

Two other critical areas will be examined by Canada.

The first is the development of on-board detection devices that would permit aircraft crew to detect any foreign devices which a passenger has managed to bring aboard even after the airport security check.

The second is the development of a "last point detection system" for checked baggage. Often, between the time a passenger checks in baggage and it is boarded on the plane, the baggage travels a considerable distance and is handled by many persons. This presents an opportunity to tamper with the baggage, and from a security point of view creates substantial risks.

A "last point detection system" would permit a final security check of baggage at the moment the baggage passes into an aircraft's fuselage. Possibly, detection devices could be mounted to scan the baggage containers loaded onto jumbo planes. Possibly, they could also be fitted to the conveyor belts that serve smaller aircraft. Such a "last point detection system" also addresses the security problems that arise concerning baggage transferred to connecting flights.

In addition, Canada will investigate the technology required to better preserve and retrieve cockpit voice recorders and flight data recorders. We are greatly concerned that such vital pieces of equipment are often never retrieved.

Have we come to the point where we are forced to reassess, in order to preserve and protect the safety of the travelling public, whether airline services should be continued to destinations where an adequate level of security is not maintained?

I invite this body and its member states to seriously consider this question.

Canada and ICAO can be proud of the advances that have been made in civil aviation. However, there are improvements we can and must make to safeguard the security of our citizens from terrorists. This is the debt we all owe to the innocent victims of terrorism. This is how we can honour the loss of their lives.

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