



# Post-Conference Report

# Transportation Security Conference

October 2-4, 2006  
Fairmont Palliser Hotel  
Calgary, Alberta



THE VAN HORNE INSTITUTE

CENTRE FOR MILITARY  
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The Transportation Security Conference was held on October 2-4, 2006. It brought together over 50 delegates from industry, government, military, associations and academe to discuss transportation security nationally, and globally today. Speakers discussed transportation security, how it was affected by 9/11 and what still needs to be done.

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With the tragic experience of September 11, 2001, and the immediate halt of all air traffic around the globe, as well as surface transportation across national borders, the world was forced to seriously investigate its transportation security measures and practices. Since 9/11, national transportation agencies have not only investigated its practices, but made serious strides towards safer movement of people and goods. Although much has been achieved, there is still a lot to be done.

Canada's North is an area of great distance with unique transportation security needs. In his opening keynote address, Dr. Robert Huebert, Associate Director for the Centre for Military and Strategic Studies discussed the North and the evolution of climate change and resource development and the impact it has on transportation security in the region. He spoke of the Northwest Passage and how the fight to ensure Canada's sovereignty is challenged by Canada's ability to monitor vessels entering into the waters. As the climate continues its change, maritime transportation security will be essential. Canada needs to develop a transportation policy for the Arctic. It needs to put into service surveillance in the region and implement enforcement in order to ensure the future of its arctic transportation safety and security.

## **Federal and International Jurisdictions**

Partnerships are critical to our ability to effectively enforce transportation security measures; federally and internationally. With reference to the Windsor/Detroit border backlogs after 9/11, one speaker said:

“Whatever the cause of the emergency or disaster, it is important for us to work with the United States to ensure that those kinds of backlogs don't happen again [at the land borders]”.

Since 9/11, Canada has made some major strides towards enhancing transportation security. The Canadian Air Transport Security Association (CATSA) was developed as a direct result of this event. With this, we have become a leader in air transportation security. New regulations have been put into place for marine security, which reflects upgraded international standards. In April of 2004, Canada launched its first National Security Policy with three core national security interests: “1. Protecting Canada and Canadians at home and abroad; 2. Ensuring Canada is not a base for threats to our allies; and 3. Contributing to national security”. Two of 6 key strategic areas identified are Transportation Security and border security: a 6-point marine security plan, enhancement of aviation security, including cargo, and extension of security background checks for transportation security workers. At Canada's borders, the program promises enhanced security measures in passports, streamlining of our refugee determination process, smart borders with the United States and Mexico, and work with international partners on various security programs.

Although many strides have been made since 9/11, new measures are still required. Panelists indicated that we must enforce the message with our American neighbours that we take safety and security as seriously as they do; that the result of our different approach to security achieves the same goals.

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<sup>1</sup>Government of Canada Privy Council Office Website, Securing an Open Society: Canada's National Security Policy, April 2004.

If we provide a better method by which we share information with the US, and with organizations throughout Canada, we can collectively provide better emergency planning and response. It was discussed that Canada must learn to address transportation security proactively, rather than reactively as we have done in the past. An important portion of the security plan is risk management; one speaker suggested Canada set up pre-clearance and pre-screening for people and containers in the port of origin, so to streamline the entry procedures into Canada, and to prevent security threats from leaving its home port.

**Brian Michael Jenkins** provided a keynote luncheon discussion on “The Terrorist Threat to Surface Transportation”. He discussed the fundamental change in terrorist abilities and its effect on surface transportation security. The anonymity of public land transportation and the containment of large crowds make this mode an attractive target for terrorists. With these *real* threats, more funds must be invested into public transportation security. Mr. Jenkins suggested that “Security should be incorporated in design and construction of transportation systems to discourage attack, facilitate surveillance, mitigate consequences and contribute to emergency response” .

## Regional Jurisdictions

Provincial and Territorial government representatives addressed infrastructure, solutions, initiatives and partnerships. Challenges to the current security system are vast in Canada’s northern region. The transportation system challenges in the Northwest Territories were discussed, including the lack of standardized infrastructure, primarily with respect to surface transportation; distance between communities; the natural environment; and resource development.

Recently, CATSA has become a noticeable addition to the Yellowknife airport, increasing security through baggage and passenger screening. In future, the development of an all-weather road from the Mackenzie Valley Highway to the Arctic coast would not only improve security and emergency response throughout the North, but also facilitate resource development, support socio and economic development and play a role in ensuring the retention of Canada’s sovereignty.

A task force has been formed in Alberta to deal with security, which was complimented by the creation of the Alberta Counter-Terrorism Crisis Management Plan, with the mandate to identify and take action to prevent threats and acts of terror. Threat levels are identified based on level of criticality; information about impending threats is disseminated to first responders,

security forces, community and critical infrastructure owners: and the threat is either lessened or halted. Additional measures that have been taken to enhance security include close circuit television surveillance, the increase of communication systems, adding employees, cargo and passenger screening and increasing threat management training.

If we are to continue our quest for security, we must form partnerships. The Government of British Columbia is a great example of this through its partnerships with Canadian Security Intelligence Service, Public Security and Emergency Preparedness Canada, Integrated National Security Enforcement Teams, and the RCMP’s Integrated Border Enforcement Team.

Furthermore, partnerships have been formed between transportation sectors, law enforcement, governments and local first responders. This team forms the Joint Emergency Liaison Committee, focusing on cross-jurisdictional emergency planning and preparedness for British Columbia.

## Air

Since the attacks on 9/11 used aircraft as the weapon of destruction, the years following brought major shifts towards improvements to air transportation security. The Canadian Air Transport Security Authority (CATSA) was formed as a direct result of this event, its mandate including baggage screening, non-passenger screening, passenger screening, restricted area ID card, airport policing and airport protective officers. For security to work there must be a security management system in place and CATSA provides the air industry with a foundation for this.

*"9/11 gave the aviation world an opportunity to raise the bar".*

*- Conference Panelist*

Petty criminality must not be ignored; baggage theft and credit card fraud are security risks the air industry faces daily and panellists indicated that their industry has implemented a zero tolerance for this. Employees have been trained and lines of communication have been opened to provide ownership throughout

the ranks. To enhance overall air transport security, a coordinated effort was made to respond to risks and threats. A centralized security operation centre was established and partnerships were formed.

Improvements are still necessary to increase the effectiveness of aviation security. Commonly, panellists expressed the necessity for a Canadian no-fly list, which CATSA is currently working towards. Technology must continue to be enhanced; we need increased automation with harmonized security procedures; threat and risk based screening systems; and interagency and an international coordinated effort must be achieved. Most of all, existing partnerships need to continue, and new partnerships need to be made to ensure a coordinated effort against terror and threats.

**Rear-Admiral Roger Girouard**, Commander Maritime Forces Pacific, Commander Joint Task-force Pacific, refers to his neighbourhood as one of growing interest. China is now the world's largest container market with the largest container

port at Shanghai. In his evening Keynote address, the Rear-Admiral discussed the emerging giant of commerce and marine security's vulnerability. China's emergence on the world stage creates transportation vulnerabilities. While trans-

*"Sea lanes carry ninety percent of global commerce at one point or another".*

*-Rear-Admiral Roger Girouard*

portation of goods through marine routes is effective, China is investigating land routes that they would be able to more readily control. This fragile neighbourhood includes some dangerous hotspots, but has tremendous opportunity for commerce, engagement and cooperation. Relationships in the region are an integrated picture. With this global change of power, Canada must determine what the Pacific means to us over the next 100 years. How do we cope and how do we take advantage and become part of this opportunity?

**Dr. Ami Pedahzur** from the University of Austin at Texas, discussed challenges of intelligence in terrorism. A few main areas exist that challenge the intelligence community. There is a gap between the high expectations of the political arena for intelligence and the low resources offered. The gap hinders the ability of the intelligence world to do its job. Internationally, terrorism has no borders, but intelligence organizations do. Cohesion with the intelligence community must occur to work against terrorism.

## Marine

Maritime security is an international affair. There is enormous growth in international container ports, particularly in Asia. The scale of magnitude requires immediate attention. One speaker questioned: "How do we achieve intercontinental defence in terms of security"? There are a number of initiatives Transport Canada has implemented as investments into maritime security. National initiatives include partnerships such as the interdepartmental marine security working group, which coordinates the efforts of 17 federal departments and performs a gap analysis on marine security issues. The Marine security operations centres enhance information sharing and are addressing a potential coordination with the United States coast guard. Initiatives also exist to implement international ship and port facility security codes. Current initiatives underway include Marine transportation security clearance programs, counter-terrorism capacity building and domestic ferry security.

*"9-11 obliged us to do things that we kept putting off".*

*- Conference Participant*

As global commerce continues to grow and if Canada wishes to continue its success in international trade, we must focus on enhancing our maritime security. Concentration is being put on port policing, enhancing maritime domain awareness, maritime commerce resumption, and domestic vessel/pleasure craft security.

## Surface

Representatives of surface transportation discussed the issues, accomplishments and future of surface transportation security. Railway bombings, increased terrorist attacks, and the events of 9/11 have greatly impacted surface security. Mass transit has been identified by Transport Canada and CSIS as a likely target for terrorist attacks. No barriers exist for entry and large ridership exists for these modes of transportation. Canadian borders experience over 2000 crossings monthly in bulk trucking. Primary security issues for the trucking industry are the theft of cargo, fuel, hoses, and tires; bogus class 1 drivers licenses; and security of information on insurance levels of cargo. One panellist indicated that the danger of a truck full of petroleum is massive. Since 9/11 drivers have become more acutely aware of the material they are transporting.

Passenger transportation on land is widely used. We need to instill confidence in employees, passengers and the general public to ensure that people are confident that their place of employment, travel mode and general surface transport operations are safe and secure. Standards of consistency need to be developed and regional and national intelligence sharing practices must be implemented.

Since 9/11 a number of positive steps have been made to enhance the future of security in these modes. Skytrain and Westcoast Express have implemented national conference calls; information sharing, the first national urban rail passenger intelligence/ operating practices forum; they have also established a connectivity group which provides internal intelligence to employees before they learn it from media; additionally, they have established the first nationally dedicated transit police. Via Rail had a safety audit performed on its operations. A security gap analysis was completed and an action plan was put into place that implemented a security management system, created a strategic security planning committee and established event scenarios for training purposes.

*"Driving a tractor trailer is no different than flying a plane in to the World Trade Centre".*

*- Conference Panelist*

The future will require further partnerships between modes and organizations. One panellist discussed the London rail bombings and how effectively the city dealt with the tragedy and got the economy back up and running. In order to ensure this process, if something should happen in Canada, we must establish a higher public awareness of security. We must develop regional transit integration and incident command structure. Improvements to the current system must be continued and we must work closer together to ensure tested regional and national response plans.

## **Conclusion**

Since 9/11 grossly affected our urgency to address and enhance the existing transportation security system. Many initiatives have since been put in place in response to this, but it is evident that much work still needs to be done. With all of the initiatives that were identified, it is clear that we need to seriously enhance partnerships, collaboration and partnership agreements. A cooperative and integrated approach to security and public safety is key to maintaining economic prosperity, and with enhancements to the system, we must ensure they do not hinder productivity and efficiency of our supply chain. Security is everyone's responsibility and everyone's business and we must continue to work towards a collaborative effort that will see threats and terrorism reduced and eliminated.

# Conference Program and Participants List





Panel **John Forster** confirmed  
Associate Assistant Deputy Minister, Safety & Security  
Transport Canada

**Hon. A. Anne McLellan P.C.** confirmed  
Counsel  
Bennett Jones

11:30 am **Keynote Luncheon** **Turner Valley Room**  
***Global Security & Counter Terrorism: Crisis Management***

**Brian Jenkins** confirmed  
RAND Corporation

**Session Two - Regional Jurisdictions**

**Alberta Room**

How are the Canadian provinces and territories affected by current transportation security? What measures need to be taken to enhance the safety and encourage economic prosperity of the regions?

1:00 pm Chair **Peter Wallis** confirmed

Panel **David Morhart** confirmed  
Deputy Solicitor General  
Government of British Columbia

**Alan McIntosh** confirmed  
Emergency Management Officer, Crisis Management Programs  
Government of Alberta

**Jim Stevens** confirmed  
Director, Planning & Policy  
Department of Transportation  
Government of the Northwest Territories

2:30 pm **Networking Break** **Alberta Room**





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| <b>Session Four: Marine Security</b>   | <b>Alberta Room</b> |
| Canada: From sea to sea to sea. What challenges exist in response capabilities and operational |                     |

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|---------|-------|--|-----------|
| 9:30 am | Chair | <b>Gavin Cameron</b>   | confirmed |
|         | Panel | <b>Allan Bartley</b><br>Director, Marine Security Policy<br>Transport Canada | confirmed |
|         |       | <b>James Boutillier</b><br>Department of National Defence                    | confirmed |

10:45 am      **Networking Break**      **Alberta Room**

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|---|---------------------|
| <b>Session Five: Surface Transportation Security</b>  | <b>Alberta Room</b> |
| How are Canada's roads and rail systems affected by security? How does our vast landscape affect effective transport and how does it influence our borders? |                     |

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|----------|-------|---|-----------|
| 11:00 am | Chair | <b>Peter Wallis</b>   | confirmed |
|          | Panel | <b>Doug Kelsey</b><br>President & CEO<br>Skytrain and Westcoast Express | confirmed |
|          |       | <b>Fernand Breau</b><br>Senior Advisor, Security<br>Via Rail Canada     | confirmed |
|          |       | <b>Barry Davy</b><br>Senior Vice President<br>Trimac Transportation     | confirmed |

12:30 pm      **Chair Summary & Closing Remarks**

1:00 pm      **Closing Luncheon**      **Turner Valley Room**

## Participants

Rob Adamson  
Cohos Evamy

Steve Anderson  
Ministry of Transportation

Allan Bartley  
Transport Canada

James Bertram  
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James A. Boutilier  
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Brian Bramah  
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Yves Duguay  
Air Canada

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Canadian Air Transport Security Authority

Dan Dureau  
Greater Vancouver Transportation Authority  
Police Service

Manou Farrokhzad  
Siemens Canada Limited

Reg Faubert  
Provincial Government - Province of British  
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John Forster  
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Garry Fotheringham  
Shell Canada Ltd.

Phil Gilbert  
American Airlines

Roger Girouard  
Canadian Forces

Jim Goodwin  
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Robert Huebert  
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Denis Huot  
SIM - Alberta Solicitor General & Public  
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RCMP

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Skytrain & West Coast Express

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Centre for Military & Strategic Studies

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Edmonton Regional Airports Authority

Tom Kirk  
Calgary Airport Authority

Art Smith  
Alberta Economic Development Authority

Tasneem Koya  
Harmony Airways

Jim Stevens  
Yukon Government

Lorne Mackenzie  
WestJet

Lorraine Summut  
Maritime Forces Pacific

Roy Matson  
Yukon Government, Department of Economic  
Development

Benoit Tessier  
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Government of Alberta

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Prince Rupert Port Authority

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Ami Pedahzur  
The University of Texas at Austin

Cam Ross  
Emergo Canada Ltd.

Robert Shepherd  
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Michael Skrobica  
Air Transport Association of Canada