

to help detect bombs in baggage. We will be adding to this as soon as we determine our further requirements.

But whatever measures Canada takes, our national civil aviation security depends ultimately on cooperative, co-ordinated and concerted international action.

Until now, Canadians have enjoyed a civil aviation system relatively free from the plague of terrorists and their activities. Part of the shock of these tragic events has been the thought: "Why here? Why Canada?" The fact that terrorists have chosen to strike in one of the most non-violent countries in the world underscores how vulnerable every country is. We share a common problem.

As the Secretary-General of the United Nations reminded us yesterday in a speech in San Francisco commemorating the signing of the UN Charter in 1945: "It is tragically evident that new multilaterally co-ordinated efforts are urgently required to deal with the terrible phenomenon of terrorism."

We cannot protect ourselves from the rot of terrorism, we cannot build an enduring solution, unless we build a common solution. ICAO is a major forum for building this solution.

Today, I would like to offer a number of proposals to ICAO, the purpose of these being the enhancement of aviation security.

- (1) I propose that ICAO undertake an urgent review of its established aviation security standards and recommended practices. This review should consider what improvements could be made, whether some measures which are currently listed as recommended practices should be elevated to the status of standards, and whether new standards or recommended practices are needed.
- (2) I propose that ICAO expand its program of monitoring the implementation of security measures in airports around the world, in co-operation with the governments concerned. For each airport studied, it should report its findings and recommend any improvements that may be required.
- (3) We should consider establishing, as part of ICAO, a group of civil aviation security experts to investigate, upon request, serious breaches of security. The purpose of these investigations would be to determine the facts of an incident so that necessary measures can be developed and implemented world-wide to prevent similar breaches in the future.
- (4) I propose that ICAO develop a model clause on security that could be used in the bilateral air agreements that govern the exchange of air traffic rights between countries.
- (5) The chain of civil aviation security is only as strong as its weakest link. However, some ICAO member states may not have the means to achieve sufficiently high standards of security. Through ICAO, the international civil aviation community should be prepared to offer assistance to strengthen security measures. Existing bilateral and multilateral programs could be the mechanisms for providing needed