The individual approaches listed above are in a general order of progressively greater involvement of the Canadian government. The listing opens with approaches that depend on the commercial players to find answers. Subsequent approaches are set out in the event that foreign governments are intransigent and the Canadian government must act as a counterbalance.

The role of the Canadian government may range from mediation, in search of a mutually acceptable solution, to enforcement, drawing upon available legislative or defensive measures.

It is also possible to select a **combination** of these approaches as the basis for a maritime policy. Adoption of several approaches could be of merit in order to permit:

- considerable choice of approaches, flexibility and room for manoeuvre depending upon the situation confronting Canada;
- latitude for gradual escalation through different stages, allowing time for consideration and consultation in Canada and in the other country.

A combination of approaches would be philsophically consistent in that once Canadian objectives are established, if Canada cannot achieve them **all**, as a second or third resort, Canada would aim for **partial** attainment of the Canadian goals. Hence, the availability of a combination of several approaches as fall-back techniques deserves some attention.

Each of the six individual approaches have unique strengths and weaknesses. Each is different in potential costs and probability of **success**.

Each merits its own detailed paper offering a full description. However, in the interests of brevity, and in recognition of the virtual impossibility of providing a "definitive" treatise, only the following limited description of the basic approaches is offered.

1. **Status Quo**

Canada's current maritime policy has essentially been in place since 1948, and is founded upon reliance on competitive commercial market forces to provide the nation's international ocean shipping services. Therein, the government basically follows a hands-off policy with minimal regulation. Commercial concerns having problems or disputes in transportation essentially must find their own solution. Whenever competition reigns, the policy is effective, and can provide ample, economic and efficient transportation. In fact the policy has been serving the country well in most trades.

The weakness in such a policy arises when a trading partner has a different economic philosophy, and intervenes in the shipping market to attain national objectives. Commercial interests in a country (such as Canada) without any interventionist inclination become subject exclusively to the policies enforced by the government of the trading partner. The dictates of one government favouring its national fleet may easily lead to an unregulated monopolistic situation. All the classic economic abuses of a monopoly can become reality.