

legislate specifically in relation to marine services cost recovery, even though the Financial Administration Act then was the same as it is now. Indeed, I am not aware of any marine user charges that are recovered through the Financial Administration Act. That is not to say that ships do not pay charges for marine services. For example, they pay for pilotage through tariffs established under the Pilotage Act. Seaway tolls are collected pursuant to the St. Lawrence Seaway Act and charges for the use of port facilities pursuant to regulations made under a variety of statutes. All these statutes, of course, were passed after parliamentary debate and full consideration of the question as to whether it would be appropriate to charge for the particular service in each case.

The second point that arises from the history of Bill C-75 is that the cost recovery proposal was withdrawn, although the Government at the time had a huge majority. That there was considerable opposition to the proposal is evident. This opposition, I might say, was not marshalled by The Shipping Federation of Canada. Perhaps our friends in the Canadian Shipowners Association played some role in the matter but it seems apparent that there was widespread concern in the country that the imposition of these charges would do more harm than good. This is as true today as it was then, although time does not permit me even