

Thanking External Affairs officials for their considerable contribution to the seminar series and conference Carl Hibbeln elaborated on earlier remarks in his preliminary conclusions, namely

- that commercial channels should be used as a first defence against the institution of restrictive measures;
- that an advisory board nominated by industry be established to advise Ministers on developments in international shipping and their ramifications for Canadian trade;
- that a focal point be identified to catalogue restrictive trade practices when these occur, and that these should be first addressed by the advisory board;
- that steps should be taken to initiate stronger links with foreign shippers associations, particularly in regions where difficulties have been experienced;
- that shippers should examine ways and means to improve their participation in the work of UNCTAD.

Mr. Rand Matheson, Consultant, Montreal, opening questions from the floor, suggested that those present should recommend action to **revise Canadian legislation to integrate various aspects of the US and UK Merchant Marine Acts, the OECD Recommendations and the Code of Liberalisation on Invisible Transactions.** Mr. Pratt responded that a proposal of this nature should be delivered to the Minister of Transport.

Sue Hill, Consultant, supporting the formation of an advisory board, queried whether thought had been given to its funding. Mr. Hibbeln responding, believed funding would largely be from the private sector, in similar fashion as the Canadian Shippers Council. Dr. Camu wondered whether the Minister of Finance might address this in more general terms as part of tax reform.

Mr. Norman Hall, President, Canadian Shipping Association, questioning the existence of marine policy in Canada, commented on recent developments in Canada, including modifications

to the Canada Shipping Act, arctic resupply and difficulties in bidding for this work, and cost recovery measures, suggested "we should look at home first" rather than at overseas restrictive trade practices.

Dr. Camu observed that marine policy should be developed at collegial meetings such as these, that otherwise government would take the initiative. He noted that while our present fleet and related legislation focussed on the Great Lakes and both coasts, nevertheless our presence internationally was not as a great maritime power, except as shippers of cargo, where we ranked sixth in the world. He wryly commented that this would be a very nice platform for the September 15, 1988 election!

Mr. Matt Stinnes, President, Great Lakes Trans-Caribbean Line, suggested that there is nothing to hinder Canada's becoming a greater force in world-wide maritime affairs, and responding to Dr. Camu's suggestion, proposed that a resolution from these discussions should ask Ministers to defend the right of Canadians to access trades of their choice, either as shippers or as shipping companies, and if necessary to construct legislation to support this objective. Mr. Stinnes made the following proposal.

"My objective today is to solicit the support of this conference to request of the Ministers of Transport, of International Trade and the Secretary of State for External Affairs their support for Canadian shippers and ship owners who are concerned with the increasing degrees of restrictive shipping legislation and its enforcement by the developing nations, particularly in South America. The enforcement of such restrictive legislation by developing countries, if not counteracted by effective Canadian Defence policies and legislation, will continue to reduce the availability of adequate and economic sea transport between Canada and these nations. We request that the Ministers actively support free access of all shipping companies to Canada's seaborne trade. Where trades are restricted through foreign legislation, we request that the Canadian Government initiate negotiation if necessary supported by the introduction of defensive legislation to ensure free access for Canadian shipping lines to compete for at least half of these trades."