

OECD accord. He told the Finance Committee, "I do not know how Canadian taxpayers look at this, but I would find it hard to justify such a subsidy out of the American taxpayer's pocket." The export subsidy, valued at \$288 million, was questioned by opposition members in the House of Commons May 19.

### **Lumber Exports**

A US senator's statement to the US Senate Committee on Finance regarding the importation of Canadian softwood prompted NDP forestry critic Lyle Kristiansen (Kootenay West) to express concern about what he called "unjustified remarks." An NDP press release April 23 quotes Mr. Kristiansen as saying that Republican Senator Bob Packwood of Oregon had misrepresented the tone and content of a US International Trade Commission report to which he had privileged access. Senator Packwood had charged that Canadian lumber imports to the US were increasing, even though the report, which is based on US Department of Commerce official statistics, clearly stated that US softwood imports from Canada dropped steadily from 1978 through 1981, Mr. Kristiansen said. The US inquiry was considering recommendations to impose import restrictions on Canadian softwood.

In the House of Commons April 22, Mr. Kristiansen demanded of Minister of International Trade Ed Lumley that the government "move to protect Canada's legitimate interests in the forest sector and correct the public misunderstandings which are being created by widespread US reports of Senator Packwood's remarks."

The subject of the US inquiry into the importation of Canadian lumber was raised again in the House of Commons May 27. In response to a question, Mr. Lumley told the House that the government had monitored the US hearings very closely, and that information presented "shows there is no evidence that Canadian firms were dumping in the US." The US hearings closed without recommendations, leaving the decision to the US administration and politicians.

### **Trucking Dispute**

US truckers say they can't get into Canada as easily as Canadian truckers enter the US, the *Globe and Mail* reported. The April 2 article says that US trucking companies have asked the US Interstate Commerce Commission to consider their problems before registering Canadian truckers. Until 1980, when US trucking rules were being liberalized, most freight trucked between the two countries was transferred at the border. According to the *Globe and Mail* report, more than 400 Canadian companies have taken advantage of the US deregulation policy which allows the operation of single-line services between Canadian and US points.

The *Financial Post* (April 2) said that the US truckers want Canadian entry controls relaxed to match their own. Under Canadian regulations, US carriers seeking an operating licence must first satisfy the demands of the Foreign Investment Review Agency (FIRA) and then, like domestic truckers, prove to provincial transport boards that their services would benefit the public (*Financial Post*, April 2).

The *Globe and Mail* (April 2) reported that several Canadian trucking companies say there is no discrimination against US carriers seeking to do business in Canada.

### **US Auto Workers' Concessions**

An agreement made by the US United Auto Workers (UAW) union to trade off wage and benefit demands for job and income security has "driven a wedge between the Canadian and US sections of the union" (*Globe and Mail*, April 16). The Canadian auto workers say they won't "march backward" to give cost relief to auto companies who have suffered because of "high level incompetence." Instead, the Canadian UAW want the federal government to introduce legislation to enforce a minimum of eighty-five percent Canadian content in automobiles imported from overseas. The union takes the position that job security rests on government measures to stimulate the economy, not in the sacrificing of wages. (See this issue, BILATERAL — Japan.)

Only fifty-two percent of the US auto workers supported the concessions agreed to in April. The Canadian UAW intends to fight against any wage and benefit concessions when they go to the bargaining table in the fall (*Globe and Mail*, April 26, May 10, 12 and 20).

### **Rapid Transit Contract**

Ontario's Urban Transport Development Corporation (UTDC) signed a contract April 23 to build a rapid transit system in Detroit's downtown core (*Citizen*, April 24). Ontario Premier William Davis was reported to be "jubilant" when he announced the \$110 million contract in the Ontario legislature on April 23, while opposition spokesmen were reported skeptical. Liberal opposition leader David Peterson said that the technical soundness of the system has been questioned by experts, and NDP deputy leader Jim Foulds pointed out that Detroit has a poor credit rating, the *Citizen* reported (April 24).

### **Telesat Anik D Satellite**

Telesat Canada's twenty-four-channel Anik D 1 communications satellite was officially delivered to Telesat Canada by its builder, the Canadian firm Spar Areospace on May 18 near Ottawa. "The biggest commercial spacecraft ever put into orbit by Canada" is due to blast off from the Kennedy Space Center in Florida August 12, atop a NASA Delta rocket (Telesat news release, May 21). On May 3 the Canadian Radio-television and Telecommunications Commission announced the approval of a deal to lease six of the satellite's channels to a US firm which will "provide data communications services to business and industrial customers, video conferencing and broadcast services to clients in the US." The deal is expected to be worth at least ten million dollars a year (*Globe and Mail*, May 4).

### **Offshore Technology Conference**

Canada's offshore technology was displayed between May 3 and 6 in Houston, Texas. Thirty-one Canadian firms