

- . setting specifications based on a brand name without allowing for possible substitution such that it resulted in the automatic exclusion of some suppliers; and
- . establishing delivery times that were alleged to be prejudicial to some potential suppliers.

### **1.9 Chapter 14: Services**

The FTA is one of the first international agreements to establish rules governing trade in services. As such it provides a model for the inclusion of services in other international agreements. The services covered under this chapter include enhanced telecommunications and computer services, consulting and other business and consumer services, retailing, wholesaling and tourism. Financial services are covered under Chapter 17 of the FTA.

At its meeting on November 30, 1989 the Canada - U.S. Trade Commission established a Working Group on Services to monitor the implementation of Chapter 14, and to consider, in consultation with the industries concerned, the expansion and further liberalization of trade in services.

The Tourism Working Group, which was established under Chapter 14, held its first annual meeting on November 27, 1989. The Working Group reviewed the continuation of a shared market research program and discussed participation in international tourism organizations. It was further agreed that the U.S. would participate in the organizing steering committee for the World Tourism Statistical Conference to be held in Ottawa in October 1990.

### **1.10 Chapter 15: Temporary Entry**

Chapter 15 of the Agreement ensures that business persons and enterprises will have the necessary access to each others' market in order to sell their goods and supply after-sales service to their customers.

On November 30, 1989 the Canada - U.S. Trade Commission recommended further measures to facilitate temporary travel of business persons between the two countries. The Commission has recommended an amendment to Schedule 1 of the Annex to alter the wording of the provision for sales to ensure that it conforms to language found elsewhere in the chapter. Second, it was recommended that an additional paragraph be added to the distribution provision in Schedule 1 to allow easier entry of Canadian operators of motorcoaches on regularly scheduled routes that were in operation