

of the national interest, including in some cases the pursuit of foreign policy objectives outside of the realm of air transport. A number of the routes resulting from such negotiations are dormant (Romania, Ivory Coast, St. Lucia) or are operated solely by the foreign carrier (Jordan, Morocco).

Transport Canada reports quarterly and semi-annually on the outcome of the bilateral negotiations to provincial and territorial representatives and meets annually with them in Ottawa. These reports also identify the upcoming negotiation agenda and current issues which will be dealt with in the near future.

Once it has been decided to initiate a negotiation, an interdepartmental working group, chaired by Transport Canada and made up of representatives from External Affairs, the National Transportation Agency (NTA), Tourism Canada (Industry, Science and Technology), the Bureau of Competition Policy (Consumer and Corporate Affairs) and the Chief Air Negotiator, is established.²⁰ While the interdepartmental group has consulted more broadly with outside interests over the past few years, non-airline interests have traditionally been given less weight than those of the carriers.²¹ The input of provincial governments has not been as interactive or as highly developed as that of the carriers. While the views of non-airline parties have been dealt with sympathetically, they have rarely had significant impact on mandate development.

In this process of consultation for the preparation of the negotiating mandate, the options for Canada are identified and analysed. Transport Canada then prepares a draft mandate paper for consideration at the interdepartmental group level. The paper outlines

²⁰ The Chief Air Negotiator reports to both the Minister of Transport as well as the Minister of State for External Affairs.

²¹ The recent preparation of the mandate for the Canada-U.S. negotiations is a notable exception to this.