

During the period of the preparation of Bill C-33, we determined that there was a need to ensure that no confusion exists during a marine pollution emergency. Thus, there is a specific provision ensuring that a foreign ship may engage, with the approval of the pollution prevention officer, in activities related to a marine environmental pollution emergency.

This bill also recognizes the normal maritime practice whereby in both the offshore and Canadian waters foreign ships rendering assistance to persons, ships or aircraft in distress will not be subject to provisions of this bill and we do not expect any misunderstanding or conflict over this practice.

To summarize, the proposed Coasting Trade Act will extend the jurisdiction of the current coasting trade laws to include:

(1) All commercial marine activities within 12 miles within the exceptions noted.

(2) All commercial marine activities related to resource exploration or exploitation out to 200 miles or the outer edge of the continental shelf, whichever is greater, again with the exceptions noted. This bill protects operators of Canadian flagships wishing to work within Canadian waters on the continental shelf.

At the same time it allows international cruise ships to operate without meeting the requirements of the Coasting Trade Act. As a consequence, cruise activities in Canada can grow and develop and jobs for Canadian ships' crews will be protected. As market conditions improve, more job opportunities will be created for ships' crews and those in related industries.

I would like to thank the chairman and the members of the Standing Committee on Transport for their excellent work. I would like to thank members of this House for the support provided to bring about this legislation. I believe this bill addresses many of the concerns of our industries and will be of benefit to all those engaged in this vital aspect of our economy.

In concluding my remarks, I would like to move that Bill C-33, an act respecting the use of foreign ships and non-duty paid ships in the coasting trade, be given consideration by this House and sent to the Senate as quickly as possible.

### Government Orders

• (1150)

[Translation]

**Mr. John Manley (Ottawa South):** Mr. Speaker, I would like to say first of all that although we support the coasting bill, there are a number of problems I want to discuss this morning in connection with the government's trade negotiations with the United States.

[English]

I would like to refer to a question and answer on March 24, 1992 in Question Period after the release of a draft text of the North American free trade agreement. I use that occasion to ask the minister of trade about the U.S. Jones Act and why in the NAFTA proposed text the government seemed prepared to negotiate an opening up of land transportation but not water transportation.

I said at that time, and I quote from *Hansard* at page 8710:

The government knows that in the Jones Act, the United States has a major element for protection of important parts of its transportation network. We now know that the government is willing to give up on our land transportation to continental pressures.

How can the government be so cavalier about Canada's land transportation system in the face of very severe U.S. protectionism on the water?

The Minister of Industry, Science and Technology and Minister for International Trade in part responded: "One of our objectives is to break open the Jones Act. That is one of the key objectives of the policy".

I want to express my concerns about this bill in the context of overall support for the bill. By and large, all parties are supporting this bill. It is a good bill and clears up some issues that are of a very technical nature that have been lying around for a number of years waiting to be resolved. They were nearly resolved, at least in part, in the previous Parliament in a bill that died when the House was dissolved for the 1988 election.

I want to speak about ship building. I want to put this in the context of the on-going negotiations between Canada and the United States with respect to North American free trade.

I want to point out that if Canada could succeed in the objective that the minister of trade referred to in his answer in Question Period in breaking up the U.S. Jones Act, the Canadian shipping industry could stand to benefit significantly. When you take into account the differences between our coastal shipping laws, as repre-