

In committee we were told that they have to do that. Revenue Canada says they have to do that. Labour Canada says they have to do that. Immigration Canada says they have to do that. However those are covered in other pieces of legislation.

They may very well be, but what the industry wants is something in what would become their rule book, the Coastal Trading Act, that they could point to as opposed to the bureaucrats playing games and trading off one department to another and maybe the shipping industry trading off one department to another.

They want it right there in that one act to say: "Hey, you have to abide by our labour standards. You have to abide by our tax laws. If you do not, you do not come in. You do not take jobs in Canada. You do not provide services to Canadian ports or carry Canadian goods. Regardless of the other circumstances, you just do not do it."

This kind of protection will reduce the ability of a foreign flag carrier to undermine the financial stability, what little there is left, of our maritime industry. They are undercutting, whether it is Patterson and Sons, CSL, Algoma Central Marine or any of our other shipping companies. The competition from offshore makes it more difficult every day for them to survive.

The downward pressures to reduce costs are in large part because of the cheap wages, the low health and safety standards on those offshore vessels, in spite of international maritime law. They are there and they are a reality and we have to reduce that pressure if we want to have anything left of our marine industry because it is going down very quickly.

We have lost 40 or 50 ships in the last 10 years from the Great Lakes fleet alone. We do not have an international fleet any more. We used to have the biggest merchant navy in the world coming out of World War II, but that is gone. Let us put this in so we can keep what we have.

Mr. Lee Richardson (Parliamentary Secretary to Minister of Transport): Mr. Speaker, I do not disagree with the intent of the hon. member's proposal but again I do not think it is needed.

This amendment would not add anything to the power already provided in the existing labour laws under the current system as the hon. member has mentioned. The Immigration Act and the regulations pursuant thereto

govern the employment of ships crew within Canadian waters. Any provisions added to Bill C-33 to govern the employment of ships crew would be redundant.

• (1120)

This matter again came up in committee. On inquiry the committee was advised that as soon as Revenue Canada receives the advice from the agency that no suitable Canadian ship is available an authority is issued to the applicant that spells out the conditions prior to the issuance of a licence, including the obligation to meet with the requirements with respect to labour and immigration. Revenue Canada sends copies of that authority to the Canadian Coast Guard, the agency and to the Department of Immigration.

As I say I think these matters are already covered in both the Immigration Act and regulations pursuant thereto and the amendment is redundant.

The Acting Speaker (Mr. DeBlois): Is the House ready for the question?

Some hon. members: Question.

The Acting Speaker (Mr. DeBlois): The question is on the second motion of Mr. Angus. Is it the pleasure of the House to adopt the motion?

Some hon. members: Agreed.

Some hon. members: No.

An hon. member: On division.

The Acting Speaker (Mr. DeBlois): Negatived on division.

Motion negatived.

[*Translation*]

SPEAKER'S RULING

The Acting Speaker (Mr. DeBlois): I would suggest that Motions Nos. 3 and 4 standing in the name of the hon. member for Thunder Bay—Atikokan be grouped for debate and voted on together since the wording and spirit of the two motions are similar.

[*English*]

MEASURE TO ENACT

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

That Bill C-33 be amended in clause 4 by striking out lines 42 to 46 at page 5 and substituting the following therefor: