

Canadian Security Guide Book

2007 EDITION

An Update of Security Problems in Search of Solutions

COASTS

**Standing Senate Committee
on National Security and Defence**

March 2007

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39th Parliament – 1st Session

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and

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Coasts

Problem 1: **Canada's Toothless Coast Guard**

The Canadian Coast Guard has not been able to contribute to the defence of Canada's coastlines in any significant way because it lacks the mandate, the experience, the equipment, and the institutional focus to do so.

The Coast Guard does some things extremely well, but it does not guard our coasts. It has done yeoman duty tending buoys, breaking ice, enforcing fisheries regulations, and acting as a ferry service for RCMP patrols. It is not the fault of the Coast Guard that its mandate is only marginally connected to security, and much more focused on the protection of the environment, support of scientific research, facilitation of trade and commerce, navigation safety and emergency response.

The Coast Guard does not have a constabulary function, it is not armed, and it reports to the Department of Fisheries and Oceans (DFO), all of which contribute to a focus away from coastal security.

The Committee's point for several years now has been that we cannot figure out why no Canadian government has taken note of the fact that Canada's littoral waters are virtually undefended, and that the Canadian Coast Guard is ideally placed to defend them.

Some contend that because the Coast Guard is unionized it would require a significant cultural shift to turn it into a constabulary agency; union cooperation would be unlikely; and union membership would deny the Coast Guard the degree of flexibility needed to rise to the occasion when difficulties presented themselves. Unionization isn't an issue.

The Committee took testimony from the two Coast Guard unions on two occasions, and both unions endorsed the idea of a constabulary Coast Guard, subject to proper training, equipment and reasonable pay for new responsibilities. They gave their endorsements despite testimony from the Commissioner of the Coast Guard that employees would be opposed.

Why can the United States, Israel, Norway, the United Arab Emirates and many other countries put together constabulary coast guards while Canada cannot? Why, when there are such huge gaps in our coastal defences, would we not make use of an institution that plies these waters on a regular basis? Yes, the Canadian Coast Guard is badly equipped right now, and underfunded. But that does not have to be the case, if the political will is mustered to make our Coast Guard worthy of its name.

The Canadian Navy does not want this responsibility. Like most navies around the world, it sees itself as a blue water operation that fights for Canada in distant waters. It also knows it has great difficulty getting funding for the responsibilities it already has, let alone for the additional responsibility of patrolling the littoral. At any rate, Navy frigates are too expensive to provide the kind of coastal defence Canada needs. The Coast Guard could be outfitted with the kind of vessels best suited to do the job, allowing the Navy to get on with its duties elsewhere.

The key element of the government's new defence policy is Canada First. Why then, is there nothing in the planning that recognizes the basic need to defend Canada's coastlines? This policy is going to amount to a hoax if thousands of miles of Canadian coastline is left unguarded. "Canada First" sounds wonderfully patriotic and sensitive toward the needs of Canadian citizens, but without littoral defence, it will be a fraudulent attempt to pretend that the government is defending Canadians, when it isn't.

COMMITTEE'S RECOMMENDATION

- **The Committee recommended that the federal government take immediate steps to transform the Canadian Coast Guard from an agency that reports to DFO to an independent agency responsible to Parliament. It should continue to carry out its duties – search and rescue, ice-breaking, navigational aids, buoy tending, boat safety, fisheries and environment protection – and take on new responsibilities for national security. On security assignments, the Coast Guard would come under the direction of Department of National Defence (DND) coastal operations centres (Trinity and Athena).¹ (Recommended in October 2003)**

¹ October 2003 - Canada's Coastlines: The Longest Under-Defended Borders in the World, (page 103).
Recommendation #4.1

GOVERNMENT RESPONSE

In its August 29, 2006 response to the Committee, the Department of Fisheries and Oceans stated:

“In December 2003, the Canadian Coast Guard (CCG) became a Special Operating Agency (SOA) reporting to the Minister of Fisheries & Oceans. This change has allowed the organization to renew its emphasis on operational matters in delivering on its responsibilities as the operator of the federal government civilian fleet and other essential front line maritime services such as marine communications and navigational support services. At the same time, in order to permit a sharper focus on the enhancement of CCG's strength in the delivery of operational services to Canadians, all marine safety regulatory matters formerly with CCG were moved to Transport Canada. The Coast Guard officially became an SOA on April 01, 2005.

Over the last four years a significant consolidated effort, under the auspices of the Interdepartmental Marine Security Working Group (IMSWG), was undertaken to clarify and strengthen accountabilities among the various federal portfolios related to marine security in Canada. IMSWG favours a collaborative, multi-agency approach to marine security, which allows each department or agency to focus on existing roles, responsibilities and leverage on existing strengths. This approach avoids potential redundancies by providing clarity on departmental roles in marine security as well as encouraging the effective and efficient use of funding to achieve federal marine security objectives through the avoidance of any duplication of efforts. Coast Guard proactively participates in the multi-agency approach through direct support to the achievement of national security objectives of its IMSWG partners.

Project funding has been provided to the security community (Canada Borders Services Agency, Transport Canada, CCG, RCMP) to co-locate with DND maritime

Government Response Continued...

intelligence and operations staff in Marine Security Operations Centres (MSOCs) to bring to bear all civilian and military resources necessary to detect, assess, and respond to a marine security threat. The coastal MSOCs will be networked with the Coast Guard vessel traffic and communication systems (another integral source of information for the development of maritime intelligence and the Recognized Maritime Picture). Funding has also been allocated for the establishment of an interim Great Lakes - St. Lawrence Seaway MSOC (GL-MSOC) led by the RCMP and including multi-agency (sic), including Coast Guard, participation in the development of a proposal for an ongoing GL-MSOC. An interim GL-MSOC has been established in Niagara Region (August 2005) and planning continues to develop options for the establishment of a permanent facility.

There is an inherent value in increased on-water patrols to better position the RCMP, Coast Guard and the Canadian Forces Maritime Command to intervene, interdict, and board ships that may pose threats to Canada. An increased presence project document was developed by DND and CCG resulting in funding being allocated to increase onwater patrols by the Navy and Coast Guard, as well as to enhance the Department of Fisheries and Oceans aerial surveillance program. These initiatives have been in place since October 2004.

The multi-agency approach already sees the CCG managing and operating patrol vessels with joint Royal Canadian Mounted Police (RCMP) / CCG crews in the Great Lakes - St. Lawrence Seaway system. The CCG provides its expertise in the operation of vessel at sea and fleet management, while the RCMP utilizes its constabulary powers as well as its antiterrorism and criminal code enforcement mandate to enforce Canadian law. In addition, the multi-agency approach will expand

Government Response Continued...

existing co-operation between the CCG and CF in the area of maritime domain awareness and marine traffic data collection in Canadian waters and beyond. The Coast Guard is in the process of contract development for four new 30 to 35 metre patrol vessels scheduled for commissioning beginning in fiscal year 2009-10 to enhance RCMP / CCG on-water enforcement operations in the Great Lakes - St. Lawrence River region.”²

CHALLENGE TO GOVERNMENT

That is an extremely long-winded way of saying that the Coast Guard is part of big happy family within the federal government that joins hands to ensure national security. In fact it amounts to no more than dividing up turf and managing various pieces of turf badly.

Take the line “There is an inherent value in increased on-water patrols to better position the RCMP, Coast Guard and the Canadian Forces Maritime Command to intervene, interdict, and board ships that may pose a threat to Canada” Of course there is. But less than a year ago, the East Coast Navy ran out of funds for the first quarter of 2007 and the Navy announced it was ceasing patrols for the rest of the fiscal year. Only after a public outcry were the patrols restored.

The above answer suggests that the Department of Fisheries and Oceans is already playing a role in the defence of Canada’s coasts, and this is true. The Department hires Provincial Airways to take aerial photos and gather data through the use of AIS technology and radar to track the positioning of vessels active on our East and West coasts. Provincial Airways provides 3 fully equipped surveillance King Air 200 aircraft at an average annual utilization of 5,000 hours per year³. So far this fiscal year (2006-2007) Provincial Airways has conducted 6,400 hours of surveillance flights for the department. A mission lasts on average 5.5 hours and there are 3 to 5 missions a day. The data received during the mission is transmitted

² Department of Fisheries and Oceans, “Update to Recommendation 4.1 of the SCONSAD Report Canada’s Coastlines: The Longest Under-Defended Borders in the World,” (August 2006), pp.1-2

³ Provincial Airways, Aerospace and Defence, Canadian Government Relationship, available at <http://www.provincialairlines.com/AMSDGovRel.htm>

in near real-time (updated every 15 minutes) onto a database where all those who have access can verify if there are any “vessels of interest” off our coasts. Following a mission, it only takes up to 30 minutes after the flight has landed to disseminate this data to DFO’s partners, which include the Department of National Defence⁴.

The problem is, if there are any “vessels of interest” that need to be physically checked out, who gets the call? The Coast Guard? No – it has no constabulary powers, though it may be needed to taxi the RCMP out to the vessel in question. The RCMP? Yes – although it is so understaffed that in Nova Scotia, for example, it only has 13 officers to police 7,400 kilometres of coastline.⁵

Undefended Coasts and Great Lakes

Resources that *could* be used to defend our country remain underutilized and the resources that *are* used to defend our country remain inappropriately utilized. The Coast Guard – which really could play a useful role in guarding coasts if it were properly outfitted and given a constabulary mandate – instead spends 99 percent of its time doing other things.

The Coast Guard should be moved from Fisheries into the portfolio of Public Safety and Emergency Preparedness Canada.. It should remain a separate operating agency within PSEPC. Its mandate should be focussed much more on security, its employees should be trained and equipped, and it should be provided with the kinds of vessels and other equipment needed to perform interdiction in Canada’s littoral waters and carry on its existing duties of search and rescue, icebreaking, navigation aides, etc.

New Vessels Needed

What kind of vessels would the Coast Guard need to do this?

On June 2, 2003, Mr. John Dewar, a retired Canadian Navy Captain, testified before the Committee⁶. He said that Canada should purchase a corvette-sized ship,

⁴ Correspondence between researcher and Department of Fisheries and Oceans Staff Officer.

⁵ Ian Atkins, *Proceedings of the Standing Senate Committee on National Security and Defence*, Hearing Transcript, September 22, 2003, Issue 22, 37th Parl., 2nd Sess., http://www.parl.gc.ca/37/2/parlbus/commbus/senate/Com-e/defe-e/22evb-e.htm?Language=E&Parl=37&Ses=2&comm_id=76 (accessed May 8, 2004).

⁶ (N) Captain (ret) John Dewar appeared before the Committee as an individual on June 2, 2003 and also on June 13, 2005.

also called a 'cutter,' for use by the navy in the performance of law enforcement functions.

He recommended a vessel measuring 75 meters that was able to operate in a high sea-state, move quickly (25 knots minimum using diesel propulsion), and remain at sea for 30 days. He said that a landing deck or hanger for a large maritime helicopter like the Sea King is essential. A helicopter would assist in the identification of ships and extend the visible range from the vessel. Typically, sailors can see 6-10 nautical miles from their ship, but most maritime helicopters have a range of 150 nautical miles.

Comparison with Canadian Coast Guard cutters

Canadian Coast Guard cutters do not currently meet the criteria outlined by Mr. Dewar. The Canadian cutters, the Gordon Reid and the Tanu, are not as fast or as large. The Gordon Reid (age 17) is 50 meters long and has a top speed of 16.5 knots, while the Tanu (age 39) is 50.1 meters long and has a top speed of 13.5 knots.

Other Coast Guard cutters, the Sir Wilfred Grenfell (age 20), Leonard J. Cowley (age 23), and Cape Roger (age 30) are large enough, but are too slow. The Sir Wilfred Grenfell is 68.5 meters long and has a maximum speed of 16 knots, the Leonard J. Cowley is 72 meters long and has a maximum speed of 15 knots, and the Cape Roger is 62.5 meters long and has a top speed of 17 knots.

In addition, of the Coast Guard's five multi-task cutters larger than 50 meters, two (the Cape Roger and Tanu) are both over 25 years old. The Tanu was modernized 20 years ago and the Cape Roger was modernized 11 years ago, however, they are still not outfitted with constabulary equipment and will eventually have to be replaced. The remainder of the fleet should be replaced shortly thereafter or they should at least be modified to carry weapons during their mid-life re-fit.

How much would this cost?

Estimates are that the vessel would cost CDN \$ 55-100 million per unit. Since it would be used for law enforcement, commercial construction and procurement practices could be adopted to lower the per unit price. Civilian sources could be relied upon for service support throughout the life of the vessel, further reducing the cost.

The main factor in the vessel's cost would be the sophistication and density of its radar, sensors, communications equipment and weapon systems. These components would cost significantly less for this type of ship than they would for a frigate or destroyer. There is a wide variation in the types of sensors and radars.

Keeping the size of the cutter roughly as specified is important because the vessel needs good sea-keeping ability⁷. The size of a ship is not directly proportional to its cost. The ship's physical dimensions are a small part of its total cost, but they have a significant impact on performance. Mr. Dewar testified before the Committee that the cutter should be around 75 metres long in order to conduct boardings and have the desired sea-keeping capability.

We believe these cutters would possess the capabilities needed for law enforcement in our littoral waters, which include:

- (1) The ability to operate in high sea states
- (2) A high maximum speed for positioning and pursuit
- (3) High endurance to maximize deployment time
- (4) The ability to operate a large helicopter (e.g. CH124)
- (5) The ability to transport and deploy boarding parties
- (6) Ice tolerance (first year ice)
- (7) Sophisticated sensors (e.g., radar, ESM, electro-optic, sonar)
- (8) The ability to participate in network-centric command and control regimes
- (9) Sophisticated communications capability
- (10) Armament commensurate with enforcement functions (e.g., small arms, machine guns (e.g., 50 Cal), medium calibre weapon (e.g., 57mm or 76mm) and close-in self-defence weapon system (e.g., Phalanx).

The Committee suggests that eight of these vessels – manned by approximately 100 personnel, and costing about one third of what Navy frigates cost – should be deployed on each of the East and West coasts.⁸

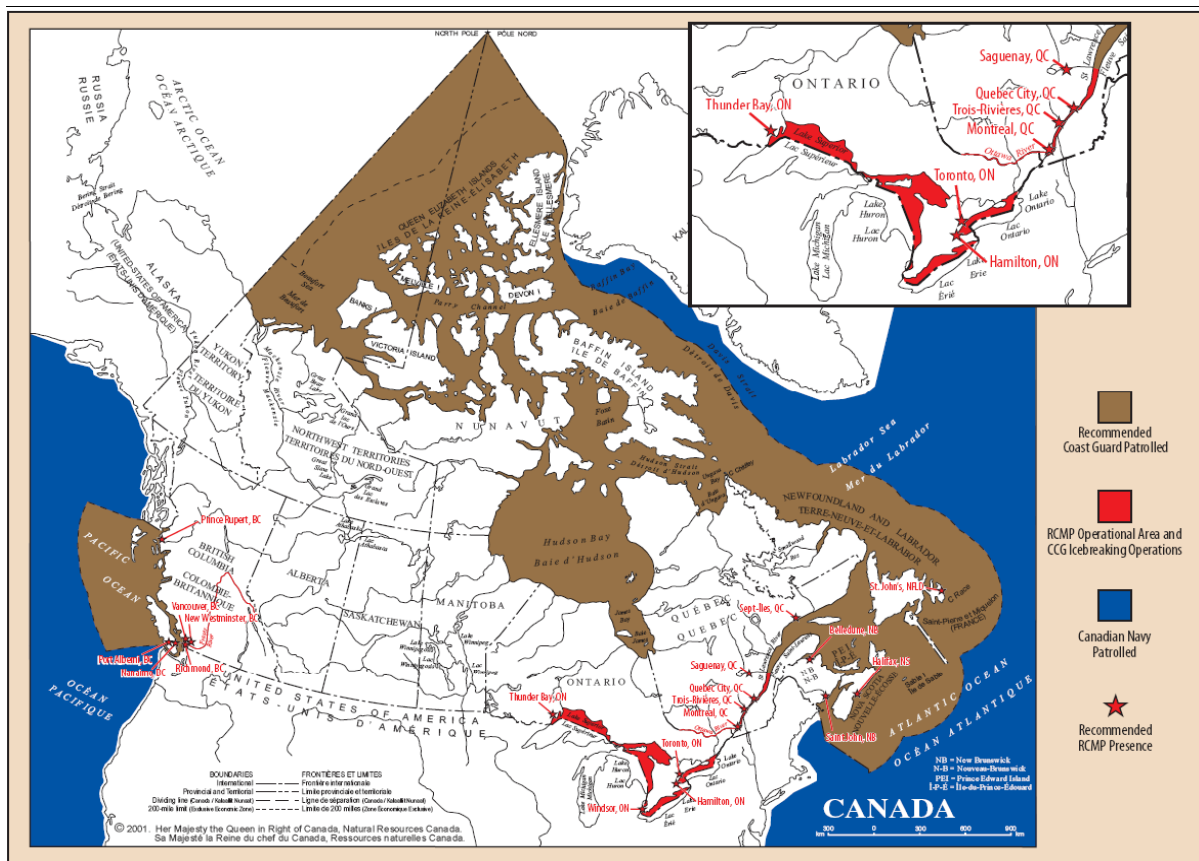
⁷ Sea-keeping ability: the ability of ship to ride comfortably in rough seas.

⁸ The government should also consider an alternative vessel being developed by the U.S. Coast Guard. For a description of this vessel, please see Appendix V.

Why can't the Navy do this job?

The Navy doesn't to have the right vessels to do the job. Frigates are too big to waste on littoral patrols, and too expensive to operate. The Navy's coastal patrol vessels (MCDVs) have poor sea-keeping capabilities and are too slow (15.5 knots is the maximum speed). Crews become seasick when these vessels are stationed off the Grand Banks for more than a few hours. They are also too slow. Essentially, these are training vessels. They are not up to protecting Canada's coasts.

The Navy *could* do the job if given new vessels, but if the Navy were given new vessels it would undoubtedly be at the expense of the frigates and destroyers it needs to operate overseas.



Map of Areas of Responsibility of the RCMP (Red), the Coast Guard (Brown) and the Canadian Navy (Blue)

What about icebreaking in the Arctic?

The current government seems to be determined to get the Canadian Navy involved in icebreaking in Arctic waters. The Committee believes that this would be a strange application of the Navy's mandate, given that Canada's northern sovereignty is not being threatened by invading navies. Sovereignty in the North is not going to be defended by force – can anyone imagine Canadian guns firing on U.S. or British vessels going through the Northwest Passage?

It would also be a strange application of resources – the Navy has not broken ice anywhere for half a century. Nobody in the Navy has any experience doing this. Part of the Canadian Coast Guard's mandate, however, is icebreaking, so why would the Coast Guard not continue to play this role in the Arctic? If the government wants to give other countries the impression that it has placed “muscle” behind Canada's sovereign claim to Arctic waters, an armed Coast Guard would be a much more efficient way of accomplishing that end than twisting the Navy out of shape.

Bottom Line:

The icebreakers and buoy-tenders now being used should be armed over the next three years. Many are already helicopter-equipped, or at least capable of carrying helicopters. The newer ones should be modified to play a constabulary role during their mid-life refits. New Coast Guard vessels coming on line should be built to play a constabulary role.

The Canadian Coast Guard is an under-utilized institution. Putting it to good use would not only improve the defence of Canada's coasts immeasurably, it would also give Canadians the added value for the assets they are paying for. The Auditor General of Canada severely criticized the Canadian Coast Guard recently, saying it is badly in need of resuscitation. Giving the Coast Guard a new role to play would help inject new life into an institution that is largely being wasted through neglect.

NEW RECOMMENDATIONS

- C1. The Committee recommends that the Government of Canada procure three, year-round, class 10 icebreakers with constabulary powers for Canadian Coast Guard presence in our Arctic waters.**
- C2. The Committee recommends that the Government of Canada procure eight Canadian Coast Guard cutters to be deployed on our East and West coasts with these specifications:**
- 1. The ability to operate in high sea states;**
 - 2. A high maximum speed for positioning and pursuit;**
 - 3. High endurance to maximize deployment time;**
 - 4. The ability to operate a large helicopter (e.g. CH124);**
 - 5. The ability to transport and deploy boarding parties;**
 - 6. Ice tolerance (first year ice);**
 - 7. Sophisticated sensors (e.g., radar, ESM, electro-optic, sonar);**
 - 8. The ability to participate in network-centric command and control regimes;**
 - 9. Sophisticated communications capability;**
 - 10. Armament commensurate with enforcement functions (e.g., small arms, machine guns (e.g., 50 Cal), medium calibre weapon (e.g., 57mm or 76mm) and close-in self-defence weapon system (e.g., Phalanx).**

Problem 2:

Too Many Holes to Fill Without a Plan

Canada's security perimeter features thousands of kilometres of coastline and hundreds of harbours that for the most part go unwatched. Aurora maritime aircraft patrols occur on an infrequent, ad hoc basis. In addition, the Aurora is currently in the midst of the Aurora Incremental Modernization Project (AIMP), which started in 1998 and won't be finished until 2010. So far, it has gone through three out of four modernization phases (called "Blocks") and we urge the Government of Canada to follow through on this commitment.

Canada's lack of maritime domain awareness makes it easier for organized crime to traffic contraband, makes it harder for officials to separate commercial and pleasure vessels from legitimate threats, and makes it especially difficult for Canada to assert its sovereignty claims over remote areas, like the Arctic.

COMMITTEE'S RECOMMENDATION

- **The Committee recommended that the issue of the security of Canada's coastline be examined, and a plan developed to broaden and tighten its security.⁹ (Recommended in February 2002)**

GOVERNMENT RESPONSE

In its July 7, 2006 response, Transport Canada stated:

"The government's April 2004 National Security Policy outlines a six-point plan for strengthening marine (including coastal) security. They include:

- **Clarifying responsibility for coastal defence;**
- **Establishing Marine Security Operations Centres;**
- **Increasing coastal patrols;**

⁹ February 2002 - Canadian Security and Military Preparedness, (page 116). Recommendation #10

Government Response Continued...

- **Improving inter-fleet communications;**
- **Collaborating more closely with the United States; and**
- **Securing the St. Lawrence Seaway.**

Transport Canada (TC) has the lead in coordinating Marine Security Policy and works closely with various federal agencies. Since 2001, \$930 million has been committed to improve marine security.

Transport Canada offers concrete evidence of the high priority it places on marine security initiative. For example, development and negotiation of the International Ship and Port Facility Security (ISPS) Code in December 2002 was immediately followed by implementation in Canada via the *Marine Transportation Security Regulations (MTSR)*, effective 1 July 2004. Transport Canada completed this task on time with the full cooperation of the marine industry. Indeed, since many of the initiatives identified to enhance marine security have major impacts on Canadians and Canadian business, the government has an obligation to ensure appropriate consultation, planning, and careful implementation.

The government established Marine Security Operations Centres (MSOCs) on both the east and west coasts. The coastal MSOCs' are intended to provide secure physical locations where regional representatives from federal departments and agencies [get] together to collect and analyze departmental marine information to assess threats and coordinate response activities. While continuing to work for their respective departments and agencies, MSOC personnel use the collaborative work environment to enhance their information sharing and analysis capability as well as responding more effectively to a marine security incident or threat that affects Canadians or Canada's national interests. A similar program for the Great Lakes/St. Lawrence Seaway (GL/SLS) aimed at improving

Government Response Continued...

security efforts and domain awareness in this area has also been implemented on an interim basis.

The government has also enhanced Department of Fisheries and Oceans (DFO) air surveillance flights over coastal waters, and implemented a 96-hour prearrival vessel report that is screened by TC security experts. Appropriate control decisions are then taken to allow or refuse entry into Canadian waters. Two initiatives are in development: the Canadian Coast Guard (CCG) has undertaken a project (completion scheduled for 2008) to build shore stations to pick up information signals from Automatic Identification System (AIS) transponders required to be carried by vessels on international voyages (its by weight), and the Department of National Defence is in the planning stage to locate High Frequency Surface Wave Radar (HFSWR) stations on the East and West Coasts.

TC and CCG are also working with international partners to develop a Long-range Vessel Identification and Tracking system using satellite telephones.

Furthermore, in 2005 the government has strengthened its regulatory oversight capacity by dedicating more resources to the inspection and monitoring of the MTSR. This will provide additional opportunities for ISPS Code enforcement activities and further harmonize regulations and practices as requirements continue to evolve, particularly with the US Coast Guard and other partners.

Finally, the government will modify Canadian Patrol Frigates to accommodate RCMP Emergency Response Team boats. This will allow the enhanced integration of on-water coordination and response operations on Canada's coasts, and will commence in 2007 (funding begins FY 2007-2008).

Government Response Continued...

The Royal Canadian Mounted Police (RCMP) and the Canadian Coast Guard (CCG), coordinating their efforts, resources and expertise, initiated joint marine security and law enforcement patrols along the Great Lakes and St. Lawrence River. This will provide RCMP officers with the capacity to better disrupt and eliminate the activities of organized crime groups and to enhance national security along the Great Lakes and St. Lawrence River. The initiative also includes the participation and cooperation of provincial and municipal police forces.”¹⁰

CHALLENGE TO GOVERNMENT

Let us take a look at several components contained in this response.

1. (Paragraph 3) “Since 2001, \$930 million has been committed to improve marine security.” Commitments are always a nice starting point, but, in themselves, they mean absolutely nothing. What the public needs to know is how much has actually been spent to improve Canada’s marine security. There is no indication of that here.
2. (Paragraph 4) “. . . Since many of the initiatives identified to enhance marine security have major impacts on Canadians and Canadian businesses, the government has an obligation to ensure appropriate consultation, planning and careful implementation.” The Committee is not against consultation. But Transport Canada’s repeated reminders that better security must not be allowed to interfere with commerce also reminds us that this is a department designed to improve commercial efficiency, not safeguard our society and our economy.
3. (Paragraph 5) “The government established Marine Security Operations Centres on both the east and west coasts.” As described in this response, these centres are supposed to be occupied by people from various departments and agencies responsible for marine security. But when the Committee visited the Esquimalt facility on the West Coast, we discovered that most of the people

¹⁰ Transport Canada, “Response to Committee Recommendations,” (July 7, 2006), pp.15-16.

occupying the seats in the facility had never been in the building before – they had been gathered in haste to try to demonstrate that the Centre was operational.

4. (Paragraph 5 again) “A similar program for the Great Lakes/St. Lawrence Seaway (GS/SLS) aimed at improving security efforts and domain awareness in this area has also been implemented on an interim basis.” A permanent centre is supposed to be set up in Hamilton. This program is currently being run out of Trinity, Nova Scotia, on the East Coast. But what data is coming in that can be analyzed for security purposes? What regular patrols are being conducted on the Great Lakes? None – except for a few weeks of trials. So of what use will this centre be? Security on the Great Lakes is currently left to local police forces that have a few boats to deal with the problems of pleasure boaters. These local forces are not trained to defend our country’s coastlines.
5. (Paragraph 6 again) “. . . a 96-hour pre-vessel report [is] screened by TC security experts. Appropriate control decisions are then taken to allow or refuse entry into Canadian waters.” First, what experts does Transport Canada actually have? Second, only vessels of more than 100 gross tonnes are required to file a 96-hour warning of arrival. It doesn’t take a vessel anywhere near that large to carry a dirty bomb. Third, how do we “allow or refuse entry” when we have only a few RCMP officers on Coast Guard vessels patrolling thousands of miles of coastline?
6. (Paragraph 7) “TC and CCG are also working with international partners to develop a long-range Vessel Identification and Tracking System using satellite telephones.” This might be good. What funding has been set aside for this? What progress has been made? When can we expect a system to be in operation, and what will it accomplish?
7. (Paragraph 8) “In 2005 the government has (sic) strengthened its regulatory oversight capacity by dedicating more resources to the inspection and monitoring of the MTSR.” What resources? 2005 was two years ago. What was accomplished?
8. (Last paragraph) “The Royal Canadian Mounted Police (RCMP) and the Canadian Coast Guard (CCG) coordinating their efforts, resources and expertise, initiated joint security and law enforcement patrols along the Great Lakes and St. Lawrence River.” Three vessels manned by 14 people to monitor

the Great Lakes! The territorial waters on Canada's side of the Great Lakes take up a lot of space – about 92, 200 square kilometers,¹¹ 52 weeks a year. This amounts to a spit in the ocean when we talk about genuine security on the Great Lakes.

The government takes an inordinate pride at having implemented the provision of the International Ship and Port Facility Security Code (ISPS). The problem with that code is that it simply calls for maritime nations to develop a plan to protect ports – not develop a good plan. ISPS is essentially the lowest common denominator solution that participating countries could come up with. The government has a duty to Canadians to come up with a much more effective plan, based on a vision for what is needed to defend our coastlines.

No Vision, No Action, No Canada First

There is no vision here – no sense that Canada needs a sizable combination of people and resources from the Navy, Coast Guard, RCMP and local police forces acting in coordination to surveille and defend our perimeter. Nobody is sitting down and articulating what kind of layered approach Canada really needs to defend its coasts.

Even if all the vague descriptions contained in Transport Canada's response could be traced to real and meaningful activities – which is doubtful given the department's history on this case – they would amount to a piecemeal approach to a serious, holistic problem. Canada's perimeter cannot be defended with a series of dots, some of them all but invisible. The dots have to be real, and they have to be connected.

¹¹ Government of Canada, Environment and Resources, "The Great Lakes" Accessed March 2007, available at <http://www.environmentandresources.gc.ca/default.asp?lang=En&n=ADFA4936-1>

Problem 3: **Inadequate Coastal Radar**

Surveillance of the waters off Canada's coasts has been patchy. The Government lacks a clear picture of what is going on in Canada's territorial waters. The lack of a real time electronic picture makes it difficult for officials to distinguish between legitimate vessels and those that might be threats.

COMMITTEE'S RECOMMENDATION

- **The Committee recommended that at least eight and possibly more High Frequency Surface Wave Radar (HFSWR) sites be installed to monitor areas of heavy traffic on Canada's coasts, plus other coastal sites that terrorists might target as alternates to high-traffic ports.¹² (Recommended in October 2003)**

GOVERNMENT RESPONSE

In its August 14, 2006 response to the Committee, the Department of National Defence (DND) stated:

“This project was initiated as a response to the requirement for a persistent, wide-area active sensor, which had greater range than available coastal radars. It was envisaged that this project would leverage upon a separate, but associated, naval initiative, that saw the two existing experimental High Frequency Surface Wave Radar (HFSWR) sites on the Atlantic coast upgraded to operational status.

¹² October 2003 - Canada's Coastlines: The Longest Under-Defended Borders in the World, (page 57).
Recommendation #2.1

Government Response Continued...

Although these sites are now operating, during the transition from experimental to operational licenses, a frequency management issue was identified by Industry Canada. This will affect the current and any future configuration of these radars. It is essential that any future HFSWR system be compliant with the established Industry Canada frequency management criteria and that the radar's performance meet the operational requirement. Staff deliberations are ongoing to fully ascertain the frequency management ramifications, and to assess whether Industry Canada's frequency management criteria and operational requirements are reconcilable. Additionally, efforts will continue to develop alternate uses for this technology, as well as to identify alternatives to meet the persistent wide-area active sensor maritime security requirement."¹³

CHALLENGE TO GOVERNMENT

It seemed almost too good to be true – that the Department of National Defence had come up with an exciting new surveillance system that nobody else had thought of that would be just the thing to help provide a real-time picture of shipping off Canada's coasts. It turns out that it *was* too good to be true – at least that's how DND explains the shelving of the program in September 2006 after receiving one complaint that HFSWR was interfering with a frequency allotted by the International Telecommunications Union. Apparently there was another important factor that contributed to the decision: the system didn't work very well unless the weather was perfect, which isn't a situation that Canada's East Coast is known for.

According to Commander Steve Peters, former project director of HFSWR, the radar system “is not very capable against low-flying aircraft and is very susceptible to atmospheric and the environment. Some days, when the ionosphere and wind conditions and many other factors are just right, there can be 200 miles of detection. But on many days, that is not the case.”¹⁴ Apparently there is still faint

¹³ Department of National Defence, “2006 Update on SCONSAD Recommendations,” August 14, 2006, p.5.

¹⁴ Sharon Hobson, “Canada cancels HFSWR radar in spending cuts,” *Jane's Defense Weekly*, (October 4, 2006) p.46

hope – although the two HFSWR sites on the East Coast were never made operational as planned, they remain as research bases under the Assistant Deputy Minister for Science and Technology at DND.

If High Frequency Surface Wave Radar is not the answer to tracking ships, other methodology should be put in place, quickly. The Committee keeps being told by DND officials that satellite technology is too expensive, but other countries use it, particularly the United States.

How expensive is too expensive? That depends on how important you think it is that Canada have as clear a picture as possible as to what is approaching our security perimeter so threats can be dealt with. The Committee believes that having that clear, real-time picture of our littoral waters is essential to the defence of the country. Period.

Under the circumstances, we will withdraw our earlier recommendation¹⁵, and replace it with the following:

NEW RECOMMENDATION

C3. The Committee recommends that the Government of Canada put in place by 2010 a satellite system, or a satellite system supported by UAVs, that will give Canadian defensive forces a clear, real-time picture of shipping activity on our East, West and Arctic Coasts and our Great Lakes and St-Lawrence Seaway.

¹⁵ The Committee withdraws the following recommendation: “The Committee recommends that at least eight and possibly more High Frequency Surface Wave Radar (HFSWR) sites be installed to monitor areas of heavy traffic on Canada’s coasts, plus other coastal sites that terrorists might target as alternates to high-traffic ports” from October 2003 - Canada’s Coastlines: The Longest Under-Defended Borders in the World, (page 57). Recommendation #2.1

Problem 4: **Inadequate Short-Range Coastal Patrols**

Canada's perimeter includes thousands of kilometres of coastline that have never been adequately patrolled from the sky. The Canadian Forces have had to squeeze the number of flying hours for Aurora patrol aircraft. Neither the Navy nor the Canadian Coast Guard have had adequate resources to maintain an effective surveillance framework on our maritime approaches.

COMMITTEE'S RECOMMENDATION

The Committee made the following recommendation to try to improve this situation in October 2003:

- **The Committee recommended that tactical drones (Unmanned Aerial Vehicles – UAVs) be introduced as surveillance aids on both coasts.¹⁶ (Recommended in October 2003)**

GOVERNMENT RESPONSE

In its August 14, 2006 response to the Committee, the Department of National Defence briefly explained the different types of UAVs and their functions¹⁷:

“The Canadian Forces classifies Uninhabited Aerial Vehicles (UAVs) in three tiers. Tier One includes High and Medium Altitude Long Endurance (HALE and MALE UAVs), which are employed at the strategic and operational levels and would be fully capable of conducting domestic surveillance missions given the distances/ranges/weather conditions prevalent in a Canadian context. Tier Two UAVs are tactical UAVs (Sperwer for example), which are employed to support the tactical level of operations (Army Brigade and Naval Task Group). Tier Three UAVs are Small and Mini UAVs, which are employed to support operations at the battalion, company and individual ship levels.”¹⁸

¹⁶ October 2003 - Canada's Coastlines: The Longest Under-Defended Borders in the World, (page 57). Recommendation #2.2

¹⁷ It should be noted that the Canadian UAV Tier system is different than the US Tier system. The Canadian system has Tier One as the biggest UAV while Tier Three is the smallest; in the American system, this is the opposite. More information available at http://en.wikipedia.org/wiki/Unmanned_aerial_vehicle#U.S._UAV_tier_system

¹⁸ Department of National Defence, “2006 Update on SCONSAD Recommendations,” August 14, 2006, p.5.

CHALLENGE TO GOVERNMENT

The Committee believes that Uninhabited Aerial Vehicles are crucial when it comes to the surveillance of our coasts. A significant advantage of UAVs over satellites is their capability to loiter over a particular area, and cover a specific location for an extended time period¹⁹. UAVs would not only significantly enhance our ability to detect threats close to our shores but would also enhance our search and rescue capabilities.

The High and Medium Altitude Long Endurance (HALE-MALE) UAVs have multiple capabilities for communication, intelligence, surveillance and reconnaissance. HALE UAVs perform best when rapidly covering a very large area and are sufficient for general intelligence gathering²⁰. MALE UAVs, since they cruise at a lower altitude, can transmit more detailed images and can evade most adverse weather conditions²¹.

Although the Tier 2 drones, the tactical UAVs, require relatively calm weather for takeoff and landing and are adversely affected by turbulence, they can be operated at various altitudes, with different sensors, from diverse locations. This flexibility could improve mission success and overall system availability²². These short-range tactical systems can utilize low-cost day and night sensors²³ and should continue to be used by our navy task groups as a sensor range extender – helping keep track of the vessels off our coasts.

So now that we've explained what UAVs do and we also know that the Americans, Indians, French, Germans and Israelis have a multitude of them²⁴, where is Canada in all of this?

¹⁹ Defense Update: International Online Defense Magazine, "Persistent UAV Platforms" 2005, issue 2, p. 2, available at <http://www.defense-update.com/features/du-2-05/uav-2.htm>

²⁰ Defense Update: International Online Defense Magazine, "Persistent UAV Platforms" 2005, issue 2, p. 3, available at <http://www.defense-update.com/features/du-2-05/uav-3.htm>

²¹ Defense Update: International Online Defense Magazine, "Persistent UAV Platforms" 2005, issue 2, p. 4, available at <http://www.defense-update.com/features/du-2-05/uav-4.htm>

²² Defense Update: International Online Defense Magazine, "Persistent UAV Platforms" 2005, issue 2, p. 6, available at <http://www.defense-update.com/features/du-2-05/uav-6.htm>

²³ Defense Update: International Online Defense Magazine, "Persistent UAV Platforms" 2005, issue 2, p. 6, available at <http://www.defense-update.com/features/du-2-05/uav-6.htm>

²⁴ Defense Update: International Online Defense Magazine, "Unmanned Systems Topics" 2006-2007, available at <http://www.defense-update.com/topics/topics-uvs.htm>

Problem 5:

Dearth of Long-Range Patrols on Three Coasts

Canada has a responsibility over vast and remote, areas of land and ocean off both coasts and in the north. The government has a duty to monitor and enforce Canada's laws and treaty commitments in those areas. Unfortunately the government does not have the resources – either in terms of Coast Guard vessels or Aurora aircraft – to conduct patrols of these areas on a regular basis.

Long endurance drones should become part of our standard kit in patrolling the coasts until we have satellites there. We may still want them to supplement the satellites. We now believe that the long endurance drones are the most sensible short-term solution in both cases, as a bridge to satellite surveillance down the road.

COMMITTEE'S RECOMMENDATION

- **The Committee recommended that the government conduct a study to ascertain whether the use of higher-cost strategic drones should be introduced into Canada's surveillance matrix in the Arctic, as well as the east and west coasts.²⁵ (Recommended in October 2003)**

GOVERNMENT RESPONSE

In its August 14, 2006 response to the Committee, the Department of National Defence stated:

“The Canadian Forces Experimentation Centre (CFEC) investigated the use of UAVs in domestic operations, including the surveillance of Canada's coastal approaches, for a three-year period (2001-2004) during a series of major experimentation events. Experimental flights, taking place over arctic terrain, over the Pacific Ocean west of Vancouver Island, the Gulf of St-Lawrence, Canadian

²⁵ October 2003 - Canada's Coastlines: The Longest Under-Defended Borders in the World, (page 57).
Recommendation #2.3

Government Response Continued...

Forces Base Gagetown, Canadian Forces Base Suffield and the Grand Banks area, were designed to provide answers regarding the beyond-line-of-sight operation of MALE UAVs.

Significant progress has taken place in the Department's understanding of beyond-line-of-sight UAV operations and the procedures and processes that could lead to increased force effectiveness by using network-enabled operations.

The Canadian Forces (CF) continues to experiment with and consider the use of UAVs for surveillance. The Air Force is currently developing a future Medium Altitude Long Endurance (MALE) UAV Surveillance and Target Acquisition System Project (JUSTAS). DND and the CF continue to develop and experiment with this capability.”²⁶

CHALLENGE TO GOVERNMENT

A good start. We recommended that DND study the use of these drones, and it did.

Now DND should get on to using the drones, on the way to a satellite surveillance system. One way or the other, we can't keep crossing our fingers and hoping that nobody takes advantage of the huge gaps in Canada's coastal surveillance.

NEW RECOMMENDATION

C4. The Committee recommends that the Government of Canada acquire sufficient Tier 1 UAVs to provide real-time maritime pictures of the Arctic, our East and West coasts as well as our Great Lakes and St-Lawrence Seaway until full satellite coverage is in place.

²⁶ DND, “2006 Update on SCONSAD Recommendations,” August 14, 2006, p. 5.

Problem 6: **Lack of Coastal Warnings Network**

For the most part Canadian officials are forced to rely on ocean carriers and freight forwarders to acquire information about the goods and people coming to Canada.²⁷ Ships travel the world's oceans with little monitoring or oversight from countries where they dock. While like-minded nations say they are worried about global maritime security, they rarely take the kind of unified action that would strengthen their control over infiltrators.

COMMITTEE'S RECOMMENDATION

- **The Committee recommended that Canada negotiate reciprocal arrangements with other Maritime nations to provide each other with advance information on vessels, crews, and cargo, including indicators of which cargo items they have already inspected and in what ways.²⁸ (Recommended in October 2003)**

GOVERNMENT RESPONSE

In its response of July 7, 2006, Transport Canada stated:

“The government has reached numerous cooperation agreements with the U.S. government since the Committee's recommendation, including:

- **The creation of the military-to-military Bi-national Planning Group to address issues of maritime, land and civil defence coordination and contingency planning;**
- **The screening of shipping containers by operating joint customs teams at major ports;**

²⁷ Canadian officials will continue to rely on shippers even after International Ship and Port Security Code provisions that require more detailed reporting come into effect in 2004.

²⁸ September 2002 - Defence of North America: A Canadian Responsibility, #4

October 2003 - Canada's Coastlines: The Longest Under-Defended Borders in the World, (page 147).
Recommendation #6.3

Government Response Continued...

- **The pre-screening of ships at the port of Montreal before they arrive in the Great Lakes/St. Lawrence Seaway system; and**
- **TC and the U.S. Coast Guard have been working closely to coordinate and harmonize the marine security regimes so that Canadian-flagged ships that meet Canadian security requirements can enter U.S. harbours and U.S.-flagged vessels that comply with American requirements can enter Canadian ports.**

Enhanced Canada-U.S. military collaboration has improved maritime domain awareness and warning through the Binational Planning Group. The NORAD renewal adds « Maritime Warning for North America » as a NORAD primary mission. Maritime warning is detailed in Article I - NORAD Missions, however maritime surveillance and control shall continue to be exercised by national commands, and as appropriate, coordinated bilaterally.

Marine security is coordinated with the U.S. through a variety of fora and is linked into the bi-national planning group discussions. Members of the Interdepartmental Marine Security Working Group also are involved in Bi-National Planning Group discussions.

Canada and the U.S. have established Integrated Border Enforcement Teams (IBETs) at 15 geographic locations across the border to jointly investigate cross-border criminal and terrorist activity. Canada and U.S. law enforcement intelligence officers from Integrated Border Enforcement Teams are co-located at two locations in Canada and two locations in the U.S. to share intelligence on a daily basis. Of these, the Pacific Corridor and Red River IBETs, and the Central St. Lawrence Valley and Windsor-Detroit IBETs were up and running by March 2005.

Government Response Continued...

Under the 2001 Canada-U.S. Smart Border Declaration 30-Point Action Plan (Item #18), the US CBP and CBSA launched the In-Transit Container Targeting at Seaports initiative to jointly target, through an exchange of information and personnel, high-risk in-transit marine containers at the first point of arrival in Canada or the U.S. These actions include the exchange of a limited number of Canadian and U.S. unarmed customs officers in the targeting offices at the ports of Vancouver, Montréal, Halifax, Seattle-Tacoma, and Newark to target marine containers destined for either country at their first port of arrival in North America.

Under the Container Security Initiative (CSI) reciprocal agreements of principles will be negotiated with other maritime nations. Canadian customs officers will pre-screen and target containers, destined for Canada, arriving at U.S. ports and U.S. customs officers will target containers arriving in Canada destined for the United States, thereby eliminating the need to re-examine the containers at the shared border. The host nation's customs officers will examine targeted containers at the port of first arrival. Examination will include the use of contraband detection equipment and automated targeting techniques. Targeting officers will have access to their respective databanks while working in the other country. The In-Transit Container Targeting Initiative is considered the predecessor of, and pilot for, the CSI program.

The National Security Policy states that the government intends to work with our international partners bilaterally and through multilateral forums to enhance security. The strategy used by Canada and our major trading partners, including the U.S., the U.K., and Japan, is to develop a multi-lateral framework to confirm the application of international security standards and then to work bi-laterally with countries that do not meet those standards. For example, to

Government Response Continued...

date the governments of Canada and the U.S. have entered into a bilateral agreement which addresses the manner of implementation of amendments to the International Convention of the Safety of Life at Sea, 1974 (SOLAS) and its complementary International Ship and Port Facility (ISPS) Code, as well as U.S. and Canadian maritime security laws and regulations.

As of 1 July 2004, TC and the U.S. Coast Guard agreed to conduct a joint initial verification pilot on foreign vessels entering the Seaway system for ISPS compliance. This agreement was extended for the 2005 Seaway shipping season and beyond. In addition, TC and U.S. Coast Guard officials meet biannually to discuss operational issues and to share experiences and solutions, as well as to discuss possible future initiatives such as joint training exercises. TC has worked closely with the U.S. Coast Guard to harmonize as much as possible the security regimes being applied to ports and ships within the two countries.

The government stated in the April 2004 National Security Policy that it is pursuing negotiations on the next phase of the Smart Borders Action Plan with the governments of the U.S. and Mexico. In March 2005, the leaders of Canada, Mexico, and the United States, announced the establishment of the Security and Prosperity Partnership (SPP) of North America. The SPP will establish a common approach to security to protect North America from external threats, prevent and respond to threats within North America, and further streamline the secure and efficient movement of legitimate, low-risk traffic across our shared borders, including:

- Implement common border security and bio-protection strategies;
- Enhance critical infrastructure protection, and implement a common approach to emergency response;

Government Response Continued...

- **Implement improvements in aviation and maritime security, combat trans-national threats, and enhance intelligence partnerships; and**
- **Implement a border facilitation strategy to build capacity and improve the legitimate flow of people and cargo at our shared borders.**

TC is also actively engaged in marine security groups under APEC, G8, and OAS, and participates in the North Pacific Heads of Coast Guard Agencies (NPHCGA) Security Working Group, which is working on a seven-point plan that includes enhancing maritime domain awareness, personnel exchange, and developing contingency plans for suspect vessels.

In addition, TC participates in various IMO Committees and working groups, such as the Maritime Safety Committee and its Maritime Security Working Group. These meetings serve as a forum to develop international maritime security legal instruments, which in turn provides signatory countries with a framework to develop the appropriate domestic regulatory framework to implement these instruments in Canadian law. Good examples of such instruments are the ISPS Code, and the necessary amendments to SOLAS. The IMO also serves as an important discussion forum to share best practices, and develop guidance material and implementation strategies.”²⁹

CHALLENGE TO GOVERNMENT

What About The Rest Of The World?

Partnering with the U.S. in the Container Security Initiative is a good start. But Canada needs agreements with the countries that ship a lot of goods to our shores to ensure we know exactly who and what is coming at us. The response above

²⁹ Transport Canada, “Response to Committee Recommendations,” (July 7, 2006), pp. 19-21.

contains a lot of filler, but few details about what Canada has accomplished in reaching agreements with countries *other* than the United States.

With regards to the Bi-national Planning Group (BPG) mentioned in the government's response, the Committee acknowledges the creation of the BPG in 2002. What the government fails to say here, however, is that the BPG was dissolved in the Spring of 2006. The fact that the BPG released a report entitled "Bi-National Planning Group: The Final Report on Canada and the United States Enhanced Military Cooperation" on March 13, 2006 shows that its mandate was ending. What is being done with the BPG's findings and final recommendations? Whose responsibility is it to ensure that Canada-U.S. military-to-military coordination and contingency planning continues?

In paragraph 7 of the government's response, it states that "under the Container Security Initiative (CSI) reciprocal agreements of principles will be negotiated with other maritime nations." That's fine, but when? Which countries are we negotiating with, and what kind of progress is being made? Or are negotiations not even underway, as the use of the future tense here suggests.

Canada has inspectors embedded in Newark and Tacoma, but nowhere else. Do we really think the main threat to our security is likely to be mounted from the United States? Are the Fenians on the march again?

Canada doesn't need inspectors posted at seaports around the world. But it does need agreements with other countries that will assure that those ports have reliable inspection facilities in place, and that they will undertake inspections on our behalf when we have reason to believe that a vessel may be carrying persons or goods that we do not want entering our ports.

Problem 7: **Lack of Great Lakes Surveillance**

In terms of security, the Great Lakes are Canada's soft underbelly. There has been some degree of bilateral cooperation to secure the Canada-U.S. border at airports and border crossings, but virtually no such cooperation at the federal level on the Great Lakes. With the exception of the "*Shiprider*" pilot project, which comprised of joint patrols between the RCMP and U.S. Coast Guard. But it was only a two-week pilot project that began and ended in September 2005.³⁰

One of the problems is that Canadian and American politicians alike are hesitant to suggest security improvements that might annoy the tens of thousands of pleasure boaters who ply the Great Lakes every summer. Boaters vote, and boaters love the sense of freedom that begins to pulse when they untie their vessel and push off from the dock. However, safety is important to them, they take their families with them. If they can afford a vessel, they should be able to afford the equipment necessary to ensure their safety. We don't charge for Search and Rescue services, so shouldn't people make it their job to at least make sure they can be found?

Installing transponders on cabin cruisers and other large pleasure craft is not a high price to pay for increased safety and security on the Great Lakes. Electronic technology is so much cheaper and so much more sophisticated these days that there should be no excuse in making it work for us wherever security can be enhanced without endangering the privacy of law-abiding citizens.

The Global Positioning System (GPS) is allowing ordinary hikers to know where they are at any given moment. Simple and inexpensive GPS is now guiding many Canadian drivers through city streets. Why not equip all boats bigger than ordinary motorboats with transponders?

Transponders would accomplish two ends: enhancing their owner's safety and making our waters more secure. Search and rescue would get a simpler and so would surveillance of our waterways for rogue boats. Authorities should be able locate and identify any moving vessel of any reasonable size. Nearly all those

³⁰ RCMP Media Release, "RCMP and USGC begin Joint Marine Pilot Project in Detroit/Windsor Region," September 12, 2005, available at http://www.rcmp-grc.gc.ca/news/2005/n_0522_e.htm

vessels will be proceeding in total innocence. But some won't be, and the lack of a proper signal may help determine that.

Equipping smaller vessels with transponders was cost-prohibitive in the past.

Class A transponders (capable of both transmitting and receiving location data) cost in the neighbourhood of \$10,000-\$12,000, installed. However, Class B transponders (which are nearly identical to Class A transponders except for a lower transmission rate and less features)³¹ can now be acquired for as little as \$1,200 – a reasonable price given that even the smallest cabin cruisers cost upwards of \$150,000.

Large commercial vessels should also be subject to greater scrutiny. The Great Lakes water system is a vital economic artery for both Canada and the United States. Millions of people live around its edges. Under current security arrangements, officials are rarely sure of whether any boats on the Lakes present a threat to Canada or the United States.

Finally, both Canada and the United States should be assigning more officers to police the Great Lakes. Security is now largely in the hands of local police forces attached to cities along the lake. These forces may have some expertise in boater safety, but they can't be expected to pick needles out of a haystack when it comes to people on the Lake who may present a threat to either country's security. It is also worth noting that these local police forces get virtually no federal funding for national security issues.

A concerted effort is needed. There have been a few half-hearted efforts to date to better secure the Great Lakes. But they have not come close to measuring up to the threat. What we need is a concerted bilateral effort to assign responsibilities, provide better input for information fusion and conduct far more maritime patrols. Canada has sovereignty over about 92,200 square kilometers of Great Lakes waters. We aren't going to put a patrol boat on every square kilometer of water, by any means. But there must be at least a reasonable level of surveillance and policing on these vulnerable waters. Right now, there isn't – not by a long shot.

³¹ U.S. Coast Guard, "Types of Automatic Identifications Systems," (July 2005) Available at http://www.navcen.uscg.gov/enav/ais/types_of_AIS.htm

COMMITTEE'S RECOMMENDATIONS

- **The Committee recommended that Transport Canada (TC) require all vessels of more than 15 tonnes to be equipped with transponders of at least Class B capacity by 2008.³² (Recommended in October 2003)**
- **The Committee recommended that mandatory reporting for all vessels (of a displacement to be determined by Canadian regulators) to Canadian authorities 24 hours prior to anticipated entry into Canadian Great Lakes ports.³³ (Recommended in September 2002)**
- **The Committee recommended that equipping all vessels (of a displacement to be determined by Canadian regulators) intending to operate in the Great Lakes region with transponders to permit electronic tracking by Canadian authorities (this requirement would have the added benefit of greatly improving the precision of search and rescue).³⁴ (Recommended in September 2002)**
- **The Committee recommended that mandatory daily reporting to Canadian authorities for all vessels (of a displacement to be determined by Canadian regulators) operating in Canadian national waters.³⁵ (Recommended in September 2002)**
- **The Committee recommended that designating Canada's Great Lakes reporting stations responsible for receipt and coordination of these reports and for communication with policing agencies.³⁶ (Recommended in September 2002)**

GOVERNMENT RESPONSE

Regarding the Committee's recommendations for mandatory reporting for port entry, electronic tracking requirement and mandatory daily reporting, and reporting

³² October 2003 - Canada's Coastlines: The Longest Under-Defended Borders in the World, (page 57). Recommendation #2.4

³³ September 2002 - Defence of North America: A Canadian Responsibility, (page 15). Recommendation #8.i

³⁴ September 2002 - Defence of North America: A Canadian Responsibility, (page 15). Recommendation #8.ii

³⁵ September 2002 - Defence of North America: A Canadian Responsibility, (page 15). Recommendation #8.iii

³⁶ September 2002 - Defence of North America: A Canadian Responsibility, (page 15). Recommendation #8.iv

station designations, Public Safety and Emergency Preparedness Canada, in its August 30, 2006 response to the Committee, stated:

“Similar to U.S. Customs, Canada Border Services Agency has now established the requirement for the cargo manifest of a ship bound for Canada to be sent to them electronically 24 hours before the cargo is loaded onto the ship in a foreign port.

The advance reporting timeframes vary based on type of cargo and port of loading e.g., containerized cargo loaded in any country other than the US must be reported 24 hours prior to loading in the foreign port; marine cargo loaded in the US must be reported 24 hours prior to arrival in Canada.

The Transport Canada *Marine Transportation Security Regulations*, which came into effect on July 1, 2004, require that prearrival notification be made 96 hours prior to entering Canadian waters or as soon as practical but not less than 24 hours where the estimated time of arrival of the ship in Canadian waters is less than 96 hours (generally applicable in the Great Lakes).

The combination of the Canadian Coast Guard (CCG) 24-hour vessel traffic report, Transport Canada (TC) 96 hour prearrival report, and the Canada Border Services Agency mandatory pre-loading information provides the federal enforcement community with sufficient lead-time to convert information to maritime intelligence and then react, if required.

The implementation of the Automatic Identification System (AIS), which will provide the continuous tracking of SOLAS class vessels up to 40 nautical miles off our coasts was announced in January 2003. CCG will develop the AIS on a fast track basis and develop a long-range vessel identification and tracking system (LRIT) in conjunction with AIS.

Government Response Continued...

In January 2003, funding of \$ 172.5 million over five years was announced for initiatives designed to further enhance the security of Canada's marine transportation system and marine borders.

CCG is leading the implementation of a \$27.5 million AIS and LRIT, which began in 2004. Transport Canada, as the department responsible for establishing regulatory requirements, has outlined which vessels must be equipped with AIS, in line with new international requirements adopted by the International Maritime Organization (IMO). The CCG will build and operate the shore-based component of AIS and develop a capability for LRIT, which will significantly enhance awareness of SOLAS vessels³⁷ approaching and operating in Canadian waters. Additionally, the January 2003 funding included the deployment by Department of National Defence (DND) of High-Frequency Surface Wave Radar systems on our east and west coasts.

In addition, all SOLAS shipping vessels, Canadian and international, are now equipped with a Ships Security Alert System (SSAS). Similar to the alert system that exists on aircraft, SSAS works covertly (i.e. silent alarm) to let authorities know that the ship is experiencing a security problem such as piracy or a terrorist attack. When activated, the system sends an alert message to the Joint Rescue Coordination Centres, which in turn relay the alert to the proper authorities.

Relative to the suggested implementation of mandatory vessel daily reporting to Canadian authorities, PSEPC says the CCG Marine Communications and Traffic Services (MCTS) program could coordinate this task on behalf of

³⁷ A "SOLAS ship" refers to a vessel that is 500 gross tonnes or more or is carrying more than 12 passengers and is engaged on a voyage from a port in one country to a port in another country – other than a voyage solely on the Great Lakes and the St. Lawrence River as far seaward as a straight line drawn from Cap des Rosiers to West Point, Anticosti Island, and from Anticosti Island to the north shore of the St. Lawrence River along the meridian of longitude sixty-three degrees west.

Government Response Continued...

Transport Canada, if deemed necessary. This might require changes to the current Vessel Traffic Services regulations. While in the Great Lakes, all oil tankers are now reporting their position to the U.S. Coast Guard at 0600 hours everyday.

The Information System on Marine Navigation (INNAV) used by MCTS centered in the Great Lakes has the capacity for receipt and uploading of vessel traffic information to a maritime intelligence system. Procedures are already in place for communications with federal and provincial enforcement agencies. The interim Marine Security Operation Centre (MSOC) on the Great Lakes / St. Lawrence Seaway (GL/SLS) is in the process of having this INNAV system made available to them.”³⁸

On the issue of equipping cabin cruisers and other vessel well under the SOLAS cut-off of 500 tonnes with Class B transponders, Transport Canada stated in a response on July 6, 2006:

“Transport Canada and many Interdepartmental Marine Security Working Group members recognize the potential contribution of implementing an automatic identification system (AIS) for smaller vessels – particularly for improving security on the Great Lakes.

At present, the government has not announced any plans requiring vessels to carry Class B transponders. International technical standards for Class B transponders have just been approved. TC is now in a position to consider the cost-benefit analysis and economic impact on Canadian owners and operators of smaller vessels.”³⁹

CHALLENGE TO GOVERNMENT

“[Transport Canada] is now in a position to consider . . .” Why is there never a response that says “Hey, Transport Canada is going to do that, and we’re going to do it right away!”

³⁸ PSEPC, “Response from PSEPC/Portfolio on Reports from SCONSAD,” August 30 2006, pp. 31-32.

³⁹ Transport Canada, “Response to Committee Recommendations,” July 7, 2006, p16.

In terms of daily mandatory reporting, PSEPC states that oil tankers on the Great Lakes report themselves to the U.S. Coast Guard at 0600 daily. PSEPC then states that this could be done in Canada “if deemed necessary.” Do we not share parts of these same waterways? Why would it be necessary for the U.S. but not necessary for us? Could we not set up some kind of information sharing system with the U.S. Coast Guard whereby all vessels in the Great Lakes region must report daily to a Coast Guard office?

On the other hand, the department seems to be seriously considering requiring transponders for at least some smaller vessels – at least the tone of its response is mildly encouraging. The Committee’s 2008 deadline obviously isn’t going to be met, although we hope that Transport Canada will have finished “considering” by then and have advanced a concrete proposal to government.

Meanwhile, we offer these new recommendations:

NEW RECOMMENDATIONS

- C5. The Committee recommends that all Canadian-registered vessels longer than 30 feet or weighing more than 2 tonnes be required to be equipped with functioning Class B transponders by Dec. 31, 2008.**
- C6. The Committee recommends that mandatory reporting for all vessels with a displacement of two tonnes or greater to Canadian authorities 24 hours prior to anticipated entry into Canadian Great Lakes ports by Dec, 31, 2008.**
- C7. The Committee recommends that equipping all vessels 30 feet or weighing more than 2 tonnes intending to operate in the Great Lakes region with transponders to permit electronic tracking by Canadian authorities (this requirement would have the added benefit of greatly improving the precision of search and rescue) by Dec. 31, 2008.**
- C8. The Committee recommends that mandatory daily reporting to Canadian authorities for all vessels with a displacement of 2 tonnes or greater operating in Canadian national waters by Dec. 31, 2008.**

All the transponders in the world aren't going to help, of course, unless there are facilities to analyze the information gathered and enough vessels and police officers to interdict often enough to deter untoward behaviour on the Lakes.

Former RCMP Commissioner Zaccaredelli told the Committee that the recognized maritime picture displays the position of commercial vessels weighing more than 300 tonnes and other vessels that voluntarily report their position. As for smaller marine vessel traffic, he said the sensor technology (radar and the Automated Identification System - which operates in similar fashion to a transponder) and the governing regulations which would enhance detection and tracking have not been put in place.

Canadian authorities on the Great Lakes still do not have a real time common operating picture of what vessels are operating on the Great Lakes. Nor do they have anywhere near the policing capacity that would deter threats to Canadian society from activities on the Great Lakes.

The Committee repeats: this expanse of water is far too vast to scrutinize and police everywhere, all the time. But so is Canada's land mass. And that doesn't stop us from doing at least enough policing to deter crime.

Problem 8:

Lack of Policing on Canada's Inland Coastal Waters

Responsibility for security is confused and security is almost non-existent along Canada's maritime approaches and major inland waterways. Consider the fact that the RCMP patrols the Great Lakes and St. Lawrence Seaway with 14 officers aboard 3 vessels. There are local police force marine units – typically with less than a handful of officers – but they have their hands full dealing with pleasure boaters and can't be counted on to address national security threats.

COMMITTEE'S RECOMMENDATIONS

- **The Committee recommended that the RCMP conduct a risk / threat assessment to determine the personnel, equipment, and financial resources it needs to re-establish the Marine Division and to police the St. Lawrence Seaway, St. Lawrence River, Great Lakes, the Fraser and Skeena Rivers, and inland waterways identified as high risk.⁴⁰ (Recommended in October 2003)**
- **The Committee also recommended that the RCMP report its findings to the public by March 31, 2004 and have an operational plan ready for March 31, 2005, and that the government be prepared to fund the stated requirements.⁴¹ (Recommended in October 2003)**

GOVERNMENT RESPONSE

The Department of Public Safety and Emergency Preparedness Canada (PSEPC) stated in its August 30, 2006 response to the Committee:

“The Marine Security Research Project was completed. The draft report was completed in January 2005 and forwarded to partner agencies. As a result of feedback and gaps identified in the report, additional information was sought from different federal agencies. This information has now

⁴⁰ October 2003 - Canada's Coastlines: The Longest Under-Defended Borders in the World, (page 103).
Recommendations #4.3

⁴¹ October 2003 - Canada's Coastlines: The Longest Under-Defended Borders in the World, (page 103).
Recommendations #4.4

Government Response Continued...

been acquired and was incorporated into the final report, which was completed in December 2005.

In regards to the RCMP on-water response suggested by the Committee, several marine security initiatives were included in Budget 2005 and are currently being implemented. This includes a joint RCMP–Canadian Coast Guard (CCG) maritime security program. The CCG will acquire four Mid-Shore Patrol Vessels for safeguarding patrol and response capability on the Great Lakes, St. Lawrence Seaway (GL/SLS), to be fully completed by April 2010, with an interim program in place until that time. The vessels will be maintained and operated by CCG with uniformed police officers on board.

As an interim measure, the RCMP and CCG commenced joint dedicated law enforcement patrols along the Great Lakes and the St. Lawrence Seaway (GLSLS) system in July 2005. The CCG provides its expertise in the operation of vessel at sea and fleet management, while the RCMP utilizes its constabulary powers to enforce provincial and federal law, including anti-terrorism provisions. Three vessels have been dedicated to this function.

The patrols are carried out on a daily basis. Dependent on the intelligence and the operational support requested, these patrols cover various areas throughout the region. This partnership provides needed capacity to establish federal presence and respond to security incidents in the GL/SLS, as well as supporting land-based investigative units.

This multi-agency approach involving the RCMP and CCG builds on existing mandates, strengths and successes; leverages economies of scale to achieve efficiencies and effectiveness; and, emphasizes collaborative efforts to address on-water capacity in the GL/SLS area.”⁴²

⁴² PSEPC, “Response from PSEPC/Portfolio on Reports from SCONSAD,” August 30 2006, pp. 26-27.

CHALLENGE TO GOVERNMENT

Canadian security on the Great Lakes and adjoining waters: three patrol vessels (one RCMP and two Coast Guard) staffed by 14 RCMP officers and an undetermined number of provincial and local police until 2008, when the number of boats will remain the same, but the complement of officers will rise to 30. Four permanent patrol vessels by 2010.

Again, what happened to the philosophy of “Canada First” when it comes to defence? Three or four vessels could be used in the Thousand Islands Region alone! In addition, we cannot expect a vessel to function perpetually – maintenance and repairs will inevitably be required.

Let’s get real. Our Coast Guard vessels need helicopters onboard for Search and Rescue operations and to transport RCMP officers to where they are needed. Tier 2 UAVs would also be useful to have onboard if a real-time snapshot of the region is required. Finally, does the Canadian public really think that a “Canada First” defence plan can be accomplished on the Great Lakes with four boats that aren’t going to come in another 3 years? Is this the best we can do?

Compare that to U.S. security on the Great Lakes and adjoining waters: the 9th Division of United States Coast Guard (USCG) – the lead agency in the United States responsible for securing the Great Lakes, employs approximately 2,200 active duty members located at 48 stations from Alexandria Bay, New York to Duluth Minnesota. As the Committee said in its 2006 report *Managing Turmoil*:

“In order to effectively secure the GLSSS⁴³, the Government must give the RCMP Marine Program the teeth it needs. Securing the GLSSS will require an expansion of the RCMP Marine Program from its current level of approximately 14 officers to between 1200-1600 RCMP personnel, positioned at strategic locations on the GLSSS such as Thunder Bay, Kingston, Quebec City and others. This expansion in personnel should also be accompanied by a significant investment in infrastructure, marine-related assets and technology such as 12 rapid patrol vessels, 2 helicopters, 6 Unmanned Aerial Vehicles (UAVs).”

⁴³ Great Lakes and St-Lawrence Seaway System

The Committee believes that this will allow the RCMP to:

- a. Provide sufficient coverage and patrol capacity to effectively enforce federal statutes on the GLSSS;
- b. Gain better situational awareness of activities on the GLSSS;
- c. Maintain interdiction capacity on the GLSSS on a 24-7-365 day basis; and
- d. Have the capacity to become an effective partner to the USCG in securing the GLSSS.

This substantial increase in RCMP resources on the Great Lakes and St. Lawrence Seaway (GL/SLS) is easily justified considering that the RCMP would be responsible for policing 92, 200 sq/km of water.

While the responsibility to determine the locations for marine units lies with the RCMP, RCMP stations could, for example, be located on the shores of the GL/SLS: at Thunder Bay, Marathon, Sault Ste Marie, Parry Sound, Port Elgin, Sarnia, Windsor, Niagara Falls, Long Point, Toronto, Kingston, Cornwall, Montreal and Quebec City. On other major inland waterways such as the Fraser and Skeena Rivers in British Columbia, RCMP marine units could be located at Richmond, Chilliwack, Port Essington and Terrace. An extensive deployment plan will allow the RCMP to demonstrate a police presence as well as maintain an interdiction capacity (by vessel, UAV and/or helicopter) throughout the GL/SLS region and other major inland waterways. To do this properly at each location, the RCMP will require enough personnel to:

- Operate a number of vessels of varying sizes and UAVs on a 24-7 basis (This would require approximately four to five shifts of officers);
- Provide investigative support;
- Provide administrative support;
- Maintain technology (equipment technicians, vessel mechanics and facility maintenance); and,
- Manage the operation of the facility.

In addition to bolstering the RCMP, the government should make cooperative Canada-U.S. security projects a permanent feature of securing the Great Lakes and adjoining waters.

The “*Shiprider*” pilot project, which comprised of joint patrols between the RCMP and U.S. Coast Guard, was a good start. But it was only a two- week pilot project.

Pilot projects are not enough to secure the Great Lakes. More permanent joint projects and more police are required.

NEW RECOMMENDATIONS

C9. The Committee recommends that the Government of Canada increase the size of the RCMP Marine and Ports Branch by between 1,200 and 1,400 full-time equivalents (FTEs) in order to provide the RCMP with the capacity to:

- **Provide sufficient coverage and patrol capacity to effectively enforce federal statutes on the Great Lakes and St. Lawrence Seaway (GL/SLS);**
- **Gain better situational awareness of activities on the GL/SLS;**
- **Maintain interdiction capacity on the GL/SLS on a 24-7 basis;**
- **Have the capacity to become an effective partner to the USCG in securing the GL/SLS.**

C9(a) This expansion in personnel should also be accompanied by a significant investment in infrastructure, marine-related assets and technology, including 16 rapid patrol vessels, 4 helicopters and 6 Uninhabited Aerial Vehicles (UAVs).

C10. The Committee recommends that the RCMP conduct a risk / threat assessment to determine the personnel, equipment, and financial resources it needs to police Lake Winnipeg.

APPENDIX I

Order of Reference

Extract from the *Journals of the Senate*, Thursday, April 27, 2006:

It was moved by the Honourable Senator Kenny, seconded by the Honourable Senator Moore:

That the Standing Senate Committee on National Security and Defence be authorized to examine and report on the national security policy of Canada. In particular, the Committee shall be authorized to examine:

(a) the capability of the Department of National Defence to defend and protect the interests, people and territory of Canada and its ability to respond to and prevent a national emergency or attack, and the capability of the Department of Public Safety and Emergency Preparedness to carry out its mandate;

(b) the working relationships between the various agencies involved in intelligence gathering, and how they collect, coordinate, analyze and disseminate information and how these functions might be enhanced;

(c) the mechanisms to review the performance and activities of the various agencies involved in intelligence gathering; and

(d) the security of our borders and critical infrastructure.

That the papers and evidence received and taken during the Thirty-seventh and Thirty-eighth Parliaments be referred to the Committee; and

That the Committee report to the Senate no later than March 31, 2007 and that the Committee retain all powers necessary to publicize the findings of the Committee until May 31, 2007.

After debate,

The question being put on the motion, it was adopted.

Paul C. Bélisle
Clerk of the Senate

APPENDIX II

Index of Recommendations

Canadian Security Guide Book 2005

Problem 1: Canada's Toothless Coast Guard

- The Committee recommended that the federal government take immediate steps to transform the Canadian Coast Guard from an agency that reports to DFO to an independent agency responsible to Parliament. It should continue to carry out its duties – search and rescue, ice-breaking, navigational aids, buoy tending, boat safety, fisheries and environment protection – and take on new responsibilities for national security. On security assignments, the Coast Guard would come under the direction of Department of National Defence (DND) coastal operations centres (Trinity and Athena).⁴⁴ (Recommended in October 2003) (p. 2)

Problem 2: Too Many Holes to Fill Without a Plan

- The Committee recommended that the issue of the security of Canada's coastline be examined, and a plan developed to broaden and tighten its security.⁴⁵ (Recommended in February 2002) (p. 12)

Problem 3: Inadequate Coastal Radar

- The Committee recommended that at least eight and possibly more High Frequency Surface Wave Radar (HFSWR) sites be installed to monitor areas of heavy traffic on Canada's coasts, plus other coastal sites that terrorists might target as alternates to high-traffic ports.⁴⁶ (Recommended in October 2003) (p. 18)

⁴⁴ October 2003 - Canada's Coastlines: The Longest Under-Defended Borders in the World, (page 103). Recommendation #4.1

⁴⁵ February 2002 - Canadian Security and Military Preparedness, (page 116). Recommendation #10

⁴⁶ October 2003 - Canada's Coastlines: The Longest Under-Defended Borders in the World, (page 57). Recommendation #2.1

Problem 4: Inadequate Short-Range Coastal Patrols

- The Committee recommended that tactical drones (Unmanned Aerial Vehicles – UAVs) be introduced as surveillance aids on both coasts.⁴⁷ (October 2003) (p. 21)

Problem 5: Dearth of Long-Range Patrols on Three Coasts

- The Committee recommended that the government conduct a study to ascertain whether the use of higher-cost strategic drones should be introduced into Canada's surveillance matrix in the Arctic, as well as the east and west coasts.⁴⁸ (Recommended in October 2003) (p. 23)

Problem 6: Lack of Coastal Warnings Network

- The Committee recommended that Canada negotiate reciprocal arrangements with other Maritime nations to provide each other with advance information on vessels, crews, and cargo, including indicators of which cargo items they have already inspected and in what ways.⁴⁹ (Recommended in October 2003) (p. 25)

Problem 7: Lack of Great Lakes Surveillance

- The Committee recommended that Transport Canada (TC) require all vessels of more than 15 tonnes to be equipped with transponders of at least Class B⁵⁰ capacity by 2008.⁵¹ (Recommended in October 2003)
- The Committee recommended that mandatory reporting for all (of a displacement to be determined by Canadian regulators) to Canadian authorities

⁴⁷ October 2003 - Canada's Coastlines: The Longest Under-Defended Borders in the World, (page 57). Recommendation #2.2

⁴⁸ October 2003 - Canada's Coastlines: The Longest Under-Defended Borders in the World, (page 57). Recommendation #2.3

⁴⁹ September 2002 - Defence of North America: A Canadian Responsibility, #4

October 2003 - Canada's Coastlines: The Longest Under-Defended Borders in the World, (page 147). Recommendation #6.3

⁵⁰ A Class B transponder is able to transmit but not receive. Class B transponders are expected to be smaller, more limited, lower-cost alternatives to Class A transponders. A description of the differences between Class A and Class B Automatic Identification Systems is available from the US Coast Guard here: United States Coast Guard, "Types of Automatic Identifications Systems" (27 January 2004). http://www.navcen.uscg.gov/enav/ais/types_of_AIS.htm (accessed September 30, 2004).

⁵¹ October 2003 - Canada's Coastlines: The Longest Under-Defended Borders in the World, (page 57). Recommendation #2.4

24 hours prior to anticipated entry into Canadian Great Lakes ports.
⁵²(Recommended in September 2002)

- The Committee recommended that equipping all vessels (of a displacement to be determined by Canadian regulators) intending to operate in the Great Lakes region with transponders to permit electronic tracking by Canadian authorities (this requirement would have the added benefit of greatly improving the precision of search and rescue).⁵³ (Recommended in September 2002)
- The Committee recommended that mandatory daily reporting to Canadian authorities for all vessels (of a displacement to be determined by Canadian regulators) operating in Canadian national waters.⁵⁴ (Recommended in September 2002)
- The Committee recommended that designating Canada's Great Lakes reporting stations responsible for receipt and coordination of these reports and for communication with policing agencies.⁵⁵ (Recommended in September 2002)
All (p. 33)

Problem 8: Lack of Policing on Canada's Inland Coastal Waters

- The Committee recommended that the RCMP conduct a risk / threat assessment to determine the personnel, equipment, and financial resources it needs to re-establish the Marine Division and to police the St. Lawrence Seaway, St. Lawrence River, Great Lakes, the Fraser and Skeena Rivers, and inland waterways identified as high risk.⁵⁶ (Recommended in October 2003) **(p. 39)**
- The Committee also recommended that the RCMP report its findings to the public by March 31, 2004 and have an operational plan ready for March 31, 2005, and that the government be prepared to fund the stated requirements.⁵⁷ (Recommended in October 2003) **(p. 39)**

⁵² September 2002 - Defence of North America: A Canadian Responsibility, (page 15). Recommendation #8.i

⁵³ September 2002 - Defence of North America: A Canadian Responsibility, (page 15). Recommendation #8.ii

⁵⁴ September 2002 - Defence of North America: A Canadian Responsibility, (page 15). Recommendation #8.iii

⁵⁵ September 2002 - Defence of North America: A Canadian Responsibility, (page 15). Recommendation #8.iv

⁵⁶ October 2003 - Canada's Coastlines: The Longest Under-Defended Borders in the World, (page 103).
Recommendations #4.3

⁵⁷ October 2003 - Canada's Coastlines: The Longest Under-Defended Borders in the World, (page 103).
Recommendations #4.4

APPENDIX III

Index of New Recommendations

Problem 1: Canada's Toothless Coast Guard

- C1. The Committee recommends that the Government of Canada procure three, year-round, class 10 icebreakers with constabulary powers for Canadian Coast Guard presence in our Arctic waters. (p. 11)
- C2. The Committee recommends that the Government of Canada procure eight Canadian Coast Guard cutters to be deployed on our East and West coasts with these specifications:
1. The ability to operate in high sea states;
 2. A high maximum speed for positioning and pursuit;
 3. High endurance to maximize deployment time;
 4. The ability to operate a large helicopter (e.g. CH124);
 5. The ability to transport and deploy boarding parties;
 6. Ice tolerance (first year ice);
 7. Sophisticated sensors (e.g., radar, ESM, electro-optic, sonar);
 8. The ability to participate in network-centric command and control regimes;
 9. Sophisticated communications capability;
 10. Armament commensurate with enforcement functions (e.g., small arms, machine guns (e.g., 50 Cal), medium calibre weapon (e.g., 57mm or 76mm) and close-in self-defence weapon system (e.g., Phalanx). (p. 11)

Problem 2: Too Many Holes to Fill Without a Plan

No new recommendations – old recommendations still stand. Please see Appendix II.

Problem 3: Inadequate Coastal Radar

- C3. The Committee recommends that the Government of Canada put in place by 2010 a satellite system, or a satellite system supported by UAVs, that will give Canadian defensive forces a clear, real-time picture of shipping activity

on our East, West and Arctic Coasts and our Great Lakes and St-Lawrence Seaway. (p. 20)

Problem 4: Inadequate Short-Range Coastal Patrols

No new recommendations – old recommendations still stand. Please see Appendix II

Problem 5: Dearth of Long-Range Patrols on Three Coasts

C4. The Committee recommends that the Government of Canada acquire sufficient Tier 1 UAVs to provide real-time maritime pictures of the Arctic, our East and West coasts as well as our Great Lakes and St-Lawrence Seaway until full satellite coverage is in place. (p. 24)

Problem 6: Lack of Coastal Warnings Network

No new recommendations – old recommendations still stand. Please see Appendix II

Problem 7: Lack of Great Lakes Surveillance

C5. The Committee recommends that all Canadian-registered vessels longer than 30 feet or weighing more than 2 tonnes be required to be equipped with functioning Class B transponders by Dec. 31, 2008.

C6. The Committee recommends that mandatory reporting for all vessels with a displacement of two tonnes or greater to Canadian authorities 24 hours prior to anticipated entry into Canadian Great Lakes ports by Dec, 31, 2008.

C7. The Committee recommends that equipping all vessels 30 feet or weighing more than 2 tonnes intending to operate in the Great Lakes region with transponders to permit electronic tracking by Canadian authorities (this requirement would have the added benefit of greatly improving the precision of search and rescue) by Dec. 31, 2008.

C8. The Committee recommends that mandatory daily reporting to Canadian authorities for all vessels with a displacement of 2 tonnes or greater operating in Canadian national waters by Dec. 31, 2008. **All (p. 37)**

Problem 8: Lack of Policing on Canada’s Inland Coastal Waters

- C9. The Committee recommends that the Government of Canada increase the size of the RCMP Marine and Ports Branch by between 1,200 and 1,400 full-time equivalents (FTEs) in order to provide the RCMP with the capacity to:
- Provide sufficient coverage and patrol capacity to effectively enforce federal statutes on the Great Lakes and St. Lawrence Seaway (GL/SLS);
 - Gain better situational awareness of activities on the GL/SLS;
 - Maintain interdiction capacity on the GL/SLS on a 24-7 basis;
 - Have the capacity to become an effective partner to the USCG in securing the GL/SLS.
- C9(a). This expansion in personnel should also be accompanied by a significant investment in infrastructure, marine-related assets and technology, including 16 rapid patrol vessels, 4 helicopters and 6 Uninhabited Aerial Vehicles (UAVs).
- C10. The Committee recommends that the RCMP conduct a risk / threat assessment to determine the personnel, equipment, and financial resources it needs to police Lake Winnipeg. **(All p. 43)**

APPENDIX IV

Description of Coast Guard Cutter and Icebreakers Recommended by the Committee

Canadian Coast Guard – Heavy Arctic Icebreakers, the Cutter Recommended by John Dewar and the United States Coast Guard Option

This appendix briefly discusses the requirements for a new Heavy Arctic Icebreaker that would enable the Canadian Coast Guard (CCG) to break ice year-round in Canada's Arctic waters and discusses in depth the specifications of a new cutter that would enable the CCG to police and protect Canada's coasts.

Heavy Arctic Icebreaker

The Committee believes that the CCG, which has an extensive experience in the icebreaking business, should have the capacity to ensure that marine traffic can move safely through and around ice in Polar waters year round.

However, of the CCG's 19 icebreakers,⁵⁸ only two are Heavy Arctic Icebreakers which are only capable of sustained operations in the Canadian Arctic for the period of early June to mid-November.⁵⁹

The Committee believes 3 Heavy Arctic Icebreakers; able to operate in Polar waters year-round would provide the CCG with the capacity to provide safe passage for marine traffic through Arctic water.

Dewar's Vessel:

On 2 June 2003, Mr. John Dewar testified to the Standing Senate Committee on National Security and Defence that Canada should purchase a corvette-sized ship, also called a 'cutter,' for use by the navy in the performance of law enforcement functions.

⁵⁸ Fisheries and Oceans Canada, Canadian Coast Guard "Icebreaking Program," http://www.ccg-gcc.gc.ca/ice-gla/overview_e.htm Last visited September 26, 2006.

⁵⁹ Fisheries and Oceans Canada, "Commissioned Vessels, Aircraft, and Hovercraft," http://www.ccg-gcc.gc.ca/fleet-flotte/vessels-navires/main_e.asp Last visited September 25, 2006.

He recommended a vessel measuring 75 meters that was able to operate in a high sea-state, move quickly (25 knots minimum using diesel propulsion), and remain at sea for 30 days. He said that a landing deck or hanger for a large maritime helicopter like the Sea King is essential. A helicopter would assist in the identification of ships and extend the visible range from the vessel. Typically, sailors can see 6-10 nautical miles from their ship, but most maritime helicopters have a range of 150 nautical miles.

Comparison with Canadian Coast Guard (CCG) Cutters:

CCG cutters do not meet the criteria outlined by Dewar. The Gordon Reid and Tanu are not as fast or large. The Gordon Reid is 50 meters long and has a top speed of 16.5 knots, and the Tanu is 50.1 meters long and has a top speed of 13.5 knots.

The Sir Wilfred Grenfell, Leonard J. Cowley, and Cape Roger are large enough, but are too slow. The Sir Wilfred Grenfell is 68.5 meters long and has a maximum speed of 16 knots, the Leonard J. Cowley is 72 meters long and has a maximum speed of 15 knots, and the Cape Roger is 62.5 meters long and has a top speed of 17 knots.

In addition, of the CCG's five multi-task cutters larger than 50 meters, two (the Cape Roger and Tanu) are at least 25 years old and should therefore be replaced.

Dewar estimates that the vessel would cost CDN \$ 55-100 million per unit. Since it would be used for law enforcement, commercial construction and procurement practices could be adopted to lower the per unit price. Civilian sources could be relied upon for service support throughout the life of the vessel, further reducing the cost.

The main factor in the vessel's cost would be the sophistication and density of its radar, sensors, communications equipment and weapon systems. There is a wide variation in the types of sensors and radars. A working group should be convened to determine the specific requirements so that the right balance between affordability and capability can be found. A consultancy process is necessary because of the number of government and departmental jurisdictions involved.

Keeping the size of the cutter roughly as specified is important because the vessel needs good sea-keeping ability. The size of a ship is not directly proportional to its

APPENDIX IV
Description of Coast Guard Cutter and
Icebreakers Recommended by the Committee

cost. The ship's physical dimensions are a small part of its total cost, but they have a significant impact on performance. Dewar testified before the Committee that the cutter should be around 75 metres long in order to conduct boardings and have the desired sea-keeping capability.

Dewar believes the capabilities needed for the law enforcement function are:

1. The ability to operate in high sea states
2. A high maximum speed for positioning and pursuit
3. High endurance to maximize deployment time
4. The ability to operate a large helicopter (e.g. CH124)
5. The ability to transport and deploy boarding parties
6. Ice tolerance (first year ice)
7. Sophisticated sensors (e.g., radar, ESM, electro-optic, sonar)
8. The ability to participate in network-centric command and control regimes
9. Sophisticated communications capability
10. Armament commensurate with enforcement functions (e.g., small arms, machine guns (e.g., 50 Cal), medium calibre weapon (e.g., 57mm or 76mm) and close-in self-defence weapon system (e.g., Phalanx)

Dewar recommends that the vessel have these specifications:

Length (waterline):	minimum 75m
Beam:	minimum 12m
Displacement:	minimum 1600T, desirable 2000T
Propulsion:	Twin Shaft, 2 x Medium Speed Diesel
Maximum Speed:	minimum 25 knots
Time on Station:	30 Days
Complement:	maximum 40 (mixed gender)
Accommodation:	for 40 more personnel (boarding teams, etc.)
Helicopter:	Large helicopter (e.g., CH124) - minimum landing deck, hangar desirable
Estimate cost:	\$55M - \$100M per unit (ROM)

United States Coast Guard (USCG) Alternative:

The USCG is implementing an Integrated Deepwater System Program. Under this major multi-year fleet upgrade and recapitalization program, an Offshore Patrol Corvette (OPC) with specifications and capabilities similar to the vessel recommended by Mr. Dewar will be constructed. The OPC will join the USCG fleet in 2013.

The price of the ship has not been determined. The USCG and the defence contractor (which is Integrated Coast Guard Systems, a joint venture established by Lockheed Martin and Northrop Grumman) do not know the cost at this time. The per-unit cost could be decreased and the construction timetable advanced if countries like Canada decided to purchase the vessel (Israel already has).

Canada could buy into the OPC production line as a straightforward military purchase. It could also enter into a co-operative agreement with the US to acquire a Canadianized version. It would not be difficult to equip the OPC with less sophisticated systems than the US model in order to reduce cost. Canada would pay for the Canadianized features it wanted, and the US would do the same. The cost for the standard elements would be shared.⁶⁰

⁶⁰ Senate Committee on National Security and Defence, "Canada's Coastlines: The Longest Under-Defended Borders in the World, Appendix XI," October 2003, <http://www.parl.gc.ca/37/2/parlbus/commbus/senate/Com-e/defe-e/rep-e/rep17oct03-e.htm>

APPENDIX V

Glossary

Automatic Identification System (AIS): The AIS is an electronic shipboard broadcast system that acts like a transponder, operating in the VHF maritime band that is capable of handling well over 4,500 reports per minute and updates as often as every two seconds. It uses Self-Organizing Time Division Multiple Access technology to meet this high broadcast rate and ensure reliable ship-to-ship operation. The AIS can transmit information such as a velocity vector (indicating speed and heading), the actual size of the ship, GPS position, ship name, course and speed, classification, call sign, registration number, MMSI, and other information.⁶¹

Canadian Forces Experimentation Centre (CFEC): Defence experimentation is the application of scientific methods to the examination of concepts in order to solve complex problems faced by the military. The Canadian Forces Experimentation Centre (CFEC) is the centre for the exploration of emerging concepts at the joint operational level, employs a structured campaign of experimentation to investigate new military capabilities that support the transformation of the Canadian Forces.⁶²

Container Security Initiative (CSI): CSI is a US Customs and Border Protection security regime to ensure all containers that pose a potential risk for terrorism are identified and inspected at foreign ports before they are placed on vessels destined for the United States. CBP has stationed multidisciplinary teams of U.S. officers from both US Customs and Border Protection and US Immigration and Customs Enforcement to work together with host foreign government counterparts. Their mission is to target and pre-screen containers and to develop additional investigative leads related to the terrorist threat to cargo destined to the United States.⁶³

⁶¹ U.S. Coast Guard, "What is an Automatic Identification System (AIS)?," (July 7, 2005), Available at <http://www.navcen.uscg.gov/enav/ais/default.htm>, Accessed March 20, 2007

⁶² Defence Research Development Canada, "Annual Report 2005-2006," Available at www.drddc-rddc.gc.ca/publications/annual/supporting_e.asp, Accessed March 20, 2007

⁶³ US Customs and Border Protection, "CSI in Brief," (February 15, 2006), Available at http://www.cbp.gov/xp/cgov/border_security/international_activities/csi/csi_in_brief.xml, Accessed March 20, 2007

Information System on Marine Navigation (INNAV): INNAV is a Canadian Coast Guard operated information management tool designed to support commerce by providing reliable waterway management and maximizing opportunities to integrate emerging technologies. INNAV is Canada's way to meet the marine information challenge, by addressing all the functions required for waterway management using the latest information, sensor, positioning and communications technology.⁶⁴

Integrated Border Enforcement Teams (IBETs): The Integrated Border Enforcement Team program is a multi-faceted law enforcement initiative comprised of both Canadian and American partners. This bi-national partnership enables the five core law enforcement partners (Royal Canadian Mounted Police, Canada Border Services Agency, US Customs and Border Protection, US Bureau of Immigration and Customs Enforcement, and US Coast Guard) involved in IBETS to share information and work together daily with other local, state and provincial enforcement agencies on issues relating to national security, organized crime and other criminality transiting the Canada/US border between the Ports of Entry. IBET is an intelligence-led cooperative that supports national security investigations associated to the Canada/US border and investigates cross-border illegal activities. Intelligence is developed and shared with all IBET partners in strict accordance with applicable laws, regulations and Agency/Departmental policies through appropriate protocols.⁶⁵

Interdepartmental Marine Security Working Group (IMSWG): The Interdepartmental Marine Security Working Group is a forum for identifying and coordinating federal government actions in support of Canada's objectives — from public security and anti-terrorism in the maritime realm to international marine security obligations. Transport Canada (TC) chairs the IMSWG. The membership includes 14 federal departments and agencies, including: Royal Canadian Mounted Police; Transport Canada; Department of National Defence; Canada Border Services Agency; Canadian Coast Guard; Department of Fisheries and Oceans; and Public Safety and Emergency Preparedness Canada. The IMSWG determines the programs to develop in addressing the four fundamental security activities — domain awareness, responsiveness, safeguarding and collaboration.⁶⁶

⁶⁴ Department of Fisheries and Oceans, "Information System on Marine Navigation (INNAV)," Available at http://www.ccg-gcc.gc.ca/mcts-sctm/docs/innav/innav_e.htm, Accessed March 20, 2007

⁶⁵ Royal Canadian Mounted Police, "Integrated Border Enforcement Teams (IBETS)," (August 2006), Available at http://www.rcmp-grc.gc.ca/security/ibets_e.htm, Accessed March 20, 2007

⁶⁶ Royal Canadian Mounted Police, "Marine and Ports Branch," (July 2006), Available at http://www.rcmp-grc.gc.ca/fio/marine_ports_e.htm, Accessed March 20, 2007

International Convention of the Safety of Life at Sea, 1974 (SOLAS): The SOLAS Convention in its successive forms is generally regarded as the most important of all international treaties concerning the safety of merchant ships. The first version was adopted in 1914, in response to the Titanic disaster, the second in 1929, the third in 1948, and the fourth in 1960. The intention was to keep the Convention up to date by periodic amendments but in practice the amendments procedure proved to be very slow. As a result, a completely new Convention was adopted in 1974 which included not only the amendments agreed upon until that date but a new amendment procedure - the tacit acceptance procedure - designed to ensure that changes could be made within a specified (and acceptably short) period of time. As a result the 1974 Convention has been updated and amended on numerous occasions. The Convention in force today is sometimes referred to as SOLAS, 1974, as amended.⁶⁷

International Maritime Organization (IMO): The IMO is a specialized agency of the United Nations with 167 Member States and three Associate Members that is based in the United Kingdom. IMO's main task has been to develop and maintain a comprehensive regulatory framework for international shipping and its remit today includes safety, environmental concerns, legal matters, technical co-operation, maritime security and the efficiency of shipping.⁶⁸

International Ship and Port Facility Security (ISPS) Code: The ISPS Code seeks to establish an international framework of co-operation between governments, government agencies and the shipping and port industries in order to detect and take preventive measures against security incidents affecting ships or port facilities used in international trade.

Joint Unmanned Surveillance and Target Acquisition System Project (JUSTAS): The Joint UAV Surveillance and Target Acquisition System (JUSTAS) has been established to study the potential of Uninhabited Aerial Vehicle technology and the Canadian Forces' need for UAV's. JUSTAS is a \$500-million project to acquire a long-range UAV system to support domestic and international operations.⁶⁹

⁶⁷ International Marine Organization, "International Convention for the Safety of Life at Sea (SOLAS), 1974," Available at http://www.imo.org/Conventions/contents.asp?topic_id=257&doc_id=647, Accessed March 20, 2007

⁶⁸ International Maritime Organization, "Introduction to IMO," Available at <http://www.imo.org/>, Accessed March 20, 2007

⁶⁹ Department of National Defence, "Crew Brief: Fall 2006, Vol.4, No.2," (February 16, 2007), Available at http://www.airforce.forces.gc.ca/newsroom/crew/06-10/03_e.asp#5, Accessed March 20, 2007

Littoral Waters: Littoral waters are described as those areas adjacent to the oceans and seas that are within direct control of and vulnerable to the striking power of sea-based forces.⁷⁰

Long-Range Vessel Identification and Tracking System (LRIT): The Long Range Vessel Identification and Tracking System is a shipborne identification system to help different governments cooperate for marine search and rescue purposes. LRIT information is provided to Contracting Governments and Search and Rescue services entitled to receive the information, upon request, through a system of national, regional, cooperative and international LRIT Data Centres. Ships should only transmit the LRIT information to the LRIT Data Centre selected by their Administration. The obligations of ships to transmit LRIT information and the rights and obligations of Contracting Governments and of Search and Rescue services to receive LRIT information are established in regulation V/19-1 of the 1974 SOLAS Convention.⁷¹

Marine Security Operations Centres (MSOCs): The Marine Security Operations Centres pull together knowledge and skills for interdepartmental marine data collection, fusion, analysis and response coordination from various government departments/agencies, including Transport Canada, the Canada Border Services Agency, Canadian Coast Guard, Department of National Defence, and RCMP. There are currently two operational MSOCs: The Great Lakes-St. Lawrence Seaway Marine Security Operations Centre was established in the beginning in the summer of 2005.⁷² Another MSOC operates in the Canadian Forces Base in Esquimalt, BC.

Marine Security Contribution Program (MSCP): The Marine Security Contribution Program is a Transport Canada led 5-year, \$115-million Government of Canada commitment to assist all Canada's ports and marine facilities to modernize and strengthen their security systems and programs, to meet the requirements of the Marine Transportation Security Regulations, and to comply with the ISPS code. In November 2006, the federal government allotted \$42 million of the MSCP funds to provide surveillance equipment, dockside and

⁷⁰ United States Navy, "Forward...From the Sea," Washington, March 1997.

<http://www.chinfo.navy.mil/navpalib/policy/fromsea/ffseanoc.html>.

⁷¹ International Maritime Organization, "Long range identification and tracking (LRIT)," Available at http://www.imo.org/Newsroom/mainframe.asp?topic_id=905, Accessed March 20, 2007

⁷² Transport Canada, "Canada's New Government Announces New Marine Security Initiatives," (April 22, 2005), Available at <http://www.tc.gc.ca/mediaroom/releases/nat/2005/05-gc001ae.htm>, Accessed January 2007

perimeter security, communications equipment for command and control, and training, across the Canadian port system.⁷³

Marine Transportation Security Regulations (MTSR): Transport Canada's Marine Transportation Security Regulations (MTSR), which came into effect July 1, 2004, acts to strengthen security requirements for vessels, marine facilities and ports so that they are in compliance with the International Maritime Organization's ISPS Code. The MTSR extends the ISPS code requirements to port facilities in Canada, cargo vessels of 100 tonnes (gross tonnage) or more and towing vessels greater than eight metres in length that tow barges carrying dangerous goods in bulk.⁷⁴

Marine Coastal Defence Vessel (MCDV): The Maritime Coastal Defence Vessel is a steel-hulled ship designed for multi-rolled operations, including coastal surveillance and patrol, training and mine countermeasures. The basic equipment configuration includes surveillance radars, 40mm rapid-firing gun, two heavy machine guns, a modern communications suite and state-of-the-art navigation systems. MCDVs also provide support to other government departments such as the RCMP, Canada Customs, and Fisheries and Oceans (including the Canadian Coast Guard). The MCDV also supports search and rescue operations and environmental disaster response.⁷⁵

Marine Communications and Traffic Services Centres (MCTS): Canadian Coast Guard operated MCTS Centres facilitate ship-to-shore communications and ensure the safe use of navigable waterways. They play a crucial role in reducing the risk of vessel collisions, groundings and strikings in Canadian waters, and providing the initial response to ships in distress. The four MCTS Centres cover an area encompassing the St. Lawrence River and its tributaries, the estuary and part of the Gulf of St. Lawrence as well as the coastal waters of the Magdalen Islands. They monitor marine radio distress frequencies around the clock, twelve months of the year, and respond to mariners' calls for assistance. MCTS Centres serve a large clientele made up of commercial ships, fishers, recreational boaters and whale-watching and other excursion vessels.⁷⁶

⁷³ Port of Vancouver, "The Port & Operations: Security," (January 3, 2007), Available at http://www.portvancouver.com/the_port/security.html, Accessed March 20, 2007

⁷⁴ Great Lakes St. Lawrence Seaway System, "Compliance with the ISPS Code," Available at http://www.greatlakes-seaway.com/en/navigation/isps_bg.html, Accessed March 20, 2007

⁷⁵ Department of National Defence, "About the Ship: Kingston Class MCDV," (January 2007), Available at http://www.navy.forces.gc.ca/nanaimo/about/ship_about_e.asp?category=175, Accessed on March 20, 2007

⁷⁶ Department of Fisheries and Oceans, "MCTS – Background," (July 2006), Available at <http://www.marinfo.gc.ca/en/sctm/contexte.asp>, Accessed March 20, 2007

North American Aerospace Defence Command (NORAD): The North American Aerospace Defense Command (NORAD) is a bi-national United States and Canadian organization charged with the missions of aerospace warning and aerospace control for North America. Aerospace warning includes the monitoring of man-made objects in space, and the detection, validation, and warning of attack against North America whether by aircraft, missiles, or space vehicles, through mutual support arrangements with other commands. Aerospace control includes ensuring air sovereignty and air defense of the airspace of Canada and the United States. The May 2006 NORAD Agreement renewal added a maritime warning mission, which entails a shared awareness and understanding of the activities conducted in U.S. and Canadian maritime approaches, maritime areas and inland waterways.⁷⁷

Pacific Heads of Coast Guard Agencies (NPHCGA): The NPHCGA is composed of coast guards or equivalent agencies from Canada, Japan, the Peoples' Republic of China, the Republic of Korea, the Russian Federation and the United States. Their mission is to enhance multilateral maritime security and increase cooperation in enforcing fisheries treaties, combating illegal drug trafficking and illegal migration.⁷⁸

Special Operating Agency (SOA): A federal government organization that has increased management flexibility in order to improve performance. Objectives include better overall management, improved operational results and greater focus on demand.⁷⁹

Security and Prosperity Partnership (SPP): The Security and Prosperity Partnership of North America (SPP) was launched in March of 2005 as a trilateral effort to increase security and enhance prosperity among the United States, Canada and Mexico through greater cooperation and information sharing.⁸⁰

Uninhabited Aerial Vehicle (UAV): An uninhabited aerial vehicle (also known as an unmanned aerial vehicle) is an aircraft with no onboard pilot. UAVs can be

⁷⁷ North American Aerospace Defence Command, "NORAD: About us," Available at http://www.norad.mil/about_us.htm, Accessed March 20, 2007

⁷⁸ U.S. Coast Guard, "Sept 27, 2005," (September 27, 2005), Available at <http://www.uscgpacificarea.com/go/doc/833/84287/>, Accessed March 20, 2007

⁷⁹ Department of Finance, "Glossary," (May 2006), Available at http://www.fin.gc.ca/gloss/gloss-s_e.html, Accessed March 20, 2007

⁸⁰ Security and Prosperity Partnership of North America, Available at <http://www.spp.gov/>, Accessed March 19, 2007

remote controlled or fly autonomously based on pre-programmed flight plans or more complex dynamic automation systems. UAVs are currently used in a number of military roles, including reconnaissance and attack.⁸¹

Vehicle And Cargo Inspection Systems (VACIS): VACIS machines are gamma-ray scanning systems that allow inspection of vehicles and cargo by non-intrusive means. They can be mobile (mounted on a truck) and pallet (stationary). The VACIS units use a low-level radiation source to penetrate the vehicles and their cargo. With the assistance of gamma ray scanning, operators view radiographic images of marine container shipments on a computer to quickly and easily identify hidden compartments associated with the transportation of stolen or illegal goods.⁸²

⁸¹ Wikipedia, "Unmanned Aerial Vehicle," (March 19, 2007), Available at http://en.wikipedia.org/wiki/Unmanned_aerial_vehicle, Accessed on March 20, 2007

⁸² Canada Border Services Agency, "Factsheet – VACIS," (2005), Available at <http://www.cbsa-asfc.gc.ca/newsroom/factsheets/2005/0125vacis-e.html>, Accessed January 2007

APPENDIX VI

Who the Committee Heard From

Abbas, Mr. Leo
Mayor
Town of Happy Valley Goose Bay
February 3, 2005

Adams, Mr. John
Commissioner
Canadian Coast Guard
May 5, 2003

Addy, Major General (ret'd) Clive
National Past Chairman, Federation of Military and
United Services Institutes of Canada
October 15, 2001

Alarie, Master Corporal Bernadette
Canadian Forces Dental Services School
CFB Borden
June 25-27, 2002

Allan, Major Murray
Deputy Commanding Officer
Royal Regina Rifles
January 27, 2003

Allen, Mr. Jon
Director General, North America Bureau
Department of Foreign Affairs and International Trade
January 28, 2002, March 17, 2003

Anderson, Colonel N.J.
National Defence
May 2, 2005

Arcand, Chief Warrant Officer Gilles
5th Combat Engineer Regiment
CFB Valcartier
September 24, 2003

Atkins, Chief Superintendent Ian
Criminal Operations Officer, H Division, RCMP
January 22-24, 2002, September 22-23, 2003

Audcent, Mr. Mark
Law Clerk and Parliamentary Counsel
Senate of Canada
December 2, 2002

Adams, Superintendent Bill
Federal Services Directorate
RCMP
June 9, 2003

Adams, Corporal Terrance
CFB Borden Technical Services
CFB Borden
June 25-27, 2002

Addy, Major General (ret'd) Clive
Conference of Defence Associations (Ottawa)
June 27, 2005

Alexander, Dr. Jane
Deputy Director
U.S. Defence Advanced Research Projects Agency (DARPA)
February 4, 2002

Allard, The Honorable Wayne
Ranking Member (Republican – Virginia), U.S.
Senate Armed Services Committee
February 5, 2002

Amos, Chief Warrant Officer Bruce
423 Maritime Helicopter Squadron,
12 Wing Shearwater
January 22-24, 2002

Andrash, Mr. P. (Duke)
Sergeant 481, Vancouver Police Department
November 18-22, 2001

Armstrong, Tim
Assistant Chief, Special Operations
Vancouver Fire & Rescue Services
January 29, 2007

Atkinson, Ms. Joan
Assistant Deputy Minister, Policy and Program Development
Department of Citizenship and Immigration
January 28, 2002

Avis, Captain Peter
Director of Maritime Policy, Operations and Readiness
Department of National Defence
April 7, 2003

Canadian Security Guide Book 2007 Edition - COASTS

Axworthy, Dr. Thomas
Chairman, Centre for Study of Democracy
Queen's University
September 29, 2003

Baird, Master Corporal Keith
Bravo Squadron
CFB Kingston
May 7-9, 2002

Baker, Lieutenant-Colonel Roy
Wing Logistics and Engineering Officer
CFB Trenton
June 25-27, 2002

Balnis, Richard
Senior Research Officer
Canadian Union of Public Employees
November 18, 2002

Barbagallo, Lieutenant Jason
The Black Watch
November 5-6, 2002

Barr, Colonel David E.
Commander, Canadian Special Operations Forces Command
(CANSOFCOM), National Defence
November 20, 2006

Barrette, Mr. Jean
Director, Security Operations, Safety and Security Group
Transport Canada
November 27, 2002 / December 2, 2002 / October 2, 2006

Basrur, Dr. Sheela
Medical Officer of Health
City of Toronto
October 30, 2003

Bastien, Commander Yves
Formation Administration Officer
Maritime Forces Atlantic
January 22-24, 2002

Bax, Ms. Janet
Director General, Programs
Office of Critical Infrastructure Protection and Emergency
Preparedness
October 20, 2003

Badger, Captain Chris J.
Vice President, Operations, Vancouver Port Authority
November 18-22, 2001

Baker, Mr. Mike
Vice-President, Corporate Management
Canadian Air Transport Security Authority
November 25, 2002

Baker, Phillip
Director General, Afghanistan, India, Nepal, Sri Lanka Div.
Canadian International Development Agency
May 29, 2006

Baltabaev, M.P., Mr. Tashpolot
Kyrgyz Republic
May 12, 2003

Bariteau, Lieutenant-Colonel François
Commanding Officer, Canadian Forces Leadership and
Recruit School, National Defence
June 1, 2005

Barrett, Major Roger R.
Operational Officer, 2 RCR
CFB Gagetown
January 22-24, 2002

Bartley, Mr. Alan
Director General, Policy Planning and Readiness, Office of
Critical Infrastructure Protection and Emergency
Preparedness
July 19, 2001

Bastien, Major-General Richard
Deputy Commander of Air
Assistant Chief of the Air Staff
Department of National Defence
December 3, 2001

Baum, Major Nigel
J4
CFB Kingston
May 7-9, 2002

Beare, Brigadier-General Stuart A. Commander, Land Forces
Western Area
National Defence
March 7, 2005

APPENDIX VI Who the Committee Heard From

Beaton, Chief of Police Jack
City of Calgary
February 1, 2007

Beattie, Lieutenant-Colonel Mark
Senior Staff Officer, Canadian Forces Support Training Group,
CFB Borden
June 25-27, 2002

Beers, Master Corporal Robert
Canadian Forces School of Electrical and Mechanical
Engineering
CFB Borden
June 25-27, 2002

Begley, Inspector J.J. (Jim)
Federal Policing Service
RCMP
November 18-22, 2001

Bell, Lieutenant-Commander John
Commander, HMCS Queen
National Defence
March 9, 2005

Belzile, Lieutenant-General (ret'd) Charles
Chairman
Conference of Defence Associations
October 15, 2001

Bernier, Warrant Officer Michel
5th Military Police Platoon
CFB Valcartier
September 24, 2003

Berthiaume, Lieutenant-Colonel Philip (Res)
Essex and Kent Scottish Regiment
December 1, 2004

Bildfell, Mr. Brian
Director, Ambulance Services
City of Windsor
February 27, 2003

Bishop Jr., The Honorable Sanford D.
(Democrat – Georgia)
U.S. House Select Committee on Intelligence
February 5, 2002

Beattie, Captain Davie
Canadian Parachute Centre Adjutant,
CFB Trenton
June 25-27, 2002

Beazley, Chief Frank
Halifax Regional Police
Halifax Regional Municipality
September 23, 2003

Begin, Mr. Robert
Regional Director, Quebec
Office of Critical Infrastructure Protection and Emergency
Preparedness
October 27, 2003

Belcourt, Chief Warrant Officer Mario
12th Canadian Armoured Regiment
5th Canadian Mechanized Brigade CFB Valcartier
September 24, 2003

Bell, Mr. Peter
Intelligence Analyst
Organized Crime Agency of B.C.
November 18-22, 2001

Bercuson, Dr. David J.
Director, Centre for Military and Strategic Studies
University of Calgary
April 19, 2004 and March 8, 2005

Berry, Major David
Canadian Parachute Centre Training Officer Commander
CFB Trenton
June 25-27, 2002

Berthiaume, Mr. Tim
Deputy Fire Chief
City of Windsor
February 10, 2003

Bilodeau, Mr. Ronald
Associate Secretary to the Cabinet, Deputy Minister to the
Deputy Prime Minister and Security and Intelligence
Coordinator, Privy Council Office
February 24, 2003

Bissonnette, Captain J.R.A.
Commander, 5th Military Police Platoon
CFB Valcartier
September 24, 2003

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- Black, Mr. Bob**
Director, Office of Emergency Preparedness
City of Edmonton
January 28, 2003 / January 30, 2007
- Blackmore, Mr. David**
Director of Building and Property, Emergency Operations
Centre Manager City of St. John's
March 31, 2003
- Blair, Master Warrant Officer Gérald**
Canadian Forces School of Communications and Electronics
CFB Kingston
May 7-9, 2002
- Blanchette, Lieutenant-Colonel Michael**
Commander, Canadian Parachute School
CFB Trenton
June 25-27, 2002
- Blight, Master Corporal**
8 Air Maintenance Squadron
8 Wing Trenton
June 25-27, 2002
- Bloodworth, Ms Margaret**
Deputy Minister
Public Safety and Emergency Preparedness Canada
February 15, 2005
- Bolton, Lieutenant Colonel Bruce D**
Commanding Officer
The Black Watch, Royal Highland Regiment of Canada
November 5-6, 2001
- Bonnell, Mr. R.J. (Ray)**
Superintendent, Officer in Charge, Protective Services
Branch, RCMP
December 2, 2002
- Bouchard, Major-General J.J.C**
Commander, 1 Canadian Air Division
National Defence
March 10, 2005
- Boulden, Ms Jane**
Canada Research Chair in International Relations and Security
Studies
Royal Military College of Canada
November 29, 2004
- Black, Lieutenant Colonel Dean C.**
Commanding Officer, 403 Squadron
CFB Gagetown
January 22-24, 2002
- Blair, Colonel Alan**
12 Wing Commander
National Defence
May 5, 2005
- Blanchard, Master Corporal Piette**
Canadian Forces Dental Services School
CFB Borden
June 25-27, 2002
- Bland, Professor Douglas**
Chair of Defence Management Program, School of Policy
Studies
Queen's University
October 29, 2001 / May 27, 2002 / June 27, 2005
- Blondin, Colonel Yvan**
Wing Commander, 3 Wing Bagotville
National Defence
June 1, 2005
- Boisjoli, Lieutenant-Commmander André**
Commanding Officer, HMCS Glace Bay, Maritime Forces
Atlantic
January 22-24, 2002
- Bon, Mr. Daniel**
Director General, Policy Planning, Assistant Deputy Minister,
Policy
Department of National Defence
July 18, 2001
- Boswell, Lieutenant-Colonel Brad**
Acting Director of Army Doctrine
CFB Kingston
May 7-9, 2002
- Boucher, Mr. Mark**
National Secretary Treasurer
Canadian Merchant Service Guild
February 2, 2005
- Bourgeois, Mr. Terry**
District Chief, Rural District 3, Communications, Fire and
Emergency Service, Halifax Regional Municipality
September 23, 2003

APPENDIX VI Who the Committee Heard From

Boutilier, Dr. James A.
Special Advisor (Policy), Maritime Forces, Pacific Headquarters
Department of National Defence
June 9, 2003

Boyer, Colonel Alain
Commander 15 Wing Moose Jaw
National Defence
March 9, 2005

Brandt, Mr. Brion
Director, Security Policy
Transport Canada
May 5, 2003 / February 12, 2007

Brochet, Inspector Pierre, Chief of Operation,
Planning Section, Montreal Police Service, City of
Montreal
September 26, 2003

Brooks, Captain Melissa
CFB Petawawa
June 25-27, 2002

Brown, Rick
Executive Director, Emergency Management Alberta
Government of Alberta
January 30, 2007

Buck, Vice-Admiral Ron
Chief of the Maritime Staff
Department of National Defence
December 3, 2001, August 14, 2002, April 7, 2003

Buenacruz, Corporal
Wing Administration
8 Wing Trenton
June 25-27, 2002

Bujold, Mr. Guy
Assistant Deputy Minister
Infrastructure Canada
February 7, 2005

Burke, Captain (N) Greg
Chief of Staff, Maritime Forces Atlantic
Department of National Defence
January 22-24, 2002

Burr, Ms Kristine
Assistant Deputy Minister, Policy
Transport Canada
February 7, 2005

Bowes, Lieutenant-Colonel Steve
Armour School, C.F.B. Gagetown
National Defence
January 31, 2005

Bramah, Mr. Brian
Regional Director
Transport Canada
November 18-22, 2001

Bradley, Corporal John
Imagery Technician
17 Wing Imaging and Associate Air Force Historian, 17 Wing
Winnipeg
November 18-22, 2001

Brodeur, Vice-Admiral (Ret'd) Nigel
As an individual
March 1, 2005

Brown, Major Chris
424 Squadron, CFB Trenton
June 25-27, 2002

Bryan, Mr. Robert
Emergency Planning Coordinator
City of Vancouver
January 30, 2003

Buck, Vice-Admiral Ron
Vice Chief of the Defence Staff
National Defence
December 6, 2004

Bugslag, Mr. Bob
Executive Director, Provincial Emergency Program
Government of British Columbia
March 1, 2005

Bullock, Ms. Margaret
Manager, Security Awareness, Policy and
Regulatory Corporate Security, Air Canada
November 18-22, 2001

Burke, Mr. Sean
Research Associate, National Security Studies,
Council on Foreign Relations
February 4, 2002

Burrell, Mr. Bruce
Assistant Deputy Chief Director, Halifax Regional
Fire Service, Halifax Regional Municipality
September 23, 2003

Canadian Security Guide Book 2007 Edition - COASTS

Burrell, Fire Chief (William) Bruce
Director of Disaster Services
City of Calgary
February 1, 2007

Cabana, Chief Superintendent Mike
Royal Canadian Mounted Police
Federal and International Operations, Director General
Border Integrity
October 30, 2006

Cameron, Colonel Scott
Director of Medical Policy on the staff of the Director
General Health Services (DGHS)
Department of National Defence
December 10, 2001

Campbell, Anthony
Vice-President, Canadian Association for Security and
Intelligence Studies
June 3, 2002

Campbell, Master Corporal Steve
426 Training Squadron, 8 Wing Trenton
June 25-27, 2002

Caouette, Sergeant Denis, Operational Planning
Section, Montreal Police Service, City of Montreal
September 26, 2003

Caron, Corporal Denis
National Support Arrangements Coordinator, Coast
and Airport Watch National Coordinator, Organized
Crime Branch, RCMP
April 7, 2003

Carroll, Lieutenant-Commander Derek HMCS
Tecumseh
National Defence
March 8, 2005

Castonguay, Staff Sergeant Charles
Unit Commander, RCMP
November 5-6, 2001

Cessford, Lieutenant-Colonel Michael
Acting Commader, Canadian Forces Joint Operations Group,
CFB Kingston
May 7-9, 2002

Butler, Mr. John
Regional Director, Newfoundland and Labrador
Canadian Coast Guard
February 2, 2005

Calder, Mr. Kenneth
Assistant Deputy Minister, Policy
Department of National Defence
November 26, 2001, August 14, 2002, April 26,
2004, October 25, 2004

Cameron, Captain Keith
CFB Petawawa
June 25-27, 2002

Campbell, Lieutenant-General Lloyd
Commander of Air Command and Chief of the Air Staff
Department of National Defence
December 3, 2001

Camsell, Lieutenant-Colonel J.F.
36th Service Battalion
February 2, 2005

Capstick, Colonel Mike
Director, Land Personnel Strategy
Patricia's Canadian Light Infantry
March 10, 2005

Caron, Lieutenant-General Marc
Chief of Land Staff
National Defence
February 7, 2005

Castillo, Corporal Marvin
CFB Kingston
May 7-9, 2002

Cellucci, H.E. Paul
Ambassador
Embassy of the United States of America to Canada
August 15, 2002

Chapin, Mr. Paul
Director General, International Security Bureau,
Department of Foreign Affairs and International
Trade
February 23, 2004

APPENDIX VI Who the Committee Heard From

Charette, Mr. Serge
National President
Customs Excise Union Douanes Accise
January 22-24, 2002

Chartrand, Lieutenant-Commander Yves
Acting Commanding Officer, HMCS Huron
Maritime Forces Pacific
November 18-22, 2001

Christie, Mr. Ryerson
Researcher, Centre for International and
Security Studies
York University
March 21, 2005

Clapham, Superintendent, Ward D.
Officer in Charge
RCMP
November 18-22, 2001

Clarke, Master Corporal James
Gulf Squadron
CFB Kingston
May 7-9, 2002

Coble, The Honorable Howard
Ranking Member (Republican, North Carolina)
U.S. House Judiciary Committee
February 7, 2002

Collenette, P.C., M.P., The Honourable David Michael
Minister of Transport
December 2, 2002

Connolly, Mr. Mark
Head, Customs Contraband, Intelligence and
Investigations
Canada Border Services Agency
February 23, 2004

Cooper, First Officer Russ
Toronto Representative, Security Committee
Air Canada Pilots Association
November 4, 2002

Chartier, Honorary Lieutenant-Colonel Victor G., OMM,
CD.
The Black Watch
November 5-6, 2002

Chow, Lieutenant Commander Robert
Commanding Officer, HMCS *Unicorn* (Saskatoon)
January 27, 2003

Cirincione, Mr. Joseph
Senior Director, Non Proliferation Project, The
Carnegie Foundation
February 5, 2002

Clark, Captain Robert
CO BW No.2497 Cadet Corps
Head Librarian, Law Library
McGill University
November 5-6, 2002

Clarke, Mr. Shawn
Acting Regional Director, Prince Edward Island,
Office of Critical Infrastructure Protection and
Emergency Preparedness
October 27, 2003

Cohen, Mr. Andrew
Associate Professor, School of
Journalism and Communications
Carleton University
March 21, 2005

Connolly, Mr. Mark
Director General, Contraband and Intelligence
Services Directorate, Customs Branch
Canada Customs and Revenue Agency
February 10, 2003, September 22, 2003

Conyers, Jr., The Honorable John
Ranking Member Democrat-Michigan, U.S. House
Judiciary Committee
February 7, 2002

Corcoran, Mr. James
Former Deputy Director, Operations
Canadian Security and Intelligence Service
October 1, 2001

Canadian Security Guide Book 2007 Edition - COASTS

Cormier, Master Seaman Michael
Canadian Forces Military Police Academy
CFB Borden
June 25-27, 2002

Côté, Mr. Bertin
Deputy Head of Mission
Canadian Embassy (Washington)
February 4-7, 2002

Côté, Brigadier-General Gaston
Commander, Land Forces Quebec Area
National Defence
June 1, 2005

Coulter, Mr. Keith
Chief, Communications Security Establishment
February 24, 2003

Crabbe, Lieutenant-General (Ret'd) Ray
Royal Military Institute of Manitoba (RMIM)
March 10, 2005

Crober, Mr. Paul
Regional Director for B.C. and Yukon,
Emergency Mgmt. and National Security Sector, Public Safety
and Emergency Preparedness Canada
March 1, 2005

Crosman, Colonel John
Assistant Chief of Staff Plans, Maritime Forces Pacific
Headquarters
National Defence
January 29, 2007

Croxall, Corporal Kevin
CFB Borden Administration Services, CFB Borden
June 25-27, 2002

D'Avignon, Mr. Michel
Director General, National Security, Policing and
Security Branch, Solicitor General Canada
July 19, 2001

Daigle, MSC, CD, MGen. Pierre
Special Advisor to the Chief of Defence Staff
Department of National Defence
March 17, 2003 / February 23, 2004

Cormier, Captain Michael P.
Deputy Harbour Master
Vancouver Port Authority
November 18-22, 2001

Côté, Master Corporal Claude
Bravo Squadron
CFB Kingston
May 7-9, 2002

Côté, Mr. Yvan
Investigator, Organized Crime Task Force, Montreal
Urban Community Police Department
November 5-6, 2001

Couture, Lieutenant-General Christian
Assistant Deputy Minister (Human Resources-Military)
Department of National Defence
December 10, 2001

Creamer, Mr. Dennis
Vice-President, Finance and Administration
Halifax Port Authority
January 22-24, 2002

Crosbie, Mr. William
Director General, North America Bureau
Foreign Affairs Canada
April 11, 2005

Crouch, Dr. Jack Dyer
Assistant Secretary of Defence, International
Security Policy
Office of the U.S. Secretary of Defence
February 6, 2002

Cushman, Dr. Robert
Chief Medical Officer of Health, City of Ottawa
February 3, 2003

D'Cunha, Dr. Colin
Commissioner of Public Health, Chief Medical
Officer of Health, Ministry of Health and Long-Term
Care, Ontario
October 30, 2003

Dallaire, Gabriel
Gulf Squadron, CFB Kingston
May 7-9, 2002

APPENDIX VI Who the Committee Heard From

Daniels, Private Jason
CFB Kingston
May 7-9, 2002

Davies, Ms. Krysta M.
Intelligence Analyst Specialist
KPMG Investigation and Security Inc.
October 01, 2001

DeCastro, Second Lieutenant. Rod
The Black Watch
November 5-6, 2002

Deemert, Mr. Rob
Cabin Security, International Association of Machinists and
Aerospace Workers
August 15, 2002

Dempsey, Mr. Lawrence
National Secretary Treasurer
Canadian Merchant Service Guild
September 22, 2003, February 2, 2005

De Riggi, Mr. Angelo
Intelligence Officer
Organized Crime Task Force - RCMP
November 5-6, 2001

Desrosiers, Chief Warrant Officer Christian
5th Canadian Light Artillery Regiment
September 24, 2003

deVries, Nicolaas C.W.O. (Ret'd)
Military Bands
January 31, 2005

Dewitt, Mr. David
Director, Centre for International and
Security Studies
York University
December 2, 2004

Dietrich, Chief Warrant Officer Dan
Chief Warrant Officer
One Canadian Air Division
November 18-22, 2001

Davidson, Rear-Admiral Glenn V.
Commander, Maritime Forces Atlantic
Department of National Defence
September 22, 2003

Dawe, Mr. Dick
Manager, Personnel Support Programmes, Maritime
Forces Pacific
November 18-22, 2001

DeCuir, Brigadier-General Mike
Deputy Regional Commander
Canadian NORAD Region Headquarters
November 18-22, 2001

Deering, Richard
Chief of Police
Royal Newfoundland Constabulary
February 3, 2005

Dempster, Major-General Doug
Director General, Strategic Planning
National Defence
April 11, 2005

Deschamps, Col. André
Director, Continental Operations
Department of National Defence
May 6, 2002

Devlin, Mr. W.A. (Bill)
Manager, Hub Development, Vancouver
International Airport
Air Canada
November 18-22, 2001

Dewar, Captain (N) (Ret'd) John
Member, Maritime Affairs
Navy League of Canada
May 12, 2003, June 2, 2003

Dickenson, Mr. Lawrence T.
Assistant Secretary to the Cabinet, Security and
Intelligence
Privy Council Office
October 29, 2001 / February 24, 2003

Dion, Corporal Yves
Canadian Forces Fire Academy
CFB Borden
June 25-27, 2002

Canadian Security Guide Book 2007 Edition - COASTS

Ditchfield, Mr. Peter
Deputy Chief Officer
Organized Crime Agency of B.C.
November 18-22, 2001

Doherty, Lieutenant-Colonel Brian
Commanding Officer, 14 Service Battalion
National Defence
February 1, 2007

Douglas, Lieutenant-Colonel Brian
Artillery School
C.F.B. Galetown
National Defence
January 31, 2005

Downton, Master Corporal Doug
426 Training Squadron
8 Wing Trenton
June 25-27, 2002

Droz, Superintendent Pierre
Criminal Operations
RCMP
November 5-6, 2001

Dufour, Major Rénaud
Commander, 58th Air Defence Battery
CFB Valcartier
September 24, 2003

Duguay, Mr. Yves
Senior Director
Corporate Security Risk Management
Air Canada
November 18-22, 2001

Dumais, Lieutenant-General Marc J.
Commander, Canada Command
National Defence
October 2, 2006

Dunn, Major General Michael
Vice Director, Strategic Plans and Policy
The Pentagon
February 6, 2002

Earnshaw, Commander Paul F.
Commanding Officer TRINITY, Joint Ocean
Surveillance Information Centre
National Defence
September 22, 2003

Doge, Ms. Trish
Director, Risk and Emergency Management, City of
Vancouver
January 30, 2003 / January 29, 2007

Dongworth, Steve
Deputy Chief of Emergency Management (Fire Department)
City of Calgary
February 1, 2007

Dowler, Chief Petty Officer First Class George
Maritime Forces Atlantic
January 22-24, 2002

Doyle, Lieutenant Colonel Bert
Commanding Officer, 402 Squadron
17 Wing Winnipeg
November 18-22, 2001

Duchesneau, Mr. Jacques
President and Chief Executive Officer
Canadian Air Transport Security Authority
November 25, 2002 / October 30, 2006

Dufresne, Corporal
Canadian Forces Postal Unit
8 Wing Trenton
June 25-27, 2002

Dumais, Lieutenant-General Marc J.
Deputy Chief of the Defence Staff
National Defence
June 27, 2005

Duncan, Mr. Mark
Vice-President, Operations
Canadian Air Transport Security Authority
November 25, 2002 / October 30, 2006

Durocher, Captain Pascal
Deputy Commanding Officer,
2EW Squadron, CFB Kingston
May 7-9, 2002

Edmonds, Captain (N) David
Chief of Staff Personnel & Training, Naval Reserve
Department of National Defence
September 25, 2003

APPENDIX VI Who the Committee Heard From

Egener, Mark
Managing Director, Emergency Management Alberta
Government of Alberta
January 30, 2007

Elliott, Mr. William
Assistant Deputy Minister, Safety and Security Group
Transport Canada
November 27, 2002, December 2, 2002, May 5, 2003

Ellis, Captain Cameron
CFB Petawawa
June 25-27, 2002

Ellis, Ms. Karen
Assistant Deputy Minister (Infrastructure and
Environment), National Defence
June 6, 2005

Erkebaev, M.P., The Honourable Abdygany
Speaker of the Legislative Assembly
Kyrgyz Republic
May 12, 2003

Evraire, Lieutenant-General (Ret'd) Richard J.
Conference of Defence Associations
April 19, 2004

Fagan, Mr. John
Director of Intelligence and Contraband, Atlantic
Region
Canada Customs and Revenue Agency
January 22-24, 2002

Falconer, Captain Vic
Formation Drug Education Coordinator, Formation
Health Services (Pacific)
Maritime Forces Pacific
November 18-22, 2001

Fantino, Chief Julian
Toronto Police Service
May 6, 2002

Farr, Mr. Bruce
Chief and General Manager, Toronto Emergency
Medical Services
City of Toronto
October 30, 2003

Elcock, Mr. Ward
Director
Canadian Security Intelligence Service
August 14, 2002, February 17, 2003

Elliott, QC, William J.S.
Associate Deputy Minister
Public Safety and Emergency Preparedness Canada
June 19, 2006

Ellis, Colonel Jim
2nd in Command, Operation Peregrine
National Defence
March 1, 2005

Enger, Inspector T.G. (Tonia)
Operations Officer
RCMP
November 18-22, 2001

Evans, Ms. Daniela
Chief, Customs Border Services
Canada Customs and Revenue Agency
November 18-22, 2001

Fadden, Mr. Richard
Deputy Clerk, Counsel and Security Intelligence
Coordinator
Privy Council Office
October 29, 2001, January 29, 2002, August 14,
2002

Fagan, Mr. Wayne
Regional Vice-President
Union of Canadian Transportation
Employees (UCTE)
February 2, 2005

Falkenrath, Mr. Richard
Senior Director
U.S. Office of Homeland Security
February 7, 2002

Farmer, Mr. Rick
Area Manager, Ontario East Port of Entries
Citizenship and Immigration Canada
May 7-9, 2002

Ferguson, Mr. Brian
Assistant Deputy Minister, Veterans Services
Veterans Affairs Canada
January 22-24, 2002

Canadian Security Guide Book 2007 Edition - COASTS

Fergusson, Mr. James
Centre for Defence and Security Studies
Department of Political Studies
University of Manitoba
March 10, 2005

Ferris, Mr. John
Faculty of Social Sciences,
International Relations Program
University of Calgary
March 8, 2005

Fisher, Second Lieutenant Greg
The Black Watch
November 5-6, 2002

Flack, Mr. Graham
Director of Operations, Borders Task Force
Privy Council Office
March 17, 2003, February 23, 2004

Fleshman, Larry
General Manager, Customer Service Toronto, Air
Canada
June 24, 2002

Fonberg, Mr. Robert
Deputy Secretary to the cabinet, Operations
Privy Council Office
March 17, 2003

Forcier, Vice-Admiral J.C.J.Y.
Commander, Canada Command
National Defence
May 8, 2006

Fortin, Jean-Pierre
1st National Vice-President
Customs Excise Union Douanes Accise (CEUDA)
December 4, 2006

Foster, Lieutenant-Colonel Rob
Acting Commanding Officer, 8 Air Maintenance Squadron
CFB Trenton
June 25-27, 2002

Fox, James
Acting Assistant Deputy Minister, Bilateral Relations
Foreign Affairs Canada
May 29, 2006

Fernie, Iain
Regional Security Operations Manager
Air Canada
June 24, 2002

Fields, Fire Chief Dave
Fire Department
City of Windsor
February 27, 2003

Fisher, Captain Kent
J8
CFB Kingston
May 7-9, 2002

Flagel, Mr. Brian
Director, Airport Operations
Canada Customs and Revenue Agency
November 18-22, 2001

Flynn, Commander Steven
U.S. Coast Guard and Senior Fellow
National Security Studies, Council on Foreign
Relations
February 4, 2002

Forcier, Rear-Admiral J.Y. Commander, MARPAC
National Defence
February 28, 2005

Forgie, Mr. John
Enforcement Supervisor, Vancouver
Citizenship and Immigration Canada
November 18-22, 2001

Fortin, Lieutenant-Colonel Mario
Acting Commanding Officer, 426 Squadron
CFB Trenton
June 25-27, 2002

Fox, Mr. John
Member
Union of Canadian Transportation Employees (UCTE)
February 2, 2005

Fox, James
Assistant Deputy Minister, Bilateral Relations
Foreign Affairs and International Trade Canada
December 11, 2006

APPENDIX VI Who the Committee Heard From

Francis, Warrant Officer Charles
Bravo Squadron
CFB Kingston
May 7-9, 2002

Frappier, Lieutenant-Colonel Jean
Commander, 12th Canadian Armoured Regiment, 5th
Canadian Mechanized Brigade, CFB Valcartier
September 24, 2003

Fraser, Ms. Sheila
Auditor General of Canada
December 10, 2001, December 6, 2004

Frerichs, Private Travis
CFB Kingston
May 7-9, 2002

Froeschner, Major Chris
Acting Commanding Officer, 429 Squadron
CFB Trenton
June 25-27, 2002

Gagné, Major M.K.
Officer Commanding Administration
Company, 2nd Battalion Princess
National Defence
March 10, 2005

Gagnon, Mr. Jean-Guy, Deputy Director,
Investigations Department, Montreal Police Service,
City of Montreal
September 26, 2003

Garnett, Vice-Admiral (Ret'd) Gary L.
National Vice-President for Maritime Affairs
Navy League of Canada
May 12, 2003

Gauthier, Corporal
2 Air Movement Squadron
8 Wing Trenton
June 25-27, 2002

Gauvin, Major Bart
Directorate of Army Training 5
CFB Kingston
May 7-9, 2002

Frappier, Mr. Gerry
Director General, Security and Emergency
Preparedness and Chair of Interdepartmental Marine
Security Working Group, Transport Canada
April 7, 2003, June 2, 2003, February 25, 2004

Fraser, Rear-Admiral Jamie D.
Commander
Maritime Forces Pacific
November 18-22, 2001

Frederick, Corporal
8 Air Maintenance Squadron
8 Wing Trenton
June 25-27, 2002

Fries, Mr. Rudy
Emergency Management Coordinator, London-
Middlesex Community
City of London
March 31, 2003

Gadula, Mr. Charles
Director General, Fleet Directorate, Marine Services,
Department of Fisheries and Oceans Canada
April 7, 2003

Gagnon, Major Alain
Commanding Officer, Canadian Forces Recruiting Centre,
Montreal
June 25-27, 2002

Gardner, Major Craig
Mechanized Brigade Group
CFB Petawawa
June 25-27, 2002

Garnon, Lieutenant-Commander Daniel
Comptroller, National Defence
September 25, 2003

Gauthier, Lieutenant-General J.C.M.
Commander, Canadian Expeditionary Forces Command
National Defence
May 8, 2006 / May 29, 2006

Gauvin, Commodore Jacques J.
Acting Assistant Chief of the Maritime Staff
Department of National Defence
December 3, 2001

Canadian Security Guide Book 2007 Edition - COASTS

Giasson, Mr. Daniel
Director of Operations, Security and Intelligence
Privy Council Office
January 8, 2002 / January 29, 2002

Giffin-Boudreau, Ms. Diane
Acting Director General, Atlantic Region, Department
of Citizenship and Immigration Canada
September 22, 2003

Gilbert, Gary D.
Senior Vice President – Americas
Hutchison Port Holdings
November 6, 2006

Gilkes, Lieutenant-Colonel B.R.
Kings Own Calgary Regiment
National Defence
March 8, 2005 / February 1, 2007

Gimblett, Mr. Richard
Research Fellow
Centre for Foreign Policy Studies
Dalhousie University
February 21, 2005

Girouard, Rear-Admiral Roger, OMM, CD
Commander, Maritime Forces Pacific (MARPAAC)
National Defence
January 29, 2007

Glencross, Captain, Reverend Bruce
Regimental Padre Minister
The Black Watch
November 5-6, 2002

Goatbe, Mr. Greg
Director General, Program Strategy Directorate
Canada Customs and Revenue Agency
January 28, 2002

Goodall, Superintendent Bob
Bureau Commander, Field and Traffic Support Bureau
Ontario Provincial Police
October 30, 2003

Gotell, Chief Warrant Officer Peter
Operations
12 Wing Shearwater
January 22-24, 2002

Gibbons, The Honorable Jim
Member (Republican – Nevada)
U.S. House Select Committee on Intelligence
February 6, 2002

Gilbert, Chief Warrant Officer Daniel
Department of National Defence
December 3, 2001

Gilbert, Staff Superintendent Emory
Operational Support Services, Toronto Police
Services, City of Toronto
October 30, 2003

Gilmour, Wendy
Director, Peacekeeping and Operations Group, Stabilization
and Reconstruction Task Force
Foreign Affairs Canada
May 29, 2006

Girouard, Commodore Roger
Commander, CANFLTPAC
National Defence
February 28, 2005

Giroux, Master Corporal
Canadian Parachute Centre
8 Wing Trenton
June 25-27, 2002

Gludo, Colonel J.D.
Commander, 41 Canadian Brigade Group of Canada,
National Defence
March 8, 2005

Goetz, Captain J.J.
Mechanized Brigade Group
CFB Petawawa
June 25-27, 2002

Goss, The Honorable Porter
Chair (Republican - Florida)
U.S. House Select Committee on Intelligence
February 6, 2002

Goupil, Inspector Pierre
Direction de la protection du territoire, Unité
d'urgence, région ouest, Sûreté du Québec
November 5-6, 2001

APPENDIX VI Who the Committee Heard From

Graham, Master Corporal
8 Air Maintenance Squadron
8 Wing Trenton
June 25-27, 2002

Granatstein, Dr. Jack
Chair, Council for Defence and Security in the 21st Century
May 27, 2002, April 28, 2004

Grant, Captain Timothy J.
Commander, 1 Canadian Mechanized
Brigade Group
National Defence
March 7, 2005

Green, Major Bill
Commanding Officer, Saskatchewan Dragoons (Moose Jaw)
January 27, 2002

Gregory, Leading Seaman
Wing Administration Human Resources Department
8 Wing Trenton
June 25-27, 2002

Guevremont, Benoît
Gulf Squadron
CFB Kingston
May 7-9, 2002

Gutteridge, Mr. Barry
Commissioner, Department of Works and Emergency
Services
City of Toronto
October 30, 2003

Haché, Colonel Mike
Director, Western Hemisphere Policy
National Defence
April 11, 2005

Hall, Major Steve
Deputy Commandant, Canadian Forces School of
Communications and Electronics
CFB Kingston
May 7-9, 2002

Graham, Erin
Manager Safety, Capital District Health
Halifax Regional Municipality
September 23, 2003

Grandy, Mr. Brian
Acting Regional Director, Atlantic Region
Canada Customs and Revenue Agency
January 22-24, 2002

Gray, P.C., Right Honourable Herb
Chair and Commissioner, Canadian Section,
International Joint Commission
March 29, 2004

Grégoire, Mr. Marc
Assistant Deputy Minister, Safety and Security
Group
Transport Canada
February 25, 2004 / October 2, 2006 /
February 12, 2007

Grue, Superintendent Tom
Edmonton Police Services
City of Edmonton
January 28, 2003

Guindon, Captain (N) Paul
Submarine Division
Maritime Forces Atlantic
January 22-24, 2002

Gupta, Lieutenant-Colonel Ranjeet K.
Canadian Forces School of Military Engineering, C.F.B.
Gagetown
National Defence
January 31, 2005

Haeck, Lieutenant Colonel Ken F.
Commandant of Artillery School IFT
CFB Gagetown
January 22-24, 2002

Hamel, MWO Claude
Regimental Sergeant-Major Designate
The Black Watch
November 5-6, 2002

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Hammond, Major Lee
Artillery
CFB Petawawa
June 25-27, 2002

Hapgood, Warrant Officer John
Canadian Parachute Centre
8 Wing Trenton
June 25-27, 2002

Harrison, Captain (N) R.P. (Richard)
Assistant Chief of Staff, Operations, Maritime Forces
Pacific
November 18-22, 2001

Harvey, Lieutenant-Commander Max
Commander
H.M.C.S. Cabot
February 2, 2005

Hatton, Commander Gary
Commanding Officer, HMCS Montreal
Maritime Forces Atlantic
January 22-24, 2002

Hazelton, LCol Spike C.M.
Commandant of Armour School C2 SIM, CFB
Gagetown
January 22-24, 2002

Heath, Captain (N) Jim
Assistant Chief of Staff Operations (J3), Maritime
Forces Pacific Headquarters
National Defence
January 29, 2007

Heinbecker, Paul
Former Ambassador to the U.N.
As an individual
February 21, 2005

Heisler, Mr. Ron
Canada Immigration Centre, Halifax
Department of Citizenship and Immigration Canada
September 22, 2003

Hendel, Commodore (Ret'd) Hans
Consultant, Canadian Forces Staff College
April 28, 2003

Hansen, Superintendent Ken
Director of Federal Enforcement
RCMP
April 7, 2003, June 9, 2003

Harlick, Mr. James
Assistant Deputy Minister, Office of Critical
Infrastructure Protection and Emergency
Preparedness, National Defence
July 19, 2001, October 20 & 27, 2003

Hart, Corporal
Wing Administration Human Resources Department, 8 Wing
Trenton
June 25-27, 2002

Haslett, Lieutenant Adam
Logistics Officer & Course Commander, The Black Watch
November 5-6, 2002

Haydon, Mr. Peter T.
Senior Research Fellow, Center for Foreign Policy
Studies
Dalhousie University
April 28, 2003, February 1, 2005

Hearn, Brigadier-General T.M.
Director General, Military Human Resources Policy
and Planning
Department of National Defence
December 10, 2001

Hébert, Barbara
Regional Director, Customs, Canada Customs and
Revenue Agency
June 24, 2002

Heimann, Dr. Alan
Medical Officer of Health
City of Windsor
February 27, 2003

Henault, General Raymond R.
Chief of the Defence Staff
National Defence
December 3, 2001

Henderson, Major Georgie
Deputy A3
CFB Trenton
June 25-27, 2002

APPENDIX VI Who the Committee Heard From

Henneberry, Lieutenant-Commander, HMCS Nanaimo
Maritime Air Force Command Pacific
November 18-22, 2001

Henschel, Superintendent Peter
Federal Services Directorate
RCMP
June 9, 2003

Hickey, Mr. John
MHA, Lake Melville
House of Assembly of Newfoundland and Labrador
February 3, 2005

Hildebrand, Sergeant F.D. (Fred)
“H” Division, Criminal Operations Branch, RCMP
September 22, 2003

Hill, Mr. Dave
Chair, Capital Region Emergency Preparedness
Partnership
City of Edmonton
January 28, 2003

Hillmer, Dr. Norman
Professor of History and International Affairs.
Carleton University
November 1, 2004

Hines, Colonel Glynne
Director, Air Information Management, Chief of the
Air Staff
National Defence
July 18, 2001

Hooper, Jack
Deputy Director (Operations)
Canadian Security Intelligence Service
May 29, 2006

Hornbarger, Mr. Chris
Director
U.S. Office of Homeland Security
February 7, 2002

Howard, Brigadier-General A.J.
Director General Operations, Strategic Joint Staff
National Defence
October 16, 2006 / November 20, 2006

Henry, Dr. Bonnie
Associate Medical Officer of Health
City of Toronto
October 30, 2003

Herbert, Mr. Ron
Director General, National Operations Division
Veterans Affairs Canada
January 22-24, 2002

Hickey, Captain (N) Larry
Assistant Chief of Staff Plans and Operations
(Maritime Forces Atlantic)
National Defence
June 16, 2003

Hildebrandt, Captain Gerhard
Canadian Parachute Centre
8 Wing Trenton
June 25-27, 2002

Hillier, General Rick
Chief of the Defence Staff
National Defence
May 30, 2005 / June 21, 2006

Hincke, Colonel Joe
Commanding Officer
12 Wing Shearwater
January 22-24, 2002

Holman, Major-General (Ret'd)
Fraser Canadian Forces College Toronto
June 27, 2005

Horn, Lieutenant-Colonel Bernd
CFB Petawawa
June 25-27, 2002

Hounsell, Master Corporal Scott
Canadian Forces School of Electronical and Mechanical
Engineering, CFB Borden
June 25-27, 2002

Howe, Corporal Kerry
CFB Borden Technical Services
CFB Borden
June 25-27, 2002

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Huebert, Dr. Rob

Professor, Dept. of Political Science
University of Calgary
March 8, 2005

Hunter, The Honorable Duncan

Ranking Member, Subcommittee on Military
Procurement (Republican – California)
U.S. House Armed Services Committee
February 6, 2002

Hynes, Major A.G.

Air Reserve Coordinator (East)
1 Canadian Air Division Headquarters
February 1, 2005

Idzenga, Major Ray

Commanding Officer, Gulf Squadron
CFB Kingston
May 7-9, 2002

Inkster, Mr. Norman

President, KPMG Investigation and Security Inc.
Former Commissioner, RCMP
October 1, 2001

Irwin, Brigadier-General S.M.

Chief Executive Officer of the Canadian
Forces Housing Agency
National Defence
June 6, 2005

Jackson, Major David

J3
CFB Kingston
May 7-9, 2002

Janelle, Private Pascal

CFB Kingston
May 7-9, 2002

Jean, Mr. Daniel

Assistant Deputy Minister, Policy and Program
Development, Department of Citizenship and
Immigration Canada
March 17, 2003

Jeffery, Lieutenant General (ret'd) Mike

June 27, 2005

Hunt, Mr. Baxter

Embassy of the United States of America to Canada
August 15, 2002

Hupe, Master Corporal Bryan

426 Training Squadron
8 Wing Trenton
June 25-27, 2002

Iatonna, Mr. Mario

Municipal Engineer
City of Windsor
December 1, 2004

Inglis, Brian

General Manager/Task Force Leader
Vancouver Fire & Rescue Services
January 29, 2007

Innis, Captain Quentin

Instructor, Canadian Parachute Centre
8 Wing Trenton
June 25-27, 2002

Issacs, Sergeant Tony

Search and Rescue Technician
Maritime Forces Atlantic
January 22-24, 2002

Jackson, Ms. Gaynor

Manager, Military Family Support Centre, Maritime
Forces Pacific
November 18-22, 2001

Jarvis, Vice-Admiral Greg

Assistant Deputy Minister (Human Resources Military)
February 21, 2005

Jeffery, Lieutenant General M.K.

Chief of the Land Staff
Department of National Defence
December 3, 2001 / August 14, 2002

Jenkins, Wilma

Director, Immigration Services
Citizenship and Immigration Canada
June 24, 2002

APPENDIX VI Who the Committee Heard From

Jestin, Colonel Ryan
Commander, C.F.B. Gagetown
3 Area Support Group
National Defence
January 31, 2005

Johns, Fred
General Manager, Logistics and Processing Strategies
Canada Post
August 15, 2002

Johnson, Captain Wayne
J7, CFB Kingston
May 7-9, 2002

Johnston, Chief Cal
Chief of Police
City of Regina
January 27, 2003

Jolicoeur, Mr. Alain
President, Department of Public Safety and Emergency
Preparedness Canada
Canada Border Services Agency
February 23, 2004, April 11, 2005

Joncas, Chief Petty Officer First Class Serge
Maritime Command Chief Petty Officer
National Defence
December 3, 2001

Jurkowski, Brigadier-General (ret'd) David
Former Chief of Staff, Joint Operations
Department of National Defence
October 1, 2001

Kasurak, Mr. Peter
Principal
Office of the Auditor General of Canada
December 10, 2001, December 6, 2004

Keane, Mr. John
Deputy Assistant Secretary, Bureau of Western
Hemisphere Affairs
U.S. Department of State
February 6, 2002

Kee, Mr. Graham
Chief Security Officer
Vancouver Port Authority
November 18-22, 2001

Job, Mr. Brian
Chair, Institute of International Relations
University of British Columbia
March 1, 2005

Johnson, Captain Don
President
Air Canada Pilots Association
November 4, 2002

Johnston, Rear-Admiral (Ret'd) Bruce
As an individual
April 28, 2003

Johnston, Mr. Kimber
Director General, Strategic Policy
Public Safety and Emergency
Preparedness Canada
February 15, 2005

Jolicoeur, Alain
President
Canada Border Services Agency
June 19, 2006

Judd, Jim
Director
Canadian Security Intelligence Service
June 19, 2006

Kalincak, Captain Karl
Adjutant, 33 Field Engineer Squadron
National Defence
February 1, 2007

Kavanagh, Paul
Regional Director, Security and Emergency Planning
Transport Canada
June 24, 2002

Keating, Dr. Tom
Professor, Department of Political Science
University of Alberta
March 7, 2005

Kelly, Mr. James C.
As an individual
May 26, 2003

Canadian Security Guide Book 2007 Edition - COASTS

Kelly, Chief Warrant Officer Michael
The Black Watch
November 5-6, 2002

Kennedy, Mr. Paul E
Senior Assistant Deputy Solicitor General, Policy
Branch, Public Safety and Emergency Preparedness
Canada
February 15, 2005

Kerr, Captain Andrew CD
The Black Watch
November 5-6, 2002

Khokhar, Mr. Jamal
Minister-Counsellor (Congressional Affairs)
Canadian Embassy (Washington)
February 4, 2002

King, Lieutenant-Colonel Colin
Commanding Officer, Royal Regina Rifles (Regina)
January 27, 2003

King, Vice-Admiral (Ret'd) Jim
Vice-President, Atlantic
CFN Consultants
May 5, 2005

Kloster, Mr. Deryl
Emergency Response Department
City of Edmonton
January 28, 2003

Koch, Major Pat
J5, CFB Kingston
May 7-9, 2002

Knapp, Corporal Raymond
CFB Borden Technical Services
June 25-27, 2002

Krause, Lieutenant Colonel Wayne
423 Maritime Helicopter Squadron
12 Wing Shearwater
January 22-24, 2002

Kelly, Lieutenant Colonel W.J.
Force Planning and Program Coordination, Vice
Chief of the Defence Staff, National Defence
July 18, 2001

Kennedy, Mr. Paul
Senior Assistant Deputy Solicitor General, Solicitor
General of Canada
January 28, 2002, February 24, 2003

Keyes, Mr. Bob
Senior Vice-President, International
Canadian Chamber of Commerce
December 1, 2004

Kiloh, Inspector D.W. (Doug)
Major Case Manager, RCMP
November 18-22, 2001

King, Vice-Admiral (Ret'd) James
As an individual
May 12, 2003

Kinney, Laureen
Director General, Marine Security
Transport Canada
February 12, 2007

Kobolak, Mr. Tom
Senior Program Officer, Contraband and Intelligence
Canada Customs and Revenue Agency
April 7, 2003

Koop, Mr. Rudy
Research Adviser, Canadian Section
International Joint Commission
March 29, 2004

Kneale, Mr. John
Executive Coordinator, Task Force on
Enhanced Representation in the U.S
Foreign Affairs Canada
April 11, 2005

Krueger, Master Corporal
8 Air Maintenance Squadron
8 Wing Trenton
June 25-27, 2002

APPENDIX VI Who the Committee Heard From

Kubeck, Commander Kimberley
Naval Control of Shipping Intelligence, Department of
National Defence
September 25, 2003

Kurzynski, Major Perry
Search and Rescue Operations Centre
Maritime Forces Atlantic
January 22-24, 2002

Lachance, Mr. Sylvain
A/Director General, Fleet
Canadian Coast Guard
February 17, 2003

Lacroix, Colonel Jocelyn P.P.J.
Commander, 5th Canadian Mechanized Brigade Group, CFB
Valcartier
September 24, 2003

Laflamme, Mr. Art
Senior Representative
Air Line Pilots Association, International
August 14, 2002

Lafrenière, Major Luc
Commander, Headquarters and Signal Squadron
CFB Valcartier
September 24, 2003

Lait, Commander K.B.
Commander, Directorate of Quality of Life,
DQOL 3 - Accommodation Policy Team Leader, National
Defence
June 6, 2005

Lamb, John
Deputy Chief, Fire Rescue
City of Edmonton
January 30, 2007

Landry, LCol (Ret'd) Rémi
International Security Study and Research Group
University of Montreal
June 2, 2005

Langelier, Mr. André
Director, Emergency and Protective Services, City of
Gatineau
February 3, 2003

Kummel, Colonel Steff J.
Wing Commander, 17 Wing Winnipeg
National Defence
March 10, 2005

Kwasnicki, Corporal Anita
CFB Kingston
May 7-9, 2002

Lacroix, Chief Warrant Officer Greg
Army Regimental Sergeant Major
National Defence
February 26, 2007

Lacroix, Colonel Roch
Chief of Staff, Land Force Atlantic Area
National Defence
May 6, 2005

LaFrance, Mr. Albert
Director, Northern New Brunswick District
Canada Customs and Revenue Agency
January 22-24, 2002

Laing, Captain (Navy) Kevin
Director, Maritime Strategy, Chief of Maritime Staff,
National Defence
July 18, 2001

Lalonde, Major John
Air Reserve Coordinator (Western Area)
National Defence
March 8, 2005

Landry, Chief Warrant Officer André
1st Battalion, 22nd Royal Regiment
CFB Valcartier
September 24, 2003

Landry, Inspector Sam
Officer in Charge, Toronto Airport Detachment
RCMP
June 24, 2002

Laprade, CWO Daniel
Headquarters and Signal Squadron
CFB Valcartier
September 24, 2003

Canadian Security Guide Book 2007 Edition - COASTS

Laroche, Colonel J.R.M.G.
National Defence
May 2, 2005

Last, Colonel David
Registrar
Royal Military College of Canada
November 29, 2004

LeBoldus, Mr. Mick
Chief Representative at the NATO Flight Training
Centre
Bombardier Aerospace
March 9, 2005

Lefebvre, Denis
Assistant Commissioner, Customs Branch
Canada Customs and Revenue Agency
May 6, 2004, February 10, 2003

Legault, Mr. Albert
Université du Québec à Montréal (UQAM)
February 21, 2005

Lenton, Assistant Commissioner W.A. (Bill)
RCMP
January 28, 2002, June 9, 2003

LePine, Mr. Peter
Inspector, Halifax Detachment
RCMP
September 23, 2003

Leslie, Lieutenant-General Andrew
Chief of the Land Staff
National Defence
February 26, 2007

Lessard, Brigadier-General J.G.M.
Commander, Land Forces Central Area
December 2, 2004

Levy, Mr. Bruce
Director, U.S. Transboundary Division
Department of Foreign Affairs and International Trade
January 28, 2002

Larrabee, Mr. Bryan
Emergency Social Services Coordinator, Board of
Parks and Recreation, City of Vancouver
January 30, 2003

Leblanc, Ms. Annie
Acting Director, Technology and Lawful Access
Division, Solicitor General of Canada
July 19, 2001

Lefebvre, Mr. Denis
Executive Vice-President
Canada Border Services Agency
February 7, 2005

Lefebvre, Mr. Paul
President, Local Lodge 2323
International Association of Machinists and Aerospace
Workers
August 15, 2002

Leighton, Lieutenant-Commander John
J1
CFB Kingston
May 7-9, 2002

Leonard, Lieutenant-Colonel S.P.
Royal Newfoundland Regiment
(1st Battalion)
February 2, 2005

Lerhe, Commodore E.J. (Eric)
Commander, Canadian Fleet Pacific
Maritime Forces Pacific
November 18-22, 2001

Leslie, Major-General Andrew
National Defence
November 29, 2004

Lester, Mr. Michael
Executive Director, Emergency Measures
Organization
Nova Scotia Public Safety Anti-Terrorism Senior
Officials Committee
September 23, 2003

Lichtenwald, Chief Jack
Regina Fire Department
City of Regina
January 27, 2003

APPENDIX VI Who the Committee Heard From

Lilienthal, Lieutenant-Colonel Mark
Senior Staff Officer
Canadian Forces Support Training Group
CFB Borden
June 25-27, 2002

Loeppky, Deputy Commissioner Garry
Operations
RCMP
October 22, 2001 / December 2, 2002

Loschiuk, Ms Wendy
Principal
Office of the Auditor General of Canada
December 6, 2004

Lucas, Lieutenant-General Steve
Chief of the Air Staff
National Defence
February 26, 2007

Luciak, Mr. Ken
Director, Emergency Medical Services City of Regina
January 27, 2003

Lupien, Chief Petty Officer First Class R.M.
Canadian Forces Chief Warrant Officer
Department of National Defence
December 3, 2001

Macaleese, Lieutenant-Colonel Jim
Commander
9 Wing (Gander)
February 2, 2005

Macdonald, Lieutenant-General (Ret'd) George
CFN Consultants Ottawa
June 27, 2005

MacKay, The Honourable Peter
Minister of Foreign Affairs
May 29, 2006

MacKenzie, Major-General (Ret'd) Lewis
As an individual
May 3, 2004, December 6, 2004

Lloyd, Captain (N) Ron
Director General, Maritime Force Development
National Defence
February 26, 2007

Logan, Major Mike
Deputy Administration Officer, Canadian Forces Support
Training Group
CFB Borden
June 25-27, 2002

Lucas, Brigadier-General Dwayne
Director General – Aerospace Equipment Program
Management
National Defence
June 27, 2005

Lucas, Major General Steve
Commander One Canadian Air Division, Canadian
NORAD Region Headquarters
November 18-22, 2001

Luloff, Ms. Janet
A/Director, Regulatory Affairs, Safety and Security
Group, Transport Canada
November 27, 2002, December 2, 2002

Lyrette, Private Steve
CFB Kingston
May 7-9, 2002

Macdonald, Lieutenant-General George
Vice Chief of the Defence Staff
Department of National Defence
January 28, 2002, May 6, 2002, August 14, 2002,
February 23, 2004

Mack, Rear Admiral Ian
Defence Attaché
Canadian Embassy (Washington)
February 4, 2002

MacKay, Major Tom
The Black Watch
November 5-6, 2002

MacIsaac, Captain (N) Roger
Base Commander, CFB Halifax
National Defence
May 6, 2005

Canadian Security Guide Book 2007 Edition - COASTS

MacLaughlan, Superintendent C.D. (Craig), Officer in Charge, Support Services "H" Division, RCMP
September 22, 2003

MacLean, Vice-Admiral Bruce
Chief of Maritime Staff
National Defence
February 14, 2005

Macnamara, Mr. W. Donald
Senior Fellow
Queen's University
November 29, 2004

MacQuarrie, Captain Don
J6
CFB Kingston
May 7-9, 2002

Magee, Mr. Andee
Dog Master
Canada Customs and Revenue Agency
May 7-9, 2002

Maillet, Acting School Chief Warrant Officer Joseph
Canadian Forces School of Communications and Electronics,
CFB Kingston
May 7-9, 2002

Maisonneuve, Major-General J.O. Michel
Assistant Deputy Chief of Defence Staff
October 22, 2001

Malec, Mr. George
Assistant Harbour master
Halifax Port Authority
January 22-24, 2002

Mandel, His Worship Mayor Stephen
City of Edmonton
January 30, 2007

Manning, Corporal Rob
CFB Borden Technical Services
CFB Borden
June 25-27, 2002

Manuel, Mr. Barry
Coordinator, Emergency Measures Organization, City of
Halifax
May 6, 2005 / September 23, 2003

MacLaughlan, Mr. Craig
Executive Director, Emergency
Measures Organization
Province of Nova Scotia
May 6, 2005

MacLeod, Colonel Barry W.
Commander 3 Area Support Group
CFB Gagetown
January 22-24, 2002

Macnamara, Brigadier-General (ret'd) W. Don,
President, Conference of Defence Associations
Institute
May 3, 2004

Maddison, Vice Admiral Greg
Deputy Chief of the Defence Staff
National Defence
May 5, 2002, February 14, 2005

Maher, Lieutenant Earl
4 ESR
CFB Gagetown
January 21-24, 2002

Maines, Warren
Director, Customer Service
Air Canada
June 4, 2002

Malboeuf, Corporal Barry
CFB Kingston
May 7-9, 2002

Mallory, Mr. Dan
Chief of Operations for Port of Lansdowne
Canada Customs and Revenue Agency
May 7-9, 2002

Mandel, Mr. Stephen
Deputy Mayor and Councillor
City of Edmonton
January 28, 2003

Manson, General (Ret'd) Paul D.
Conference of Defence Associations (Ottawa)
June 27, 2005

Marcewicz, Lieutenant-Colonel
Base Commander, CFB Edmonton
National Defence
March 7, 2005

APPENDIX VI Who the Committee Heard From

Marsh, Howie
Conference of Defence Associations (Ottawa)
June 27, 2005

Martin, Mr. Ronald
Emergency Planning Coordinator
City of Vancouver
January 30, 2003, March 1, 2005

Mason, Mr. Dwight
Joint Chief of Staff, U.S. Chair, Permanent Joint Board
on Defence
The Pentagon
February 6, 2002

Massicotte, Ms Olga
Regional Director General/Atlantic
Veterans Affairs Canada
January 22-24, 2002

Matte, Colonel Perry
14 Wing Commander
National Defence
May 5, 2005

Mattiussi, Mr. Ron
Director of Planning and Corporate Services
City of Kelowna
March 1, 2005

McAdam, Lieutenant-Colonel Pat
Tactics School, C.F.B. Gagetown
National Defence
January 31, 2005

McCuaig, Mr. Bruce
Assistant Deputy Minister
Policy, Planning and Standards Division
Ontario Ministry of Transportation
December 1, 2004

McGarr, Kevin
Canadian Air Transport Security Authority
Vice-President and Chief Technology Officer
October 30, 2006

McInenly, Mr. Peter
Vice-President, Business Alignment
Canada Post
August 15, 2002

Martin, Ms Barbara
Director, Defence and Security Relations
Division, Foreign Affairs Canada
April 11, 2005

Mason, Lieutenant-Colonel Dave
Commanding Officer, 12 Air Maintenance Squadron, 12
Wing Shearwater
January 22-24, 2002

Mason, Ms. Nancy
Director, Office of Canadian Affairs, Bureau of
Western Hemisphere Affairs
U.S. Department of State
February 06, 2002

Matheson, Corporal
2 Air Movement Squadron
8 Wing Trenton
June 25-27, 2002

Mattie, Chief Warrant Officer Fred
12 Air Maintenance Squadron
12 Wing Shearwater
January 22-24, 2002

Maude, Master Corporal Kelly
436 Transport Squadron
8 Wing Trenton
June 25-27, 2002

McCoy, Chief Warrant Officer Daniel
Support Unit, 430th Helicopters Squadron
CFB Valcartier
September 24, 2003

McDonald, Corporal Marcus
Canadian Forces Medical Services School
CFB Borden
June 25-27, 2002

McIlhenny, Mr. Bill
Director for Canada and Mexico
U.S. National Security Council
February 7, 2002

McKeage, Mr. Michael
Director of Operations, Emergency Medical Care
Halifax Regional Municipality
September 23, 2003

Canadian Security Guide Book 2007 Edition - COASTS

McKerrell, Mr. Neil
Chief, Emergency Management Ont.
Ontario Ministry of Community Safety and
Correctional Services
October 30, 2003

McKinnon, Lieutenant-Colonel DB
P.E.I. Regiment
February 1, 2005

McLean, Corporal
Wing Operations
8 Wing Trenton
June 25-27, 2002

McLellan, Mr. George
Chief Administrative Officer
Halifax Regional Municipality
September 23, 2003

McManus, Lieutenant-Colonel J.J. (John),
Commanding Officer, 443 (MH) Squadron,
Maritime Air Force Command Pacific
November 18-22, 2001

McNeil, Commodore Daniel
Vice Chief of the Defence Staff Department of
National Defence
July 18, 2001

McRae, Robert
Director General, International Security Bureau
Foreign Affairs and International Trade Canada
December 11, 2006

Mean, Master Corporal Jorge
Canadian Forces School of Aerospace Technology and
Engineering
June 25-27, 2002

Melançon, Lieutenant-Colonel René
Infantry School
C.F.B. Gagetown
National Defence
January 31, 2005

McKinnon, Chief David P.
Chief of Police
Halifax Regional Police Force
January 22-24, 2002

McLaughlin, Michael J.
Canadian Air Transport Security Authority
Vice-President and Chief Financial Officer
October 30, 2006

McLellan, The Honourable Anne, P.C. M.P.
Deputy Prime Minister and Minister of Public
Safety and Emergency Preparedness
February 15, 2005 & April 11, 2005

McLeod, Mr. Dave
Lead Station Attendant
International Association of Machinists and Aerospace
Workers
August 15, 2002

McNeil, Rear-Admiral Dan
Commander, Maritime Forces Atlantic
National Defence
May 6, 2005

McNeil, Commodore Daniel
Director, Force Planning and Program Coordination,
Vice Chief of the Defence Staff
Department of National Defence
July 18, 2001

McRoberts, Mr. Hugh
Assistant Auditor General
Office of the Auditor General of Canada
December 6, 2004

Meisner, Mr. Tim
Director, Policy and Legislation, Marine Programs
Directorate
Canadian Coast Guard
February 17, 2003, April 7, 2003

Melis, Ms. Caroline
Director, Program Development,
Department of Citizenship and Immigration Canada
March 17, 2003

APPENDIX VI Who the Committee Heard From

Mercer, Mr. Wayne
Acting First Vice-President, Nova Scotia District Branch,
(CEUDA)
January 22-24, 2002

Michaud, Mr. Jean-Yves, Deputy Director,
Administrative Support Directorate, City of Montreal
September 26, 2003

Miller, Lieutenant-Colonel
Commander,
10th Field Artillery Regiment, RCA
National Defence
March 9, 2005

Milner, Dr. Marc
Director, Military and Strategic Studies Program
University of New Brunswick
January 31, 2005

Mitchell, Mr. Barry
Director, Nova Scotia District
Canada Customs and Revenue Agency
January 22-24, 2002

Mogan, Mr. Darragh
Director General, Program and Service Policy
Division, Veterans Services
Veterans Affairs Canada
January 22-24, 2002

Morency, André
Regional Director General, Ontario Region, Transport
Canada
June 24, 2002

Morton, Dr. Desmond
Professor
University of McGill
November 15, 2004

Mulder, Mr. Nick
President, Mulder Management Associates
June 9, 2003

Munger, Chief Warrant Officer JER
Office of Land Force Command
Department of National Defence
December 03, 2001

Merpaw, Ms. Diane
Acting Deputy Director, Policy Development and
Coordination
Citizenship and Immigration Canada
April 7, 2003

Middlemiss, Professor Danford W.
Department of Political Science
Dalhousie University
May 12, 2003, May 5, 2005

Miller, Mr. Frank
Senior Director, President's Adviser on Military
Matters
U.S. National Security Council
February 7, 2002

Minto, Mr. Shahid
Assistant Auditor General
Office of the Auditor General of Canada
December 10, 2001

Mitchell, Brigadier General Greg
Commander
Land Forces Atlantic Area
January 22-24, 2002

Moran, Ron
National President
Customs Excise Union Douanes Accise (CEUDA)
December 4, 2006

Morris, Ms. Linda
Director, Public Affairs
Vancouver Port Authority
November 18-22, 2001

Moutillet, Lieutenant-Commander Mireille
Senior Staff Officer Policy
National Defence
September 25, 2003

Mundy, Lieutenant-Commander Phil
Executive Officer
H.M.C.S. Queen Charlotte
February 1, 2005

Munroe, Ms. Cathy
Regional Director of Cutsoms for Northern Ontario
Canada Customs and Revenue Agency
May 7-9, 2002

Canadian Security Guide Book 2007 Edition - COASTS

Murphy, Captain (N) R.D. (Dan)
Deputy Commander, Canadian Fleet Pacific
Maritime Forces Pacific
November 18-22, 2001

Murray, Major James
Commandant, Canadian Forces Fire Academy
CFB Borden
June 25-27, 2002

Mushanski, Lieutenant Commander Linda
Commanding Officer
HMCS *Queen* (Regina)
January 27, 2003

Nelligan, Mr. John Patrick
Senior Partner, Law Firm of Nelligan O'Brien Payne
LLP, Ottawa
December 2, 2002

Neville, Lieutenant-Colonel Shirley
Wing Administration Officer, Acting Wing
Commander, 17 Wing
17 Wing Winnipeg
November 18-22, 2001

Newton, Captain John F.
Senior Staff Officer, Operations
Maritime Forces Atlantic
January 22-24, 2002

Nikolic, Mr. Darko
District Director, St. Lawrence District
Canada Customs and Revenue Agency
May 7-9, 2002

Nordick, Brigadier-General Glenn
Deputy Commander, Land Force Doctrine and Training
Systems, CFB Kingston
May 7-9, 2002

Normoyle, Ms. Debra
Director General, Enforcement Branch
Department of Citizenship and Immigration Canada
April 7, 2003

Nossal, Dr. Kim Richard
Professor and Head, Political Studies
Department
Queen's University
November 29, 2004

Murray, Ms. Anne C.
Vice President, Community and Environmental
Affairs, Vancouver International Airport Authority
November 18-22, 2001

Murray, Admiral (Ret'd) Larry
Deputy Minister
Veterans Affairs Canada
January 22-24, 2002

Narayan, Mr. Francis
Detector Dog Service
Canada Customs and Revenue Agency
November 18-22, 2001

Neumann, Ms. Susanne M.
Compliance Verification Officer
Customs – Compliance Mgt. Division
Canada Customs and Revenue Agency
November 18-22, 2001

Newberry, Mr. Robert J.
Principal Director, Territorial Security
The Pentagon
February 06, 2002

Niedtner, Inspector Al
Vancouver Police, Emergency Operations and
Planning Sector
City of Vancouver
January 30, 2003

Noël, Chief Warrant Officer Donald
5th Field Ambulance
CFB Valcartier
September 24, 2003

Norman, Mr. Mark
President of Daimler-Chrysler and Chair of the Infrastructure
Committee
Canadian Automotive Partnership Council
December 1, 2004

Normoyle, Ms. Debra
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Canada Border Services Agency
February 23, 2004

Nymark, Ms. Christine
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Transport Canada
January 28, 2002

APPENDIX VI Who the Committee Heard From

O'Bright, Mr. Gary
Director General, Operations
Office of Critical Infrastructure Protection and
Emergency Preparedness
July 19, 2001, October 20, 2003

O'Hanlon, Mr. Michael
Senior Fellow, Foreign Policy Studies
The Brookings Institution
February 5, 2002

Olchowiecki, Private Chrissian
CFB Kingston
May 7-9, 2002

Orr, Major Ken
Senior Staff Officer, Attraction Canadian Forces Recruiting
Group
CFB Borden
June 25-27, 2002

Ouellet, Chief Warrant Officer J.S.M.
5th Canadian Mechanized Brigade Group
CFB Valcartier
September 24, 2003

Ouellette, Lieutenant-Colonel Bernard
Commander, 2nd Battalion, 22nd Royal Regiment,
CFB Valcartier
September 24, 2003

Parks, Lieutenant-Commander Mike
Directorate of Army Training 5-4
CFB Kingston
May 7-9, 2002

Pasel, Mr. William
Emergency Measures Coordinator, Hamilton
Emergency Services Department, City of Hamilton
March 31, 2003

Paulson, Captain (N) Gary
Commanding Officer of HMCS Algonquin
Maritime Forces Pacific
November 18-22, 2001

O'Donnell, Mr. Patrick
President
Canadian Defence Industries Association
November 22, 2004

O'Shea, Mr. Kevin
Director, U.S. General Relations Division,
Department of Foreign Affairs and International
Trade
January 28, 2002

Oliver, Superintendent Joe
Royal Canadian Mounted Police
Director, Customs & Excise
October 2, 2006

Ortiz, The Honorable Solomon P.
Ranking Member, Subcommittee on Military
Readiness (Democrat – Texas)
U.S. House Armed Services Committee
February 06, 2002

Ouellet, Major Michel
Acting Commanding Officer, 5th Canadian Service
Battalion
CFB Valcartier
September 24, 2003

Parker, Major Geoff
Infantry
CFB Petawawa
June 25-27, 2002

Parriag, Ms Amanda
Centre for Research and Information on
Canada
December 6, 2004

Pataracchia, Lieutenant (N) John
Representing Commanding Officer, Canadian Forces
Recruiting Centre, Halifax
CFB Borden
June 25-27, 2002

Payne, Captain (N) Richard
Commanding Officer, Fleet Maintenance Facility
Cape Scott
Maritime Forces Atlantic
January 22-24, 2002

Canadian Security Guide Book 2007 Edition - COASTS

Pearson, Lieutenant Colonel Michael
Commandant of Infantry School SAT
CFB Gagetown
January 22-24, 2002

Pelletier, France
Legislative and Regulatory Affairs, Airline Division
Canadian Union of Public Employees
November 25, 2002

Pennie, Lieutenant-General Ken
Chief of Air Staff
National Defence
February 7, 2005

Pentland, Mr. Charles
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Relations, Queen's University
November 29, 2004

Peters, Colonel William
Director, Land Strategic Planning, Chief of the Land
Staff
National Defence
July 18, 2001

Pettigrew, Master Corporal Robert
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Borden
June 25-27, 2002

Pichette, Mr. Pierre Paul, Deputy Director,
Operational Management Department, Montreal Police
Service, City of Montreal
September 26, 2003

Pigeon, Mr. Jacques
Senior General Counsel and Head, Department of
Justice, Legal Services
Transport Canada
December 2, 2002

Pile, Commodore Ty
Commander, Canadian Fleet Atlantic
National Defence
May 6, 2005

Pilgrim, Superintendent J. Wayne
Officer in Charge, National Security Investigations
Branch, Criminal Intelligence Directorate, RCMP
July 19, 2001

Pellerin, Colonel (Ret'd) Alain
Executive Director
Conference of Defence Associations
October 15, 2001, April 19, 2004 / June 27, 2005

Penner, Lieutenant-Colonel Doug
Commanding Officer, North Saskatchewan
Regiment (Saskatoon)
January 27, 2003

Pennie, Lieutenant-General (Ret'd) Ken
June 27, 2005

Pentney, Mr. Bill
Assistant Deputy Attorney General
Department of Justice Canada
February 15, 2005

Petras, Major-General H.M.
Chief, Reserves and Cadets
National Defence
June 6, 2005

Pharand, M. Pierre
Director, Airport Security
Montréal Airports
November 5-6, 2001

Pichette, Mr. Pierre-Paul
Assistant Director, Montreal Urban Community
Police Department
November 5-6, 2001

Pigeon, Mr. Jean François
Acting Director, Security
Montréal Airports
November 5-6, 2001

Pile, Captain (N) T.H.W. (Tyron)
Commander, Maritime Operations Group Four,
Maritime Forces Pacific
November 18-22, 2001

Pinsent, Major John
Canadian Parachute Centre, 8 Wing Trenton
June 25-27, 2002

APPENDIX VI Who the Committee Heard From

Pilon, Mr. Marc
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Security Directorate
Office of the Solicitor General
February 24, 2003

Plante, Master Corporal
8 Air Maintenance Squadron
8 Wing Trenton
June 25-27, 2002

Polson, Captain (N) Gary
Commanding Officer
HMCS Algonquin
Maritime Forces Pacific
November 18-22, 2001

Poulin, Corporal Mario
Canadian Forces Military Police Academy
CFB Borden
June 25-27, 2002

Préfontaine, Colonel Marc
Comd 34 Brigade Group Executive
The Black Watch
November 5-6, 2002

Proulx, Asst. Commissioner Richard
Criminal Intelligence Directorate
RCMP
October 22, 2001

Puxley, Ms Evelyn
Director, International Crime and Terrorism
Division, Foreign Affairs Canada
April 11, 2005

Quinlan, Grant
Security Inspector
Transport Canada
June 24, 2002

Randall, Dr. Stephen J.
Dean, Faculty of Social Sciences
University of Calgary
March 8, 2005

Rathwell, Mr. Jacques
Manager, Emergency and Protective Services, City of
Gatineau
February 3, 2003

Pitman, Mr. B.R. (Brian)
Sergeant, Waterfront Joint Forces Operation,
Vancouver
Royal Canadian Mounted Police
November 18-22, 2001

Poirier, Mr. Paul
Director, Intelligence and Contraband Division
Northern Ontario Region
Canada Customs and Revenue Agency
May 7-9, 2002

Potvin, Corporal
8 Air Maintenance Squadron
8 Wing Trenton
June 25-27, 2002

Preece, Captain (N) Christian
Maritime Forces Atlantic
January 22-24, 2002

Primeau, M. Pierre
Investigator
Organized Crime Task Force – RCMP
November 5-6, 2001

Purdy, Ms. Margaret
Associate Deputy Minister
Department of National Defence
August 14, 2002

Quick, Mr. Dave
Co-ordinator, Emergency Planning
City of Regina
January 27, 2003

Raimkulov, M.P., Mr. Asan
Kyrgyz Republic
May 12, 2003

Rapanos, Mr. Steve
Chief, Emergency Medical Services
City of Edmonton
January 28, 2003

Read, Mr. John A.
Director General, Transport Dangerous Goods,
Transport Canada
February 25, 2004

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Reaume, Mr. Al, Assistant Chief of Fire and Rescue Services, Fire Department, City of Windsor
February 27, 2003

Reeve, Jason
Cabinet and Parliamentary Affairs Liaison,
Afghanistan Task Force
Foreign Affairs and International Trade Canada
December 11, 2006

Reid, Chief Warrant Officer Clifford
Canadian Forces Fire Academy
CFB Borden
June 25-27, 2002

Reid, Warrant Officer Jim
Air Defence Missile
CFB Petawawa
June 25-27, 2002

Richard, CWO Stéphane
5th Canadian Service Battalion
CFB Valcartier
September 24, 2003

Richter, Dr. Andrew
Assistant Professor, International Relations and Strategic Studies
University of Windsor
December 1, 2004

Rivest, Master Corporal Dan
Canadian Forces School of Aerospace Technology and Engineering, CFB Borden
June 25-27, 2002

Robertson, Vice-Admiral Drew
Chief of the Maritime Staff
National Defence
February 26, 2007

Robinson, Second Lieutenant. Chase
The Black Watch
November 5-6, 2001

Romses, Brigadier-General R.R.
Commander
Land Forces Atlantic Area
National Defence
January 31, 2005

Reed, The Honorable Jack
Chair (Democrat – Rhode Island), U.S. Senate
Armed Services Committee
February 5, 2002

Regehr, Mr. Ernie
Executive Director
Project Ploughshares
March 21, 2005

Reid, Lieutenant Colonel Gord
Commandant, Canadian Forces Air Navigation School (CFANS)
17 Wing Winnipeg
November 18-22, 2001

Renahan, Captain Chris
Armour
CFB Petawawa
June 25-27, 2002

Richmond, Mr. Craig
Vice President, Airport Operations
Vancouver International Airport
November 18-22, 2001

Riffou, Lieutenant-Colonel François
Commander, 1st Battalion, 22nd Royal Regiment,
CFB Valcartier
September 24, 2003

Robertson, Rear-Admiral Drew W.
Director General, International Security Policy
Department of National Defence
February 23, 2004, April 11, 2005

Robertson, Mr. John
Chief Building Inspector
City of Vancouver
January 30, 2003

Rochette, Colonel J.G.C.Y.
Director General Compensation and Benefits
National Defence
June 6, 2005

Rose, Mr. Frank
International Security Policy
The Pentagon
February 6, 2002

APPENDIX VI Who the Committee Heard From

Ross, Major-General H. Cameron
Director General, International Security Policy,
National Defence
January 28, 2002

Ross, Dr. Douglas
Professor, Faculty of Political Science
Simon Fraser University
March 1, 2005

Rossell, Inspector Dave
Inspector in charge of Operations-Support Services,
Windsor Police Services City of Windsor
February 27, 2003

Rousseau, Colonel Christian
Commanding Officer, 5th Area Support Group
National Defence
June 1, 2005

Rumsfeld, The Honorable Donald
U.S. Secretary of Defense
February 6, 2002

Russell, Mr. Robert A., Assistant Commissioner,
Atlantic Region, Canada Customs and Revenue
Agency
September 22, 2003

Rutherford, Lieutenant-Colonel Paul
Commander, 73 Communication Group
National Defence
March 9, 2005

Samson, Chief Warrant Officer Camil
2nd Battalion, 22nd Royal Regiment
CFB Valcartier
September 24, 2003

Sampson, Tom
Chief of Emergency Medical Services
City of Calgary
February 1, 2007

Saunders, Corporal Cora
16 Wing
CFB Borden
June 25-27, 2002

Savard, Lieutenant-Colonel Danielle
Commander, 5th Field Ambulance
CFB Valcartier
September 24, 2003

Ross, Mr. Dan
Assistant Deputy Minister (Information Management),
National Defence
February 14, 2005

Ross, Master Warrant Officer Marc-André, 58th Air
Defence Battery
CFB Valcartier
September 24, 2003

Rostis, Mr. Adam
Federal/Provincial/Municipal Liaison Officer
Province of Nova Scotia
May 6, 2005

Rudner, Dr. Martin
Director, Centre for Security and Defence Studies,
Carleton University
June 3, 2004 / December 13, 2004

Rurak, Ms. Angela
Customs Inspector
Canada Customs and Revenue Agency
May 7-9, 2002

Rutherford, Master Corporal Denis
Canadian Forces Fire Academy
CFB Borden
June 25-27, 2002

Salesses, Lieutenant Colonel Bob
Logistics Directorate for Homeland Security, The
Pentagon
February 6, 2002

Samson, Brigadier-General P.M.
Director General, Intelligence
National Defence
October 22, 2001

Sanderson, Mr. Chuck
Executive Director, Emergency Measures Organization,
Province of Manitoba
March 10, 2005

Saunders, Captain Kimberly
Disaster Assistance Response Team
CFB Kingston
May 7-9, 2002

Schmick, Major Grant
Commanding Officer, Canadian Forces Recruiting Centre,
CFB Borden
June 25-27, 2002

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Scofield, Mr. Bruce
Director, Refugees Branch
Department of Citizenship and Immigration Canada
March 17, 2003

Scott, Captain John
Canadian Parachute Centre
8 Wing Trenton
June 25-27, 2002

Shadwick, Mr. Martin
Research Associate, Centre for International and Security
Studies, York University
December 2, 2004

Sharapov, M.P., Mr. Zakir
Kyrgyz Republic
May 12, 2003

Sheridan, Norman
Director, Customs Passenger Programs
Canada Customs and Revenue Agency
June 24, 2002

Simmons, Mr. Robert
Deputy Director, Office of European Security and
Political Affairs
U.S. Department of State
February 6, 2002

Sinclair, Ms. Jill
Acting Assistant Deputy Minister, Global Security
Policy, Department of Foreign Affairs and
International Trade
January 28, 2002 / August 14, 2002

Skelton, The Honorable Ike
Ranking Member (Democrat Missouri), U.S. House
Armed Services Committee
February 6, 2002

Skidmore, Colonel Mark
Commander, 2 Canadian Mechanized Brigade Group, CFB
Petawawa
June 25-27, 2002

Smith, Corporal
Canadian Postal Unit
8 Wing Trenton
June 25-27, 2002

Scott, Dr. Jeff
Provincial Medical Officer of Health
Halifax Regional Municipality
September 23, 2003

Sensenbrenner, Jr., The Honorable F. James, Chair
(Republican – Wisconsin)
U.S. House Judiciary Committee
February 07, 2002

Shapardanov, Mr. Chris
Counsellor, Political
Canadian Embassy (Washington)
February 04, 2002

Sheehy, Captain Matt
Chairman, Security Committee
Air Canada Pilots Association
November 4, 2002

Sigouin, Mr. Michel
Regional Director, Alberta, Office of Critical
Infrastructure Protection and Emergency
Preparedness
October 27, 2003

Sinclair, Ms. Jill
Director General, International Security Bureau,
Department of Foreign Affairs and International
Trade
March 17, 2003

Sirois, Lieutenant-Colonel Sylvain
Commander, 5th Combat Engineer Regiment, CFB
Valcartier
September 24, 2003

Skidd, Officer Cadet. Alden
The Black Watch
November 5-6, 2002

Slater, Ms. Scenery C.
District Program Officer
Metro Vancouver District
Canada Customs and Revenue Agency
November 18-22, 2001

Smith, Captain (N) Andy
Commanding Officer, Fleet Maintenance
Facility, National Defence
May 6, 2005

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Smith, Commodore Andy
Director General, Maritime Personnel and Readiness
National Defence
February 26, 2007

Smith, Mr. Bill
Chief Superintendent
Royal Canadian Mounted Police
February 3, 2005

Smith, Master Corporal Terry
436 Transport Squadron
8 Wing Trenton
June 25-27, 2002

Sokolsky, Dr. Joel
Dean of Arts and Professor of Political Science, Royal Military
College of Canada
November 22, 2004

Spraggett, Ernest
Director, Commercial Operations
Canada Customs and Revenue Agency
June 24, 2002

Stairs, Dr. Denis
Professor, Department of Political Science
Dalhousie University
May 5, 2005

Stark, Lieutenant-Commander Gary
Commanding Officer, HMCS Whitehorse, Maritime
Forces Pacific
November 18-22, 2001

Stevens, Pipe-Major Cameron
The Black Watch
November 5-6, 2002

Stewart, Warrant Officer Barton
Canadian Forces School of Communications and Electronics,
CFB Kingston
May 7-9, 2002

Stewart, Chief William
Fire Chief and General Manager, Toronto Fire
Services, City of Toronto
October 30, 2003

Smith, Mr. Bob
Deputy Chief, Vancouver Fire and Rescue Services,
City of Vancouver
January 30, 2003

Smith, Mr. Doug
Engineering Department
City of Vancouver
January 30, 2003

Snow, Master Corporal Joanne
Canadian Forces School of Administration and Logistics,
CFB Borden
June 25-27, 2002

Souccar, Assistant Commissioner Raf
Royal Canadian Mounted Police
Federal and International Operations
October 2 and 30, 2006

Stacey, Corporal Derrick
CFB Borden Administration Services
CFB Borden
June 25-27, 2002

Starck, Mr. Richard
Senior Counsel, Quebec Regional Office,
Department of Justice
November 5-6, 2001

St-Cyr, Lieutenant-Colonel Pierre
Commander, Support Unit, 430th Helicopters
Squadron, CFB Valcartier
September 24, 2003

Stevens, Daniel
Emergency Management Coordinator, Risk & Emergency
Management
City of Vancouver
January 29, 2007

Stewart, Mr. James
Civilian Human Resources
Maritime Forces Atlantic
January 22-24, 2002

Stiff, Mr. Bob
General Manager, Corporate Security
Canada Post
August 15, 2002

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St. John, Mr. Peter
Professor (retired), International Relations, University
of Manitoba
November 25, 2002

Stone, Master Corporal
Canadian Parachute Centre
8 Wing Trenton
June 25-27, 2002

Stump, The Honorable Bob
Chair (Republican – Arizona)
U.S. House Armed Services Committee
February 6, 2002

Sully, Mr. Ron
Assistant Deputy Minister, Programs and Divestiture,
Transport Canada
February 7, 2005

Sweeney, Steve
Superintendent
Vancouver Police Department
January 29, 2007

Taillon, Mr. Paul
Director, Review and Military Liaison
Office of the Communications Security
Establishment Commissioner
June 2, 2005

Tarrant, Lieutenant-Colonel Tom
Deputy Director of Army Training
CFB Kingston
May 7-9, 2002

Taylor, The Honorable Gene
Subcommittee on Military Procurement U.S. House
Armed Services Committee February 6, 2002

Taylor, The Honourable Trevor
Minister of Fisheries and Aquaculture
and Minister Responsible for Labrador
Government of Newfoundland and Labrador
February 3, 2005

Thibault, Master Corporal Christian
Gulf Squadron
CFB Kingston
May 7-9, 2002

St. John, Dr. Ron
Executive Director, Centre for Emergency
Preparedness and Response Health Canada
February 10, 2003

St-Pierre, M. Jacquelin
Commanding Officer, Post 5, Montreal Urban
Community Police Department
November 5-6, 2001

Sullivan, Colonel C.S.
Wing Commander, 4 Wing Cold Lake
National Defence
March 7, 2005

Summers, Rear-Admiral (Ret'd) Ken
Naval Officers Association of Vancouver
Island
February 28, 2005 / June 27, 2005

Szczerbaniwicz, LCol Gary
Commanding Officer, 407 Squadron
Maritime Air Force Command Pacific
November 18-22, 2001

Tait, Mr. Glen
Chief, Saint John Fire Department, City of Saint
John
March 31, 2003

Tattersall, Lieutenant-Commander John
Directorate of Army Training 3
CFB Kingston
May 7-9, 2002

Taylor, Mr. Robert
Inspector
Vancouver Police Department
November 18-22, 2001

Theilmann, Mr. Mike
Acting Director, Counter-Terrorism Division,
Solicitor General Canada
July 19, 2001

Thomas, Vice-Admiral (Ret'd) Charles
As an individual
March 1, 2005

APPENDIX VI Who the Committee Heard From

Thomas, Mr. John F.
Partner
BMB Consulting
June 9, 2003

Tracy, Ms Maureen
Acting Head, Customs Contraband, Intelligence and
Investigations, Enforcement Branch, Canada Border Services
Agency
February 7, 2005

Tremblay, Colonel Alain
Commander, Canadian Forces Recruiting Group, CFB Borden
June 25-27, 2002

Tremblay, Colonel J.G.E.
Director, Current Operations, Strategic Joint Staff
National Defence
October 16, 2006

Trim, Corporal
8 Air Maintenance Squadron, 8 Wing Trenton
June 25-27, 2002

Tse, Hau Sing
Vice-President, Asia Branch
Canadian International Development Agency
May 29, 2006

Ur, Corporal Melanie
16 Wing, CFB Borden
June 25-27, 2002

Verner, The Honourable Josée
Minister of International Cooperation
May 29, 2006

Wainwright, Lieutenant-Colonel J.E.
Commander, 16/17 Field Ambulance
National Defence
March 9, 2005

Ward, Master Corporal Danny
Canadian Forces School of Aerospace Technology and
Engineering, CFB Borden
June 25-27, 2002

Ward, Colonel Mike J.
Commander Combat Training Centre
CFB Gagetown
January 22-24, 2002

Thompson, Ms Susan
Former Mayor of the City of Winnipeg
As an individual
March 10, 2005

Tracy, Ms. Maureen
Director, Policy and Operations Division
Canada Customs and Revenue Agency
April 7, 2003

Tremblay, Lieutenant-Colonel Eric
Commander, 5th Canadian Light Artillery Regiment,
CFB Valcartier
September 24, 2003

Tremblay, Captain (N) Viateur
Deputy Commander, Naval Reserve
Department of National Defence
September 25, 2003

Trottier, Lieutenant-Colonel Ron (Res)
Windsor Regiment
December 1, 2004

Tulenko, Mr. Timothy
Political-Military Officer, Canadian Affairs, U.S.
Department of State
February 6, 2002

Verga, Mr. Peter F.
Special Assistant for Homeland Security, The
Pentagon
February 6, 2002

Villiger, Lieutenant-Colonel F.L.
Calgary Highlanders
National Defence
March 8, 2005

Wamback, Lieutenant-Commander A.
Commanding Officer, HMCS Windsor
Maritime Forces Atlantic
January 22-24, 2002

Ward, Officer Cadet. Declan
Student
McGill University
November 5-6, 2002

Ward, Master Corporal
Wing Operations
8 Wing Trenton
June 25-27, 2002

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Wareham, Corporal
8 Air Maintenance Squadron
8 Wing Trenton
June 25-27, 2002

Warner, The Honorable John
Ranking Member, U.S. Senate Armed Services
Committee
February 5, 2002

Watt, Major John
Commanding Officer, Bravo Squadron
CFB Kingston
May 7-9, 2002

Weighill, Mr. Clive
Deputy Chief of Police
City of Regina
January 27, 2003

Wells, Corporal Corwin
CFB Kingston
May 7-9, 2002

Westwood, Commodore Roger
Director General – Maritime Equipment Program Management
National Defence
June 27, 2005

Whitburn, Lieutenant Colonel Tom
Squadron 435
17 Wing Winnipeg
November 18-22, 2001

Wicks, Major Brian
Commander, 103 Search and Rescue Squadron
(Gander)
February 2, 2005

Williams, Captain (N) Kelly
Former Commanding Officer, HMCS *Winnipeg*,
National Defence
September 22, 2003

Wilmink, Mr. Chuck
Consultant
November 4, 2004

Wark, Professor Wesley K.
Associate Professor in the Department of History,
Trinity College, University of Toronto
October 1, 2001 / May 5, 2003 / June 27, 2005

Warren, Mr. Earle
Director General, Major Projects Design and Development
Directorate, Customs Branch
Canada Customs and Revenue Agency
February 10, 2003

Watts, Chief Warrant Officer Ernest
3 Area Support Group
CFB Galetown
January 22-24, 2002

Weldon, The Honorable Curt
Chair, Subcommittee on Military Procurement
(Republican – Pennsylvania)
U.S. House Armed Services Committee
February 6, 2002

Werny, Colonel W.S.
Commanding Officer, Aerospace Engineering
Test Establishment
National Defence
March 7, 2005

Whalen, Private Clayton
CFB Kingston
May 7-9, 2002

White, Lieutenant (N) Troy
J2
CFB Kingston
May 7-9, 2002

Williams, Mr. Alan
Assistant Deputy Minister (Material)
National Defence
November 1, 2004 / October 16, 2006

Williams, Col. Richard
Director, Western Hemisphere Policy
Department of National Defence
May 6, 2002, March 17, 2003

Wilson, Mr. Larry
Regional Director, Maritimes
Canadian Coast Guard
September 22, 2003

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Wing, Mr. Michael
National President, Union of Canadian Transportation
Employees
September 22, 2003

Winn, Mr. Conrad
President and CEO
COMPASS
December 2, 2004

Woodburn, Commander William
Submarine Division
Maritime Forces Atlantic
January 22-24, 2002

Wriedt, Colonel Art
Commander, 41 Canadian Brigade Group
National Defence
February 1, 2007

Wright, Robert
Commissioner
Canada Customs and Revenue Agency
May 6, 2002

Wynnyk, Colonel P.F.
Area Support Unit Commander
National Defence
March 7, 2005

Young, Brigadier-General G.A. (Res)
Deputy Commander, Land Forces Central
Area
December 2, 2004

Young, Major Marc
J4
CFB Kingston
May 7-9, 2002

Wingert, Colonel Douglas
Director Land Equipment Program Staff
National Defence
June 27, 2005

Wolsey, Chief Randy
Fire Rescue Services, Emergency Response
Department
City of Edmonton
January 28, 2003

Woods, Corporal Connor
Canadian Forces Medical Services School
CFB Borden
June 25-27, 2002

Wright, Mr. James R.
Assistant Deputy Minister, Global and Security
Policy, Department of Foreign Affairs and
International Trade
February 23, 2004

Wright, Mr. James R.
Assistant Deputy Minister, Global and Security
Policy, Privy Council Office
February 23, 2004

Yanow, Rear-Admiral (Ret'd) Robert
As an individual
March 1, 2005

Young, Dr. James
Assistant Deputy Minister, Public Safety and
Commissioner of Public Security, Ontario Ministry
of Community Safety and Correctional Services
October 30, 2003

Zaccardelli, Commissioner Giuliano
Royal Canada Mounted Police
May 8, 2006 / May 29, 2006

APPENDIX VII

Biographies of Committee Members



The Honourable NORMAN K. ATKINS, Senator

Norman K. Atkins was appointed to the Senate of Canada on June 29, 1986. Senator Atkins currently sits as an independent Progressive Conservative member, and is on the National Security and Defence Committee and the Veterans Affairs Subcommittee. Senator Atkins is a former President of Camp Associates Advertising Limited, a well-known Toronto-based agency, Senator Atkins has also played an active role within the industry, serving, for instance, as a Director of the Institute of Canadian Advertising in the early 1980's. Senator Atkins has been very active within the Progressive Conservative Party – at both the national and the provincial levels. Namely, Senator Atkins was National Campaign Chair in the federal elections of 1984 and 1988 and has held senior organizational responsibility in a number of Provincial election campaigns and he has served as an advisor to both the Rt. Hon. Brian Mulroney and the Rt. Hon. Robert L. Stanfield, as well as the Hon. William G. Davis Premier of Ontario.



The Honourable TOMMY BANKS, Senator

Tommy Banks is known to many Canadians as an accomplished and versatile musician and entertainer. He is a recipient of the Juno Award, the Gemini Award and the Grand Prix du Disque. From 1968 to 1983 he was the host of The Tommy Banks Show on television. He has provided musical direction for the ceremonies of the Commonwealth Games, the World University Games, Expo '86, the XV Olympic Winter Games, various command performances and has performed as guest conductor of symphony orchestras throughout Canada, the United States, and in Europe. Tommy Banks was called to the Senate of Canada on 7 April 2000. On 9 May 2001, Senator Tommy Banks was appointed Vice-Chair of the Prime Minister's Caucus Task Force on Urban issues. He is currently a member of the Committee on National Security and Defence, Chair of the Committee on Energy, the Environment and Natural Resources, and chair of the Alberta Liberal Caucus in the Parliament of Canada.



The Honourable JOSEPH A. DAY, Senator

Appointed to the Senate by the Rt. Honourable Jean Chrétien, Senator Joseph Day represents the province of New Brunswick and the Senatorial Division of Saint John-Kennebecasis. He has served in the Senate of Canada since October 4, 2001.

He is currently a Member of the following Senate Committees: National Security and Defence; the Subcommittee on Veterans Affairs, National Finance and Internal Economy Budgets and Administration. Areas of interest and specialization include: science and technology, defence, international trade and human rights issues, and heritage and literacy. He is a member of many Interparliamentary associations including the Canada-China Legislative Association and the Interparliamentary Union. He is also the Chair of the Canada-Mongolia Friendship Group.

A well-known New Brunswick lawyer and engineer, Senator Day has had a successful career as a private practice attorney.



The Honourable COLIN KENNY, Senator

Sworn in on June 29th, 1984 representing the Province of Ontario. His early political career began in 1968 as the Executive Director of the Liberal Party in Ontario. From 1970 until 1979 he worked in the Prime Minister's Office as Special Assistant, Director of Operations, Policy Advisor and Assistant Principal Secretary to the Prime Minister, the Right Honourable Pierre Trudeau. During his parliamentary career, Senator Kenny has served on numerous committees. They include the Special Committee on Terrorism and Security (1986-88) and (1989-91), the Special Joint Committee on Canada's Defence Policy (1994), the Standing Committee on Banking Trade and Commerce, the Standing Committee on National Finance, and the Standing Committee on Internal Economy, Budgets and Administration.



The Honourable WILFRED P. MOORE, Q.C., Senator

Senator Moore was appointed to the Senate on September 26th, 1996 by the Right Honourable Jean Chrétien and represents the Province of Nova Scotia (Stanhope St./South Shore). The Senator graduated from Saint Mary's University with a Bachelor of Commerce degree in 1964, and with a Law degree in 1968 from Dalhousie University. He was appointed a Queen's Counsel in 1983. He is a member of the Nova Scotia Barrister's Society, having practiced law in Halifax for 31 years (1968-1999). The Senator was a Halifax Alderman from 1974 to 1980 and served as Deputy Mayor from 1977 to 1978. He was Chairman of the Halifax Metro Centre, having been a member of its building committee, and he chaired the Social Assistance Appeal Board for Halifax and Dartmouth. For 10 years, from 1994-2004, he was a member of the Board of Governors of Saint Mary's University, including the Advisory Committee to the President. He is a former member of the 615 Bluenose Air Cadet Squadron, and the R.C.A.F. Reserves.



The Honourable ROD A.A. ZIMMER, Senator

Rod Zimmer is one of Winnipeg's most recognized community leaders. He was President of the Royal Winnipeg Ballet from 1989 to 1991 and as a Member of the Board of Directors for the Winnipeg Blue Bombers Football Club from 1981 to 1993. In 1973 Rod Zimmer became Special Assistant to the Hon. James Richardson, Minister of National Defense, in Ottawa and served in that position until 1979. From 1979 to 1983, he was Vice-President of Corporate Communications for CanWest Capital Corporation. and was the Director of Project Management for the Canadian Sports Pool Corporation in Ottawa in 1984. From 1985 to 1993, he was the Director of Marketing and Communications for the Manitoba Lotteries Foundation. Since 1993, he has been the President of The Gatehouse Corporation. From 1995 to 1998, he served as Vice President of Festivals for the Pan American Games Society.

Throughout his career, he has co-chaired and coordinated appeals for various charitable groups, arts and sport organizations and universities, including, B'nai Brith, Hebrew University, Manitoba Métis Federation, First-Nations, Universities of Winnipeg and Manitoba, Winnipeg Chinese Cultural Centre, Hellenic Society, East Indian Culture Centers, Saskatchewan Association of Rehabilitation Centres, Para and Special

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Olympics, and recently Gold Medal Plates (Manitoba)/ 2010 Winter Olympics (Vancouver).

Recently, Rod Zimmer was asked to be the Senate Caucus Liaison for the Young Liberals of Canada. A role that will allow him to mentor youth from across the country through his position as a Senator, an illustration that merely reflects his countless years of dedication to youth within the Liberal Party.

APPENDIX VIII

Biographies of the Committee Secretariat



Major-General (Ret'd) G. Keith McDonald, Senior Military Advisor

MGen McDonald grew up in Edmonton, attended College Militaire Royal in St. Jean and Royal Military College in Kingston (RMC), graduating in 1966 and being awarded his pilot wings in 1967.

MGen McDonald operationally flew the Tutor, T-33, CF5, CF104 and CF18 aircraft accumulating over 4000 hours of pilot in command throughout his 37-year career in the Air Force,

Canadian Forces.

He held staff positions at the Royal Military College, in Baden Soellingen Germany, at National Defence Headquarters in Ottawa and at the North American Aerospace Command in Colorado Springs. Command positions include CF18 Squadron Commander, Base and Wing Commander in Baden Soellingen, Germany.

Major General McDonald ended his military career as the Director of Combat Operations at Headquarters North American Aerospace Defence Command at Colorado Springs, USA.

After leaving the military in 1998, General McDonald served a period of “conflict of interest” prior to joining BMCI Consulting as a Principal Consultant in the Aerospace and Defence Division. He left BMCI in 2002 to set up his own consulting company, KM Aerospace Consulting.

Major General McDonald has a degree in Political and Economic Science (Honours Courses) from the Royal Military College. He has completed Canadian Forces staff school, the Royal Air Force (England) Staff College, the National Security studies course, Post Graduate Courses in Business at Queens University, Electronic Warfare Courses at the University of California Los Angeles, the Law of Armed Conflict at San Remo, Italy, and numerous project management courses.

General McDonald is married to the former Catherine Grunder of Kincardine, Ontario, and they have two grown daughters, Jocelyn and Amy.



Barry A. Denofsky, National Security Advisor

Barry Denofsky recently retired after having completed 35 years with the Canadian Security Intelligence Service (CSIS) and the Royal Canadian Mounted Police (RCMP). Mr. Denofsky joined the RCMP in January 1969 and worked as a peace officer in Saskatchewan, Alberta, and Quebec. In 1972, he was transferred to the RCMP Security Service where he was involved in a variety of national security investigations. With the creation of CSIS in 1984, Mr. Denofsky maintained his interest and involvement in matters of national security with the new Service.

Mr. Denofsky held a variety of operational and senior management positions with CSIS which have included the following: Chief, Counter Intelligence, Quebec Region, Deputy Director General Operations, Ottawa Region, Deputy Director General Counter Terrorism, Headquarters, Ottawa, and Director General Counter Intelligence, Headquarters, Ottawa. On retirement from CSIS, Mr. Denofsky was the Director General, Research, Analysis and Production, Headquarters, Ottawa. In that capacity, he was responsible for the production and provision to government of all source analytical products concerning threats to the security of Canada

Mr. Denofsky also represented CSIS for many years at meetings of the NATO Special Committee in Brussels, Belgium. The Special Committee is an organization of security and intelligence services representing all member nations of NATO. In 2002, Mr. Denofsky was the Chair of the NATO Special Committee Working Group.

Mr. Denofsky is a graduate of the University of Toronto, and holds a graduate Diploma in Public Administration from Carleton University in Ottawa. He is a member of the Council of Advisors, the Canadian Centre of Intelligence and Security Studies, (CSIS), Carleton University. He is married and has two children.

APPENDIX VIII

Biographies of the Committee Secretariat

Steven James, Analyst



Steven James joined the Parliamentary Information and Research Service of the Library of Parliament in July 2005. He serves as a Research Officer for the Standing Senate Committee on National Security and Defence.

Mr. James received his Bachelor of Arts (Psychology and Sociology) from the University of Alberta and a Masters in Military and Strategic Studies from the Center for Military and Strategic Studies at the University of Calgary.

Mr. James' recent studies have focused on Canada's counter-terrorism framework, specifically, federal, provincial and municipal responses to and prevention of terrorist-related incidents.

Previous to joining the Committee, Mr. James served as a Police Officer for the both the Ontario Provincial Police (1994 - 1998) and the Toronto Police Service (1998 - 2001).

Melissa Radford, Analyst



Melissa Radford joined the Parliamentary Information and Research Service of the Library of Parliament in November 2006 and serves as analyst for the Standing Senate Committee on National Security and Defence.

Miss Radford graduated from the Royal Military College of Canada with an MA in Defence Management and Policy in May 2006. She also holds a BSc in International Relations from the London School of Economics.

During her last semester at RMC, just prior to joining the Committee, Miss Radford worked at the United Nations Secretariat in the Department of Peacekeeping Operations.

Jason Yung, Research Assistant

Jason Yung joined the Parliamentary Research and Information Service of the Library of Parliament in January 2007. Jason currently serves as a Research Assistant to the Senate Standing Committee on National Security and Defense.

Jason earned his Honours Bachelor of Arts from the University of Toronto in 2005 in Economics and Political Science. Jason has since completed internships with organizations including the International Crisis Group, Human Rights Watch and the Atlantic Council of Canada. Most recently, Jason served as a policy analyst for the Department of Foreign Affairs and International Trade.

Jason's primary research interests are focused on Islamism, Middle East politics, and the evolving role of China in the Middle East.

Jodi Turner, Committee Clerk

Jodi Turner joined the Committees Branch of the Senate in January 2005. She serves as the Co-clerk for the Standing Senate Committee on National Security and Defence.

Ms. Turner received a *cum laude* Double Honours Bachelor of Arts (French and Political Studies) and a *cum laude* Masters in Public Administration (specialization in Canadian Politics), from the University of Manitoba.

Previous to joining the Committee, she served as Chief of Staff to the Speaker of the Senate from 2002 – 2005; and was Vice-President of Research for Western Opinion Research in Winnipeg, Manitoba from 2000 – 2002.