

*Canada Shipping Act*

- (a) \$ 80,056,222.
- (b) \$ 91,295,399.
- (c) \$104,348,025.
- (d) \$113,166,394.

(b) The amount paid from the account for the years in question is as follows:

- (a) \$280,886,649.
- (b) \$306,909,882.
- (c) \$327,196,681.
- (d) \$345,626,573.

5. Members' contributions shown in 4(a) are paid into the Canadian Forces' Superannuation Account for provision of basic pensions. Indexation of basic pensions requires additional contributions (1 per cent of salary) by members and are paid into the Supplementary Retirement Benefits Account (SRBA). Contributions to the SRBA for the above years were:

- (a) \$14,738,376.
- (b) \$16,972,634.
- (c) \$19,540,469.
- (d) \$21,182,091.

[Translation]

**Mr. Dick:** Mr. Speaker, I ask that the remaining questions be allowed to stand.

**Mr. Speaker:** The questions enumerated by the Hon. Parliamentary Secretary have been answered. Shall the remaining questions stand?

**Some Hon. Members:** Agreed.

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## GOVERNMENT ORDERS

[English]

### CANADA SHIPPING ACT AND RELATED ACTS

#### MEASURE TO AMEND

The House resumed consideration of the motion of Mr. Mazankowski that Bill C-75, an Act to amend the Canada Shipping Act and to amend the Arctic Waters Pollution Prevention Act, the Maritime Code Act and the Oil and Gas Production and Conservation Act, be read the second time and referred to a legislative committee.

**Mr. Speaker:** When the House adjourned there was a period of questions and comments following the speech of the Hon. Member for Gander-Twillingate (Mr. Baker).

[Translation]

**Mr. Gauthier:** Mr. Speaker, I welcome this opportunity to take part in the debate on Bill C-75. I was most interested in the remarks and comments of my hon. friend from Gander-Twillingate (Mr. Baker), when he mentioned to the House that Clause 4 of Bill C-75 reads as follows:

For the purpose of defraying the cost of navigational services provided by the Canadian Coast Guard, the Governor in Council may make regulations respecting charges relating to those services, including, without limiting the generality of the foregoing, aids to navigation, dredging, vessel traffic services, ice breaking services and escorting services.

In fact, Mr. Speaker, the explanatory note says, and this is very straightforward:

*New.* This amendment would provide the authority for the Coast Guard to recover the cost of providing navigational services.

[English]

As was brought to our attention by the Hon. Member for Gander-Twillingate (Mr. Baker), this Bill means that boat owners, more specifically fishermen, could be charged certain fees which today they do not have to pay. Fees could be charged for, say, urgent situations where a boat is unable to proceed because of difficulty with its engines. There could be a lot of such difficult situations and the fishermen would have to cope also with an additional cost to their operation. Can the Hon. Member explain further his views on this important clause and tell us how the fishermen of his riding, which I understand he visited recently, feel about this clause?

**Mr. Baker:** Mr. Speaker, let me make it perfectly clear what this Bill means. I will give the Hon. Member an example. Right now at this very minute there is no such charge in place if a fellow wants to leave a harbour and go fishing. What this Bill would do is to enable the Government of Canada to impose a charge to dredge the harbour this fisherman is leaving from. It enables the Government to charge for the use of an ice-breaker so that fishermen can get out in early spring. Not only that, if he uses Marine Radio, which is a navigational aid as such, then the Government of Canada could charge him for that. Suppose his propeller breaks while he is out at sea. He needs assistance to be brought back into port. The Government of Canada can charge him for escorting his boat back into port. Isn't this incredible? That is in Clause 4 and that is what is wrong with this Bill.

It was not enough for the Government of Canada to turn around last winter and impose a charge on all Canadians who phone the weather office. Here we have a fisherman or boat owner who is not going to want to check on the weather because he has to pay for it, and he is going to wonder whether he should really go out early in the spring to fish because he is going to be charged to have the ice in the harbour broken up. He is going to hesitate to phone Marine Radio because he is going to be charged for that.

**Mr. Tobin:** In a life-threatening situation.