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**CETA
SINKS
SHIPS**

FOR IMMEDIATE RELEASE

Apparent lack of action by Seafarers International Union (S.I.U.) of Canada may help cause disappearance of Canadian Merchant Marine and loss of 4000 seafaring jobs.

MONTREAL, QC, JANUARY 9TH - I'm a sailor of 40 years experience who's sailed on tankers, cargo ships and bulk-carriers on Inland, Coastal and International waters and have just completed 3 trips on the Annual Canadian Arctic Sealift resupplying Canada's Northern communities in Hudson Bay, from Nunavik to the High Arctic and which this year included stops in Eureka (80 degrees North Latitude) and Grise Fjord, Nunavut. I've been a member of the S.I.U. of Canada for 12 years.

I'm concerned that lack of action by the S.I.U. of Canada will help assure approval of Bill C-30, the Canada Europe Comprehensive Economic and Trade Agreement (C.E.T.A.). Once approved by the Parliaments of Canada and Europe, C.E.T.A. will be considered provisionally approved and 95% of its' provisions, including the Maritime Transport Chapter, will immediately come into force.

Once C.E.T.A is provisionally approved, European interests will immediately be able to bid on and transport, with European registered ships, Canadian originated cargoes from one port in Canada to another (called Cabotage).

Because European registered ships are generally manned by flag of convenience crews, paid between 1/10 to 1/3 the wages of Canadians, European ships will have Economic as well as other advantages over Canadian ships and crews, who will immediately be adversely affected and, I think, disappear within 5 to 10 years.

Approval of C.E.T.A. by both the Parliament of Canada and the European Parliament could occur shortly after Monday, January 30th, 2017 (the reconvening of the Parliament of Canada), and C.E.T.A. provisionally approved in time for the Opening of the Saint-Lawrence Seaway, the beginning of the Canadian Navigational Year.

I'm concerned that:

1. The S.I.U. of Canada failed to send a delegation to Brussels in October of 2016 where chances of

-more-

having C.E.T.A. revised or withdrawn were greatest prior to being signed by the Prime Minister of Canada. (E-mail from the President of the S.I.U. of Canada 8/11/16, “ Although we did not have a physical presence at their rallies etc you can rest assured...”, paragraph 3- available upon request.)

Once C.E.T.A. was signed in Brussels, it would become almost impossible for the Union or anyone else to have C.E.T.A. revised or stopped because of the Canadian governments’ Parliamentary majority and support from the Conservatives, who were the agreements’ original sponsors.

2. The S.I.U. of Canada failed to have any public demonstration, according to its’ Facebook page, since the one in Montreal on 21/10/16 (except for one held jointly with the I.L.W.U. and B.C. Ferry crews on 2/11/16 in Vancouver) for a full month before Debate on C.E.T.A. began in Parliament (21/11/16) and and none until Thursday, 12/1/17:

a. At a time when not only the existence of its’ Union Members jobs were at stake but those of all sailors of the Canadian Merchant Marine.

b. At a time when Canadians would have greatly benefitted from being informed of the possible effects of the Maritime Transport Chapter of C.E.T.A. on the Canadian Merchant Marine and its’ sailors.

(E-mail from S.I.U. Vice-President 3/10/16, Nous essayions de garder nos membres au courant autant que possible dans nos démarches et les avancements ou reculs via la page FB du syndicat.”, paragraph 1.- available upon request.).

3. The S.I.U. of Canada failed to make any public demonstration on Parliament Hill on any of the 7 days that Bill C-30 (C.E.T.A.) was debated in Parliament (21/11/16, 22/11/16, 23/11/16, 7/12/16, 9/12/16, 12/12/16 and 13/12/16) and at any which time the government could have ended Debate and held a Vote which could lead to the disappearance of the Canadian Merchant Marine and its’ thousands of jobs for Canadian seafarers, thereby denying the Canadian Public of a valuable means of being apprised of the serious consequences of C.E.T.A.

The S.I.U. of Canada particularly failed to make any appearance on Parliament Hill on Monday, 12/12/16, even though the government had stated days earlier, in the Canadian Hansard Order of Government Business section, its’ intention of holding its’ Final Vote then on Bill C-30 (C.E.T.A.).

4. The S.I.U. of Canada apparently failed to keep Opposition Members of Parliament informed of the risk that C.E.T.A. could destroy the Canadian Merchant Marine and its’ thousands of seafaring jobs:

Though the many contentious effects of C.E.T.A. on Canadians (Increased cost of medication, little compensation to farmers for lost dairy production, extra-judicial private commercial courts etc.) were repeatedly raised in the first days of Debate, the threat to the Canadian Maritime Transport Industry was not.

It was not until the 4th day of Debate (7/12/16, 4:40 p.m. approx.) and only after the Member raising the issue received information from a source other than the S.I.U. of Canada, that the possible destruction of the Canadian Merchant Marine and its’ thousands of Canadian seafaring jobs was mentioned (Hansard Debates, 7/12/16, 1640 hrs., speech by the Member from Essex, Ontario, Tracey Ramsey, N.D.P.; E-mails from individual “ CETA: Possible and imminent demise of Canadian Merchant Marine and its’ 4000 seafaring jobs.” on 3/12/16, 5/12/16 and 6/12/16.-available upon request.).

5. The S.I.U. of Canada, upon Parliament completing 2nd Reading of Bill C-30 (C.E.T.A.), on its' Facebook page update on 14/12/16, incorrectly reports:

“ What does all this mean to the Maritime Community? It means that Canadian Parliament has passed CETA.” (Screenshot, S.I.U. of Canada Facebook site, 14/12/16, paragraph 1.- available upon request.).

Of course, C.E.T.A. has not been passed by Parliament: It must go to 3rd Reading which, because Parliament adjourned its' Fall Session Thursday, 15/12/16, cannot occur until after 11 a.m., Monday, 30/1/17, when Parliament reconvenes for the Winter Session 2017.

The update goes on, incorrectly:

“ 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.” (Screenshot, S.I.U. of Canada Facebook page 14/12/16, paragraph 3.- available upon request.).

Of course, as stated in paragraphs 3 and 4 above, C.E.T.A. will come 95% into effect, including the Maritime Transport Chapter, immediately once it is approved both by the Parliaments of Canada (anytime after Monday, 30/1/17) and the European Union (Vote set for early February, 2017.).

Therefore, C.E.T.A. could come into force less than 30 days from now as far as the Maritime Transport aspects are concerned.

6. The S.I.U. of Canada, in its' Facebook page Update of 21/12/16 states:

“ Domestic cargo is not subject to the feederling (sic) that is permitted under CETA.” (Screenshot, S.I.U. of Canada Facebook page update 21/12/16, paragraph 3.-available upon request.).

Domestic cargo constitutes an infinitesimal proportion of the cargo transported by Canadian ships compared to that transported for the International Market.

Domestic cargo may represent, I think, 10% or less of the cargo transported by Canadian ships.

Cargo presently transported by Canadian ships for the International market is, according to my reading of the Maritime Transport Chapter, the bulk of that which is affected by C.E.T.A.

The S.I.U. of Canada Facebook page update of 21/12/16 goes on:

“ Now we move the fight to what is the Government definition of “ Domestic cargo”!” (Screenshot of S.I.U.of Canada Facebook page update of 21/12/16, paragraph 5- available upon request.).

Since the S.I.U. of Canada Facebook update of 14/12/16, the Union may not have realized that Bill C-30 (C.E.T.A.) has not been approved by Parliament and will not be until at least Monday, 30/1/17.

During this Reprieve, rather than seeking to have C.E.T.A. revised or withdrawn, the Union may preoccupy itself with such issues as Domestic cargo, or, what Canada's sailors might have left once C.E.T.A. has actually been approved.

Which it has not.

This cannot occur until at least Monday, 30/1/17.

7. The S.I.U. of Canada twice failed to provide reasonable assistance on C.E.T.A. to one of its' Members:

a. A Member stated at the Montreal S.I.U. Meeting of 5/12/16 that, although the government and others claim that C.E.T.A. only seeks to have foreign ships transport empty containers between Montreal and Halifax, there was no mention at all of Montreal or Halifax in the Maritime Transport Chapter of C.E.T.A.

The President then responded that this was not what he'd understood and later e-mailed that the Member should look for reference to these ports in the other 1500 or so pages of C.E.T.A.s' text, including its' Annexes and Reservations.

“ As an FYI during the membership meeting you stated that C.E.T.A. does not mention from the Port of Halifax to Montreal and Montreal to Halifax (sic), this statement was false. I urge you to read the final txt (sic) 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 .”(E-mail from President, 12/12/16, paragraph 6- available upon request).

The Member e-mailed the President twice to inquire where, more precisely, references to these ports could be found.

The Member has, thus far, received no reply.

b. A Member stated at the Montreal S.I.U. Meeting of 5/12/16 that, in order to clarify whether the effects of C.E.T.A. on the Canadian Merchant Marine and its' sailors were as bad as understood from a reading of its' Maritime Transport Chapter, the Member had retained Legal Counsel to provide an Opinion on C.E.T.A.s effects on them.

Upon hearing this, the President stated that there were numbers of Legal Opinions on C.E.T.A. at the Unions' disposal and that the Member could have saved his money and availed himself of them had he asked.

The Member made 3 written requests for access to such Opinions, one of which was made Sunday, 11/12/16, one day before the government had stated it would call for a Final Vote on C.E.T.A.

At 9:52 a.m., hours before the government had stated it would have a Final vote on C.E.T.A., the President responded:

“ Upon receipt of your previous e-mail 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.” (E-mail from President of S.I.U. of Canada, 12/12/16, paragraph 1-available upon request.)

The Member has thus far not received any such Legal Opinions.

8. It is a matter of public record that 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.

This influential American body, according to the tenor of its' Montreal Chapters' conferences (“ The Canada-EU Agreement: A New Momentum for Quebec”, 21/10/16 and “ Canada's Minister of International Trade Chrystia Freeland: Canada's Trade Outlook.”, 5/1/17.) is apparently a supporter of C.E.T.A.

I don't know whether the S.I.U. of Canada can fulfill its' Obligations to its' Members while at the same time fulfilling its' Obligations to its' parent organisation.

For these reasons, I think the apparent lack of action of the S.I.U. of Canada may help lead to the disappearance of the Canadian Merchant Marine and its' 4000 seafaring jobs.

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

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Reference Material for Press Release of January 9, 2017 – CETA SINKS SHIPS - Marc de Villers

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: 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

From: James Given <jgiven@seafarers.ca>

Date: December 13, 2016 4:08:14 PM

To: "marcdevillers@icloud.com" <marcdevillers@icloud.com>

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

Subject: CETA

In fact the SIU had a huge presence on the Hill by way of voices inside Parliament. Although you may not agree, or understand the SIU's efforts, you may wish to know the following:

Over the course of the debate yesterday and today (plus question period) the Maritime concerns were raised by numerous MP's in the house. A motion was placed to convene more committee meetings on our behalf. The clause by clause committee meetings will also deal with Maritime. **We have been in constant contact with MP's during the debate and Question Period by email, txt message and phone to keep them on message.** We contacted all MP's with Seafarers in their ridings asking for their vote.

We have done an excellent job representing the concerns of the members and will continue to do so.

(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.gc.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.gc.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.gc.ca

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



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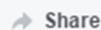
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S.I.U. of Canada

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 of 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 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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"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 we move the fight to what is the Government definition of "Domestic Cargo"!!

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

From: Marc De Villers <marcdevillers@icloud.com>
Date: December 08, 2016 11:52:06 AM
To: President <president@seafarers.ca>
Cc: Micheline Morin <mmorin@seafarers.ca>, Patrice Caron <pcaron@seafarers.ca>
Subject: CETA and Legal Opinions.

Dear Mr. President:

Thank you for the interesting insight into matters during the Fall 2016 Quarterly meeting of the S.I.U. of Canada in Montreal on Monday, 5/12/16 that most Members of the Union aren't privy to in the normal course of events.

During the course of the meeting, you mentioned that there were a number of Legal Opinions on CETA that you've had access to and might prove interesting to some on such an important subject.

Would there be any way that I could see such documents or borrow copies thereof in order to further my understanding of the question? I would greatly appreciate such an opportunity.

Fraternally,

Marc de Villers.

From: Marc De Villers <marcdevillers@icloud.com>
Date: December 11, 2016 at 11:37:36 AM EST
To: president@seafarers.ca
Cc: pcaron@seafarers.ca, mmorin@seafarers.ca
Subject: Projected/projeté

Dear Mr. President:

This week, though the Hansard (Record of Debates in Parliament.) showed that only normal business would be dealt with on the House Floor, twice (Wednesday 7/12/16 and Friday 9/12/16) Bill C-30, CETA, came up for Debate in Parliament with only a few hours notice to the Public in Hansards' Projected Order of Business.

It seems not only that the government wishes to pass Bill C-30, or CETA, hurriedly but to have Parliamentary Debate of it pass without public notice.

Each of the last 3 times CETA has been debated in Parliament (on Wednesday 23/12/16 and twice this week.) the government has apparently sought to have a vote on it immediately which, with its' majority and support from the Conservatives, would end with Parliamentary Approval of CETA.

As one can see from Hansards' Projected order of business below, the government intends to

have the Final Vote on CETA Monday 12/12/16 (tomorrow) between noon and 2pm.

In September 2014 the S.I.U. of Canada and the rest of the Canadian Maritime Supply Chain mobilized to demonstrate on Parliament Hill, Ottawa, shortly after it was made known how CETA might impact Canada's' Maritime shipping Industry and its' thousands of sailors.

The Strategy of " Silent Diplomacy" seems to have failed to bear fruit and further action may have to be contemplated, though the Clock seems to have run out on us.

Whatever information there may be that would help to inform the Debate on what effect CETA will have on the Canadian Maritime Shipping Industry and its' sailors, such as the several Legal Opinions which you said you had at your disposal (at the time of the S.I.U. Fall Quarterly meeting) could prove useful and enlightening, as the government and other sources have not offered anything conclusive.

As I requested a few days ago, I would gratefully accept the opportunity to examine these Legal Opinions, or have copies.

Fraternally,

Marc de Villers.
D-1289.

From: Marc De Villers <marcdevillers@icloud.com>
Date: January 6, 2017 at 5:39:24 AM EST
To: President <president@seafarers.ca>
Cc: Micheline Morin <mmorin@seafarers.ca>, Patrice Caron <pcaron@seafarers.ca>
Subject: CETA is not passed.

Dear Mr. President:

Thank you for your e-mail of 21/12/16.

In the S.I.U. of Canada's Facebook page Update of 14/12/16, in the 1st paragraph it is stated:

" 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."

Parliament has not passed CETA.

So far, Bill C-30 has only passed 2nd Reading.

The government did not pass CETA in the day and a half remaining following clause by clause

examination.

They must now wait until 11 a.m. Monday, January 30th, 2017 before they can have 3rd Reading of the Bill and a Vote.

There remains 24 days before CETA can be passed.

Paragraph 2 is all in the past tense:

" ...NDP who represented our Industry... Numerous NDP MPs remarked... we indeed had a loud voice... They fought very hard for us..."

We still have 24 days.

Paragraph 3 states:

" 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.

We don't have 12-18 months.

We may not have even 30 days.

Once the Parliament of Canada and the European Parliament pass CETA, It will be considered provisionally approved.

95% of it's clauses come into force immediately, including the Maritime Transport Chapter.

- Further, the S.I.U. of Canada Facebook site update for 21/12/16 states in paragraph 4:

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

The amount of cargo transported by ship for use within Canada is infinitesimal compared to that transported for international export, which is mostly what is transported by Canadian ships.

Domestic cargo might represent 10% of what is presently carried on Canadian ships but is probably much less.

In paragraph 5, final sentence of the Update, it is stated:

" Now we move the fight to what is the Government definition of " Domestic Cargo.""

Bill C-30 (CETA) is not approved by Parliament.

To focus the fight now on Domestic Cargo is to focus merely on what CETA might leave should it pass.

Which it hasn't.

You were informing me the other day that I made a false statement at the Fall meeting that there was no reference to the ports of Halifax and Montreal in the Maritime Transport Chapter of CETA and that such references were elsewhere in the treaty.

Could you tell me exactly where?

On the matter of the Legal Opinions relating to CETA which you have ordered the Unions' lawyers and government lobbying firms on Monday, 12/12/16 to send me:

I am still not in receipt of them.

Since CETA cannot be approved by Parliament for at least another 24 days, I and others still have time to review them.

But should you still intend to send them, I bid you hurry:

At 11 a.m. Monday, January 30th, the Speakers' gavel will fall, calling Parliament to order.

After that, Debate on Bill C-30 can be ended at any time, the Final Vote ordered and CETA approved.

Marc de Villers.
D-1289.