

of crucial concern to people whose livelihoods should be able to be based upon building and refitting ships.

There is also the fact that concern has been expressed over safety with regard to foreign licensed ships.

This is of particular concern with respect to the foreign crews that in many cases work on these ships licensed by the minister. The bill that we have before us in no way guarantees that foreign ships will be crewed comparably to Canadian ships. Standards such as the number of deck hands and working conditions on board are not mentioned.

In the absence of the waiting period, this means that you build in a bias on the part of Canadian shippers to use foreign vessels which, because they are not subject to the same level of safety standards as Canadian vessels, they can offer their services more cheaply. Therefore, it need only be done very quickly that a licence is granted to a foreign ship on application by a shipper seeking to use and to take advantage of the cheaper costs being offered by the foreign vessel because it is not subject to the same level of standards. These are the concerns we have with this bill.

As I have said, we do support it but in doing so we call upon the government to address in a clear and unambiguous fashion its stand on the Jones Act and what it is going to do to open up U.S. shipping to Canadian ships to the same degree that it has by this bill opened up Canadian shipping to U.S. ships.

What is the government's position going to be on the Canadian shipbuilding industry? When is it going to take action to ensure that Canadian shipbuilders are building vessels other than national defence vessels?

Finally, what is it going to do to ensure the compliance with Canadian standards, particularly with respect to safety on foreign licences vessels that are plying the Canadian coastal shipping trade?

**Mr. Iain Angus (Thunder Bay—Atikokan):** Mr. Speaker, I am pleased to rise on the occasion of third reading debate on Bill C-33.

Let me start at the beginning by asking why we are here. Why did this bill not pass in 1988 after having gone through first and second reading debate, committee stage, third reading passage and on to the other place?

### *Government Orders*

In part it was because of my regular seat mate, the member for Vancouver East, who, along with a large sector of the B.C. cruise shipping industry, or at least the B.C. basis thereof, worked together to lobby members in the other place to delay the bill because it was written in such a way that the existing cruise shipping industry using British Columbia, Vancouver and Prince Rupert was in danger of going under.

The bill we dealt with, I believe, was originally tabled in 1987, five years ago, and passed this House in 1988. It would have prevented the cruise shipping industry from stopping in Vancouver or any one of the coastal ports along the way and allowing people to get on and off. It was a very restrictive piece of legislation. It was only the intervention of the 1988 election, which brought about the death of the bill on the Order Paper in the other place, that kept that coastal trading act out of the law books.

It has come back in a form that is acceptable to the cruise industry on the Pacific west coast, the Great Lakes and our east coast. We made minor modifications in committee to provide for the ability of a cruise ship to stop at a particular port and off-load its passengers. This would allow them a land based opportunity or even another water based opportunity to travel down river, downstream or upstream, whichever direction they want to go, to another port to be picked up.

• (1220)

For example, passengers could get off in Quebec City and take VIA to Montreal and board the same cruise ship, part of an expanded package basically to allow foreigners who are on these cruise ships to see a bit more of Canada.

We have made some improvements. I know that had the member for Vancouver East been here she would have been up on her feet to say how pleased she was at the fact that this House and obviously the government has listened to the concerns of the coastal trading industry on the west coast. Quite frankly, we are talking about millions of dollars.

These may be foreign-based ships bringing passengers to Canada, stopping off in Vancouver, perhaps even picking up in Vancouver in terms of the commencement of the voyage and then on up to Alaska. Certainly, I know that the cruises along that coast are extremely