

General Agreement on Tariffs and Trade and, as well, bilaterally with our major trading partner, the United States.

At the Bonn Summit in May, at the Organization for Economic Co-operation and Development, and elsewhere, we joined with other Western governments in calling for a new round of multilateral trade negotiations to pick up where the Tokyo round left off. But consensus in the developed world is not enough alone.

So, for several months we have been working to narrow the differences between the developed and the developing countries with respect to the Multilateral Trade Negotiations. This month, a delegation headed by a senior official of my department will be visiting Asian countries to get agreement on an agenda. Similar consultations have already been held with Colombia, Chile, Peru, Argentina and Brazil.

And, now, we have agreed to open discussions with the United States, which could lead to a new bilateral trading agreement between our two countries.

More than three-quarters of our total annual exports go to the US markets. Obviously, we are extremely vulnerable to any protective trade actions taken by the United States, whether those actions are aimed at others, or at us.

Some people ask "Why worry about trade with the United States?" Let me begin to answer by talking about one big threat, and three important roadblocks Canadians face today.

The threat is to thousands of existing Canadian jobs, which are being put at risk by protectionism in the United States. The roadblocks are "Buy America", safeguards, and countervail.

There are other obstacles to Canadian trade, built into the US system, limiting Canadian jobs, but tonight let me talk about these three.

"Buy America" is a program which can lock Canadians out of the market for goods bought or financed by US governments, local, state or federal. It can force Canadian companies to move to the United States in order to sell there. That is why Bombardier recently had to move a Canadian plant to Vermont, to supply subway cars to New York. Flyer Industries of Manitoba, who produce buses, were forced to move their final assembly facilities to Minnesota. Ontario Urban Transit Development Commission has similar problems.

If we were to set as a target just 1 per cent of the goods now controlled by the "Buy America" policy, we would increase our export sales by \$5 billion. Yet we are virtually shut out of that market, right next door. That is a roadblock we would like to talk about in any trade negotiations.

"Safeguards", so-called, permit a country temporarily to protect its domestic industry when it can be demonstrated that imports are causing serious injury to that domestic industry. Safeguard actions have to apply to all countries, whether their exports are part of the problem or not. So, if Japanese