

(i) Mandatory Use of National Flag Lines - While concern with national flag lines is not widespread, certain shippers express dissatisfaction in this regard, particularly in shipping to certain South and Central American destinations. In addition to requests that the federal government exert moral suasion to induce the governments of such countries to drop requirements for the use of their national flag lines, one shipper suggests that all Canadian aid and export credits should carry with them the provision that exporters be allowed the freedom to choose their own ocean carriers.

(ii) Liner Conferences - A number of shippers feel that conference line rates are excessive, and suggest that the federal government take whatever steps possible to restrict or eliminate conference line price-fixing. The concerns raised regarding shipping conferences do not relate to service quality, which is often superior to that of competing independent ocean carriers.

(iii) Domestic Transportation Costs - Several shippers note dissatisfaction with the cost and effectiveness of various aspects of Canadian land transport service; one suggestion for achieving improvement is the deregulation of all Canadian surface transportation. In addition, concern is raised with the cost of shipping through Canadian port facilities, as well as the periodic instability of service through Canadian ports due to labour action.

(iv) Port and Inland Transportation Facilities of Importing Countries - Congestion and delays can occur as a result of the poor loading/unloading facilities in LDC ports and their often inadequate inland distribution systems. It is suggested that Canadian aid be oriented toward technical and financial assistance to such countries for the purpose of improving their transportation facilities, with the expectation that this would result in increased patronage of Canadian goods.

(v) Documentation - A number of exporters express a strong desire for federal government initiatives aimed at reducing and/or standardizing documentation requirements among importing countries.

(vi) Transportation Costs Relative to Competing Exporters - Inland and/or ocean transportation subsidies for export goods are viewed as providing an unfair advantage to European and Japanese exporters compared to Canadian exporters. Several shippers suggest transportation subsidies be established for Canadian exports to allow Canadian shippers to compete on an "equal footing" with suppliers from other countries.