

Government Orders

"gers by ship, the agency has determined that an identical or similar adequate marine service is not available from any person operating one or more Canadian ships;"

Mr. Angus moved:

That Bill C-33 be amended in clause 5 by striking out lines 32 to 35 at page 6 and substituting the following therefor:

"That an identical or similar adequate marine service is not available from any person operating one or more Canadian ships; and"

He said: Mr. Speaker, let me try a third time to see if I am any luckier on this one. I have a funny feeling I might be.

Basically what this amendment does is delete the words "regularly scheduled" from both clause 4 and clause 5. We certainly had a number of witnesses who were concerned about that part of the legislation because it was too limiting. When we say "regularly scheduled" we mean something that has a normal timetable, that serves port *a* on Monday and port *b* on Tuesday, et cetera. We wanted to ensure, since things like the charters could be caught up in this, that we deal with the question of identical or similar adequate marine services not being available.

It helps to refine the language of the bill in a much better way.

Mr. Lee Richardson (Parliamentary Secretary to Minister of Transport): Mr. Speaker, the third time lucky. The hon. member for Thunder Bay—Atikokan will be pleased to know that we are prepared to accept this amendment.

The Acting Speaker (Mr. DeBlois): I need some indication from the members.

[Translation]

Do you agree that I should put the question on Motions Nos. 3 and 4 and that there should be only one vote?

[English]

Some hon. members: Agreed.

The Acting Speaker (Mr. DeBlois): The question is on the third and fourth motions of Mr. Angus. Is it the pleasure of the House to adopt these motions?

Some hon. members: Agreed.

Motions agreed to.

Mr. Iain Angus (Thunder Bay—Atikokan) moved:

That Bill C-33 be amended by adding immediately after line 14 at page 16 the following new clause:

"21.1 Where any Canadian ship engaging in the coasting trade is required to undergo refits or repairs other than emergency repairs, the master of the ship shall ensure that such refits or repairs are carried out in shipyards located within Canada".

He said: Mr. Speaker, maybe I can make it two and two. I like the direction we are heading.

The purpose of this amendment is to make it a requirement that when any Canadian ship which engages in the coasting trade is forced to do repairs or refits other than that of an emergency nature it be mandated to do them at a Canadian shipyard.

This House and Canadians know full well the desperate situation our shipyards are in. The government policy has been that of downsizing the industry. It has certainly facilitated a number of yard closures. I can think of the Collingwood shipyard closure, which incidentally built the last commercial vessel in this country. It was built for Patterson and Sons and came off the dry dock in 1985 I believe. That was the last time Canada built a private commercial vessel.

We have built some smaller ones since then in terms of trawlers and small fishing boats. We do some pleasure craft, but a Great Lakes style grain and iron ore boat is a thing of the past in terms of being constructed in Canada. Some 92 per cent of all contracts to the remaining shipyards come from the government sector, primarily defence but also transport and fisheries and oceans.

We need to do something to redirect business back to our yards while we still have a few. In Ontario we are down to two yards: Port Weller and Portship in Thunder Bay. We know from the testimony before the committee that there is not enough work on the Great Lakes as it is to sustain those two yards. One of them is bound to close and regretfully it is more than likely going to be the one in Thunder Bay because it has already lost its construction capacity. It is down to a repair facility whereas the Port Weller yard still has construction capabilities. In fact it has one small government contract that will kick in about a year from now.

We are in desperate straits in the shipbuilding industry. At the very least we should say to companies that earn their bread and butter in the coastal trade in Canada, that are owned by Canadians, crewed by Canadians and operate in Canadian waters, that they should give their repair business to Canadian yards, not take