

It is not only the demise of the shipping and marine industry that has been of some concern for some years in this country, but a general concern that the transportation network, the transportation infrastructure, the transportation industry as a whole, is crying out for some assistance.

We have witnessed in this House and across the country the demise of the trucking industry following deregulation by this government in 1988. For two years now Canadian truckers have been waiting for some government action.

There have been a number of ministers in the interim who have promised relief, who have promised aid packages to help the industry. However, unfortunately we have no such aid program to date.

We know what has happened to the rail side of the equation. We know of the gutting of VIA. We know that there is no high speed rail plan on the horizon. We know what is happening in the airline industry. It is an industry that is certainly on shaky ground, to say the least. It was supposed to be fuelled by deregulation. We were supposed to have more competition. Instead what we are left with is basically a duopoly.

To aggravate the situation even further we have a government that heads into bilateral open skies negotiations with the Americans without even having the courage and foresight to say that it is prepared not to negotiate cabotage rights.

As recently as a few evenings ago the parliamentary assistant to the minister basically commented on the question of cabotage. He, like his political bosses, left the whole question of cabotage rights to American carriers very open at a time when the industry requires the determination of a government to stand tall in the face of American demands.

We are discussing the shipbuilding industry in Bill C-33—and I know that the ministers are counting the clock but I believe that opposition responses have up to 40 minutes—but the question concerns not only the shipbuilding industry. It is not only the maritime industry. It concerns the transportation network *per se* across this country which has helped build this country, which

continues to try to keep this country intact by keeping Canadians travelling and getting to know each other, transporting goods and commodities, and which is under attack.

There there a number of positive movements in this bill in terms of extending the limits of coasting industry in this country. However, there are also a number of concerns which I hope my hon. friends on the other side—and I appreciate the minister's attendance in the House today—will take to heart and endeavour to address in this bill in second reading and at committee stage where the work is really done. Perhaps we will be open-minded, try to make this bill a better bill and allay some of the fears and concerns raised in light of Bill C-33 and, more important, examine the transport industry as a whole and begin to do some of the things that have been asked and which to date have not been done.

**Mr. Corbeil:** Mr. Speaker, with your permission and after consultation, I would like to move:

That after second reading Bill C-33, an act respecting the use of foreign ships and non-duty paid ships in the coasting trade, be referred to the Standing Committee on Transport.

[Translation]

**The Acting Speaker (Mr. DeBlois):** It is unusual indeed for such a motion to be put at this time. Maybe I was too quick to recognize the opposition member.

[English]

Is there unanimous consent for the motion tabled by the minister?

**Some hon. members:** Agreed.

**Mr. Brewin:** Not to the motion, Mr. Speaker, not to the motion.

**The Acting Speaker (Mr. DeBlois):** The motion is to transfer clause-by-clause study to the Standing Committee on Transport.

**Mr. Brewin:** Mr. Speaker, I would consent to the minister moving the motion at this time. However, at this stage I take it we are not consenting to the adoption of the motion which is how I heard you move it. I would like to make that clear so that we have the opportunity to continue to debate second reading.