

Foreign Relations Act

Buy American restrictions are applied to goods or equipment such as transmitters and antennae purchased through the Voice of America modernization program (about \$100 million per year for the next 10 years). Affected Canadian industries include manufacturers of electronic and transmission systems.

Merchant Marine Act (The Jones Act)

The Jones Act of 1920 requires that cargo transported by water between points in the United States be carried on United States-built and registered vessels that are owned and primarily crewed by U.S. nationals. Although principally designed for commercial shipping and shipbuilding, the Jones Act (coupled with the defence-related prohibitions of the Byrnes/Tollefson Amendment), effectively prevents Canada from participating in the coastal and foreign shipping trade of the United States, from investing in the U.S. shipbuilding industry, and from supplying shipbuilding components and related services to the U.S. market.

A 1988 amendment to the Jones Act to include the coastal transportation of "valueless material" (sludge, weeds) has barred Canadian manufacturers from selling to the United States small vessels designed for the collection and transportation of marine weeds.

Canadian Actions

Negotiations are currently under way in the context of both the Uruguay Round and the North American Free Trade Agreement (NAFTA) to reduce U.S. procurement barriers.

IV. CUSTOMS AND ADMINISTRATIVE PROCEDURES

Country of Origin Marking Requirements

Section 1304 of the Tariff Act of 1930 requires virtually all imported goods of foreign origin to "be marked in a conspicuous place as legibly, indelibly and permanently as the nature of the article (or container) will permit in such manner as to indicate to the ultimate purchaser in the United States the English name of the country of origin of the article."