amplified because of cost increases and would weaken the aviation sector.**
- 7. Airports are publicly owned facilities in many parts of the world. For example, the U.S.A. has only privatized a few airports. of the top 30 international airports, only 3 are fully privately owned (Rome Fiumicino, Sydney and London Heathrow).**
- 8. The UK and Australian experiences of privatizing airports have proved to be disastrous for airport workers and for the travelling public. Studies show that costs did increase despite assurance it would not.**
- 9. The non-profit model for the airport authority should be maintained as opposed to a for-profit model which exists for shareholders only rather than the greater good. The existing airport model must be improved, but it doesn't have to be done at the expense of the non-for-profit model. Canadians need not-for-profit airports.**

10. This can be done by allowing airports to borrow money and remove the following restriction: airport authorities must be debt free at the end of their airport lease period. This would allow airport authorities to borrow and use that money to improve facilities for passengers and airlines.
11. The federal government (through CATSA) must inject more of the revenue collected through the Air Travellers Security Charge (ATSC) back into the airports operations. The airport workforce would be increased and new equipment could be purchased to process more passengers, reduce lineups and improve security and improves daily airport operations.
12. Many airport jobs are middle-class jobs and if those workers lose their jobs the Prime Minister's promise of strengthening the middle-class is jeopardized and we doubt that the IAM airport workers will vote for the Liberal Party of Canada in 2019.

What can you do as an MP to help the IAM with fighting against Airport Privatization?

- Talk with the other Liberal MPs and vote against any Bill brought forward regarding the privatizations of Canadian airports.
- Support the IAM petition opposing the privatization of Canadian airports. : <http://www.iamaw.ca/iam-still-determined-in-opposing-privatizing-canadian-airports/>.
- This petition will be sent to Prime Minister Justin Trudeau and Minister of Transport Marc Garneau.

Articles

- "Privatizing airports a flight risk: McQuaig", Toronto Star, Oct. 27, 2016: <https://www.thestar.com/opinion/commentary/2016/10/27/privatizing-airports-a-flight-risk-mcquaig.html>
- "The trouble with Canadian airport privatization", Calin Rovinescu, Dec. 19, 2016: <http://www.theglobeandmail.com/report-on-business/rob-commentary/the-model-is-not-broken-only-dented-the-trouble-with-canadian-airport-privatization/article33359029/>

Links

- [List of Canadian Airport Authorities](#)
- [National Airport Policy](#)
- National Airlines Council of Canada (NACC): <http://airlinecouncil.ca/statement-national-airlines-council-canada-todays-federal-budget/>
- www.noairportselloff.ca

Quotes

"In our view, airport privatization is likely to further drive up the already high usage costs of Canadian airports and, with it, ultimately airfares. Therefore, it's not a good thing for airlines or our customers." Calin Rovinescu, President and Chief Executive Officer, Air Canada

"...my experience tells me in five years you would not recognize Canadian airports. You would see them become much more crowded because (of) the pressures on the management to deliver that return." Craig Richmond, Chief Executive Officer, Vancouver Airport Authority

"After 25 years of experience around the world, in Europe, in Australia, in South America, we have been fairly disappointed about the economic consequences on airlines, on costs, on quality of service and the associated costs everywhere the airports have been privatized." Alexandre de Juniac, chief executive officer at the International Air Transport Association