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**FOR IMMEDIATE RELEASE**

**AMENDMENT TO C.E.T.A. COULD CAUSE DISAPPEARANCE OF CANADIAN MERCHANT MARINE AND 4000 SEAFARING JOBS.**

**MONTREAL, QC, JANUARY 31, 2017** - I am a seafarer of 40 years experience who has sailed on tankers, cargo ships and bulk carriers on Canada's Inland and Coastal waters as well as Internationally. I have been a member of the Seafarers' International Union of Canada for 12 years.

The government of Canada could call for debate on Bill C-30 (C.E.T.A.) and request a vote at any time in the House of Commons, leading to Parliamentary Approval of the Canada Europe Comprehensive Economic and Trade Agreement (C.E.T.A.).

The European Parliament may vote on C.E.T.A. on Wednesday, 15/2/17.

Should both Parliaments approve C.E.T.A., the agreement will then be viewed as provisionally accepted and more than 90% of its clauses come into immediate effect, including the Maritime Transport Chapter.

From that time, C.E.T.A. 's Maritime Transport Chapter permits European Interests to bid on and transport Canadian originated cargo on international legs on European registered ships to other Canadian ports (called Cabotage), a trade until now reserved for Canadian registered ships and their Canadian crews.

A study conducted for the Saint-Lawrence Ship-operators in 2015 by Ernst & Young and Maritime Innovation concluded that crewing costs for European ships operating in Canada would be about 30% of Canadian ones.

Because European registered ships are generally operated by low wage, Flag of Convenience crews (who are paid at between 1/10 to 1/3 the rate of Canadian crews.) and benefit from other economic advantages, Canadian registered ships will not be able to compete and will disappear entirely, I think, within 5 to 10 years from the time C.E.T.A. Is implemented.

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C.E.T.A.'s proponents claim that the agreement's sole intent and effect on Canada's Maritime Transport Industry will be for European registry ships to transport a European Interests' owned or rented empty containers on a non-revenue basis between Halifax and Montreal.

This may allay fears that C.E.T.A.'s effects, particularly those of the Maritime Transport Chapter, on the Canadian Merchant Marine and the Canadian Maritime Transport Industry in general, may be much broader than claimed.

Indeed, the Maritime Transport Chapter appears to grant European Interests the right to:

- Transfer owned or rented empty containers on a non-revenue basis not only between Montreal and Halifax, but anywhere in Canada (Article 14-3, sub-paragraph 1) as well as;
- Operate feeder services for cargoes on International legs between any port in Canada (Article 14-3, sub-paragraph 2.).

The claims of C.E.T.A.'s proponents may be technically correct as the above grants are suspended entirely in Reservation II-C-14 (sub-paragraphs 1,2 and 3), pages 1209 and 1210 of the text of C.E.T.A., except for rights concerning the Transport of empty containers on a non-revenue basis between Halifax and Montreal (Sub-paragraph 4.) and dredging.

Once C.E.T.A. is approved, it may be amended to remove Reservation II-C-14, in which case the far broader rights accorded in Article 14-3, particularly sub-paragraphs 1 and 2, augmented by the broad definition of "feeder service" in Article 14-1 (Definitions.), would restore to European Interests:

The right to transport all manner of cargo on international legs between any port in Canada by European registered ships.

Great Lakes bulk carriers Transport about 70% in Canada's value of Maritime trade, the great mass of which is intended for the international market.

Regarded as engaged in a feeder service for cargo on an International leg whilst carrying, for example, grain loaded in Thunder Bay, Ontario, to Baie Comeau, Quebec:

Great Lakes bulk carriers could be reregistered as European ships and their Canadian crews replaced with Flag of Convenience crews.

Domestic cargo, that which comes from and is intended for use in Canada, which is apparently not included in C.E.T.A., is a small percentage of that which is transported (perhaps 10% or less).

Being the remainder of cargo transported by ship not apparently affected by C.E.T.A., Domestic cargo will not likely save Canada's Merchant Marine or many of its seafaring jobs.

Similarly, Ferry services throughout Canada, notably in British Columbia, Newfoundland and Nova Scotia, because of rights to bid on the provision of Government services accorded to European Interests under C.E.T.A. could, upon conclusion of existing crewing contracts:

See the ships engaged in providing ferry services in Canada reregistered as European ships, their crews dismissed and Flag of Convenience crews hired.

For these reasons, I am concerned that should C.E.T.A. be approved, an amendment, such as removing Reservation II-C-14, would permit European registered ships to transport all manner of cargo on international legs between any ports in Canada and lead to the disappearance of the Canadian Merchant Marine and 4000 seafaring jobs.

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