

Inventory of Barriers to Trade In Services

Country: UNITED STATES OF AMERICA

Reference Number: USA- 20

Detailed Description: (Continued)

there are no alternatives to the use of foreign carriers. For example, U.S. personnel bound for D.E.W. Line stations from Boston cannot use the Canadian carrier operating from Boston to Ottawa but must travel indirectly via another U.S. point so that U.S. carriers can be used.

Suppliers subject to foreign ownership, control or influence are ineligible for U.S. security clearance and may not hold contracts involving classified information. Although the Canadian Department of Supply and Services coordinates clearance for U.S. contracts, difficulties have been encountered by Canadian suppliers.

U.S. defence contracts often favour local firms with Canadian companies not receiving classified material in time to prepare bids by deadlines. There are often 90 or 100 day delays. The U.S. Department of Defense stipulates that no foreigners are allowed to bid unless special dispensation is granted.

Local firms have been favoured for wind tunnel work in Charlotte, N.C.

A portion of U.S. government purchases must be set aside for small and minority-owned domestic firms.

"Disadvantaged" or "minority" businesses receive a 10% advantage in Texas.

Legislative or Policy Instrument:

Buy America Act 41 USCA.

Small Business Act of 1953

Industrial Security Regulation DOD 5500.22-R,
2-201(c), 2-322, 2-324

Fly America Act

International Transportation Fair Competitive Practices Act of 1974, as amended 49 USC 1517.