



The 12-minute ferry link between downtown and North Vancouver is one element in a master design that also includes passenger terminals and city buses. Seabus, which carries 8 000-12 000 passengers daily, was designed by Case Existological Limited.

good example, is the commuter link joining Vancouver and North Vancouver across two nautical miles of Burrard Inlet.

Seabus, a remarkably successful commuter ferry, appears at first glance to be just that — a ferry.

Not so, said Murdo Smith, one of its designers, who is now with SHM Marine International Incorporated of Victoria.

Seabus is more correctly a whole transit system — a floating bus link that blends with shore-based buses at either end.

The land bus, terminal and ferry combination began operation in 1977. It carries 8 000-12 000 people a day "99.9 per cent on time", according to Seabus manager Charles Spratt.

"The various features had been done

somewhere else — mass transit terminals are not new, nor are passenger ferries," said Mr. Smith. "Its uniqueness as a design project was in the blending of the various features into a successful operating system."

Aston Martin interior

Not many people know that the interior of the \$100 000 Aston Martin grand touring car was designed by a Toronto firm.

Four years ago Kuypers Adamson Norton Limited won the contract largely because of their experience in designing electronics systems. The electronics give the driver data on the engine, running gear and such things as the adhesion factor of the road surface. For Gerald Adamson, landing the deal for the British-built car has helped popularize his job description.

"Our identity as industrial designers was greatly increased when we started to work with Aston Martin," he recalls. "All of a sudden people knew who we were. They'd say, 'Oh yeah, industrial designers, of course...'. I guess there's an easy association between industrial designers and automobiles, and anything to do with a 160 kilometre an hour car has an excitement about it."

(Article by Peter Twidale in *Transpo* 81, Fall/Autumn.)

US agency finds Canadian measures not subsidies

Minister of State (International Trade) Gerald Regan said he was satisfied with preliminary findings by the United States Commerce Department that programs to provide subsidies to Canadian producers of softwood lumber, shingles and shakes, and fencing, were insignificant and, as a result, an interim countervailing duty would not be imposed on Canadian exports to the United States.

"I am particularly pleased that the United States Commerce Department, after consideration of the factual information provided by both the federal and provincial agencies involved, concluded that provincial stumpage practices are not subsidies," said Mr. Regan.

The United States Commerce Department has been investigating a petition by certain US producers of lumber and other softwood products that the Canadian lumber industry is subsidized and that Canadian exports to the United States have materially injured the US industry. The petitioners are seeking countervailing import duties to offset the benefit of

these alleged subsidies. A variety of federal and provincial industry assistance programs, as well as provincial practices and pricing for stumpage (timber cutting rights) were alleged to be subsidies. The United States Commerce Department has been investigating whether these programs and practices are, in its view, subsidies.

The US government agency announced, March 8, that, although provincial stumpage practices are not subsidies, certain other federal and provincial industrial assistance programs, such as the regional development incentives program and other loan and grant programs, are, in its view, subsidies. However, the value of the assistance provided, when factored over the value of Canadian production (about \$5 billion in 1982), only amounted to .32 per cent for lumber, .24 per cent for shingles and shakes, and .29 per cent for fencing. In view of this *de minimis* finding, countervailing duties will not be imposed.

However, the countervail investigation will continue with the US Commerce

Department making a final subsidy determination on May 23, 1983. If the final subsidy determination is also negative, the investigation is ended. If the final subsidy determination is affirmative, however, the US International Trade Commission would then be required to make a final determination of material injury by August 8, 1983. If no material injury is found, the case will be terminated.

"The hard work devoted by all parties to defend Canadian exports against this unfounded complaint is an outstanding example of the effectiveness of close cooperation between federal and provincial governments and the Canadian industry. I am optimistic that the US Commerce Department's final determination will also be in our favour," said Mr. Regan.

Canada exported \$2-billion worth of lumber products to the United States in 1981 amounting to about 60 per cent of total Canadian lumber production. British Columbia accounts for 70 per cent of total Canadian production followed by Ontario, Quebec, New Brunswick, Alberta and Manitoba.