

were produced. Ninth, arrangements were made with local police forces for trained dogs to ensure availability at all major airports.

I wonder whether my hon. friend would comment on whether in principle there are other major areas in which he thinks the Government should be responding.

I remember a number of occasions in Question Period when his Party was pretty critical of the security access program. Somehow there seems to be a contradiction. On the one hand he wants everything to be tightened up, yet I can recall many occasions in the House when his Party has been quite critical of the security access program, where people obtain clearance certificates and must be accompanied by a member of the staff, and of the time required to get the security clearances through.

**Mr. Benjamin:** Mr. Speaker, the Hon. Member never heard any complaints by me or my colleagues on the measures taken since the Air-India disaster. However, one problem with increasing the number of guards and with increasing the number of screening locations and the amount of equipment is that the system breaks down when we have a 10 per cent to 20 per cent turn-over rate of people who do the work every month. It breaks down when people have to pay for their own uniforms and they are receiving only \$6 or \$7 per hour, which is not a living wage, and there is inadequate supervision. There can be the best equipment and the best intentions in the world, but with that kind of situation I am sorry, I must say to my hon. friend that it is breaking down every now and again.

When there is a mishap or a tragedy somewhere in the world, security services are tightened up. It goes on like that for two or three or four weeks, but suddenly it drifts back to the way it was before. It is a case of the barn door syndrome taking over again. After there has been a disaster, everyone rushes to close the barn door, and it is a little late.

I am glad the Parliamentary Secretary mentioned the reversal of the removal of the RCMP from eight airports in Canada. I should like to tell him that under the previous Government the RCMP was removed from 12 other airports in Canada. I am still hoping—and I am afraid it is a fond hope—that RCMP services will be restored at those 12 airports as well. That would cover the 20 busiest airports in Canada, and that would be the minimum number of airports where the RCMP would be in place.

With regard to the security access program, I do not recall our complaining about it. The Minister in good faith told the airlines that they could get security passes for personnel within 30 days, and it has taken up to four months. Even the Minister has said publicly that the airlines have a good case. Again the system has broken down. It should not be necessary to take four months to get a security pass for a full-time employee of an airline, a refuelling company, or a firm bringing in the meals, the booze, or whatever else is delivered on to the airport tarmac.

### *Motions*

It is not that we should not have a security access program. It is that we need one which moves quicker and is monitored more closely. If CSIS cannot do it, I think we ought to turn it back over to the RCMP.

**Mr. Blaine A. Thacker (Parliamentary Secretary to Minister of Transport):** Mr. Speaker, I congratulate the members of the standing committee for their insightful report. I know that a great deal of serious consideration went into the writing of the report and that the members spent a great deal of time preparing for their tour of Europe. Their examination of the operations of airports and railways was detailed and exhaustive. We can only thank them at this time for their effort and contribution to the massive and complex public policy questions of transportation. A tremendous contribution was made to Canada by members of that standing committee, for they have been very active during the last three years and some months.

The committee made 13 recommendations in total. I want the committee to know now that, while the report is still under consideration by the Government, action has already been taken on 10 of the recommendations. In effect there is acceptance of the majority of the recommendations, and they already form part of government policy or programs. The Government accepts all the recommendations on Terminal 3, rail passengers, and privatization made by the committee.

The Minister of Transport (Mr. Crosbie) said on March 23 that he had asked the presidents of major airlines to meet with him—and this will occur next week—in order to review with him the situation on wages, contract duration of security companies, performance pay, turn-over rates, and other matters.

The discussions will explore how the airlines could better operate under the present system and whether it is necessary for the Government, and I quote the Minister, “to expand its tentacles to take over this service or not”.

The third report of the Standing Committee on Transport recommends that the Minister of Transport take full responsibility for passenger and carry-on baggage screening at major Canadian airports and ensure that it is done by airport employees and/or regional police or RCMP. In adopting this recommendation the committee has drawn attention to the procedures adopted at many European airports. I wish to inform the House that the recommendation remains under consideration at this time.

The Minister is concerned that Canada has the best airport security program possible. Since 1985 the Government has significantly enhanced all aspects of its security program. It has done so in the realization that no amount of resources and no law or procedure will guarantee that no criminal or terrorist act will take place or be attempted. No security system is foolproof. That being said, the airport security program in Canada is and will remain one of the best in the world. Dr. Assad Kotaite, President of the Council of the International