

Royal Assent

made from one end of the country to the other. Those promises were not fulfilled. There was great optimism and enormous support for Conservative candidates during the election campaign. The people in the shipbuilding industry and the communities which depend upon it feel betrayed. There is, however, still time to honour the hard and fast commitments which were made.

THE ROYAL ASSENT[*Translation*]

A message was delivered by the Gentleman Usher of the Black Rod as follows:

Mr. Speaker, the Honourable Deputy to the Governor General desires the immediate attendance of this honourable House in the chamber of the honourable the Senate.

Accordingly, Mr. Speaker with the House went up to the Senate Chamber.

And being returned:

Mr. Deputy Speaker: I have the honour to inform the House that when the House went up to the Senate Chamber the Deputy Governor General was pleased to give, in Her Majesty's name, the Royal Assent to the following Bill:

Bill C-71, an Act to amend the Criminal Code, the Immigration Act, 1976 and the Citizenship Act—Chapter Nos. 37.

• (1640)

GOVERNMENT ORDERS[*English*]**COASTING TRADE AND COMMERCIAL MARINE ACTIVITIES ACT****MEASURE TO ENACT**

The House resumed consideration of the motion of Mr. Crosbie that Bill C-52, an Act respecting the use of foreign ships and non-duty paid ships in the coasting trade and in other marine activities of a commercial nature, be read the second time and referred to a legislative committee.

Mr. Skelly: Mr. Speaker, I was about to comment on the treatment of the shipbuilding industry by previous Liberal Governments. I wanted to point out, as have many of my Conservative colleagues, the misdirection of the decision that Canada could acquire its shipping, its ships and marine platforms more cheaply from other countries. That Liberal government policy badly wounded shipbuilding in Canada.

It is clear that that attitude on the part of Liberal Governments, from the Prime Minister (Mr. Mulroney), the Minister of Transport (Mr. Crosbie), the Minister of Energy, Mines and Resources (Mr. Masse) to the Minister of Regional Industrial Expansion (Mr. de Cotret), has seriously harmed many communities in eastern Canada, western Canada, the

Great Lakes region as well as the Arctic coast which they ignored as a site for marine development and technology.

There was great optimism when the Conservatives came to power that shipbuilding and the marine trades would gain an ally with a government and a group of individuals who would act in a strong, effective and consistent manner to get that sector of the industry back on its feet and moving in the right direction.

Canada, with one of the longest sea coasts in the world, is a maritime nation. Most of the small vessels and some of the larger ones in our coasting trade are Canadian built and operated. However, there are some notable exceptions. It was our hope that the new Government which made such firm promises would break those exceptions and create an atmosphere of expansion for Canadian maritime operators and seamen. That has not happened.

The new legislation today is riddled with exceptions. When this Bill goes to committee it must deal with those exceptions and allow those to whom the Government made its promises to come before the committee and say why the continuance of those exceptions will deny them employment and economic benefits. They must be allowed to explain why the removal of those exceptions would allow Canadians to build vessels and obtain the technology that will lead to a position of strength in the future.

The Government made promises about the coasting trade. While we will support all the positive aspects of this Bill, we want the exceptions removed. Furthermore, we want the Government to expand its involvement and interest in this sector.

Canada needs a deep sea fleet. Conservative Members who have been in the House a long time have said that a deep sea fleet must be developed for Canada. Where are they today? Where are the provisions in the Bill to develop that deep sea fleet?

The Government is quite prepared to allow major shipping interests in Canada to take their vessels offshore and register them in Great Britain, Bermuda and Third World countries to avoid paying decent salaries to the men and women who operate those vessels and to avoid the requirements of proper safety and health conditions on those vessels.

We must build, refit and maintain those vessels in Canada in order to provide that work to Canadians and ensure that our shipyards will have a sufficient volume of work to keep the technology of shipbuilding alive and thriving in this country. This is necessary so that the shipyards can remain economically viable and the communities that depend on those shipyards can continue to thrive rather than disappear, as has happened to so many single-industry towns in this country.

When this Bill goes to committee we will ask the Government what it will do about its promises of a nationally based deep sea fleet of ships that are built in Canada. Canadian