

In tackling this issue, we should take a hard look at how the Europeans have handled it. Within the European Union, dumping laws have been eliminated. For countries outside the Union, a common anti-dumping regime applies. Likewise, Australia and New Zealand have agreed to regard all commerce within their free trade area as domestic commerce.

In an integrated North American market, where firms have rationalized production on a North American basis, the concept of a national industry may no longer be viable. Should we not examine the impact of pricing behaviour on the continental market as a whole? Or would it suffice to tackle the definitions, thresholds and mechanisms provided in current anti-dumping laws?

These are the kinds of questions that must be answered on a priority basis. We should be encouraging firms to take advantage of an integrated North American market, not penalizing them for doing so.

Steel is a good example.

The Government of Canada wants to see a strong North American steel industry, not harmed by unfair competition.

The close integration of our markets makes North American steel trade unique in the world. This trade needs to be differentiated from steel trade with other countries. We not only share a market, but it is also the least subsidized and most open steel market in the world.

This is the context in which both the Government and the industry in Canada have consistently emphasized our view that trade remedy actions by any of the NAFTA countries against steel imports from any other are counterproductive and make no commercial sense.

We do recognize, however, that the process of integrating our markets and adjusting to increased international competition is not always easy. We recognize that appeal to trade remedy laws can be attractive. But these do nothing to promote progress, innovation, efficiency, or competitiveness — things we need to face in global competition.

The effect of the steel anti-dumping cases for the North American automobile industry is higher costs for companies and consumers. That's no way to meet the challenge of global automobile trade.

Now, I know that this logic enjoys considerable support here in Michigan, so I urge you to fight for reform of trade remedy laws, both through the NAFTA working groups and through a "clean" WTO implementation bill here in the United States.