

It would be extremely difficult to quantify the costs of shipping restrictions and discrimination. Attention would have to be paid to the speculation that trade **may be subsidized** through certain attempts to promote the national fleets. The cost of alleged inefficiencies of national fleets would present a challenge to economists and accountants, as would the costs to the Canadian economy of foregone or reduced sales because ocean transportation can undermine international competitive positions.

It is reasonable to conclude that a significant cost does exist. This conclusion can be drawn from a 1985 survey for the Department of External Affairs. A total of 242 companies responded, and their sales represented approximately one-third of Canada's exports of non-bulk cargoes to the developing world. It was determined that

"just under 43 percent of the exporters claim that they have experienced problems of some sort in arranging maritime shipments to LDC's. However, this response does not necessarily imply that a firm experiences consistent or recurring difficulties".**

**A Shipping Policy for Canada, Transport Canada, 1979.*

***Canada's Export Trade and Transportation to the Less Developed Countries, E.M. Ludwick and Associates.*