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Civil Aviation Organization, has acknowledged Canada's leading role in airport security matters.

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The Canadian Airport Security Program consists of many facets, only one of which relates to passenger pre-board screening. The security program in total is based on shared responsibilities between the Government, air carriers and airport operators. A key policy in all these aviation security programs, and for that matter for safety programs as well, is that the carrier takes responsibility at the first level for the protection of its own equipment and passengers in the same way that carriers are responsible for ensuring that their aircraft are mechanically sound and fit for service. The Government comes in at the next level and, by means of inspection, regulation and enforcement ensures that they do so.

Air carriers and airport operators are required to submit to Transport Canada detailed security programs outlining how prescribed security measures will be implemented. In addition, the Canadian Airport Security Program is continually under review by Transport Canada in terms of how it can be improved.

Since June, 1985, the security program has been significantly expanded. Transport Canada has instituted enhanced checked baggage security requirements, the focus being on international flights since those are subject to the greatest risk. Additional x-ray detection equipment and newly developed explosive vapour detectors were put into service and acquisition of additional equipment has been accelerated. RCMP services at domestic airports have been doubled.

Since October, 1986, on international flights, Transport Canada has required in lieu of x-ray, the internationally recommended system of checked baggage security which entails the removal of the bags of persons not on board the aircraft. There are specific waivers to this security requirement which allow the bags of certain categories of passengers to remain on board in situations where they could not have engineered the conditions. For example, where the person is an employee of an air carrier and has been denied boarding by virtue of his or her stand-by status.

Over and above the passenger baggage match requirement on international flights identified as high risk, it is incumbent upon the air carrier to x-ray or physically search checked baggage. Currently, Transport Canada requires El Al to x-ray or physically search all checked baggage accepted for transportation and also requires the same procedures for baggage interlined to Air India flights.

On domestic flights, there are very strict procedures in place for the control of checked baggage. However, and until the system can be computerized, there is no requirement for either passenger baggage match and/or x-ray at normal threat levels since the current threat on domestic flights is assessed as very low. Passenger baggage match or x-ray or a combination of

these and other measures are required where a specific threat exists in respect of domestic operations.

International experts agree that a passenger baggage match system is preferable to x-ray for the screening of checked baggage. The International Civil Aviation Organization recommends a system of checked baggage aboard commercial air carriers without the attendance of its owner. ICAO has recommended that baggage matching on international flights be implemented in all countries by December, 1987 but Canada already had such a system in place since October, 1986. In addition, Transport Canada is working on a computerized system that would match passengers and baggage on domestic flights, the same practice used successfully daily on all international flights out of Canada.

The actual conducting of pre-board screening is a responsibility put on air carriers by the air carriers security regulations. It is the general practice that carriers contract out screening to private security guard companies. There are approximately 1,400 personnel currently employed at Canadian airports to screen passengers and their carry-on baggage. Transport Canada certifies guards who are qualified to conduct screening based on successfully passing theoretical and practical tests. Transport Canada also provides and maintains the equipment used at the pre-board screening check points and is responsible for developing training programs for screening guards, supervisors and trainers.

Screening personnel are retested annually and are supervised on the job by the security guard company supervisors and air carriers supervisors. In the major airports, the RCMP conducts regular patrols of pre-board screening area and provides police response to incidents. In 1986, 986 real and simulated weapons were discovered by screening personnel at the screening check points of Canadian airports.

With regard to training, Mr. Speaker, Transport Canada implemented in 1987 an enhanced training program for screening supervisors and trainers. This program deals with powers and responsibilities of pre-board screening personnel; the detection and handling of weapons, explosives and other dangerous items; what to do in emergency situations; the operation and use of electronic and x-ray detection equipment; how to conduct a hand search of baggage and passengers; special screening situations; supervisory skills and training methods; and an overview of terrorism and terrorist tactics.

To date, 115 supervisors and trainers have completed the program. An enhanced training program for screening guards is being implemented. The following procedure is presently in place at Pearson Airport for all individuals hired to perform pre-board security functions. The employee is hired and shown the five-part Transport Canada pre-board screening training package at the Metropol Base-Fort office in Toronto. Following the review, a written examination, consisting of 40 multiple choice questions is administered by a Transport Canada security and emergency planning representative. The minimum passing mark is 75 per cent. Candidates having a mark below