

Motions

75 per cent but over 70 per cent are given a second opportunity to write the test. If the candidate fails on the second attempt, he or she is dismissed. Those individuals who successfully pass the test, are referred to the Ontario Provincial Police for a security check. If there is no problem with the check, they are subsequently licensed as a security guard. The individual is sent to a screening point and shown by a supervisor or a senior employee how to use the hand-held metal detector and trained on the use of the x-ray and hand-search techniques. This hands-on training goes on for several weeks, always under supervision. Once the supervisor determines that the employee is conversant with the job, he notifies the company, who in turn advises Transport Canada security and emergency planning for practical testing.

Practical testing is administered by Transport Canada security and emergency planning inspectors in the following fashion. An inspector monitors the wand technique to ensure it is done according to standards. An inspector monitors the hand-search technique to ensure it is done according to standards. An inspector monitors the performance of the individual to assess his or her ability to interpret images on the x-ray machine. If the individual fails the practical test, he or she is given a second chance only after he or she has undergone training. If the individual fails the second time, he or she is dismissed. Those individuals who successfully pass the practical examination are then designated as security officers under Section 3.7 of the Aeronautics Act. It is to be noted that security screening points at Pearson International Airport are constantly monitored by DGSEP security inspectors, RCMP and air carrier representatives.

• (1300)

The Government also recognizes that the wages and working conditions of security guards impact on the effectiveness of pre-board screening. As I stated earlier, the Minister will be meeting with the presidents of the major airlines to address this issue next week. I want to reinforce the idea that security is a shared responsibility. The Minister will ensure that the airlines take whatever further measures may be necessary.

I turn now to the committee's recommendation that Transport Canada, in co-operation with air carriers, develop a procedure to ensure that all domestic passengers are informed of the requirement to reclaim their luggage when transferring from a domestic to an international flight. Since October 1986, Transport Canada has had a system in place on international flights whereby passengers are matched with their baggage. Baggage is not transported unless its owner is on board the aircraft.

Over and above the passenger-baggage matching, baggage on select international flights is x-rayed. Canada is a world leader in ensuring the security of checked baggage. The result of these security requirements is that baggage carried on domestic flights must often be reclaimed by the passenger before it can be processed for an international flight.

Air carrier procedures are already in place to ensure that passengers are informed whether their baggage is being checked through or whether they must reclaim it at an intermediate stop, thus any further action by Transport Canada would seem to be superfluous. Therefore, I cannot lend support to the motion of the Hon. Member for Regina West (Mr. Benjamin) for concurrence in the Third Report of the Standing Committee on Transport.

I would hasten to add again that the Government has accepted 10 of 13 recommendations. The three recommendations that were not accepted are always under review and will continue to be under review. As times and circumstances change, they may well at some point come to fruition as well.

Mr. Benjamin: Mr. Speaker, my hon. friend is very well read. I heard the Hon. Member's remarks about the tests given by the Department and the training of the people who do the screening. I would like to ask the Hon. Parliamentary Secretary his view of the adequacy of the training program and the tests and examinations that must be taken.

As the Parliamentary Secretary knows, just the other night on television, a young lady who was a screener said, when asked if she had ever detected anything, that she did not know what a pipe bomb looked like or what any bomb looked like. The average passenger is not expected to know what one looks like, but one would think that people who are doing the screening, watching the x-ray machines and running the wands over passengers would know because they have been shown and have memorized all the various kinds of devices that are known. That requires a lot more training.

Does the Hon. Parliamentary Secretary really think that what has been put in place so far is adequate and sufficient in light of what we all know about the people who work the job? They get a few hours or at best, two or three days of training. They stay on the job for two or three months and then they quit. Someone else takes the job and it is a never-ending cycle of inadequately trained and poorly paid people who simply will not stay.

Mr. Thacker: Mr. Speaker, given the complicated language of the issue, I am happy to be charged with being a good reader. Looking at the terms used in the industry, I find amazing the bureaucratese that takes over. One must read to even keep up.

My friend opposite has said that he does not believe that what is being done is adequate. I would not stand, on the part of the Government or myself, to say that anything is adequate when it comes to international security and security against terrorism. There is always the possibility of a very clever terrorist, supported by unscrupulous Governments with enormous funds and resources to train terrorists. On occasion, even the diplomatic pouch is used to transport new types of guns that are made out of plastics and cannot be detected by metal detectors. When the resources of Governments with lots of money go into the creation of terrorist equipment and