

*Order Paper Questions*

Although I recognize the importance of the subject, I cannot find it to be appropriate for debate under Standing Order 26.

In relation to the fact that the House will recess tomorrow, may I finish my ruling by quoting to the House in part a decision rendered by my predecessor on July 24, 1975, on page 7905 of *Hansard* for that year. At that time he said:

Finally, I must also note that the hon. member suggested that a factor involved is the impending adjournment or recess of the House, if that is in fact a reality, and therefore this is a matter which places before the House some problems of critical proportions. Surely the hon. member realizes that if I were to apply that standard to every matter of national importance put forward under that condition as a subject for debate under Standing Order 26, it would be a rather anomalous and difficult situation for the House to deal with. For those reasons, I feel that special time ought not to be set aside for this subject matter.

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**QUESTIONS ON THE ORDER PAPER**

(Questions answered orally are indicated by an asterisk.)

**Mr. David Smith (Parliamentary Secretary to President of the Privy Council):** Madam Speaker, the following questions will be answered today: Nos. 4,325, 4,435, 4,524 and 4,534.

[Text]

**CANADA'S INTERNATIONAL DEEP SEA TRADE****Question No. 4,325—Mr. Forrestall:**

1. For each of the past five years for which statistics are available, what was Canada's international deep sea trade in terms of (a) dollar value (b) tons of cargo loaded and unloaded in Canadian ports?

2. For each of these years (a) what was the government's best estimate of the total freight charges for Canada's international deep sea trade (b) what percentage of Canada's international deep sea trade was carried in Canadian registered vessels?

**Mr. Jesse P. Flis (Parliamentary Secretary to Minister of Transport):** Transport Canada advises as follows: 1. (a) The value of Canadian deep sea trade totalled \$24.2 billion in 1976, \$25.9 billion in 1977, \$30.5 billion in 1978, \$38.4 billion in 1979 and \$48.5 billion in 1980.

Deep sea trade is defined here as including all Canada's international trade except with the United States; it includes all modes of transport, including air, with other countries. It

should be noted, however, that air cargo data are considered to be relatively minimal. On deep sea exports, air cargo represents less than 10 per cent of the value of the trade. A split of imports by mode of transport was not available at the time this reply was prepared.

(b) Deep sea trade loaded in Canadian ports, including transshipment, in metric tons, amounted to 71.9 million in 1976, 73.6 million in 1977, 75.5 million in 1978, 92.2 million in 1979 and 101.5 million in 1980. The deep sea trade unloaded in Canadian ports, including transshipment, in metric tons, amounted to 26.9 million in 1976, 29.0 million in 1977, 29.1 million in 1978, 26.8 million in 1979 and 28.9 million in 1980. In this case, deep sea trade is defined as all Canada's international trade except with the U.S. and covers only waterborne movements.

2. (a) The Government did not make any estimate of this kind. Statistics Canada collects data on earnings and freight payments for purposes of constructing the Canadian balance of international payments. These data, however, exclude freight payments to non-resident operators for export, and for resident operators for imports and therefore, do not fully answer the question raised.

Taking these limitations into account, it is noted that gross payments on imports to foreign ocean shipping operators recorded in the Canadian balance of international payments amounted to \$561 million in 1976, \$611 million in 1977, \$615 million in 1978, \$759 million in 1979 and \$829 million in 1980.

Gross payments on exports to Canadian ocean shipping operators amounted to \$189 million in 1976, \$200 million in 1977, \$231 million in 1978, \$328 million in 1979 and \$370 million in 1980. These two sets of figures both exclude payments collected within Canada/U.S. trade. The table below provides more complete data.

(b) In terms of tonnage, Canadian registered vessels carried 0.2 per cent of our deep sea trade in 1976, 0.3 per cent in 1977, 0.2 per cent in 1978, 0.5 per cent in 1979 and 1.0 per cent in 1980. Statistics on Canadian registered vessels only, underestimate Canadian participation in deep sea trades since Canadian companies own and/or charter ships registered in foreign countries.

Freight Bill on Canadian Deep Sea Trade  
Partial Figures  
(\$ millions)

Year	1974	1975	1976	1977	1978	1979	1980
Transaction							
Freight Payments							
Gross earnings of Canadian operators on exports (1)	219	177	189	200	231	328	370
Gross earnings of foreign operators on imports (1)	570	582	561	611	615	759	829
Sub-total	789	759	750	811	846	1,087	1,199
Index (1974 = 100)	100	96	95	103	107	138	152
Value of Deep Sea Trade							
Exports	11,058	11,637	12,557	13,428	15,796	21,077	27,871