### MAINSTREAM CANADA

with MICHAEL WYCKS

#### Taxes driving Canadians to cross border shop

The National Task Force on Cross-Border Shopping released a study recently which argued that a small, hard-core group of misinformed, lower-income male consumers are responsible for up to 90 per cent of cross-border shopping.

The Task Force, which is made up of both federal and provincial governments and several industry, consumer and union groups, said "damaging misconceptions" are fuelling the problem and strongly hinted that cross-border shopping is more an imagined crisis than a real one.

In stark contrast to the Task Force's position is the Canadian Federation of Independent Business (CFIB) with its recent study on cross-border shopping, which compiled a survey of 5,809 business owners — the people who take a beating when Canadians decide to shop in the U.S.

Clearly, the severity of the crossborder problem cannot be ignored as CFIB's survey results indicate Canadian retailers lost an estimated \$10.4 billion worth of sales in 1991, with small retailers absorbing \$6 billion of that amount.

Jobs took a beating too, with an estimated 117,000 full-time and 131,000 part-time jobs being swept from the economy in 1991 because of cross-border shopping. In contrast to the fishy findings of the National Task Force, the hard truth is that the growth of cross-border shopping during the last few years has had a disasterous impact on our economy.

With no wall offering protection, retailers have done all that's possible to survive the battering from crossborder shopping. However, their options are limited.

Governments, on the other hand, are in an ideal position to assist hurting retailers. In its study, CFIB made severai recommendations to address the situation, including a reduction in taxes (especially on gas); stepping up efforts to collect provincial retail sales taxes at the border and creating an environment for business to compete effectively with U.S. firms.

What emerged plainly from CFIB's study is the fact that crossborder shopping is a consumer tax revolt. Until governments muster the political fortitude to acknowledge and act upon this truth, Canadian cars will continue their daily stream across the border.

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