

# Breakdown of the Effects of CETA and Bill C-30 on the ships and sailors of the Canadian Merchant Marine.

- The **Maritime Transport Chapter of CETA grants Maritime Cabotage Rights** for transporting international cargo ***to mostly low wage, Flag of Convenience operated European ships (paid on average 1/10 to 1/3 what Europeans or Canadians seafarers would) to all ports in Canada (Chapter 14, Article 3, paragraph 2: “A Party shall permit the international maritime transport service suppliers of the other party to supply feeder services between the ports of that Party.”)***.
- **Until now, Canada’s Maritime Cabotage Trade has been reserved for Canadian ships and their Canadian crews.**
- **Most of these Cabotage Rights are only temporarily suspended by Reservation II-C-14,** which acknowledges, for now, only European ship-owners’ Maritime Cabotage Rights to transport international cargo in the Halifax -Montreal Corridor, transfer empty containers between all ports of Canada and dredging.
- **Reservation II-C-14 can be revoked at any time without any consultation with European Authorities or any further approval from the Parliament of Canada,** in which case low wage European ships’ Maritime Cabotage Rights **to all Canadian ports,** granted in CETA’s Maritime Transport Chapter would shortly cause **Canadian ships to be priced out of the market** to be perhaps reflagged as European while **their Canadian crews were dismissed and foreign ones retained.**
- **Chief Canadian CETA negotiator Steve Verheul acknowledged in testimony before the Senate-Committee on International Trade, 3/4/17: “It’s always easy to further liberalize a trade agreement. That’s not usually a problem to negotiate, amend or just do it in practise.”**
- Without being revoked, **Reservation II-C-14,** with it’s ability to restore Maritime Cabotage Rights to low wage European ships at any time without any approval from Europe or the Parliament of Canada **could prevent Canadian sailors from negotiating with ship-owners for fear of provoking II-C-14s’ withdrawal** and flooding Canada with competition from low wage and, often, lower standard foreign ships.
- The ships and Canadian sailors of Canada’s Merchant Marine would soon disappear in competition with Flag of Convenience operated European ships due to their great economic advantages, as well as often lower working and safety standards. (S.I.U.

President James Givens, partial quote from transcript, 13/4/17, 12:09 pm: "... to ensure foreign operators are strictly adhering to Canadian rules and standards, including labour and prevailing wage. These ships are currently covered by Flag State law, **which makes it hard for Canadian Law to be implemented onboard these vessels.**").

- **The CETA Maritime Transport Chapter, mainly at Article 14-3.2, with Reservation II-C-14, represent 90% of CETA's threat to Canadian ships and seafarers (Other known ones reside in Bill C-30) and create a mistaken impression that only the Halifax-Montreal Corridor is subject to low wage European ships entering into Canada's Maritime Cabotage Trade.**
- **Clause 92 of Bill C-30, sections 2.3 and 2.4, grant exemptions to European ship-owners from complying with Canadian Laws, including the Temporary Foreign Worker Program, which will not only prevent foreign seafarers aboard their ships from being paid median Canadian wages when their ships carry international cargo while plying Canadian Maritime Cabotage Routes under CETA, but exclude Canadian Seafarers from being considered entirely.**
- Since most cargo carried on ships in Canada is international, **this exemption will make it likely that no Canadian or foreign seafarers will be employed at Canadian median wages on these Routes** ( page 9 of the Government of Canada information guide "Working temporarily in Canada" stipulates that foreign crew members of foreign owned ships not registered in Canada need only **primarily** transport international cargo in order to be exempt from work permit requirements and, therefore , Canadian wages..
- The Senate-Committee heard 3 witnesses from the **Canadian Ship-owners Association although this entity had not existed as such since 28/9/16**, over a month prior to the signing of CETA in Brussels on 30/10/16 (when it was amalgamated into the Chamber of Marine Commerce, a bi-National Maritime Shipping Association) while **the Committee withdrew the Invitation of a Canadian seafarer (10/4/17)** who, like thousands of others, was already living with the **prospect of lowered wages and working conditions or job loss implicit in CETA's Maritime Provisions and CETA's pending implementation.**
- **The Senate-Committee on Foreign-Affairs and International Trade, having been informed of known faults in CETA ( Article 14-3.2, Reservation II-C-14 in written Brief received by the Senate-Committee Clerk on 3/5/17) and Bill C-30 (Clause 92, sections 2.3 and 2.4), in the same Brief as well as in e-mails sent to all 15 Committee members on 1/5/17 and 5/5/17., did not recommend to the Senate that it consider withholding approval of Bill C-30 until serious weaknesses in CETA's Maritime Provisions, which threaten the disappearance of the Canadian Merchant Marine and thousands of Canadian seafaring jobs, be either revised or withdrawn.**
- **The Senate-Committee, after unanimously approving Bill C-30 without Amendments and without Recommendations**, in passing it on to the Senate for consideration, **only**

chose to append a 2 page list of "Observations": A "Recommendation" is a "Strong suggestion", *whereas an "Observation" is not even a "Suggestion"*.

- The "Observations" were at least 9 in number and in ascending order of importance (maritime concerns were number 7)
- Senate-Committee Chair Senator A. Raynelle Andreychuk,(Abbreviated quote from video capture 10/5/17, 4:31 pm) stated: "...C-30 requires Amendments to make it workable...")
- Chair Senator Andreychuk also stated ( abbreviated quote from video, 10/5/17,4:26 pm.): "... we did say to the government officials that **more and more is going from "Acts" into "Regulations"** and that's been troublesome to us so that's why the **accountability is not just to be with "Acts" but for "Regulations"** more and more..."
- **The Senate-Committee chose not to make Bill C-30 workable through "Acts" or "Amendments" (Laws: These would require approval from the Parliament of Canada to be altered) but through "Regulations" (which can be changed at any time by the Government without any approval from Parliament.).**
- **The Senate-Committee, one day after it had approved Bill C-30 without Amendments or Recommendations and passed it on to the Senate for consideration, saw the Upper House pass Bill C-30 without amendments.**
- **Days after Royal Assent for Bill C-30 and CETA was received (16/5/17), the first Canadian seafarers' contract vote was held for Canada Steamship Lines, Self-Unloaders, with votes to follow in all of Canada's 3 largest maritime shipping companies over the rest of the year, including Algoma Central Marine and Desgagnes Transport.**
- The C.S.L., Self-Unloaders contract offer received a very poor reaction at the S.I.U. of Canada's Montreal meeting on 6/3/17: A **rejection of the offer could result in an initial 72 hour strike.**
- **Canadian seafarers have not had a major strike since 1966.** Contract talks leading to a vote can be a fraught time.I have not seen this degree of pessimism about their outcome in my entire career, which began in 1976. Contract offers later this year threaten to mimick the C.S.L. one.
- **The Seafarers International Union of Canada represent unlicensed seafarers (all sailors except captains and officers) in all 3 of Canada's largest maritime shipping companies (Canada Steamship Lines, Algoma Central Marine, Desgagnes Transport.).**

- **The President of the S.I.U. of Canada, Mr. James Given, may have a Brief from Canadian ship-owners on Cabotage in Canada** (E-mail from President Given, 21/11/16: "We are also working closely with the Canadian Ship-owners who have given us the lead role in strengthening Cabotage in Canada...")
- **The S.I.U. of Canada**, through its' affiliation with the American Federation of Labor (A.F.L./C.I.O.), **is affiliated with the Conference on Foreign Relations, a powerful U.S. economic Lobby** whose Montreal Chapter has held several pro-CETA conferences ("**The Canada-EU Agreement: A new momentum for Quebec**";, 21/10/16; Canada's Trade Outlook: **The Honourable Chrystia Freeland** (Canadian Minister for International Trade), 5/1/17;The Honourable **Liam Neeson ( U.K. Minister for International Trade)**, the EU: The UK's Global Trade Outlook, 27/1/17.
- At the S.I.U. of Canada Montreal quarterly meeting on 5/12/16, **the question was raised during General Assembly whether the Seafarers International Union of Canada could fulfill its' obligations towards its' members while fulfilling those it has to the Conference on Foreign Relations**, it's parent organization.

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