

Statements by Ministers

Despite our excellent Canadian transportation safety record I believe there is still room for improvement. Therefore, our Government has taken a number of new initiatives to improve transportation safety in Canada.

With respect to air, passage of the amendments to the Aeronautics Act last summer was a fundamental step toward improving aviation safety. It gives Canada its most effective aviation safety legislation in 60 years. Extensive new technology is being introduced to modernize our air traffic control radar and aircraft landing control systems over the next ten years. The Air India disaster of last June and the recent attacks of international air terrorists have shown that we must use every means, both human and technological, to upgrade airport safety and security.

The anniversary of the Air India accident is June 23, and I am sure all Members of this House still feel the same sense of sadness and sorrow at the loss of those 329 passengers, most of them fellow Canadians.

With the attack in Narita on CP Air Flight 003 and other aircraft bombings, an age of innocence has gone forever. To address the threat of international terrorism we have taken a number of steps. We have strengthened considerably airport security and screening procedures. We have established a task force which now has reported to determine how best to strengthen training programs for airline security personnel. We have provided some additional \$10 million to acquire and put into operation state-of-the-art screening equipment and technology in this fiscal year. We have increased the frequency of monitoring and testing airport security procedures to perfect crisis management techniques and responses. We have instituted, with other security agencies of the Government, security threat and risk analysis procedures to determine adequate levels of security protection in air, as well as in other transportation modes.

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Today, I am announcing a further commitment of an additional \$34 million this year and \$26 million over the next two years to further improve physical security at airports, as well as training of personnel and public education.

In June, 1985 Canada took a leading role in encouraging the International Civil Aviation Organization to introduce a number of measures among member states to implement security measures which ensure control of transfer and transit passengers and which protect aircraft, baggage and goods against unauthorized access. All of these steps must be taken within the co-operative element of all member countries that subscribe to the International Civil Aviation Organization.

While security measures at Canadian airports already exceed these additional security specifications, and many improvements have been initiated in the past year, I will be further enhancing aviation policing and security programs.

With respect to marine transportation, to enhance marine safety the Government is now proposing a number of major safety initiatives as part of the amendments to the Canada Shipping Act. The Canada Shipping Act amendments will significantly improve the requirements for training and certification of Canadian seafarers. This area has long been recognized as a major contributing factor to accidents at sea. The Canada Shipping Act amendments also bring us in line with international marine safety conventions to improve commercial navigational practices.

Steps are also being taken to improve navigational safety and technology by providing higher standards for controlling the movement and handling of dangerous cargo; to formalize requirements for officers and crew to make proper use of up-to-date navigational charts and other related publications; to improve routing of ships through hazardous areas; and to enhance the effectiveness of vessel traffic control without adding to its cost.

In response to the recommendations of the Royal Commission on the *Ocean Ranger* marine disaster, my Department immediately introduced interim standards imposing enhanced safety requirements for mobile offshore drilling rigs and their support vessels. Design and equipment requirements have also been improved. As well, the training and qualifications of marine personnel employed on rigs have been prescribed to meet applicable recommendations of the *Ocean Ranger* Royal Commission. Eighty-five per cent of the Commission's 136 recommendations, which address a wide variety of offshore safety matters, have been implemented in whole or in part.

Let me turn to highway transportation. With motor vehicle deaths consistently accounting for more than 90 per cent of all transport-related fatalities, we must continue our efforts to improve road safety. In order to do so, we must improve driver awareness and attitudes towards safety.

To reinforce the need for care in driving, as well as to minimize injuries in accidents, we are continuing to promote the need for the increased use of seatbelts. To date, as a result of our efforts in working with the provinces, 58 per cent of Canadians now regularly "buckle up". This has produced a significant safety improvement upon which we can build.

Another area of improvement being pursued is a requirement for automatic daytime running lights on new vehicles sold in Canada, to become effective September, 1988.

In the area of trucking safety, we are working with provincial governments to draw up a national trucking safety code. This code will contain standards and practices governing the vehicle, the driver, hours of work, road security and company requirements for accident reporting and records keeping. Our goal is to establish a uniform safety standard right across the country.