

important and not less than any other cause."<sup>11</sup>

a. Alterations in  
Injury Standard

The FIA could make one or both of the following modifications in the injury standard for safeguards actions:

(i) The FIA could require that in safeguards actions, the ITC would always consider the effect of Canadian exports in isolation, rather than including them with the exports of all other countries, as is now done.<sup>12</sup> Then, unless the Canadian exports themselves were the cause of injury, the ITC's recommendations to the President for relief would exclude Canada. (Comment: This proposal could also be implemented at the Presidential determination stage, as discussed below.)

(ii) The FIA could impose a stricter causation standard for safeguards cases involving Canadian exports. Instead of the current requirement that imports be at least as important a cause of the injury as any

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<sup>11</sup> 19 U.S.C. § 2251(b)(4).

<sup>12</sup> To this end, the FIA could create a percentage threshold (e.g., 5%) of total imports under which Canadian exports would automatically be excluded from the injury determination.