

Government Orders

To summarize, the proposed Coasting Trade Act will extend the jurisdiction of the current coasting trade laws to include: (1) all commercial marine activities within 12 miles with the exceptions noted and (2) all commercial marine activities related to resource exploration or exploitation out to 200 miles or the outer edge of the Continental Shelf, whichever is the greater, again with the exceptions noted.

This act protects operators of Canadian flagships wishing to work within Canadian waters and on the Continental Shelf.

[*Translation*]

At the same time it allows international cruise ships to operate without meeting the requirements of the Coasting Trade Act. As a consequence cruise activities in Canada can grow and develop and jobs for Canadian ship crew will be protected. As market conditions improve more jobs opportunities will be created for ship crew and those in related industries.

Mr. Speaker, I have set out before you and the members of this House the goals and objectives of this legislation now before us for debate. While I have no doubt that my Honourable friends opposite will have comments to make, I believe that you will find that the time has come to bring our important coasting trade legislation up to date. I believe that this Bill addresses many of the concerns of our industries, and will be of benefit to all those engaged in this vital aspect of our economy. Thank you, Mr. Speaker

[*English*]

Mr. Sergio Marchi (York West): Mr. Speaker, I am pleased to rise as the Official Opposition critic on transport and on behalf of my colleagues in response to the second reading of Bill C-33, an act respecting the use of foreign ships and non-duty paid ships in the coasting trade.

• (1550)

As members from all sides of the House will know, the coasting trade bill was previously debated in a much similar form in Bill C-52 during the 1987-88 period, but due to the call of the federal general election the legislation died on the Order Paper.

During the time allotted to me I would like to share with members of the House some concerns that I have

vis-à-vis this bill. Bill C-33 deals specifically with the coasting trade in Canada, or as mentioned in the legislation and I quote: "the carriage of goods by ship or combination of ship and other mode of transport from one place in Canada or above the Continental Shelf to any other place in Canada or above the Continental Shelf".

Of course the bill explains similar provisions for the transportation of passengers, both within the confines of our inland waterways and again to the reaches of the Continental Shelf or the 200-mile natural resource zone.

The principal feature of this particular piece of legislation is that it extends the provisions of the Canada Shipping Act relating to the transport of goods and passengers from the existing 12-mile territorial sea limit to the 200-mile Continental Shelf or natural resource zone. Furthermore, the bill amends the Canada Shipping Act and places the coasting trade provisions within the confines of its own legislation and not under the guise of the Canada Shipping Act. It talks more about the territorial aspects of the marine industry as opposed to some of the other technicalities.

Under the bill foreign ships cannot operate within Canadian waters unless a select group of criteria is met. This legislation allows foreign ships to apply for a waiver to operate in our coasting trade. If after applying the National Transportation Agency determines that a Canadian ship is not available to perform a required service, then Revenue Canada would grant a coasting trade licence to that particular foreign vessel.

As well, foreign ships or non-duty paid ships cannot engage in our coasting trade unless they belong to a select group such as fishing vessels, research vessels, scientific marine research, certain salvage operations and pollution prevention operations. Other cases when a foreign ship may operate in Canadian waters are in times of an emergency when a Canadian ship cannot come to the assistance of another in distress.

Another amendment proposed is that foreign ships which are granted a licence to operate in Canadian waters will, under the bill, have their licences withdrawn with penalties of up to \$50,000 if they contravene any act of Parliament which may apply. Provisions in the bill also allow for the detention of the vessel and its potential sale by the federal government following a non-appearance at their trial for violating our laws.