

*Government Orders*

I know, in the minute or two left as we close, that the Parliamentary Secretary to the Minister of Transport is just salivating at the thought of the NDPer calling for competition.

**An hon. member:** More.

**Mr. Angus:** I want to say in closing that we have to recognize that each situation is unique. We cannot always look at things with blinders on. I am prepared to be open to recognize that in some cases my philosophy does not apply. In other cases, it works really well, and I would ask the government to consider it in the same light and look at things with its eyes open and recognize that perhaps in this particular instance the Yukon needs a realistic break.

**Mr. Lee Richardson (Parliamentary Secretary to Minister of Transport):** Mr. Speaker, I must admit that I am rising with some joy to respond to a motion from the NDP on behalf of the leader, the member for Yukon.

The leader of the NDP wants to support a motion that would support the free market system and competition in Yukon ports by encouraging American ships to come into Yukon. It is with some delight that I stand to respond to that motion and the request of the NDP to allow that kind of free market system in Yukon through the use of bringing in American ships.

We are not, on this side, convinced that we need to have American ships going to Yukon to provide the service that the hon. member requests. I do sympathize with the fact that there have been problems in the past getting appropriate waivers as desired by the Yukon government.

The waiver system, as it is currently administered, presents certain difficulties in cases in which the suitability of Canadian ships offered cannot be disputed. While the current interpretation of suitability includes economic, technical and commercial aspects, it is sometimes difficult to apply these criteria with flexibility.

When dealing with the provision, previous applications filed by Alaska Marine Line, both the National Transportation Authority and its predecessor, the CTC, received Canadian operators. The variety of vessels offered made

it clear that there are suitable Canadian ships available for service from Vancouver to Alaska.

If a licence were granted to AML to carry Canadian cargo in competition with White Pass under the current rules, there is a strong possibility that White Pass would terminate its service and the users of that service would be faced with a monopoly situation with a sole American operator.

It is because of this and similar situations which have occurred in the past that the government included a provision in Bill C-33 in order to avoid such problems in the future. Bill C-33 reads as follows:

The Governor in Council may make regulations prescribing the criteria to be applied by the Agency for the making of the determinations referred to in subsection (1).

In applying the power granted in this subsection, the Governor in Council will be entitled to draft specific regulations in order to deal with problems faced by isolated communities or specific needs of users of transportation in any sector requiring special treatment.

Thus, I am happy to advise my hon. colleague opposite that Bill C-33 provides for the necessary regulation making power in order to deal with the problem raised by YTG.

Consequently there is no need for an amendment of the bill.

**Mr. John Manley (Ottawa South):** Mr. Speaker, I simply cannot resist the irony of the situation in which we have the NDP proposing an amendment that would open competition and the government refusing to support the amendment.

• (1110 )

I suppose it is possibly unprecedented in the House that we would be in this situation.

What seems to be the essence of the problem is the lack of alternative shipping suppliers in the very small market of the Yukon and the concern my colleague from the NDP for Thunder Bay—Atikokan has expressed that in the absence of competition, the monopolistic tendencies are going to result in a loss of use of a service or perhaps a loss of choice to shippers in that region. The government seems to be responding that the discretionary power given under the regulation making authority is