

I would like to offer a friendly suggestion to the government. The Minister of State for Transport, who has a personal interest in this area, is in the House. Perhaps Transport Canada should send one of its staff to Frankfurt to act as an observer as the officials there begin to review what exactly happened. How did a passenger get a hand gun through security?

My sense of Frankfurt and other European capitals is that they do a much better job than we do when it comes to security. The minister shakes her head. I would be happy to hear from her how much better Canada is than the Europeans but I think there is something to be learned. Obviously the Frankfurt air officials have something to learn, to find out what happened there, but there may be a glitch in the system that will assist Transport Canada in improving our security services to an even better level.

I raised an area where I believe the government should act during second reading of the bill. It is the manner in which we contract for security services at our airports. The current procedure is that the Government of Canada makes the airlines responsible for providing the services and at each major airport through an agreed upon procedure one of the carriers accepts responsibility for security. In turn it will contract with a private security firm which will hire personnel and train them to screen passengers as they go through.

• (1230)

We have long objected to this process. We believe very strongly that the Government of Canada should have the responsibility and the direct control of these security services. We believe they should be Transport Canada employees. They should not be private contractors.

We have seen too often where company A's contract has run out and company B comes along and undercuts and then hires back some of the former personnel at lower wage rates. They are able to get the contract because they are able to reduce the rates of the staff. There is heavier turnover. There are always problems because the new contractor is always non-union. There is an organizing drive and they go through the whole process of whether this is a new bargaining unit or an old bargaining unit, and so forth.

Government Orders

All of us would be happier if Transport Canada would accept its direct responsibility and provide the security services so that we have a crew of trained personnel who could be moved across the country, where necessary. It would mean less turnover and better pay, quite frankly. In turn, we would charge the air carriers and they would charge the passengers. Let us not fussy that. It is the passenger who would pay for that service, but they would be paying for their own protection and I think that is appropriate.

We support this bill. I have one final comment I would like to make to the government. I wonder if it could look at how it could streamline the adoption of further protocols, of further international agreements, particularly on the safety of passengers and workers, whether it is on ships at sea, on oil rigs, or on aircraft or in airports, so that Canada comes on board legally, not just morally, much faster.

Madam Deputy Speaker: Is the House ready for the question?

Some hon. members: Question.

Madam Deputy Speaker: Is it the pleasure of the House to adopt the motion?

Some hon. members: Agreed.

Motion agreed to, bill read the third time and passed.

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[*Translation*]

TOBACCO SALES TO YOUNG PERSONS ACT

MEASURE TO ENACT

Hon. Benoît Bouchard (Minister of National Health and Welfare) moved that Bill C-111, an act prohibiting the sale of tobacco products to persons under the age of eighteen, be read a second time and referred to a legislative committee in the Human Resources envelope.

He said: Madam Speaker, I am very pleased to address the House today to obtain my colleagues' support for Bill C-111, the Tobacco Sales to Young Persons Act.

[*English*]

The bill deals with a most vital goal, to improve the health of each and every Canadian, particularly children and teenagers.