

Motions

Government and to the Ministry of Transport and the transportation industry as a whole.

Darn it, I resent the foot-dragging that is going on with respect to things that so obviously need to be done. Again, as I said yesterday to the Minister, it seems a brick wall has to fall on him, and it is about time one did.

Mr. Thacker: Mr. Speaker, I have a couple of questions I would like to put to my colleague. Before I do that I would like to comment *vis-à-vis* the good work that has been done by the Standing Committee on Transport.

I have been exposed to many committees on the Hill. I must say that I do not think there is another standing committee which has worked any harder than the Standing Committee on Transport, including the work it did on its trip to Europe. In Europe the committee members had a chance to look at airport security and railway systems.

It should also be noted that the standing committee and the members of that committee have played an active role in reforming the entire transportation sector of the country. This morning we passed another Bill dealing with coasting trades which involves transportation issues.

Bill C-18 went through the House with many amendments and was accepted by the Government as a result of the good work of members of all three Parties. The same applies to Bills C-19, C-21 and now Bill C-52. The legislation dealing with railway safety is now before the standing committee. It looks as if that Bill with a few modest amendments can go through and be passed by all three Parties.

With respect to the Government's response to the report of the standing committee concerning its trip, I agree with my colleague that when we say the word "trip" some people in the public tend to think that these parliamentary trips are like holidays. They simply are not. I did not have the privilege of going on this one but I looked at the agenda and after hearing from its members since their return I know that they worked very hard.

In the many years that the Hon. Member has spent in the House and in the many reports that have been put forward has he ever seen a situation in which out of 13 recommendations put forward by the standing committee the Government instantly accepted 10? There are only three which are contentious. I think the Hon. Member would agree that concerning the three in contention the Government has indicated that there are some problems and that more work is being done on those. Has he ever in his entire experience here seen a Government respond so quickly in terms of accepting amendments to a Bill at the committee and legislative stage as well as respond to the report of the standing committee?

Mr. Benjamin: Mr. Speaker, my good friend is looking for a pat on the back for himself and the Government. I will be glad to give it.

I can remember reports from the Standing Committee on Transport submitted which were totally ignored, going back as far as 1970. I will be quite generous and compliment the Government on accepting thus far 10 of the 13 recommendations.

There is a great deal of difference between accepting recommendations and implementing them. Some of them can be implemented almost immediately. I think that VIA Rail has already started to implement the ones that we made about baggage carts and letting people get on the train whenever they like instead of making them stand in the darn station for an hour before getting on. I think that VIA Rail has already implemented those minor recommendations. That is nice.

With respect to the most important ones, in particular the one regarding airport security, it seemed to the committee from our conversations while we were travelling that there really is no other way of doing it other than the Government take it over. The Government has no choice but to take over and operate airport security services. I know that it is not an easy decision for the Government to make, but it is an area in which private enterprise has no business. There should be no profit-making or profit taking; it should be done at cost, and only the actual costs should be recovered. This would provide a much better environment for the employees doing the work and would certainly provide more peace of mind for the travelling public.

• (1240)

Mr. Thacker: Mr. Speaker, I would like the Hon. Member opposite to respond to a question about aviation security enhancement and the steps taken to enhance aviation security immediately after the Air-India and CP incidents on June 23, 1985.

In terms of factual matter, nine things were done. I will quickly review them, and perhaps my hon. friend could respond by indicating whether he thinks that more should be done.

First, more stringent security controls on passengers, carry-on baggage, checked baggage, and cargo were introduced. Second, additional x-ray detection equipment and newly developed explosive vapours detectors were put into service, and acquisition of additional equipment was accelerated. Third, the Prime Minister (Mr. Mulroney) directed the interdepartmental committee on security and intelligence to study and report on airport and airline security in Canada. Fourth, monitoring and inspection of airport and air carrier security measures were increased, and a comprehensive program of airport security audits was undertaken. Fifth, key aviation security research and development projects were identified and undertaken. Sixth, additional commissioners and security guards were employed. Seventh, the decision to terminate RCMP policing services at eight domestic airports was reversed. Eighth, a public security awareness program was initiated and security training videos for aviation personnel