

Adjournment Debate

NAYS

Messrs.

Althouse	Gurbin	McCuish
Andre	Gustafson	McKinnon
Anguish	Hamilton	McMillan
Baker	(Qu'Appelle-Moose	Miller
(Nepean-Carleton)	Mountain)	Munro
Beatty	Hargrave	(Esquimalt-Saanich)
Benjamin	Hawkes	Murphy
Blackburn	Heap	Murta
Blaikie	Howie	Neil
Blenkarn	Huntington	Nickerson
Bradley	Jarvis	Nielsen
Clark	Keeper	Orlikow
(Yellowhead)	Kempling	Parker
Clarke	King	Sargeant
(Vancouver Quadra)	Kristiansen	Scott
Cook	Kushner	(Hamilton-Wentworth)
Cooper	Lambert	Scott
Crosby	La Salle	(Victoria-Haliburton)
(Halifax West)	Lewis	Taylor
Darling	Lewycky	Thacker
Deans	MacDonald	Towers
Dick	(Miss)	Waddell
Elzinga	MacKay	Wilson
Forrestall	Manly	Wise
Gamble	Mazanowski	Young—67.
Greenaway	McCain	

● (2220)

Mr. Deputy Speaker: I declare the motion carried.

Motion agreed to and bill read the third time and passed.

[Translation]

Mr. Prud'homme: Mr. Speaker—

Mr. Deputy Speaker: The hon. member for Saint-Denis.

Mr. Prud'homme: Mr. Speaker, I merely wish to advise hon. members, including my good friend the hon. member for Joliette (Mr. La Salle), that the Quebec Liberal Party has just won two resounding victories in the ridings of Saint-Laurent and Louis-Hébert.

[English]

Mr. Clark: Mr. Speaker, on a point of order, in light of the interest of the Liberal Party in by-elections, I wonder if the Prime Minister might call the three by-elections.

Some hon. Members: Hear, hear!

PROCEEDINGS ON ADJOURNMENT MOTION

[Translation]

A motion to adjourn the House under Standing Order 40 deemed to have been moved.

INTERNATIONAL MARITIME TRANSPORT—LEVYING OF TAX ON WORLD PRICES

Mr. Pierre Deniger (La Prairie): During question period last Friday, Mr. Speaker, I referred to statements made by

representatives of the Canadian shipping industry, who held a convention in Ottawa last week, concerning the levying of a surcharge on marine fuel expended by Canadian ships on international voyages in inland waters.

Again this morning, at the official opening of the seaway for 1982 which took place in Saint-Lambert in my riding of La Prairie, a number of representatives of the industry foresaw a very difficult season and blamed it precisely on this surcharge. In principle, the National Energy Program aims at protecting the Canadian economy by making it possible for all Canadians to buy Canadian oil below world prices. The fact that world prices are imposed on Canadian ships as well as on foreign ships, while highway or railway transportation are exempted deals a very hard blow to an industry which is of paramount importance to a sound economy.

● (2225)

Such a discriminatory policy, according to representatives of the Canadian shipping industry known as Dominion Marine, may have dire consequences not only for the shipping industry but also for Canadian consumers. The practice will deprive Canadian shipping of essential cargo and benefit American shippers who are now more competitive. There is, therefore, the possibility of a huge deficit. Thus, Mr. Speaker, American steel plants are already getting less of their iron ore from Quebec and Labrador and more from the United States themselves, particularly from the Mesabi Range. Unemployment will therefore increase in Canada. The higher transportation costs of those Canadian industries which use and depend on river and sea transport will inevitably result in higher consumer prices. Water transport is now the least expensive means of transport available. It is three times more energy efficient than the railways and eight times more than road transport. Therefore, by forcing the sea carriers to pay world prices for their fuel, which does not apply to road and railway transport, the federal government is promoting a traffic transfer to a means of transport which is less energy efficient. This is a cause for concern at a time when energy conservation is an absolute priority.

While supporting the efforts of our government aimed at avoiding that foreign sea carriers benefit from lower fuel prices on the domestic market, I cannot agree to a policy which clearly discriminates against one sector of the Canadian industry. This policy goes against the purpose of the National Transportation Act, which states the following:

Regulation of all modes of transport will not be of such a nature as to restrict the ability of any mode of transport to compete freely with any other modes of transport;

I believe that the right to free competition has been unfairly restricted. The Canadian maritime industry uses 6,000 barrels of fuel a day for domestic international shipments. By imposing world prices, the government will get about \$5.5 million a year. This \$5.5 million of additional revenue constitutes the only advantage for the government. The benefit seems small