

the other hand, it cuts off the very funds necessary to fight regional disparity and to create equality among the people of Canada?

Let me simply end by saying that the government is not kidding anyone any more. The Minister of Employment and Immigration is not kidding anyone any more. We see all the measures brought before this House of Commons in a suspicious light, that is to say, we must examine all these measures with great attention to their veracity. We must ask the question every time, does the government really mean this or is it just another hollow promise to rectify a deteriorating situation?

• (2100)

Let me say to the Minister of Employment and Immigration, who sat in the House through some of this discussion, that I for one wish him well in his endeavours. I hope he succeeds in solving the tremendous problem of unemployment that we have across Canada. I hope he can come up with job-creation and educational programs which will help to relieve the situation. However, I also warn him not to look for any help from his colleagues in cabinet, from the Prime Minister, from the Minister of Finance or from the Secretary of State because the government is taking away from the ministers who might provide help and assistance the very funds which they must have to provide that assistance.

I say to the minister that it is good that the government allowed him to introduce this bill which purports to help people who need occupational training, but I hope that it will give the funds to back it up and I hope it really means to help. Even if the minister does, we still suspect his colleagues, so I hope the minister will watch them very carefully and report to this House if they give him the kind of difficulty in implementing this program that I am almost certain, as I stand here, they will.

**Some hon. Members:** Hear, hear!

**Mr. Deputy Speaker:** Is the House ready for the question?

**Some hon. Members:** Question.

**Mr. Deputy Speaker:** Is it the pleasure of the House to adopt the motion?

**Some hon. Members:** Agreed.

**Mr. Kempling:** On division.

Motion agreed to, bill read the second time and referred to the Standing Committee on Labour, Manpower and Immigration.

*Canada Ports Corporation Act*

[Translation]

**CANADA PORTS CORPORATION ACT**

MEASURE TO AMEND

**Hon. Jean-Luc Pepin (Minister of Transport)** moved that Bill C-92, to amend the National Harbours Board Act, the Government Harbours and Piers Act, the Harbour Commissions Act, the Canada Shipping Act and the Fishing and Recreational Harbours Act, be read the second time and referred to the Standing Committee on Transport and Communications.

He said: Mr. Speaker, all countries with access to navigable waters have a ports policy which strives to meet their local, regional and national requirements and by which their ports are integrated within a broader and preferably multimodal transportation system, at both domestic and international levels. Although these policies may vary from country to country, they have in common a desire to reconcile local autonomy with the interests of the country in general. In fact, all countries with a ports policy try to reconcile these two spheres and interests. Bill C-92 cannot escape this imperative.

Canada is actually one of the world's major trading countries. Our external trade accounts for nearly 30 per cent of our gross national product, and nearly 80 per cent, I am told, of all our imports and exports are shipped by water. As a result, the quality of our ports and the efficiency of their operations have a considerable impact on the cost of our products on our competitive position on world markets and finally, on our balance of trade and our balance of payments. It is clear, Mr. Speaker, that we must have the best ports policy we can muster.

**An hon. Member:** Amen.

**Mr. Pepin:** Amen. What is the administrative situation of Canada's ports today? At the present time, we have in Canada three types of commercial ports: the ports of the National Harbours Board, the ports of the Harbours Commission and the government harbours and piers for which the Department of Transport is directly responsible. Each type of port is governed by a distinct body of legislation.

The ports of the National Harbours Board are governed by an Act of Parliament passed in 1936. The legislation reflects the conditions of that period, namely the depression and the need for centralization. The Act has been amended only twice since 1936, and one of these amendments consisted in substituting for the name of the port of Three Rivers the name of Trois-Rivières. This change was undoubtedly necessary but had a negligible impact on the port as such.

Some comments on the first type of port. The Board of Directors of the National Harbours Board, which governs this type of port, has four full-time members. The Board does not claim to reflect the national dimension of this country,