THIRD READING

The Hon. the Speaker: Honourable senators, when shall this bill be read the third time?

Hon. Mr. Connolly (Ottawa West): With leave, I move that the bill be read the third time now.

Motion agreed to and bill read third time and passed.

CANADA LABOUR (STANDARDS) CODE

BILL TO AMEND—FIRST READING

Hon John J. Connolly presented Bill S-54, to amend the Canada Labour (Standards) Code.

Bill read first time.

SECOND READING

The Hon. the Speaker: Honourable senators, when shall this bill be read the second time?

Hon John J. Connolly: With leave of the Senate, I move the second reading of the bill.

Hon. Mr. Reid: Where are the copies of these bills?

Hon. Mr. Connolly (Ottawa West): These bills are being introduced into Parliament for the first time now. We are originating these bills in the Senate.

Hon. Mr. Reid: They are not on our records here.

Hon. Mr. Connolly (Ottawa West): No, of course not. This is legislation that I have been able to obtain for introduction in the Senate in the first instance.

Honourable senators, again I have to explain a bill which has for its purpose the elimination of an anomaly, in that in the Canada Labour (Standards) Code, chapter 38 of the statutes of 1964, there are provisions in Parts III and IV for annual vacations and general holidays for workers in industries under federal jurisdiction, and there are rules whereby the workers acquire certain of these benefits either for annual vacations or for general holidays. These rules are very easy to apply in cases where an employee is working for a single employer over a period of time, but it is not so easy in the case of employees working in port areas.

This is especially true of the west coast, where the service of the longshoreman to load and unload ships is performed by him on behalf of many employers. On the west coast the employment is provided by the shipping interests, and each longshoreman works for various periods of time for many companies. There are as many as 70 or 80 companies operating on the west coast of Canada in the course of a year. For the most part the hiring of the longshoreman is done directly by the shipping companies, exclusively, in that area.

On the east coast and in the Seaway system there is a comparable situation. However, in certain ports in the east the hiring is not done by the many shipping companies who use the ports. It is done by the stevedoring companies, and they give employment to the longshoremen who work for them over an extended period.

On the west coast the longshoremen work for a shipping company while one of its ships happens to be in port. They are laid off at the end of that period of time, and they may go to work for another shipping company to deal with another ship. In other words, in this industry, particularly on the west coast of Canada, most stevedores have what is described in the bill as "multi-employer employment."

Perhaps honourable senators will allow me to read the definitions section contained in clause 1 of the bill, which will become section 34a of the act. In subsection (a) "employee" is defined in these words:

> "employee" means an employee to whom this Act applies who is engaged in a multi-employer employment;

And subsection (b) reads as follows:

> "multi-employer employment", as more particularly defined by the regulations, refers to employment in an occupation or trade in which, by the custom of that occupation or trade, any or all employees would in the usual course of a working month be ordinarily employed by more than one employer.

I have before me a document that indicates in certain cases for certain payrolls some 60 or 70 different employers hired various gangs of longshoremen for work for short periods of time while their ships were in port.

I should say that basically the purpose of the bill is to provide authority for the making of regulations which will permit these longshoremen to get the same benefits with respect to annual vacations and general holidays as people in other branches of industry under federal jurisdiction. Secondly, I should say that the pattern or custom of the port is to be of paramount importance in the framing of