

suggested to me that there would be nothing going on more than organized finger pointing. This minister refuses to consult and co-operate. A tremendous amount of good will was generated as a result of that grain summit.

● (1530)

And so we have this kind of scenario. Instead of admitting there is a problem, this minister goes around the country and stands up in this House and tells Canadians that all is well. He has even taken on a mission for the Minister of Finance (Mr. Chrétien). When speaking in a debate last week, the Minister of Transport said at page 3177 of *Hansard*:

This country is by and large in excellent economic shape.

It is in as good shape as his own department.

An hon. Member: And that is terrible!

Mr. Mazankowski: It is amazing that a man of his intelligence and knowledge would subject himself to being discredited by being party to those kinds of statements. As a result, fewer and fewer people believe the minister and this government. More and more they are finding that this government cannot be trusted any longer.

The tragedy resulting from their failure and from their broken promises, particularly in this very important and critical area of transport, is simply that many Canadians have lost opportunities. These are opportunities that could have provided jobs and could have aided in our economic recovery. These were opportunities which could have assisted many Canadians from coast to coast to achieve a sense of purpose and fulfilment. This is something which has declined more and more during the office of this administration.

I speak about lost opportunities. I want to refer to an opportunity which has enormous potential for this country. I have in mind the marine sector. Probably there has not been another segment of transportation which has been studied more than the marine sector, with the possible exception of the grain handling system. And yet in spite of that, and in spite of all the studies and all the platitudes, nothing substantive has been done for Canadians over the last 15 years to retrieve some of the benefits of the \$25 billion deep sea trade that is generated in this country.

What a lost opportunity that is. How sad. It is shameful for a country like Canada to have lost such an opportunity. The drain of some \$3 billion annually to foreign shipping interests should be cause for concern if not outright alarm. Surely steps should be taken immediately to at least curtail or contain that escalation, if not reverse it. This government's attitude toward the shipping industry can best be described as mere tokenism and as being shortsighted. It has failed to give the shipping sector the prominence it deserves. It has failed to foster a climate that is conducive to this very important industry's achieving its potential. It is best summed up by a statement made on behalf of the Dominion Marine Association as follows:

Transportation

Unhappily for the Canadian shipping industry and, we believe, for the economy of Canada, dealings between the federal government and the industry have, over the past 15 years or so, come to take the form of an "adversary" relationship. We of the industry see little sign that the government has our interests in mind when transportation policies are devised and implemented. Instead, our principal contacts with the government and officials in recent years have become a matter of resisting measures devised by them, which will do nothing to improve and often a good deal to impair the efficiency and welfare of the industry.

Running resistance to the industry rather than working with the industry has been the result of the actions of this government.

I turn to another lost opportunity, namely the grains industry. Here we have failed to capture our potential in world markets because of deficient grain handling and our transportation system. This certainly demonstrates another graphic example of a lost opportunity to the economy of Canada and to Canadians.

Over the last eight months deferrals, lost sales, not to mention demurrage, have cost this country a loss in grain sales of 6 million metric tonnes. That, translated into dollars and cents, is worth \$1 billion in the hands of the producer. If you multiply that through the economy—there is a multiplier effect of about 5.5—the total is worth \$5.5 billion. This is a financial blow, to say the least, as far as producers are concerned, but it is a tragedy as far as the Canadian economy is concerned. The fact is that we have not increased our capacity to deliver grain since 1972-73. There has been some additional terminal capacity which has come on stream during the last few months. But while world demand increases, Canada's exports remain static.

In the meantime, since the early 1970s the United States has doubled its exports of grain. Canada is clearly on trial over the next year as far as its major customers are concerned, and particularly with respect to the Chinese and Japanese markets. We must get our house in order. We must demonstrate to them that we have the capacity to improve our system and to enlarge it; otherwise our sales will be further jeopardized.

In this connection I have two suggestions. First, I would suggest that the minister seriously consider the appointment of a grain transport co-ordinator, at least on a temporary basis, until such time as there can be some structural changes in the system, and until such time as our capacity increases. There is still poor co-ordination and poor utilization. There is still a need for a referee.

Second, I hope that the minister will stop running interference with the orderly development of the terminal facility at Prince Rupert. Grandiose schemes of a superport at Ridley Island, I suggest, will only serve to defer the project and to escalate the cost. It is the producer who must bear the cost.

What is needed is to get on with the job and with constructing a grain terminal immediately. This could be done at Casey Point and it could be started this year. The Ridley Island project will be deferred for perhaps three years or more. The Alberta government and the consortia have taken the initiative in this regard. Unless this minister is prepared to co-operate