

IN YET ANOTHER CODE - IN THIS CASE, THE AGREEMENT ON TRADE IN CIVIL AIRCRAFT - THE OVERALL QUALITY AND COVERAGE OF THE FINAL PRODUCT OWES A CONSIDERABLE AMOUNT TO CANADA'S ACTIVE PARTICIPATION THROUGHOUT THE NEGOTIATIONS. THE PARTS COVERAGE OF THIS AGREEMENT IS BROADER - REACHING AS FAR AS IN-FLIGHT AVIONICS AND FLIGHT SIMULATORS - MAINLY BECAUSE OF CANADIAN PRESSURE. CANADA WAS ALSO A MAJOR VOICE IN ENSURING THAT THE FREE ENTRY EXCHANGED UNDER THE AGREEMENT WAS MADE SUBJECT TO GATT BINDINGS AGAINST INCREASE. WE WERE ALSO SUCCESSFUL IN ENSURING THAT THE AGREEMENT'S PROVISIONS ON SUBSIDIZATION, LIMITED AS THEY ARE, NONETHELESS CAN REACH BACK IN A COUNTRY LIKE THE USA TO TAKE INTO ACCOUNT BENEFITS ACCRUING TO CIVIL AIRCRAFT FROM R&D SUPPORT INITIALLY EXTENDED FOR MILITARY VERSIONS OF THE SAME OR SIMILAR AIRCRAFT.

IN ALL OF THE FOREGOING CONTEXTS, AS IN THE CASE OF THE INDUSTRIAL TARIFF NEGOTIATIONS, I FIND IT DIFFICULT TO SHARE THE VIEW THAT, BECAUSE OF THE UNDENIABLY GREAT WEIGHT OF THE BIG THREE IN THE TRADING WORLD, CANADA HAD LITTLE OR NO INFLUENCE IN THE MTN AND, THEREFORE, CAN EXPECT TO HAVE LITTLE OR NO INFLUENCE ON THE FUTURE COURSE OF INTERNATIONAL TRADE POLICY INITIATIVES.

IT IS TRUE THAT THE USA, EC AND JAPAN HAVE GAINED DOMINANT POSITIONS IN THE TRADING WORLD. BUT THIS WAS ALWAYS TRUE OF THE USA, IN TERMS OF ITS ECONOMIC POWER, AND MUST NOW