

The improvement in market access under the NAFTA is much greater for Canadian goods going to Mexico than for Mexican goods coming here. In terms of trade barriers, Canada is dismantling the equivalent of a picket fence. Mexico is hauling down a stone wall.

In agriculture, we will realize significant new opportunities to serve the growing Mexican market for food of all varieties, from fish and processed foods to apples and barley.

In transport, trucking firms and bus operators will have new access to Mexico. Canadian truckers will be able to serve the entire North American market, picking up goods in the U.S. for delivery to Mexico, and adding U.S. goods to their Mexican cargoes for delivery back to Canada.

In financial services, Canada's banks will be able to make major investments in the Mexican market, providing new outlets for Canadian financial expertise and rock-solid growth potential, which has so distinguished Canadian financial institutions around the world.

For Canada's high-technology industries, the immediate removal of Mexican duties on telecommunications equipment will provide a major opportunity for this highly competitive sector.

The NAFTA will eliminate Mexico's trade restrictions in the auto sector, which have been a major impediment to the sale in Mexico of Canadian vehicles and auto parts. This will set right the current imbalance, whereby in contrast to Mexican restrictions, around 90 per cent of Mexican automotive exports enter Canada duty-free. Access to Mexico -- the fastest-growing auto market in North America -- could not have been secured at a better time for Canadian employers and employees of this vital sector.

I have time to mention only a few examples of the opportunities created by opening up the Mexican market to Canadians. Whether it be urban transportation equipment, pollution abatement and monitoring technology, or oil field services and equipment, the opportunities we negotiated for Canadians are numerous.

Improving the FTA was another of our objectives in the NAFTA. And we succeeded.

We strengthened the system for settling trade disputes.

We made the rules of origin clearer and more predictable. This will mean that disputes over the full North American content of Canadian-built Hondas should be a thing of the past.

Disciplines in the Agreement will help ensure that standards are not used as disguised protectionism.

Canada won expanded access to the U.S. market for textiles and apparel by negotiating special quotas that are higher than in the