

# LEI News Letter

July 2005

## North American Free Trade Agreement

International Trade Canada has announced it is seeking views from interested parties regarding proposed amendments, and to invite new requests, for the liberalization of the rules of origin under the North American Free Trade Agreement (NAFTA) and to identify additional measures to facilitate NAFTA trade.

The proposed changes to the NAFTA rules of origin were set out in the Canada Gazette on June 25, 2005 and liberalize or simplify the rules of origin applicable to cocoa preparations, cranberry juice, ores, slag and ash, leather, cork, certain textile products, feathers, glass and glassware, copper and other metals, televisions, certain information technology products and controls.

In developing comments on the current proposals as well as making submissions for new requests to liberalize the NAFTA rules of origin or additional ways to lower costs of the NAFTA trade, interested parties should focus on the impact that the proposed rules or new requests would have on the products of interest to them. For more information on the proposed changes and on the procedures for submitting comments, please see the June 25, 2005 Canada Gazette Notice.

Comments should be received no later than Aug. 31, 2005 by Sylvie Larose, International Trade Policy Division, Department of Finance, L'Esplanade Laurier, East Tower, 14<sup>th</sup> Floor, 140 O'Connor Street, Ottawa, ON K1A 0G5 Ph: (613) 996-5887, Fax: (613) 995-3843, Email: [Tariff-Tarif@fin.gc.ca](mailto:Tariff-Tarif@fin.gc.ca).

## Anti-Dumping – Refined Sugar

The Canadian International Trade Tribunal (CITT) has concluded an expiry review, initiated on Feb. 17, 2005, concerning the dumping of refined sugar, refined from sugar cane or sugar beets, in granulated, liquid and powdered form, originating in or exported from the United States, Denmark, the Federal Republic of Germany, the Netherlands and the United Kingdom, and the subsidizing of refined sugar, refined from sugar cane or sugar beets, in granulated, liquid and powdered form, originating in or exported from the European Union. The investigation was to determine whether the expiry of previous CITT orders is likely to result in the continuation or resumption of dumping and/ or subsidizing of the goods and the President of the CBSA has determined this is the case. A Statement of reasons that contains additional details concerning the determination made by the CBSA will be issued within 15 days and posted on the CBSA website at [www.cbsa-asfc.gc.ca/sima/](http://www.cbsa-asfc.gc.ca/sima/).

## Anti-Dumping – Hot Rolled Steel Plate

The Canadian International Trade Tribunal (CITT) has concluded an expiry review of its finding made on June 27, 2000 concerning the dumping of certain hot-rolled carbon steel plate originating in or exported from Brazil, Finland, India, Indonesia, Thailand and Ukraine, and the subsidizing of certain hot-rolled carbon steel plate originating in or exported from India, Indonesia and Thailand. As a result of its review the CITT has rescinded its finding.

### Vancouver Container Truckers Strike

The following was issued on July 4, 2005 by Bruno Locher, President, Locher Evers International;

“This is to serve as an update and to advise our clients of the steps undertaken by LEI Cartage Ltd. (a subsidiary of Locher Evers International).

A group of owner/ drivers have banded together to form the Vancouver Container Truckers Association (a non registered organization). Having unsuccessfully negotiated fir higher rates with the brokers and cartage firms the sell their services to, they have decided to ensure that no container dray be performed by anyone to and from the Vancouver area container ports. There were some exceptions at the start involving reefer containers.

So called “information pickets” (their terminology) were placed at all access roads leading to the Port entrances. The one blocking Delta Port as an example, was frequently manned by up to forty five persons. We tried twice, on June 27<sup>th</sup> and June 28<sup>th</sup>, with seven company owned and driven LEI tractors, to reach the Ports and were refused to do so under threats. In the process, three tires were slashed on one of our tractors. To create a confrontation would have been unwise as we are responsible for the safety of our drivers.

Clearly this group of owner/ drivers does not have the right to block streets and stop non-related company drivers. We tried the legal route but stopped when we were advised that serving restriction notices to the chief organizer and enforcing it, would be extremely difficult if not impossible.

As the Attorney General of British Columbia is responsible for the safety on our roads, it was then decided to have our lawyers present our position to the Honorable Wally Oppal. This was done on June 30<sup>th</sup>. The same message also went to the Ministers of Transport and Labour and Mr. Vince Ready, who was appointed late on June 30<sup>th</sup> to mediate the dispute with the owner/ drivers.

We are not just sitting waiting for someone else to act. We have always used company owned tractors with company drivers to handle your containers for this very reason. It is very frustrating for us to be illegally held back from doing our job. Hopefully our actions, plus other avenues we are currently pursuing will shortly prove successful.”

It should be noted that TSI Terminal Systems Inc., operators of the Delta Port and Vanterm container terminals has advised they will extend the free time allotment for on hand containers by the time period of June 24<sup>th</sup> to July 4<sup>th</sup>. Normal free time and storage will begin July 5. Fraser Surrey Docks has advised they will provide the same consideration. We have not been able to get a response from Centerm.

Should you have any questions regarding any of these subjects, please contact you nearest LEI representative.