

Contact: Marc De Villers
Phone: (514) 404-6008
Email: marcdevillers@icloud.com
Social Media:
twitter.com/cetasinksships
instagram.com/cetasinksships
www.cetasinksships.com



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FOR IMMEDIATE RELEASE

Little apparent evidence of opposition to C.E.T.A. Maritime provisions from Canadian Ship owners.

MONTREAL, QC, FEBRUARY 6TH -It was declared in the “ President’s Message” of the December issue of the “ Canadian Sailor”, the quarterly publication of the Seafarers International Union (S.I.U.) of Canada, that “ We are working very closely with the Canadian shipowners... We can tell you with CETA... the S.I.U.and Shipowners have both told the Government we don’t need the Maritime Provisions.”, paragraph 3.- available upon request).

The President of the S.I.U. of Canada was asked who he meant by “ the Canadian Shipowners “ (E-mail to President, 23/1/17, “ ... when you refer to the Canadian Shipowners, are you referring to the Canadian Shipowner’s Association(C.S.A.)?, paragraph 4, available upon request.). Thus far, there has been no reply.

Two of Canada’s largest ship-operators and employers of Canadian sailors are Canada Steamship Lines and Algoma Central Marine, both of whom, representing unlicensed seafarers, the S.I.U. of Canada will be negotiating with beginning this year. Neither, according to a web-search, have made public statements about C.E.T.A.’s Maritime Provisions.

Should the President of the S.I.U.of Canada be referring to the Saint-Lawrence Ship-operators (S.L.S.), which includes Canadian Steamship Lines but not Algoma Central Marine, this organization has been publicly against permitting European registered ships from being granted Cabotage rights in Canada’s coastal waters at least since C.E.T.A.’s Maritime Provisions became known in September, 2014.

Should he be referring to the Shipping Federation of Canada, which largely represents foreign maritime shippers but includes C.S.L. (Canada Steamship Lines) Group, this organisation is favorable towards C.E.T.A. (Canadian Shipper, “ CETA and short-sea shipping.”, 4/2/15, “ Representing ocean carriers, the Shipping Federation of Canada has unequivocally portrayed CETA as a boon for Canada’s maritime industry...”, paragraph 3.- available upon request.)

Should he be referring to the Canadian Shipowner’s Association, which included both Canada Steamship Lines and Algoma Central Marine, this organisation ceased existing on 28/9/16, over a month before C.E.T.A. was signed by the Prime Minister of Canada on 30/10/16 and merged with the Chamber of Marine Commerce, a bi-national (U.S./Canada) organisation representing such maritime shipping companies as Canada Steamship Lines and Algoma Central Marine.

Should he be referring to the Chamber of Marine Commerce, though it has made little direct reference in its publications to C.E.T.A., the January, 2016 edition of Marine Delivers, the Chamber's Annual magazine, Allister Paterson, the President of Canada Steamship Lines stated that "The longer term challenge to CSL is... ensuring a level playing field to promote... a cost-competitive short sea shipping industry... CSL is working hard to ensure that local and global regulations position short sea shipping prominently in the cargo transportation sector.", page 44, paragraphs 3 and 4.- available on request.).

The January, 2017 issue of Marine Delivers does not yet appear to be publicly available.

Marc de Villers,
CDN 63142X,
Wheelsman,
M.V. "Camilla Desgagnes"

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