

## 7. Recommendations

The recommendations of this Task Force are organized around the four groups of issues outlined above: harmonization, infrastructure and investment, education and training, and innovation. They encompass a wide range of matters on which public and private sector organizations can take action.

### *Harmonization*

- 7.1 Committees of government officials of the three countries are working under provisions in NAFTA to coordinate their laws and regulations. While they have been working diligently, it has been frustrating for Canadian exporters to be told that it may still be several years before common standards can be set on equipment, information requirements, forms and treatment of goods and services. This situation is intolerable, and the Canadian government should be urged to lead the process of hastening negotiations on these important aspects of NAFTA.

The efficiency of this corridor would be considerably improved if greater progress was being made to create more consistency among the state and provincial regulatory requirements for truck size and weights, as well as cabotage. Canadian leadership among the NAFTA partners could hasten the process of determining an appropriate set of agreeable and enforceable rules.

In addition to establishing more consistency in the rules, there needs to be a method of ensuring uniformity in the interpretation and application of the rules. The discrepancy in treatment by the three countries at their borders even where there are some common rules in place has been a constant source of irritation, particularly to the trucking industry and Canadian exporters.

#### **Recommendation**

*The federal government should persuade its counterparts in the US and Mexico to speed up the work of the NAFTA committees and harmonize their regulations and rules, particularly in weights, dimensions, immigration and customs policies and procedures among the three countries by the year 2000;*

- 7.2 The trucking industry highlighted to the Task Force some important problems that have the effect of putting Canadian truckers at a disadvantage compared to their US and Mexican counterparts. One of these involves the prohibition on Canadians wanting to participate in repositioning moves in the United States, while US truckers are allowed to do so in Canada. At the same time, Mexico imposes severe restrictions and virtual prohibitions on Canadian truckers hauling into that country. In the effort to move towards more liberalized trade, these restrictions should be eliminated if the corridor is to become an effectively integrated trade region for people and products in transportation.

#### **Recommendation**

*Pursue further negotiations with the US and Mexico under NAFTA to establish fair and consistent reciprocal arrangements for transportation sector personnel.*