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**CETA
SINKS
SHIPS**

FOR IMMEDIATE RELEASE

Apparent deliberate inaction by Seafarers” International Union (S.I.U.) of Canada may help C.E.T.A. cause the disappearance of the Canadian Merchant Marine and 4000 seafaring jobs.

MONTREAL, QC, JANUARY 19TH -I’m a sailor of 40 years experience who has sailed on tankers, cargo ships and bulk carriers on Inland, Coastal and International waters and who has returned from 3 trips on the Annual Canadian Arctic Sealift, resupplying Canada’s Northern Communities in Hudson Bay, from Nunavik to the High Arctic with stops this year in Eureka (80 degrees North Latitude) and Grise Fjord, Nunavut. I have been a Member of the Seafarers International Union (S.I.U.)of Canada for 12 years.

The European Parliament is expected to vote on the Canada Europe Comprehensive Economic and Trade Agreement (C.E.T.A.) by Wednesday, 15/2/17.

Should Bill C-30 (C.E.T.A.) also be approved by the Parliament of Canada(any time after 11 a.m. Monday, 30/1/17, when the House of Commons reconvenes), the agreement will be regarded as provisionally approved and more than 90% of its’ clauses come immediately into effect, including the Maritime Transport chapter.

Once provisionally approved, C.E.T.A. will permit European-based interests to bid on the transport of Canadian originated Maritime cargoes and transport them to other ports and destinations in Canada (called Cabotage) using European registered ships, a trade until now reserved for Canadian registered ships and their Canadian crews.

European registered ships are usually operated by low wage Flag of Convenience crews(paid at about 1/10 to 1/3 the rate of Canadian crews.) and benefit from other economic advantages.

Canadian ships will not be able to compete with them and will:

- a. Be in immediate difficulty.
- b. Disappear entirely , I think, within 5 to 10 years of C.E.T.A.s’ implementation.

Considering this, I have concerns over the manner in which the S.I.U. of Canada has sought to have C.E.T.A. either altered or withdrawn:

1. The chances of having C.E.T.A. altered or withdrawn were greatest before being signed by the Prime Minister of Canada in Brussels during October 2016.

Once this had occurred on Sunday, 30/10/16, such chances vanished due to the government majority in the House of Commons and support of the Conservatives, who originally sponsored C.E.T.A.

The S.I.U. of Canada was warned of this (E-mail to Union Official, 19/10/16, “ Le moment ... pour prévenir les pertes d’emploi au Canada n’est pas APRÈS que l’entente soit signe... mais AVANT...”, paragraph 6- available in following attachment.).

At least one Union Member offered to accompany such a delegation at the individuals’ own expense, offering to pay the transportation costs of a relief to the ship the individual would have to leave in order to do so (E-mail to Union Official, 2/10/16, “ Il serait utile de savoir si je dois appeler un relève dans L’Arctique (selon la formule établie) pour accompagner les autres membres ... à mes frais...”, paragraph 9- available in following attachment; E-mail to Union Official, 19/10/16, “ C’est pourquoi j’ai demandé si des individus du Syndicat pouvaient aider en allant en Europe, en payant de leur propre poche ... pour aider ... les Européens à vaincre le CETA.”, paragraph 7- available in following attachment.)

The S.I.U. of Canada did not send a delegation to Brussels. (E-mail from President, 21/11/16, “ Although we did not have a physical presence at their rallies etc...”, paragraph 3 - available in following attachment.)

2. 3 weeks after the Europeans, without the S.I.U. of Canada in Brussels, failed to change or stop C.E.T.A. and therefore virtually guaranteed its’ approval in Canada, the S.I.U. of Canada still seemed to leave the defeat of C.E.T.A. to the Europeans. (E-mail from President, 21/11/16, “ We still see the best option of defeating CETA to rest in the EU.”, paragraph 3- available in following attachment.)

The statement above was made (21/11/16):

a. On the 1st of 7 days (21/11/16, 22/11/16, 23/11/16, 7/12/16, 9/12/16 12/12/16 and 13/12/16) on which Bill C-30 (C.E.T.A.) was debated in the House of Commons, on any of which the government could have suspended Debate and ordered a Vote, which would have resulted in Approval and the likely disappearance of the Canadian Merchant Marine and its” thousands of seafaring jobs.

b. 30 days after the last public demonstration on C.E.T.A. by the S.I.U. of Canada (Montreal, 21/10/16), according to its’ Facebook site, by which time memory of the agreements’ problems for the Canadian public and seafarers would have faded.(E-mail from a Union Vice-President, 3/10/16, “ Nous essayions de garder nos membres au courant autant que possible dans nos demarches et les avancements et reculs via la page FB du syndicat. Je vous invite a vous abonner a la page et aux mises a jour.”, paragraph 2- available on following attachment.)

c. 2 days before Members of the European Parliament attempted to have C.E.T.A. reviewed by the European Court of Justice, which was voted down.

d. 16 days before the S.I.U. of Canada’s next public action on C.E.T.A. (8/12/16, thanking the Member from Essex for raising the danger to Canada’s Merchant Marine and sailors in Parliament) on Wednesday,

7/12/16.

Though it was already the 4th day of Debate, the Member of Parliament had apparently only been informed shortly before of the danger to Canada's Merchant Marine and sailors from a source other than the S.I.U. of Canada. (Screen shot of the Hansard of Canada, Government Orders, 7/12/16, 1640, " Ceta will lead to the immediate loss of approximately 3000 Canadian seafarers jobs."; E-mails from individual to Tracey Ramsey, N.D.P., 3/12/16,5/12/16 and 6/12/16, " CETA: Possible and imminent demise of Canadian Merchant Marine and 4000 seafaring jobs."- available in following attachment.)

e. 23 days before (14/12/16), according to its' Facebook site, the S.I.U. of Canada incorrectly declared C.E.T.A. approved by Parliament and , again incorrectly, coming into effect only at least 18 months in the future and removing the onus for more urgent action by the Union and the Canadian Maritime community.

f. 30 days before (21/12/16) failing to correct itself from previously declaring C.E.T.A. approved by Parliament and not coming into effect for at least another 18 months, when, in fact:

g. C.E.T.A. could not be approved for at least another 40 days, Monday, 30/1/17, after Parliament reconvened, thus providing time to persuade the government or otherwise act to alter or have C.E.T.A. withdrawn.

h. Rather than coming into effect in only at least 18 months, C.E.T.A. would come into effect immediately, once approved by the European Parliament, likely in February and before the opening of the Saint-Lawrence Seaway in Spring, 2017.

2i. " Domestic Cargo" may be a Red Herring.

As a proportion of cargo carried on Canadian ships (the great bulk being for the International market), domestic cargo might be 10% thereof, probably less: It will not save the Canadian Merchant Marine or many Canadian seafaring jobs.

Worse: It may distract those affected, Seafarers particularly. from a more relevant pursuit:

While C.E.T.A. still remains unapproved by the Parliament of Canada (Parliament cannot vote at least until it reconvenes on Monday, 30/12/16, and may not vote on Bill C-30 (C.E.T.A.) until after the European Parliament votes on it on or about Wednesday, 15/2/17, leaving time to act.), time remains to either:

Persuade the government to alter or withdraw the Bill or;

Alert Canadians and Canada's seafarers of the Bills' true implications.

3. That, not only failing to send even a delegation to Brussels when the jobs of not only all Union Members were at stake but those of most seafarers of the Canadian Merchant Marine:

The S.I.U. of Canada did send a delegation, at about the same time, consisting of its' President and Vice-President, to Manila, in the Philippines, a country known for providing low wage, flag of convenience crews to the International Maritime Shipping Industry. (E-mail from President, 21/11/16, " Patrice and I just returned from Manila where we attended a meeting of the I.T.F. Fair Practise Committee...", paragraph 3- available in following attachment.)

4. There, the S.I.U. of Canada delegation met not only local representatives of low wage, Flag of Conve-

-more-

nience seafarers but also those of other countries. (E-mail from President, 21/11/16, “ We spent much of the meetings educating labor supply countries that they must work with Canada to make sure our Cabotage remains strong.”, paragraph 4- available in following attachment.)

5. That the S.I.U. of Canada hosted the Maritime Round Table in Montreal, from 20/9/16 to 23/8/16, which was attended by the representatives of low wage, Flag of Convenience crews from many countries.

6. That it seems to have a Brief from Canadian shipowners with regard to Cabotage. (E-mail from President, 21/11/16, “ We are also working closely with the Canadian shipowners who have given us the lead role in strengthening Cabotage in Canada...”, paragraph 4- available in following attachment.)

Cabotage, according to the on line Oxford English dictionary means “ The right to operate sea...transport services within a particular territory.” The definition does not say who will be carrying it out (local or foreign crews). Many may think that “ Cabotage” means the use of local crews to move cargo.

“ ... labor supply countries ... must work with us in maintaining a strong Cabotage.” (E-mail from President, 21/11/16, paragraph 3- available in following attachment.) may only mean that labor supply countries must work to maintain a strong maritime transport service within a territory, not who will carry it out, local or foreign crews.

‘ ... Canadian shipowners have given us the lead role in strengthening Cabotage in Canada...’ (E-mail from President, 21/11/16, paragraph 4.- available in following attachment.), may only mean that the lead has been given to strengthen coastal trade, not who will carry it out, local crews or foreign.

The S.I.U. of Canada, besides acting as a labor Union and being supported by the dues paid by its’ Members, also acts as an employment agency to some maritime shipping companies, receiving amounts roughly equivalent to dues collected for providing properly accredited seafarers.

Though I don’t know whether the S.I.U. of Canada receives additional income (Rent, interest, fees etc.) from these or other sources:

7. Since the S.I.U. of Canada receives only 50% or less of its’ income from Members and is not wholly funded by them (perhaps even to the lesser part), the Unions’ Executive and Officers may be driven by priorities other than those of the Membership.

8. The S.I.U. of Canada is, through its’ affiliation to the American Federation of Labor (A.F.L./ C.I.O.), affiliated to the Conference on Foreign Relations, a powerful U.S. group whose Montreal Chapter hosted at least 2 conferences (“ The Canada EU agreement: A new Momentum for Quebec.”, 21/10/16; “ Canada’s Minister of International Trade Chrystia Freeland: Canada’s Trade Outlook.”, 5/1/17.) which were favorable towards C.E.T.A.

I do not know whether the S.I.U. of Canada can fulfill its’ assumed obligations towards its’ Membership as well as those to its’ Parent organisation.

Should C.E.T.A. be approved, I expect a survival rate of 10-25% of the Unions’ Membership and throughout the Merchant Marine in general:

I think a number of Wheelmen might be kept to accompany pilots through the Saint-Lawrence Seaway and River due to some foreign crews not being accustomed to long passage through narrow canals and extended constricted waterways.

This would reduce the risk of groundings and collisions and the risk of blocking the Seaway; A number of seamen might also be kept to “ swing ashore” around the locks of the Seaway.

Other trades and professions (mechanical assistants, stewards, officers and engineers...) would suffer most.

Judging by the S.I.U. of Canada’s actions to have C.E.T.A. either altered or withdrawn:

The S.I.U. of Canada sent no delegation to Brussels, though altering or stopping C.E.T.A. would become impossible once signed by the Prime Minister of Canada.

The S.I.U. of Canada, according to its’ Facebook site, held no public demonstrations on C.E.T.A. for a month before Debate began on Bill C-30 (C.E.T.A.).

The S.I.U. of Canada did not appear once in demonstration on any of the 7 days that C.E.T.A. was debated in Parliament , at any which time a Vote could have been held and the Canadian Merchant Marine and its’ thousands of seafarers jobs destroyed.

The S.I.U. of Canada did not appear once in demonstration on Parliament Hill, though its’ offices in Montreal, Quebec and Thorold are within half a days’ drive from Ottawa which is certainly much closer than Brussels.

The S.I.U. of Canada’s only public activity afterwards, according to its’ Facebook site (14/12/16) was to announce C.E.T.A.s’ passage by Parliament and it distantly coming into force when neither was the case.

The S.I.U. of Canada did not correct either of these statements on its’ Facebook site Update a week later (21/12/16) and still has not done so.

The S.I.U. of Canada did not hold any public demonstrations until Thursday, 12/1/17, 41 days since it held a joint one with the I.L.W.U. And the B.C. Ferry workers on 2/12/16 in Vancouver.

The S.I.U. of Canada may not hold another public demonstration on C.E.T.A. until June, while I’m told, when C.E.T.A. could be approved within a month (E-mail to Vice-President, 12/1/17, “ Vous m’avez parlé d’un échancier d’actions qui ne débuteraient qu’en 6 mois, quand nous devrions parler de 6 jours, paragraph 4; E-mail from Vice-President, 14/1/17, “ nous prenons bonne note de tes commentaires” - available in following attachment.)

Although the President of the S.I.U. of Canada undertook to make available such Legal Opinions on C.E.T.A. at the Unions’ disposal (E-mail from President, 12/12/16, “ ... I have instructed our attorneys and Government Relations firms to forward you the drafted Legal Opinions which you will receive in due course. If you do not please advise me accordingly.”, paragraph 1- available in following attachment.) and with time in which they may prove useful running out, 35 days later I am still not in receipt of them.

I’m concerned that, based on its’ record so far, the S.I.U. of Canada’s next public action with regard to C.E.T.A. will be an update on its’ Facebook site when it is either approved, altered or withdrawn.

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

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From: Marc De Villers <marcdevillers@icloud.com>
Date: October 19, 2016 at 6:00:27 AM EDT
To: Micheline Morin <mmorin@seafarers.ca>
Cc: Marie and Tomas <langdev@bell.net>, june <jdevillers26@icloud.com>, Guillaume Rosso <guillaume.rosso06@gmail.com>, stevemolloy@gmail.com
Subject: CETA.

Bonjour, Madame Morin.

Merci de votre reponse prompte a l'egard de mes questions sur l'aide que pourraient apporter les membres individuels du Syndicat pour aider a contrecarrer l'acceptation du CETA. Notre service Wifi en region eloigne est quelque peu episodique et rend difficile rester en communication et demeurer informe.

J'attrais votre attention sur l'article de Nick Dearden de l' Ontario Federation of Labour dans la section Affaires de l'edition Canadienne du Huffington Post de ce matin dans laquelle il critique la manque de sensibilisation des syndicats Canadiens et du C. L.C. aupres de leurs membres a l'egard des effets nefastes du CETA sur la societe (et sur nos emplois)en comparaison aux organismes equivalentes en Europe.

Comme vous l'avez recommande, j'ai verifie les actions prises et contemples par l'Union a l'egard de CETA sur la page Facebook du Syndicat et, a part d'une apparente distribution de pamphlets a Montreal le 9/10/16, n'ai rien trouve.

Considerant les evenements fatidiques qui se trament ces derniers jours a Bruxelles, ou parmi d'autres considerations serieuses, pendent les emplois de milliers de marins Canadiens, et qui dependent, parait il, de la seule resistance de la Wallonie et de quelques autres petits pays et regions appauvris de l'Europe: le Syndicat ou autres membres de l'Alliance Canadienne des Metiers Maritimes y sont ils au moins representes?

Le moment strategique pour prevenir les pertes d'emploi au Canada n'est pas APRES que l'entente soit signe par le Premier Ministre Canadien (qui avec sa majorite parlementaire pourra l'accepter dans son entierite avec toutes ses consequences pour nous), mais AVANT, quand les dangers qui pesent sur nous, le Canada et l'Europe pourraient etre elimines d'un coup.

C'est pourquoi j'ai demande si des individus du Syndicat pouvaient aider en allant en Europe, en payant de leur proper poche, pour aider notre Alliance et les Europeens a vaincre le CETA.

Le Syndicat a t'il une entente sous-entendue avec le Gouvernement pour mitiger les effets du traite?

Aiderait t'il au Syndicat si des membres interesses se rendent a Bruxelles par leurs propres moyens pour assister sinon participer aux evenements?

Notre avenir pourrait se decider a Bruxelles dans les prochains jours et il n'en tient qu'a un fil. La laisseront nous s'echapper de nos mains?

Fraternellement,

Marc de Villers
Timonier,
" Camilla Desgagnes".

From: Marc De Villers <marcdevillers@icloud.com>

Date: October 2, 2016 at 11:25:52 AM EDT

To: mmorin@seafarers.ca

Cc: june <jdevillers26@icloud.com>

Subject: CETA.

Bonjour Madame Morin: 02/10/16.

Etant l'un de ceux que vous avez conduit a la manifestation du 13 Septembre dernier, je vous remercie encore de nous avoir mieux permis d'être present a un action importante dans les circonstances que nous vivons.

Ayant perdu le service Wifi du " Camilla" a Côte Sainte-Catherine jusqu'a il y a quelques jours, il n'y a que depuis lors qu'on a pu se renseigner sur les developpements recents dans la mise en effet de l'entente CETA.

Avec des etapes pour l'implantation de l'entente déjà en vue (Reunion du Conseil Europeen le 18/10/16 pour permettre la signature du Premier Ministre Canadien le 27 a Bruxelles, possible debat et vote au Parlement Canadien au debut de 2017), il est tres important que tous les membres du S.I.U. soient informes comment participer dans les evenements importants qui viennent.

Connaissant l'opposition farouche de nombreux citoyens europeens au CETA (ainsi que le T.T.I.P., le T.I.S.A. et d'autres ententes de ce genre), les initiatives, du moins a Bruxelles, seront probablement fortement opposes .

Si les groupes composant la Chaine de Transport Maritime Canadien ont l'intention de participer, sur les lieux, a des actions possibles, il serait bon d'en informer les membres du S.I.U. aussi tot que possible au cas ou ils voudraient etre presents.

Nul ne peut exagerer l'importance des evenements qui se derouleront dans les prochaines semaines et mois vis a vis les carrieres de nos membres, des autres syndicats maritimes, des non-syndiques, des metiers connexes et du reste du Canada; Voire tous.

Il me serait tres plaisant de continuer a naviguer pendant les prochains mois sur l'Arctic Sealift Canadien comme il m'a toujours ete possible mais je pressens que notre avenir va se decider tres prochainement ailleurs et que je veux la possibilite de savoir quels actions je dois exercer pour defendre ma carriere et celle de mes collegues.

Nous contemplons la probabilite d'être temoins de voir eliminee pour toujours la Marine Marchande Canadienne.

Il serait utile de savoir si je dois appeler un releve dans l'Arctique (selon la formule etablie) pour accompagner les autres membres et organismes associes, ou que ce soit, a mes frais, meme si ce n'etait que pour proteger mes seuls interets et privileges de citoyen! Mis brutalement, mon emploi et ma carriere vont disparaitre.

Il va sans dire que grand nombre de nos collegues sont restreints dans leur capacite d'agir dues a leurs reponsabilites familiales et autres.

Donc, nous apprecierons toute assistance que le Syndicat peut nous apporter a cet egard.

J'inclus, j'espere, une meilleure image de la piece montree dans mon dernier courriel.

Bien a vous,

Marc de Villers.

Timonier, " Camilla Desgagnes".

From: President <president@seafarers.ca>

Date: November 08, 2016 10:10:06 AM

To: Marc De Villers <marcdevillers@icloud.com>

Cc: Micheline Morin <mmorin@seafarers.ca>, Patrice Caron <pcaron@seafarers.ca>

Subject: Re: CETA sinks ships.

Brother:

Thank you for your emails regarding CETA and other important matters for the Canadian Maritime Industry.

I will draft you a full and detailed response in the coming days but feel it is important to make sure you are fully aware of our efforts in a brief format.

SIU has been working very closely with the European Transport Workers Federation, the International Transport Workers Federation and all Union within Europe. **Although we did not have physical presence at their rallies** etc you can rest assured our concerns were heard with the EU and the various Governments within it. In fact the SIU was one of the first Unions in Canada to contact the Government of Walloon and lend them our support. Our involvement in CETA reverts back over two years.

We have met with all members of the Transport Committee in Ottawa at least twice (and Senators) and we have submitted written recommendations for CETA and the Emerson report. We were the only Union invited to sit with the Minister during his round table sessions. We have met with the Chief negotiators for CETA and TISA Maritime on several occasions, no other transport Union has. We have also submitted briefs and met with all members of HUMA regarding TFW's in Canadian Maritime.

Rest assured the SIU has done, and is doing, all it can on both sides of the pond. No other Maritime Union has done one tenth of what the SIU has and we will continue to represent our membership in these battles.

Fraternally,

James Given

From: President <president@seafarers.ca>
Date: November 21, 2016 at 5:20:00 PM EST
To: Marc De Villers <marcdevillers@icloud.com>
Cc: Patrice Caron <pcaron@seafarers.ca>
Subject: Re: CETA debated in Parliament today.

Marc:

Thank you for this email, and the others sent to my attention.

The CLC appeared before the Committee and was armed with a brief from the SIU that was presented at that time. The changes proposed in Bill C30 are being challenged by the SIU, and although they are limited, we see it as opening the door which we want to remain closed.

As for CETA:

The SIU continue our work in conjunction with the International Transport Workers Federation and the European Transport Workers Federation. **We still see the best option of defeating CETA to rest in the EU.** With the Liberals controlling Canadian Parliament passage of things they want is all but certain, especially CETA as the Conservatives will never vote against their own deal. In Europe we have very close ties to all of the Transport Unions, and others, and we are continuing do all we can to support their efforts. As you are aware we Chair the Cabotage Task Force for the ITF and as such CETA is on the forefront on our efforts there. As a SIU member you may not always see the work we do, as it is not as flashy as a demonstration, but it goes on every day. **Patrice and I just returned from Manila where we attended a meeting of the ITF Fair Practice Committee, a world body of transport unions who decide policy for the industry and CETA is top of the agenda there also.** TISA etc are also very much an issue. **We spent much of the meetings educating labor supply countries that they must work with us in Canada to make sure our Cabotage remains strong.**

On the Canadian front we continue to meet with members of Parliament and Senators in order to educate them on the importance of a strong merchant marine. This is a long process as frankly the people before us did not do a very good job. We are making progress but it is an uphill struggle. Members of the Transport Committee who are looking at the Coasting Trade Act are regular on our list and this will continue. **We are also working closely with the Canadian Shipowners who have given us the lead role in strengthening Cabotage in Canada, they know we are the most educated and in the best position to make gains.**

Trade is a very complicated issue for our Industry. We live and die on trade but it must be fair, transparent and protect our industry without being ³protectionist². We recognize that without trade we would have no industry, but bad trade will have the same result.

In a nut shell we may not be able to report on everything we are doing to fight for the Canadian Industry but we will post more of our letters and meeting outcomes on Facebook for all to see. Not a single day passes that we are not dealing with CETA or the Coasting Trade, from all angles. We are covering all the bases such as if CETA passes how do we ensure Canadian Seafarers get the jobs on the foreign vessels at Canadian conditions? Well this is an immigration and Employment issue with those Ministers as it deals with Temp Foreign Workers, so we are dealing with them. Dredging can also be a Tax issue as Tax dollars pay for dredging so we are dealing with Finance. Many many fires at once.

I will point out the only other Union really involved with these issues is the ILWU on the West Coast. They are supporting and also lobbying with us. No other Maritime Union, or other Union at all, are fighting as hard as we are. Not the Guild that's for sure, we have heard nothing from them at all. Even Canada's ³big² unions like the CLC and Unifor etc are relatively quiet.

If you have specific questions please send them to me and I will do my best to answer them, in the meantime we will post more updates on your unions activities with CETA, TISA and the Coasting Trade Act.

In Solidarity,

Jim Given

From: Micheline Morin <mmorin@seafarers.ca>
Date: October 03, 2016 8:45:24 AM
To: Marc De Villers <marcdevillers@icloud.com>
Subject: RE: CETA.

Bonjour Marc,

Vos commentaires, intérêt et appui à nos (vos) efforts contre cette entente sont forts appréciés. **Nous essayons de garder nos membres au courant autant que possible dans nos démarches et les avancements ou reculs via la page FB du syndicat.** Je vous invite à vous abonner à la page et aux mises à jour.

Si nous sommes en mesure de vous aviser d'avance de nos démarches, manifs ou autres, je le ferai.

Fraternellement,

Micheline Morin

Vice-présidente, St-Laurent et Côte Est | Vice-President, St. Lawrence and East Coast
Syndicat International des Marins Canadiens | Seafarers' International Union of Canada

T: +1-514-931-7859 x239 | F: +1-514-931-0388 | C: +1-514-792-9321

(1640)

[Expand]

Ms. Tracey Ramsey (Essex, NDP):

Madam Speaker, I thank my colleague for his wonderful speech and for his work on the trade files in previous Parliaments. He certainly has been an asset to me in helping me in my new role. I want to talk about what he spoke about, around working-class people.

There is another section of working-class people who will be impacted dramatically in CETA and that is those who are in the maritime jobs sector. CETA will for the first time legally allow foreign-owned vessels and foreign crews to transport goods between Canadian ports, which is called cabotage, and will open up domestic dredging contracts to foreign suppliers. **CETA will lead to the immediate loss of approximately 3,000 Canadian seafarers' jobs.** These are high-quality, well-paid jobs.

From: Marc De Villers <marcdevillers@icloud.com>

Date: December 03, 2016 11:50:23 AM

To: tracey.ramsey@parl.qc.ca

Subject: CETA: Possible and imminent demise of Canadian Merchant Marine and 4000 seafaring jobs.

I am a seafarer of 40 years experience on Canadian registered ships; Though not a lawyer, if my reading of the Maritime Transport Chapter of the Canada Europe Comprehensive Economic and Trade Agreement is correct, it may lead to the imminent demise of the Canadian Merchant Marine as well as the 4000 seafaring jobs associated with it.

Not knowing whether you were aware of the risk to the Canadian Maritime sector and with the Debate and Vote on Bill C-30 (C.E.T.A.) shortly approaching, should you or someone else wish to contact me, I can be reached at the E-mail address above or at 514-404-6008.

Sincerely,

Marc de Villers.
CDN63142X.
Wheelsman.
M.V. " Camilla Desgagnes".

Note that this message was sent 2 more times on the dates below:

From: Marc De Villers <marcdevillers@icloud.com>

Date: December 05, 2016 11:26:39 AM

To: tracey.ramsey@parl.qc.ca

Subject: CETA: Possible and imminent demise of Canadian Merchant Marine and 4000 seafaring jobs.

From: Marc De Villers <marcdevillers@icloud.com>

Date: December 06, 2016 8:38:07 AM

To: tracey.ramsey@parl.qc.ca

Subject: CETA: Possible and imminent demise of Canadian Merchant Marine and 4000 seafaring jobs.



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S.I.U. of Canada

December 14, 2016 at 12:06am · 🌐

Today Bill C30, an act to implement the CETA passed second reading in the House of Commons. Tomorrow the Bill will be read clause by clause by the Committee and shortly thereafter will be law. What does all this mean to the Maritime Community? It means that Canadian Parliament has passed CETA.

We want to thank members of the NDP who represented our Industry very vocally over the last few days as debate was had on the Bill. Numerous NDP MP's remarked about the importance of Cabotage and the CDN Maritime Industry and its Seafarers, we indeed had a loud voice during this debate. They fought very hard for us.

Even with Parliament passing this Bill the fight is far from over. It will take at least another 18 months, or longer, for the EU to debate CETA in the 28 National Parliaments it needs to pass. There is still a very good chance CETA will not make it through this process.

Is the fight over? Absolutely not. We have a long way to go before the last gun is fired.

Remember:

1. CETA is still not passed the EU so it is still not a done deal. We continue to work with our comrades in the EU on a daily basis. They are telling us it will not pass in the EU.
2. We must monitor all vessels entering Canada to make sure they are not trading in Cabotage. We have ask all longshore Unions to advise us if they see any vessels operating Cabotage.
3. We recently got an email from the Government outlining exactly what is, and isn't, going to be open under CETA. If they are telling us the truth only



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S.I.U. of Canada
December 21, 2016 at 12:19pm

CETA Update:

Just because CETA has passed the House doesn't mean the Union isn't still working with various Government Departments to make sure its affects are minimized. In fact President Given will be meeting with the Minister of Trades office on January 13th.

We have been working very hard everyday in the Halls of Parliament and beyond. One of the major hurdles we were having is getting something in writing outlining exactly what would be open to Foreign vessels and what would not. At best the wording in CETA was all over the map, with one sentence saying Feeder service was open, another saying it might not be. It was a battle of wills to have someone in Government put pen to paper so we could at least come back to you with something more concrete than "maybe" "don't know" "we hope not"! Well we were finally able to get several departments to write to us, and we got it on record in the House on Commons during final clause by clause reading.

We will be putting together a more detailed summary on our work with CETA (probably in the form of a newsletter) but for now we just want to quote one line that we received directly from the department that negotiated the Maritime provisions of CETA. One line that we hope will allow you to worry just a little bit less over the Holidays.

"Domestic cargo is not subject to the feeder service that is permitted under the CETA."

No aspect of Cabotage should be open and that is our target as a final goal, but until then, This is a huge accomplishment if it rings true. Now





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No aspect of Cabotage should be open and that is our target as a final goal, but until then, This is a huge accomplishment if it rings true..... Now we move the fight to what is the Government definition of "Domestic Cargo"!!

Definition of *cabotage* in English:

cabotage



NOUN

1 *[mass noun]* The right to operate sea, air, or other transport services within a particular territory.

+ Example sentences

1.1 Restriction of the operation of sea, air, or other transport services within or into a particular country to that country's own transport services.

+ Example sentences

Origin

Mid 19th century (in the sense coastal trade): from French, from *caboter* sail along a coast, perhaps from Spanish *cabo* cape, headland.

Pronunciation

cabotage /'kəbətɑːʒ/  /'kəbətɪdʒ/

De : Marc De Villers <marcdevillers@icloud.com>

Envoyé : 12 janvier 2017 23:23

À : Patrice Caron

Objet : Manifestation du 12 Janvier.

Cher Mr. le Vice-President:

Je vous félicite de votre bon discours mene en 3 temps sous de conditions difficiles d'espace, de conditions météorologiques et du milieu urbain.

Les 6 orateurs, dont Vince, Mme. Sicoli, le représentant des employés du Transport Fédéral, celui qui vous a suivi à deux reprises ainsi que le député neo-démocrate de Rosemont ont tous bien parlé et on a senti le moral des participants s'élever.

Cependant, vous ne faites qu'amorcer la serie d'actions syndicales, menés avec d'autres où, si nécessaire, seuls, que nous devons accomplir si nous entamons de faire réviser ou arrêter le CETA.

Vous m'avez parlé d'un échéancier d'actions qui ne débuteraient qu'en 6 mois, quand nous devrions parler de 6 jours:

Le CETA, sous forme de la Loi C-30 n'a, de façon finale, été ni votée ni approuvée par les Députés de la Chambre des Communes et qu'il ne sera possible de le faire qu'après l'Inauguration de la Session d'Hiver du Parlement du Canada, en 17 jours.

La phase préparatoire à l'Integration du C.E.T.A. au Code Legal Canadien s'est terminée en Novembre; C'est pourquoi le gouvernement a cru pouvoir passer la Loi C-30 avant Noël, au lieu de seulement après, comme il avait originellement entendu le faire.

Aussitôt la Loi votée au Parlement (n'importe quand après 1100 heures le Lundi, Le 30 Janvier) et celui de l'Europe Unie (Jeudi, le 2 Fevrier), le C.E.T.A. viendra provisoirement, avec 95% de ses clauses, incluant Le Chapitre de Transport Maritime, en vigueur IMMÉDIATEMENT.

C'est à dire, en aussi peu que 21 jours, non les 18 mois préconisés incorrectement dans la mise à jour du 14/12/16 sur la page Facebook du S.I.U.

Je vous rappelle, qu'étant le syndicat marin le plus important du Canada et devant l'inaction apparent des autres syndicats, le S.I.U. du Canada ne défend plus les seuls emplois de ses Membres mais toutes celles de la profession Maritime Canadienne, des Maîtres de quart aux mousses.

Vous aurez vu cet après midi que je ne suis pas le seul qui attendra le dévoilement de ce que nous devons faire, si notre profession doit survivre, et qui devront s'exécuter d'ici les prochains jours et semaines.

Il y a, pour commencer, la Journée d'Action Internationale contre le C.E.T.A. de Samedi, 21/1/17, suivant immédiatement l'Inauguration d'un President américain qui agira contre les Traités inéquitables de Libre-Échange.

Comme vous me l'avez si bien dit, nos emplois en dépendent.

Fraternellement,

Marc de Villers,
D-1289.

Reply:

From: Patrice Caron <pccaron@seafarers.ca>
Date: January 14, 2017 at 10:08:37 AM EST
To: Marc De Villers <marcdevillers@icloud.com>
Subject: RE: Manifestation du 12 Janvier.

Merci Confrère Marc,

J'apprécie le feed back et la solidarité ! nous prenons bonne note de tes commentaires.

Fraternellement

PATRICE CARON

Vice Président Exécutif | Executive Vice President

Syndicat International des Marins Canadiens | Seafarers' International Union of Canada

T:+ 514-989-0453 F:+ 514-931-8045 C:+ 514-234-9962

** we do not read email 24/7 if something is urgent please call **

From: President <president@seafarers.ca>

Date: December 12, 2016 9:52:12 AM

To: Marc De Villers <marcdevillers@icloud.com>

Cc: Patrice Caron <pcaron@seafarers.ca>, Micheline Morin <mmorin@seafarers.ca>

Subject: Re: Projected/projeté

Brother Marc:

Upon receipt of your previous email I have instructed our attorneys and Government Relations firms to forward you the drafted legal opinions which you will receive in due course. If you do not please advise me accordingly.

I wish to correct your statement of ³Silent Diplomacy² which is totally inaccurate. The SIU has been the only voice against the Maritime provisions of CETA and we continue to be. AS I have stated to you numerous times we have met, and are meeting, with all MP's and Senators to raise both awareness and opposition. We are far from silent on this issue!! understand because you don't see boots marching in the streets you may feel nothing is being done, but this could not be farther from the truth.

CETA and Bill C30 have reached a stage far beyond anything a demonstration will stop. Our resources need to be focused on where we can make a difference, and that is in the back offices and halls of parliament making sure committees and Senators have all the facts and figures and will not go any further than they already have. We have to make sure our Comrades in the EU continue to voice opposition as this is still the best bet to defeat CETA.

The SIU is not to blame for CETA or Bill C30. Conservatives and Liberals who traded off Maritime Jobs for some other aspect of trade are to blame. We walk a fine line everyday with Trade agreements, we are not opposed to ³fair trade², Maritime depends on trade. What we are opposed too is trading away Maritime jobs that are viewed in the halls of Parliament as ³disposable² in the ³big picture² of trade.

We are also fighting TISA, the next big trade deal to take a shot at Maritime. We are also focused on the Emerson Report which calls for the complete elimination of Cabotage in seven years. We are also fighting the current TFW Program which results in Canadian jobs being lost everyday. Silent? Absolutely not!

As an FYI during the membership meeting you stated that CETA does not mention from the Ports of Halifax to Montreal and Montreal to Halifax, this statement was false. I urge you to read the final txt of CETA and

also the Reservations and Annexes dealing with Maritime. Bill C 30 does not mention these ports as it is tied to CETA.

In closing let me reassure you the SIU and its allies are doing everything in our power to make sure Cabotage does not disappear from the Canadian landscape.

In Solidarity,

James Given
President SIU Canada
