

presently employed by the Atlantic shipbuilding yards had considerably decreased. In spite of the promises made by the Conservative Government, the situation had not been remedied. Well, two Liberal Members of Parliament, namely the Hon. Member for Montreal—Ste-Marie and the Hon. Member for Cape Breton—The Sydneys rose quite recently in the House to make representations to the Government on behalf of the workers of the Atlantic and Quebec shipbuilding yards who have been abandoned by this Conservative Government which, again, in this area as in many others, has not kept its promises.

May I add that as recently as June 16 last, in a press release, the new President of the Canadian Shipbuilding Association indicated that the Government should develop immediately a national shipbuilding policy. Mr. Clarke, the new President, mentioned the promises made by the Conservative Party and urged the Government to develop as soon as possible a national shipbuilding policy.

He emphasized that the shipyard order books for ships ordered or being built at the end of 1986 indicated a total of 40,350 tons, that is less than half the figure for 1985, which had been itself a record low for the nearly 25 years during which the Canadian Shipbuilding Association had kept detailed records. In other words, for the past 25 years, the Canadian Shipbuilding Association has kept data on the number of workers and the number of contracts awarded by the Canadian Government or the private sector to the various shipbuilding yards in Canada.

Well, the very worst record is that of this Conservative Government.

As President Clarke emphasized, and I quote:

As demonstrated by the closing of several shipbuilding yards and related businesses in 1986 and the fact that the labour force was down to 6,948 workers, the situation in our industry at the end of the year was the most serious.

● (1600)

[English]

This is a clear indictment of the Conservative Government's shipbuilding policy or lack thereof. It is also a clear reflection of the dismay of Canadians at the broken promises which have characterized three long years of Conservative Government. It has been three long years for workers in the shipbuilding industry who, like many other Canadians, had high hopes when the Government obtained its mandate in 1984. They are now very disappointed, discouraged, and fed up with a terrible Government which cannot get its act together and work constructively in the interest of Canadians.

The shipbuilding industry is in a terrible mess. The Government has done nothing to alleviate the situation, except to talk with the presidents of a few companies and ask them to close shipyards. This was a shameless act on the part of some Ministers of the Government. Indeed, they tried to convince

these businessmen to reduce their operations, on the backs of workers, to put some order in the shipbuilding industry.

I very much regret the actions or lack of action on the part of the Government. I certainly hope that it will wake up to its commitments and fulfil some of its promises at last.

**Mr. Iain Angus (Thunder Bay—Atikokan):** Mr. Speaker, I am pleased to participate in the debate on Bill C-52 respecting the Coasting Trade and Commercial Marine Activities Act.

Let me say at the outset that the concept of restricting coastal trading to Canadians is obviously one we support. We have argued for years for the need in the marine sector and in other sectors to enhance the ability of Canadians to build, to operate, and to improve the country. The same applies to coastal shipping.

This applies not only to coastal shipping, but to shipping within Canada. Although we talk about the Great Lakes as the fourth sea coast in terms of maritime law, we cannot describe it as such. However, I understand that the Bill will clearly deal with that matter as well. Therefore all our coasts are involved.

I think it is important to put on record some of the components of the Bill so that we develop an understanding of the steps through which we go. Let me start with the definition of "Canadian ship". In part Clause 2 reads:

—"Canadian ship" means a ship

(a) registered in Canada in respect of which all duties and taxes under the *Customs Tariff* and the *Excise Tax Act* have been paid, or

(b) built in Canada and exempted from registration pursuant to section 8 of the *Canada Shipping Act*—

That sounds great. What it really means, though, is that it does not have to be built in Canada. It does not have to be owned by Canadians. It does, however, have to be crewed by Canadian citizens and it must be registered.

● (1610)

Let us compare that with the American Jones Act of 1920. When we see a good thing, I wonder why we are sometimes so slow to pick up on it. The Jones Act was enacted 67 years ago. It requires that domestic trade between U.S. ports must be carried by U.S.-registered vessels. There is no difference between that legislation and our legislation in that respect. The American legislation goes on to say that the ships must be owned by Americans and built in U.S. shipyards. Our legislation is different in those respects. The American legislation says that the boats must be crewed by American citizens and there is no difference there with our legislation.

The American law gives the maximum protection to American workers and maritime industries including shipbuilding and ship-repair facilities. We in this Party believe that we should do whatever we can to reach that same ideal. We should give the workers the maximum protection and the maximum incentive.