

I would suggest that it is in the best interest of Canada to accept this amendment. We can always fine-tune it in terms of the method of informing the ship owners, but I think the principle is worth supporting and I hope the government will give due consideration to that.

Mr. Lee Richardson (Parliamentary Secretary to Minister of Transport): Mr. Speaker, I must commend the hon. member for Ottawa South for his determination in this matter. As he mentioned, this matter was discussed at length in committee and we have exchanged considerable information over it. I would say however that on the basis of that information I do not believe the current system is being abused. The facts indicate that the number of waivers has remained relatively stable over the past four years. Foreign vessels carried less than 1 per cent of the total tonnage carried in the coasting trade.

The waiver system is used on those rare occasions when a suitable vessel cannot be found as a result of canvassing in the domestic trade. In most of the cases the applicant has contacted existing Canadian operators prior to the filing of the application. The length of time required to process the application will depend on the specific circumstances of each application.

Bill C-33 provides the Governor in Council with regulation making power for prescribing the criteria to be applied by the agency for the making and the determination of applications for licence. If abuses were to be identified, that regulation making power could be used to correct the situation.

Bill C-33 also has provisions that allow regulations to limit the number of vessels granted coasting licences if it becomes necessary due to abuse or for any other reasons. I think for those reasons we will find this amendment unnecessary.

The Acting Speaker (Mr. DeBlois): Is the House ready for the question?

Some hon. members: Question.

The Acting Speaker (Mr. DeBlois): The question is on Motion No. 1. Is it the pleasure of the House to adopt the motion?

Some hon. members: Agreed.

Government Orders

Some hon. members: No.

An hon. member: On division.

The Acting Speaker (Mr. DeBlois): Negatived on division.

Motion No. 1 negatived.

Mr. Iain Angus (Thunder Bay—Atikokan) moved:

That Bill C-33 be amended by adding immediately after line 28 on page 5 the following:

“(6) Subsection (1) does not apply to any foreign ship registered in the United States of America used for the purpose of transporting goods of Canadian origin to a port in the state of Alaska for transhipment to the Yukon Territory”.

He said: Mr. Speaker, let me start by thanking the House for its consent earlier to allow us to proceed with these motions. I thank in particular the government for its co-operation in dealing with all of the motions in terms of trying to make a good bill that much better. I also thank my colleague, the member for Ottawa South.

This particular amendment philosophically gives me some difficulty, although I am fully supportive of my actions obviously. We have a situation in Yukon where it is for all intents and purposes a land-locked territory and must rely on goods being moved through Alaska in order to provide them in Yukon.

What happens is that we have a monopoly situation. A company called White Pass is owned by Federal Industries. It is a Canadian owned company. It provides the marine service to Skagway, Alaska, operates the port in Skagway, Alaska, operates and controls and I gather owns the pipeline from Skagway to Whitehorse, the trucking company from Skagway to Whitehorse and the railway from Skagway to Whitehorse. It has a monopoly situation.

Normally in those kinds of situations within Canada I would argue for some form of regulation. The government of Yukon feels and rightfully so that it is being charged what is termed a monopoly rent by White Pass for any of the goods that move through its system. There is no competition. It is the sole provider of that service. Although trucking up the Alaska Highway provides another form of service and competition, it is not deemed to be adequate for the purposes of Yukon.