

*Government Orders*

However, what is happening internationally in the shipbuilding sector should be looked at by the government from the point of view of what can Canada take to the table in the OECD, as well as in other international fora, to try to persuade other countries to stop asking their taxpayers to subsidize other countries' ship owners by subsidizing their shipyards.

Canadian shipyards on the lakes and elsewhere have stated again and again that they feel with their experience and with their skilled workers they could attract capital investment to compete with shipyards elsewhere if only other nations would stop subsidizing their shipyards.

Our government ought to be strongly pushing for the end of these subsidies in other countries. If we go to the table with nothing ourselves, what leverage, what bargaining position do we have?

Once again we will be the boy scouts of the international community, stripping ourselves bare and then going to the bargaining table and asking other countries to do the same. This does not strike me as the way to persuade others to understand what is in everybody's best interests, which is to stop asking taxpayers to subsidize industries to serve other countries' foreign fleets.

**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 the fifth motion of Mr. Angus. Is it the pleasure of the House to adopt the motion?

**Some hon. members:** Agreed.

**Some hon. members:** No.

**An hon. member:** On division.

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

Motion negatived.

**Mr. John Manley (Ottawa South)** moved:

That Bill C-33 be amended by adding, immediately after the heading "Consequential Amendment" on page 16, the following:

"Customs Act

22. Paragraph 164(1)(h) of the Customs Act is repealed and the following substituted therefor:

(h) Prescribing how the coasting trade shall be regulated in any case or class of cases and exempting any case or class of cases, subject to condition that the Governor in Council sees fit to impose, from any of the requirements of this act that the Governor in Council deems it inexpedient to enforce with respect to vessels engaged in such trade;"

He said: Mr. Speaker, in bringing forward this amendment with the indulgence and previous unanimous consent of the House, I want to say it was to us important that this amendment be dealt with in the House in the proper way.

This amendment was brought forward by the government in the committee. Upon questioning, it was ruled out of order by the clerk and by the chairman of the committee. It is my understanding, as it was then, had the bill been adopted, including this amendment, without the unanimous consent of the House at this stage, it may have been found that the bill, as reported, was out of order. Therefore it became essential that this amendment be dealt with at report stage with the indulgence of the House and with unanimous consent.

It does involve the amendment of the Customs Act which was not otherwise amended by Bill C-33 and therefore was at the committee stage found to be out of order. It is our pleasure to move and support the amendment with the indulgence of the Chair and with the unanimous consent of the House.

**Mr. Iain Angus (Thunder Bay—Atikokan):** Mr. Speaker, I just want to add my support to this motion. As you indicated at the outset I had also submitted an identical one which quite frankly was the one the government submitted in committee.

I think it is clear we all have an interest in again improving the bill. It was missed in the drafting and we picked it up during our discussions at committee. Once again it shows how important committee deliberation is in assisting the government in drafting legislation.

• (1140)

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