

*Feasibility of Merchant Marine Study*

future consideration when budgets are presented, and that a determination be made by the executive concerning whether there should be advance briefing at all in such circumstances. For the time being, however, I suggest to hon. members that there is no prima facie case of privilege and that the motion should not be put to the house at this time.

**Hon. E. J. Benson (Minister of Finance):** Mr. Speaker, if I might rise on a question of privilege, since my name as Minister of Finance was mentioned in this particular question of privilege, I should like to indicate to all members of the house that the whole matter of budgetary secrecy is one which has deeply concerned me for some time in that changes in taxation affect so many people and so few people know about them in advance. I should like to assure members of the house that this matter is being given careful consideration by the government.

**ROUTINE PROCEEDINGS****COMMITTEES OF THE HOUSE**

Fifth report of the Standing Committee on Broadcasting, Films and Assistance to the Arts—Mr. Reid.

[Translation]

Twenty-first report of the Standing Committee on Finance, Trade and Economic Affairs—Mr. Clermont (Gatineau).

[Editor's note: The text of the foregoing reports appears in today's Votes and Proceedings.]

[English]

JUSTICE AND LEGAL AFFAIRS—CONCURRENCE  
IN FIFTH REPORT OF STANDING COMMITTEE

**Mr. D. R. Tolmie (Welland)** moved that the fifth report of the Standing Committee on Justice and Legal Affairs, presented to the house on Thursday, May 29, be concurred in.

Motion agreed to.

**SHIPPING**

ECONOMIC FEASIBILITY STUDY OF DEEP SEA  
MERCHANT MARINE

**Hon. Donald C. Jamieson (Minister of Transport):** Mr. Speaker, I wish to announce today that the Canadian Transport Commission has selected a team of consultants to

[Mr. Speaker.]

conduct an economic feasibility study of a Canadian deep sea merchant marine. Prime contractors will be Hedlin-Menzies and Associates Limited of Winnipeg, Vancouver and Toronto. Technical support will be provided by Gibson Transportation Limited of Vancouver and Montreal, and George G. Sharp Incorporated, New York. Proposals had been received from many consulting firms in Canada and elsewhere for carrying out all or parts of the study. The main purpose of this study is to explore the range of possibilities for privately owned Canadian flag shipping in the years ahead, and to assess the cost and benefits attached to different possibilities.

In carrying out this assignment, the consultants will investigate such matters as: The prospective volume and content of Canadian trade to be handled by ocean shipping; the cost differentials and other factors inhibiting the carriage of that trade in Canadian flag ships; the most promising areas for the development of Canadian flag shipping; the context of international shipping in which Canadian ships would have to compete; policies of other nations in encouraging their own shipping; and the costs and benefits of various practicable courses of action to encourage Canadian flag shipping. Work on the project is to start immediately and is expected to take about 12 months.

The question has arisen as to the inclusion in the study of the feasibility of building ships in Canada for a deep sea fleet. In answer to this question I would point out that the purpose of the study is to investigate the potential for privately owned Canadian shipping. It is, if you like, a market study for Canadian flag shipping, and as in any business it is prudent to begin by making a thorough examination of the market that may exist for any prospective production.

This study is therefore a necessary preliminary to any study of the feasibility of building deep sea ships in Canada. Unless it can be shown first that a potential exists for a Canadian flag deep sea fleet, the other study would not be justified. But the terms of the study do not foreclose in any way the possibilities of building ships in Canada if the feasibility of a deep sea fleet is demonstrated.

**Mr. W. B. Nesbitt (Oxford):** Mr. Speaker, I am sure all members of the house will welcome the minister's announcement. It would seem to be another straw in the wind, and if nothing else a hope for more in the future in the way of some tangible result from the