

Discussions on the contents of such agreements gave general support for all but the last element or article in the following list of prospective articles. Here it was emphasized that **an article on cargo reservation should be regarded as a measure of last resort by Canadian negotiators, working in close concert with industry in the pattern of the air agreement negotiating process:**

- provisions for most favoured nation (MFN) treatment;
- clauses ensuring non-discriminatory treatment;
- reciprocal terms of treatment for commercial interests under national law;
- agreed terms for the accreditation or designation of national carriers, if necessary;
- provisions for regular consultations between national shipper groups;
- provisions to govern bilateral shipper — carrier relations;
- agreed terms on the process for the resolution of freight rate issues;
- **provisions on cargo access/cargo reservation — only where absolutely necessary to ensure to the maximum extent feasible, competition in shipping services essential to Canadian trade interests.**