

Windsor Chamber of Commerce wants to see TPP documents



CAROLYN THOMPSON, WINDSOR STAR

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Canadians should not be kept in the dark about concessions being negotiated at Trans-Pacific Partnership talks, says Jerry Dias, national president of Unifor. *TYLER BROWNBRIDGE / WINDSOR STAR*

Local companies need to see the paperwork for a

new trade deal that could affect their ability to be competitive, says the president of Windsor and Essex County's Chamber of Commerce.

"There are some opportunities and there are some risks, but to manage a business you need to see what exactly is in the deal," Matt Marchand said Wednesday.

Marchand is calling on the federal government to release all documents from the Trans-Pacific Partnership as soon as possible. The TPP, which was negotiated to create a free-trade zone among 12 countries bordering on the Pacific Ocean, has not yet been ratified.

The deal is reported to have reduced the required domestic content (<http://windsorstar.com/news/local-news/canada-had-to-be-at-tpp-table-tanguay-says>) for cars from around 60 per cent in NAFTA to about 45 per cent. That means countries could rely more on cheap suppliers from outside the 12 countries in the agreement.

Prime Minister Stephen Harper has pledged \$1 billion (<http://windsorstar.com/business/local-business/stephen-harper-pledges-1-billion-to-help-auto-industry-cope-with-trade-deal>) to help the auto sector in the wake of the deal.

Marchand said he's heard numerous questions and concerns from members who want to know more about how it will affect them.

"I'm requesting that the documents be made available so that businesses can look at exactly what's entailed in the agreement," he said.

A major concern is the need for protections against currency devaluation, Marchand said. He wants to see what stipulations are in the documents to ensure countries can't artificially drop their currency value to make their labour force and materials cost less, making the country more competitive.

He added that although there have been reports of local content requirements around 45 per cent, it's not clear what other factors in

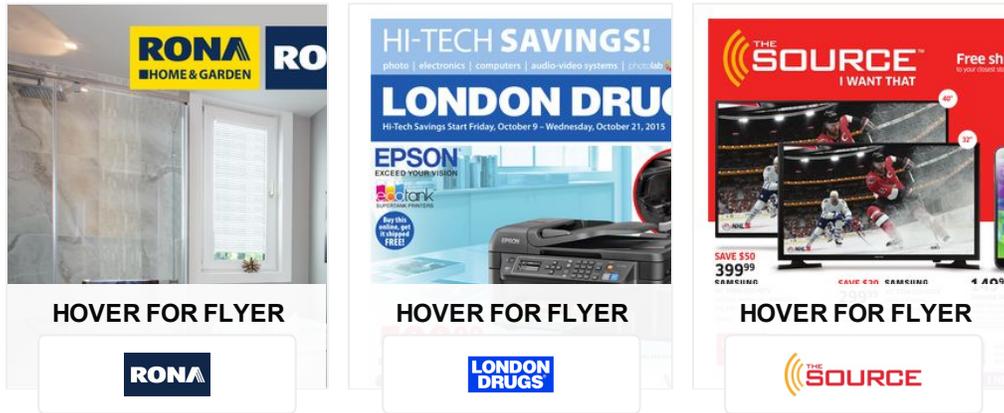
the deal may influence auto sector businesses.

“We don’t know what we don’t know,” he said. “Or what’s in the details.”

ctthompson@windsorstar.com (<mailto:ctthompson@windsorstar.com>)

twitter.com/caroethompson (<http://twitter.com/caroethompson>)

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