

CANADIAN AUTOMOBILE AGREEMENT

SIXTH ANNUAL REPORT
OF THE PRESIDENT TO THE CONGRESS
ON THE OPERATION OF
THE AUTOMOTIVE PRODUCTS TRADE ACT
OF 1965

TOGETHER WITH STATISTICAL DATA SUPPLIED TO THE
COMMITTEE BY THE U.S. TARIFF COMMISSION

COMMITTEE ON FINANCE
UNITED STATES SENATE
RUSSELL B. LONG, *Chairman*



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LETTER OF TRANSMITTAL

To the Congress of the United States:

I hereby transmit the sixth annual report on the implementation of the Automotive Products Trade Act of 1965. The report contains information with respect to the United States-Canada Automotive Products Agreement, including automotive trade, production, prices, and employment in 1971. Also included is other information relating to activities under the Act.

Richard Nixon

THE WHITE HOUSE,

CONTENTS

	Page
I. INTRODUCTION.....	1
II. REVIEW.....	4
Production in the Motor Vehicle Industry-United States and Canada.....	6
Expenditures by Automobile Manufacturers for Plants and Equipment in the United States and Canada.....	7
Retail Sales.....	7
Relative Prices of Automobiles in the United States and Canada.....	9
Employment in the Automotive Industry-United States and Canada.....	12
Trade in Motor Vehicles and Parts Between the United States and Canada.....	12
United States Automotive Trade with Countries Other Than Canada.....	17
Snowmobiles.....	21
III. IMPLEMENTATION OF THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965..	23
United States Adjustment Assistance.....	23
Current Discussions.....	23
General Agreement on Tariffs and Trade (GATT) Waiver.....	25
Determination of "Bona Fide Motor Vehicle Manufacturer"....	26
IV. STATISTICAL TABLES.....	29
V. APPENDIXES.....	55

ADDENDUM

Statistical information supplied by the U.S. Tariff Commission.....	85
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OPERATION OF THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965

I. Introduction

Automotive trade between the United States and Canada in 1971 continued to increase in volume and the United States net position in automotive trade was approximately the same as 1970. Almost all the trade is covered by the United States-Canada Automotive Products Agreement of 1965.^{1/}

The Agreement sets forth three objectives: (1) the creation of a broader market for automotive products within which the full benefits of specialization and large-scale production can be achieved; (2) the liberalization of United States and Canadian automotive trade in respect to tariff barriers and other factors tending to impede it, with a view to enabling the industries of both countries to participate on a fair and equitable basis in the expanding total market of the two countries; and (3) the development of conditions in which market forces may operate effectively to attain the most economic pattern of investment, production, and trade. It was agreed that it shall be the policy of each government to avoid actions which would frustrate the achievement of these objectives. The Agreement is of unlimited duration, but each government has the right to terminate it by giving 12 months' notice.

^{1/} App. A, page 55

The Agreement, as implemented in the United States by the Automotive Products Trade Act of 1965, approved by Congress on October 21, 1965, resulted in the removal of United States duties on specified new and used Canadian motor vehicles and original equipment automotive parts.^{2/} The President proclaimed the entry into force of the tariff modifications retroactive to January 18, 1965.^{3/}

Canada accorded duty-free treatment to specified new motor vehicles and original equipment parts imported by Canadian manufacturers by an Order-in-Council effective January 18, 1965. In recognition of the need for a transitional period for the smaller, higher cost Canadian industry to adjust to the competitive pressures of the large United States-Canadian market, certain restrictive measures were set forth in Annex A to the Agreement: (1) Only bona fide Canadian vehicle manufacturers may import automotive products duty-free; and (2) bona fide manufacturers must meet certain minimum Canadian value-added and Canadian production-to-Canadian-sales ratio requirements.

Individual Canadians or dealers who import motor vehicles from the United States must pay a duty while both individuals and firms in the United States may import vehicles covered by the Agreement duty-free. In both countries, only bona fide manufacturers may import original equipment parts and accessories duty-free under the Agreement.

^{2/} App. B, page 58

^{3/} App. C, page 67

In addition to the limitations set forth in Annex A, the Canadian Government was given by the motor vehicle manufacturers certain Letters of Undertaking to increase Canadian value-added. These letters expired on July 31, 1968.

II. Review

Discussions between the United States and Canadian Government officials were held during 1971 concerning the removal of the transitional restrictions on Canadian imports of motor vehicles and parts from the United States. No resolution of the problem was reached during the year and the United States continued to seek its objective of removing these restrictions in discussions with the Canadian Government.

Total automotive trade between the two countries amounted to \$7.8 billion in 1971, an increase of 28 percent over 1970. United States exports of automotive products to Canada rose 31 percent to \$3.8 billion in 1971 while United States imports of automotive products increased 28 percent to \$4.0 billion. The United States deficit in automotive trade with Canada for 1971 was \$197 million, compared with \$196 million in 1970. With a trade balance figure about equal to the previous year, 1971 is the first year since 1965 that the United States net trade position in automotive products with Canada did not deteriorate substantially. In the year before the Agreement, 1964, the United States net surplus in automotive products was \$563 million.

Canadian production, particularly in the early years, was stimulated in part by the transitional arrangements in Annex A to the Agreement and related undertakings but indications are that present production patterns are no longer significantly influenced by these arrangements.

The rise in the relative value of the Canadian dollar has resulted in increasing the gap between United States and Canadian automobile prices at the factory list level. The gap widened considerably at the retail level during 1971 due to the removal of the United States excise tax on automobiles.

Vehicle production in the United States increased 29 percent in 1971 over 1970. This was almost twice the rate of increase in Canadian production. The number of units produced in the United States in 1971 was 10.7 million compared to Canadian production of 1.4 million units. The United States share of North American vehicle production was 88 percent in 1971 and 87 percent the year before. Certain car models are no longer produced in Canada and Canadian demand for such models is supplied entirely from the United States. In 1971 such models supplied about 29 percent of the Canadian market. Canadian assembly plants now specialize in 18 models with longer and more efficient production runs.

Sales of foreign cars (overseas produced) were 15.3 percent of the United States market in both 1971 and 1970. This was the first year since 1965 that the share of the passenger car market held by imports did not increase. Sales of foreign cars took 24 percent of the Canadian market in 1971 compared with 22 percent in 1970.

Gross new investment by the four major automotive manufacturers in 1971 amounted to \$66 million in Canada and \$1,200 million in the United States.

Average employment for 1971 in the United States automotive industry was 874 thousand, an increase of 8 percent over 1970.

Average employment in the Canadian automotive industry was 94 thousand in 1971, an increase of 12 percent over 1970.

Production in the Motor Vehicle Industry--United States and Canada

The United States and Canada combined produced 12 million motor vehicles in 1971, an increase of 27 percent above the combined total of 9.5 million units produced in 1970. The United States share of North American production was 10.7 million vehicles or 88 percent compared to 87 percent of the total the year before. The United States share in 1965 was 92.9 percent. Production of motor vehicles in the United States in 1971 was nearly 29 percent greater than 1970 while Canadian production grew by 15 percent. The increased production rate resulted from a high level of sales and the making-up of production lost during the strike at General Motors in the last quarter of 1970. About one-half of the parts used in Canadian motor vehicle assembly are made in the United States.

Passenger car production in the United States in 1971 was 8.6 million units, an increase of 31 percent over 1970. ^{1/} Truck production in 1971 was 2.1 million units or 20 percent above 1970. The 1971 total United States vehicle production of 10.7 million units has been exceeded in numbers only by the 11.1 million units produced in 1965.

^{1/} Table 2, page 32

Canadian passenger car production in 1971 was a record high of 1.1 million units, an increase of 16 percent over 1970.^{2/} Canadian truck production was 280 thousand units, an increase of 11 percent over 1970 but below the record 317 thousand units produced in 1969.

Expenditures by Automobile Manufacturers for Plants and Equipment in the United States and Canada. The major automobile manufacturers expenditures for plant and equipment in 1971, amounted to \$66 million in Canada and \$1,200 million in the United States, declines of 46 percent and 8 percent, respectively. Investment in 1970 was \$122 million in Canada and \$1,303 million in the United States. Other manufacturers of automotive products also made new investments, but complete data on these investments are not available. The investment in Canada resulting from the initial adjustment to the Agreement is now largely completed.

Retail Sales. During 1971 retail sales of new motor vehicles increased 20 percent in the United States and 21 percent in Canada as compared to the previous year. The United States share of the total North American retail market remained at 93 percent in 1971, the same as in 1970. New motor vehicle retail sales in the United States in

^{2/} Table 3, page 33

1971 were 12.2 million units of which 10.2 million were passenger cars and 2.0 million were trucks. New motor vehicle retail sales in Canada were 939 thousand units in 1971 of which 780 thousand were passenger cars and 159 thousand were trucks.^{3/}

United States retail sales of North American type passenger cars were 8.7 million units in 1971, an increase of 22 percent over 1970. Sales of imported cars (overseas produced) were 1.6 million units in 1971 and amounted to approximately 15 percent of the United States retail market in both 1971 and 1970. This was the first year since 1965 that the share of the passenger car market held by imports did not increase.

Retail sales of North American type passenger cars in Canada were 592 thousand units in 1971, an increase of 19 percent over 1970 while sales of imported passenger cars were 187 thousand units or 31 percent over 1970. Sales of these imported cars amounted to 24 percent of the Canadian passenger car market compared with 20 percent in 1970. Foreign car imports as a percent of the total Canadian passenger car market have been growing since 1966.

Retail sales of trucks in the United States were 1,981 thousand units in 1971, an increase of 9 percent over 1970 and second in number only to 1969 when 2,018 thousand trucks were sold. Sales of imported trucks (overseas produced) were 85 thousand, up 31 percent from the previous year. Imported trucks amounted to 4.3 percent of total truck

^{3/} Table 1, page 31

sales in 1971, an increase from 3.6 percent market penetration achieved in 1970, and the highest level of truck imports to date.

Retail sales of trucks in Canada reached their highest level in 1971 at 159 thousand units, an increase of 19 percent over 1970. Sales of trucks imported from overseas increased 44 percent to 13 thousand units in 1971 from 9 thousand units in 1970 and their market penetration reached 8 percent in 1971.

Relative Prices of Automobiles in the United States and Canada.

Automobile prices are compared on two levels; the factory list price and the manufacturer's suggested retail price.^{4/} The retail price is calculated by adding excise taxes and dealer handling charges to the list price. Inter-country differences between the manufacturer's suggested retail prices and factory list prices in the United States and Canada are mainly due to the different taxes in each country. The removal of the United States excise tax on automobiles during 1971^{5/} accentuates this difference.

Factory list prices for typical 1972 models ranged from 10.8 to 13.6 percent higher in Canada than in the United States compared to a range of 9.9 to 14.5 percent in 1970. In 1965 the differences ranged

^{4/} Tables 6, 7, and 8, pages 36, 37, and 38

^{5/} Removal of the 7 percent excise tax in the United States was effective August 15, 1971.

from 18.5 to 41.7 percent. In general, there was a narrowing of the price gap from 1965 to 1970 but a widening of the gap for typical 1972 models.^{6/}

Prices for typical 1972 models at the manufacturer's suggested retail level were from 20 to 23 percent higher in Canada than in the United States. This gap is greater than the differences at the factory list price level and is caused by the removal of the United States excise tax on automobiles. For the 1971 models the differences in the suggested retail prices ranged from 13.3 to 17.9 percent.

Price Indexes. The changes in price levels as they appear to the purchasers of automobiles in each country are better illustrated by each country's respective price indexes, as shown in Tables 4 and 5 rather than by the tables showing the price differences between the two countries.^{7/}

In 1971 both United States wholesale and consumer price indexes for motor vehicles (1967 = 100) increased more than the Canadian counterparts.

^{6/} The sales tax of 12 percent on automobiles in Canada is part of a general sales tax which applies to a wide range of other domestic and imported products as well. Year to year comparisons of the relative price levels are affected by changes in the exchange rate. Therefore, price differences for previous years shown in Tables 6, 7 and 8 have been calculated at the December 1971 exchange rate in order to make the data comparable on an annual basis.

^{7/} Tables 4 and 5, pages 34 and 35

In 1971 the consumer price index for new passenger automobiles rose to 112.0 in the United States, an increase of 4.4 points over 1970. Correspondingly, the Canadian index rose to 107.9, an increase of 3.7 points.

The United States wholesale index for passenger cars rose 5.6 points from 106.6 in 1970 to 112.2 in 1971. Although not strictly comparable with the United States index, the Canadian wholesale price index for 4-door sedans, for example, increased from 104.2 in 1970 to 105.8 in 1971.

The wholesale truck price index in the United States rose 7.6 points from 110.9 in 1970 to 118.5 in 1971. At the same time the Canadian wholesale price index for trucks rose 5.7 points from 107.9 in 1970 to 113.6 in 1971.

The above comparisons are of absolute changes in index points. The rate of change of price indexes may be more pertinent as a measure of comparative price trends. For example, the wholesale price index for passenger cars in the United States increased 5.2 percent in 1971 over 1970. In Canada the wholesale price index for 4-door sedans increased 1.5 percent in 1971 over 1970.

Employment in the Automotive Industry-United States and Canada.

Average employment in the automotive industry increased by 8 percent in the United States ^{8/} and 12 percent in Canada ^{9/} in 1971 as compared to 1970. In addition to employment arising from the substantial increase in vehicle production in 1971, a strike in the last quarter of 1970, which reduced average employment in that year, accentuated the increase in both countries.

The average annual employment in the automotive industry in the United States was 873,800 employees in 1971 compared to 805,100 in 1970 and during the life of the Agreement was second only to the 911,400 average employment in 1969.

Average annual employment in the Canadian automotive industry in 1971 was 93,700 (an all time high) compared to 83,400 in 1970. Chart I below illustrates the relative movement of United States and Canadian automotive employment 1965-71.

Trade in Motor Vehicles and Parts Between the United States and Canada. Total United States-Canada automotive trade was \$7.8 billion in 1971, or 28 percent more than the \$6.1 billion in 1970. The \$1.7 billion increase in total automotive trade is in sharp contrast to 1970 when the rapid growth in trade since 1964 was halted by a decline.

^{8/} Table 9, page 39

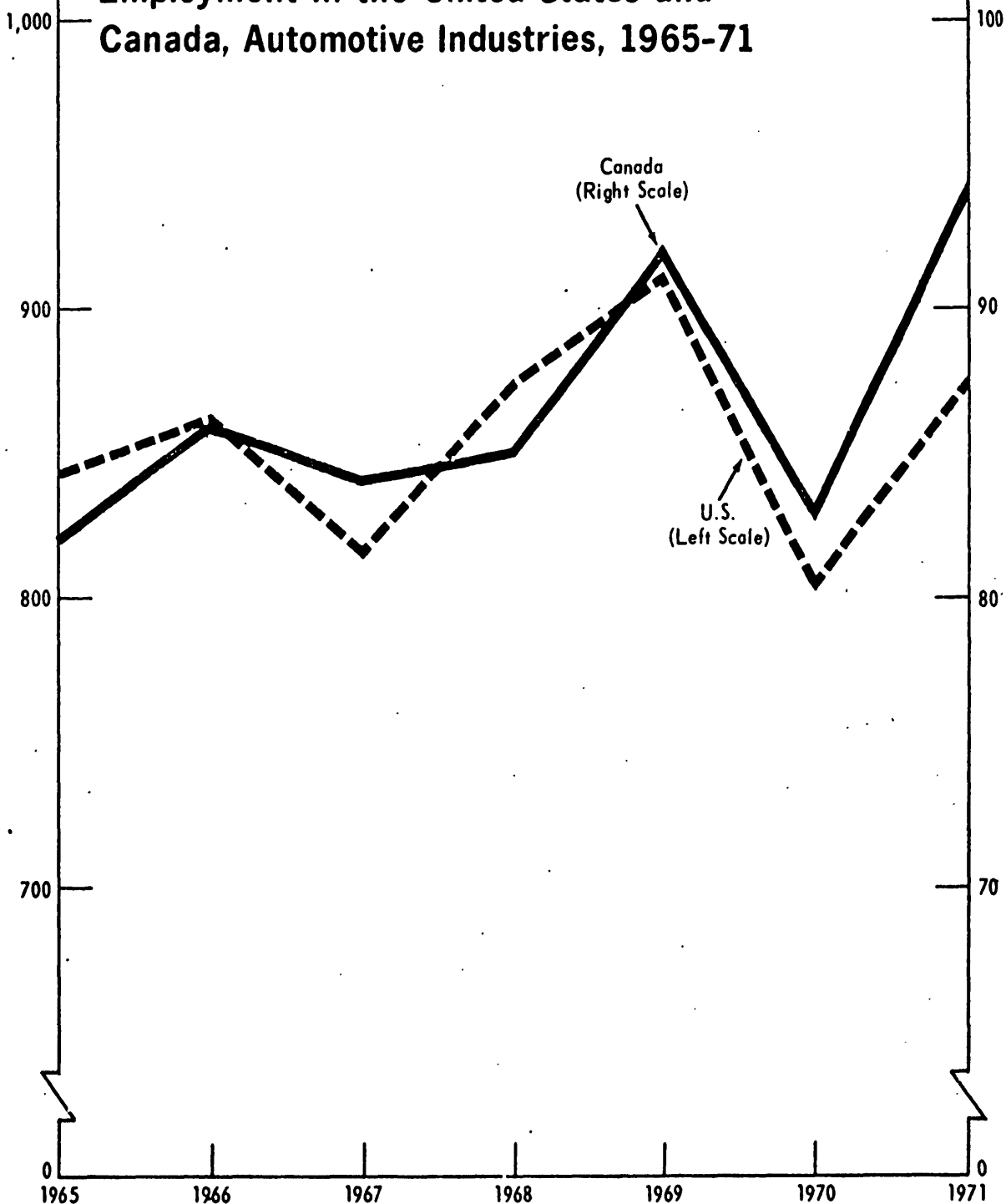
^{9/} Table 10, page 40

Thousands

Thousands

Chart 1

Employment in the United States and Canada, Automotive Industries, 1965-71



Source: U.S. Department of Labor; Statistics Canada

Exports of United States automotive products to Canada rose 30 percent during 1971 to a total of \$3.8 billion. Exports of automobiles increased 56 percent; truck exports increased 27 percent and parts exports increased 21 percent over 1970. Although parts continued to decline as a percent of total automotive exports, they remained the major component of exports with 64 percent of the total in 1971. Truck exports remained at 9 percent of total automotive exports while passenger cars increased in percent of the total for the first time since 1968, rising to 26 percent in 1971 from 21 percent in 1970.

United States imports of automotive products from Canada were \$4.0 billion in 1971, an increase of 28 percent over the \$3.1 billion in 1970. Imports of cars only were valued at \$1.9 billion in 1971, up 30 percent over 1970. Truck imports were \$587 million or 4 percent above 1970 while parts imports amounted to \$1,481 million, a 37 percent increase over 1970. The increase in imports of parts in two categories; (1) automotive engines, and (2) other parts (a basket category), is equal to 70 percent of the total \$400 million increase in the imports of parts in 1971.^{10/} Cars reached a high of 50 percent of total automotive imports in 1968 and since then declined to 48 percent in 1971. Imports of trucks were 18 percent of total automotive imports in 1970 but dropped to 15 percent in 1971. Parts imports in 1971 were 37 percent of the total imports compared to 34 percent in 1970.

^{10/} Table 11, page 41

The table covering United States-Canada Automotive Trade on page 16 gives the most complete and accurate figures available for the years 1964 through 1971. During discussions between the two countries it was agreed in principle that each country would cooperate with the other in developing a more uniform approach to statistical measurement of trade in automotive products between the two countries and that the most accurate measurement of trade could be obtained by using the import statistics of each country and actual transaction values.

The export parts classifications of both countries are not as detailed as are the import classifications and significant exports of automotive parts are not identified as automotive in United States or Canadian export statistics. Hence both United States and Canadian export figures are understated. The understatement has become greater as trade has increased.

In addition, United States import values on vehicles are overstated in value because the United States Customs Bureau, by law, assesses value for customs purposes as the wholesale market value in the country of origin and not the actual transaction price. The values for vehicle imports into the United States used in the following table are adjusted to actual transaction values to remove the over-valuation. A similar adjustment is made by Statistics Canada in the Canadian values for imports of vehicles.

United States - Canada Trade in Automotive Products, 1964-71
U.S. Imports - Canadian Imports

Millions of U.S. dollars

	1964	1965	1966	1967	1968	1969	1970	1971 ^{1/}
U.S. exports ^{2/}								
Cars	34	87	267	544	748	732	631	985
Trucks	23	55	88	122	175	244	263	334
Parts	577	738	1,011	1,216	1,684	2,134	2,019	2,448
Subtotal	634	880	1,366	1,882	2,607	3,110	2,913	3,767
Tires and tubes	6	9	9	7	27	34	23	36
Total exports	640	889	1,375	1,889	2,634	3,144	2,936	3,803
U.S. imports								
Cars	18	69	316	692	1,114	1,537	1,474	1,924
Trucks	4	19	135	228	369	560	564	587
Parts	49	139	360	474	783	959	1,080	1,481
Subtotal	71	227	811	1,394	2,266	3,056	3,118	3,992
Tires and tubes	5	4	8	12	8	5	14	8
Total imports	76	231	819	1,406	2,274	3,061	3,132	4,000
Net balance	+563	+658	+556	+ 483	+360	+83	-196	-197
Memo entry ^{2/}								
Snowmobiles included in truck exports above	--	--	--	--	--	6	12	22
Snowmobiles included in truck imports above	--	--	15	36	61	111	141	124

^{1/}Preliminary

^{2/}Canadian import data. Parts exports (Canadian imports) adjusted to exclude tooling charges in millions of U.S. dollars as follows: 1966 - \$29; 1967 - \$44; 1968 - \$47; 1969 - \$75; 1970 - \$89; 1971 - \$68

Note: Data exclude U.S.-Canadian trade in materials for use in the manufacture of automotive parts. Data are adjusted to reflect transaction values for vehicles.

\$1.00 Canadian = \$0.925 U.S., 1964-69; \$0.958 U.S., 1970; \$0.990 U.S., 1971

Source: U.S. Department of Commerce

The United States automotive trade balance leveled out in 1971. The net United States deficit in automotive trade with Canada was \$197 million in 1971 compared to \$196 million deficit in 1970.^{11/} For the first time since 1965 the United States automotive trade balance did not experience a substantial decline. Chart 11 on page 18 illustrates the trend of United States automotive exports and imports from 1965 to 1971 and the net trade position.

In 1971 the United States had a net deficit of trade in complete vehicles of \$1,192 million which was partially offset by a net surplus of \$995 million of trade in parts. Chart III on page 19 illustrates the trade in motor vehicles and in parts, respectively, for the period of the Agreement.

It may be noted that the \$197 million net deficit in 1971 amounts to \$95 million when snowmobiles, which are not a product of the automotive industry, are removed from the calculation of the net import and export trade figures. Total United States trade with Canada, on a balance of payments basis, included imports of 12.2 billion and exports of 10.5 billion in 1971.^{12/}

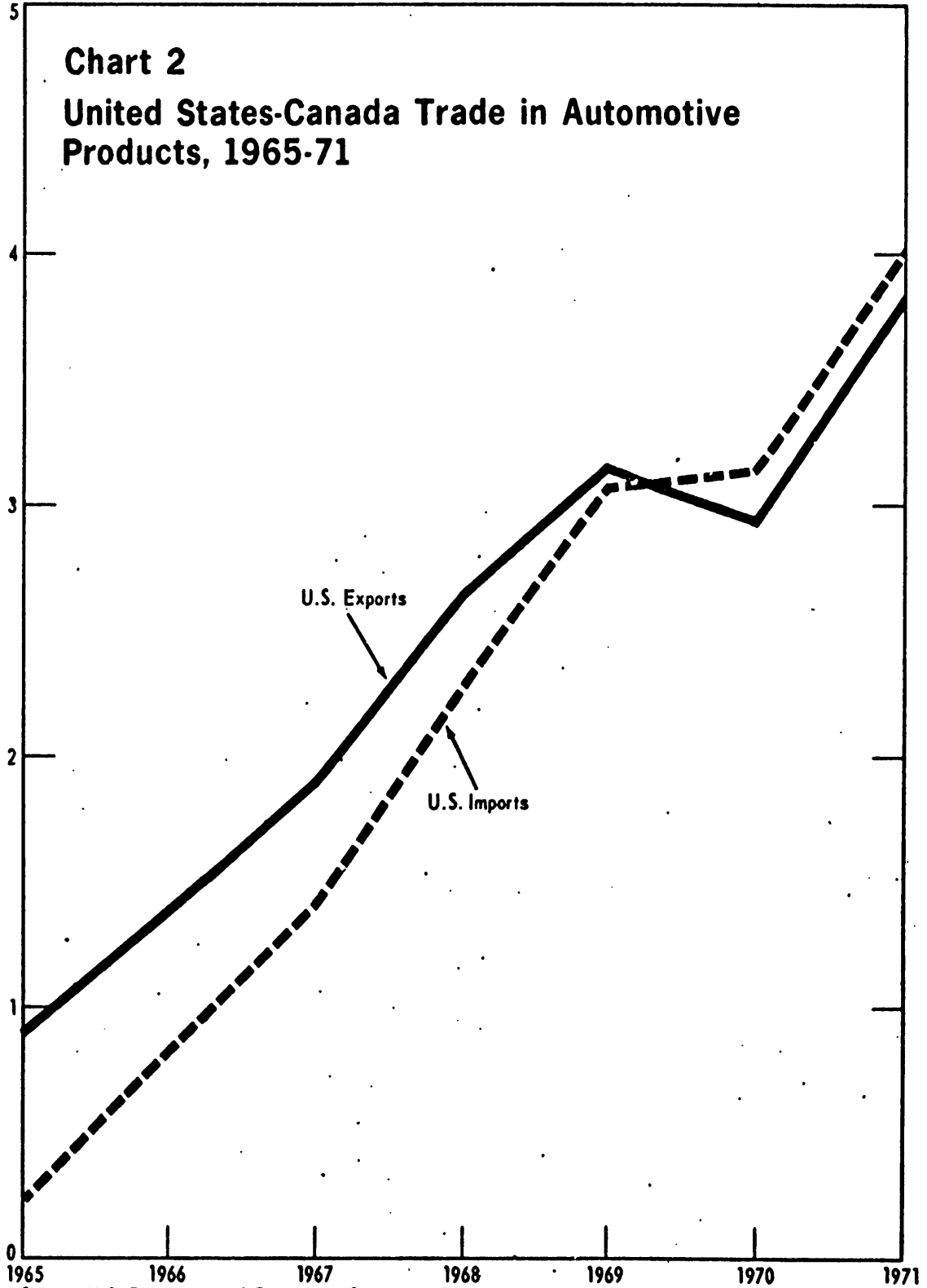
United States Automotive Trade with Countries Other Than Canada.

The automotive trade statistics used in tables covering automotive trade with countries other than Canada are based entirely on Bureau of Census statistics. Consequently, the figures are not comparable with data given on United States-Canada trade in automotive products in the table on

^{11/} See table, page 16
^{12/} Table 16, page 51

Billion Dollars

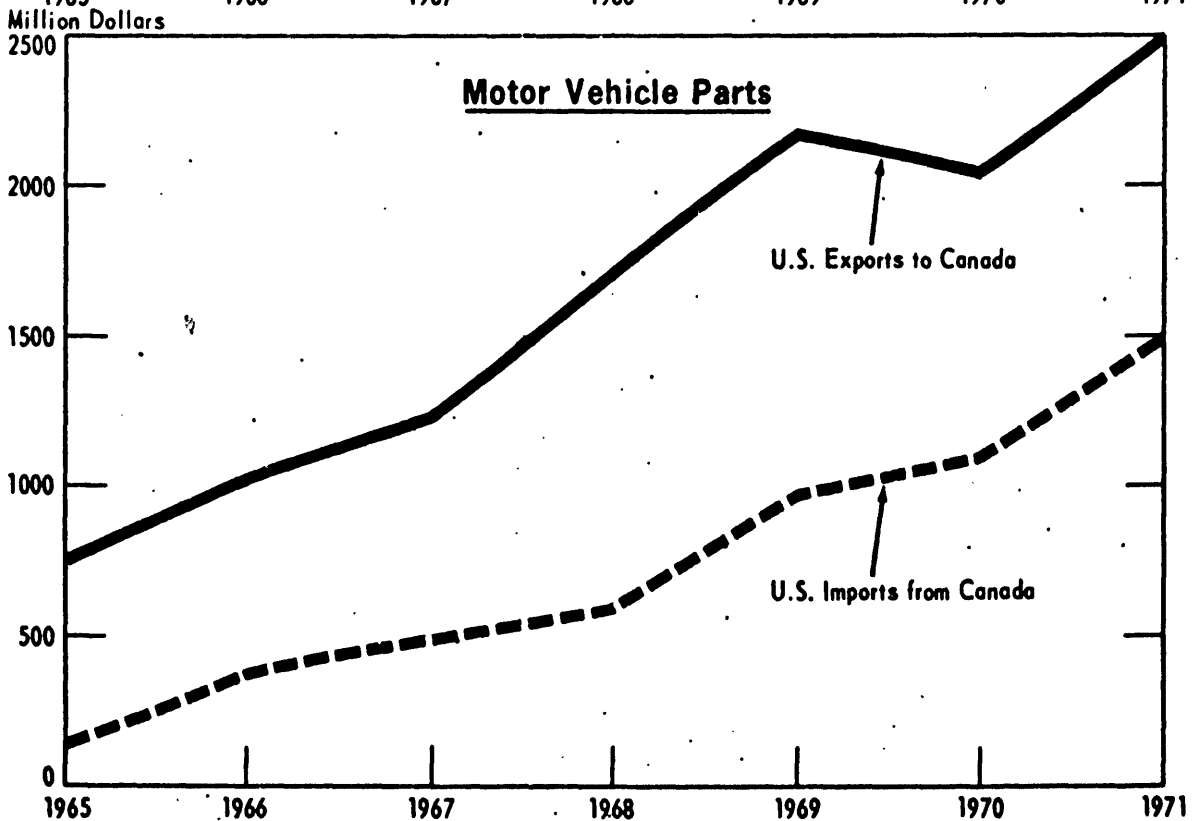
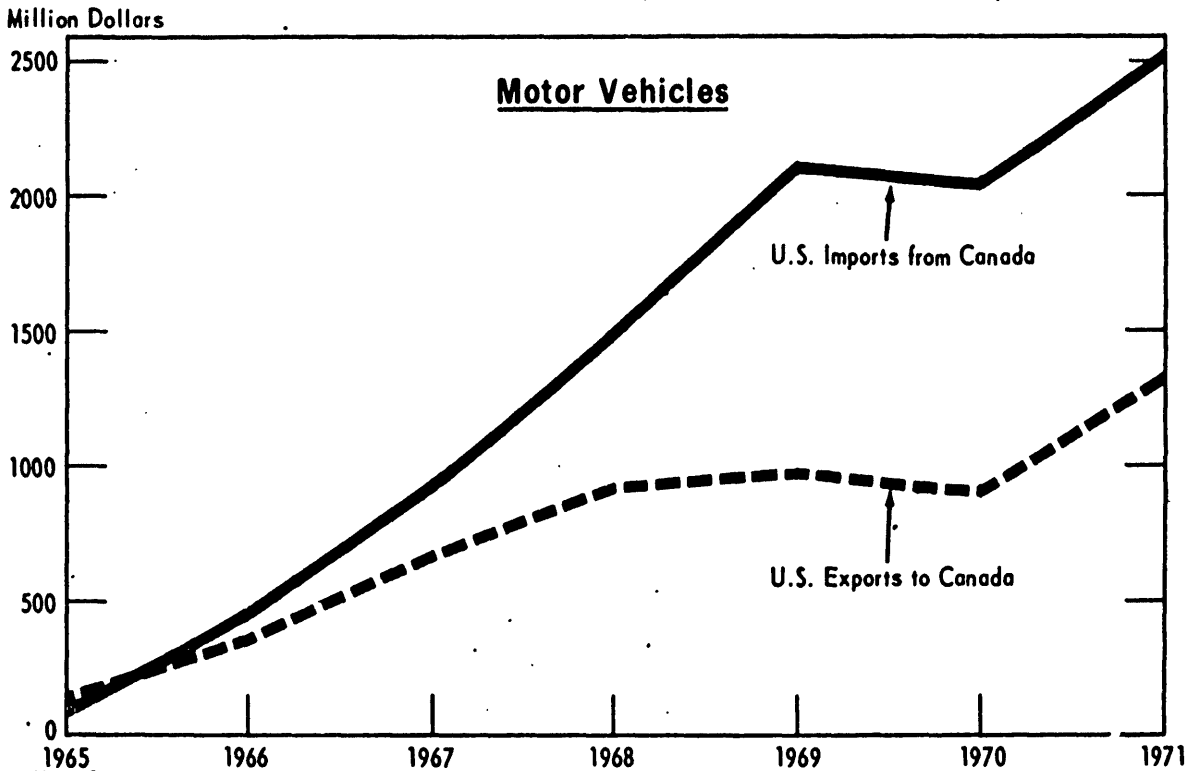
Chart 2
United States-Canada Trade in Automotive Products, 1965-71



Source: U.S. Department of Commerce; Statistics Canada.

Chart 3

Trade in Automotive Products, U.S. and Canada, 1965-71



Source: U.S. Department of Commerce; Statistics Canada.

page 16 (see footnotes Tables 12 and 13). United States exports of automotive products to countries other than Canada amounted to \$1,321 million in 1971, declining 2 percent from 1970.^{13/} During 1971 exports of passenger cars increased 12 percent from \$211 million to \$237 million while exports of trucks declined 12 percent from \$412 million to \$362 million. A decline in the export of parts amounted to 1 percent from \$731 million to \$722 million. Our export markets are diversified and Mexico with 5 percent of exports remained the largest single market outside of Canada. The next largest market is Venezuela which took 2 percent of United States automotive exports during 1971.^{14/}

United States imports of automotive products from countries other than Canada grew 43 percent from \$2.3 billion in 1970 to \$3.3 billion in 1971. West Germany remained the largest source of United States imports of automotive products, supplying \$1.4 billion worth in 1971, an increase of 22 percent over 1970. Japan continued its rapid growth as a motor vehicle supplier. United States imports from Japan were \$1.2 billion in 1971, an increase of 89 percent over 1970. Together, West Germany and Japan accounted for 80 percent of United States imports of automotive products from countries other than Canada.^{15/}

Total United States automotive trade on a worldwide basis amounted to \$7.9 billion in imports and \$4.6 billion in exports for 1971. Total merchandise trade amounted to imports of \$45.6 billion and exports of \$44.1 billion during 1971.^{16/}

^{13/} Table 12, page 47

^{14/} Table 13, page 48

^{15/} Table 14, page 49

^{16/} Table 15, page 50

Canadian Trade with Countries Other Than the United States. In 1971

Canada exported \$203 million worth of automotive products to countries other than the United States.^{17/} This was an 11 percent decline from 1970 and represents only 5 percent of total Canadian automotive exports. Australia remained the largest Canadian automotive products export market other than the United States with \$25 million worth of Canadian exports in 1971, down 23 percent from 1970.^{18/}

Canadian imports of automotive products from countries other than the United States were \$489 million in 1971, an increase of 45 percent over 1970.

Japan displaced Germany as the largest supplier in 1970. Canadian automotive imports from Japan were \$198 million in 1971, up 85 percent from 1970. Germany supplied \$126 million in 1971, an increase of 28 percent over the previous year.^{19/} Together the two countries supplied 66 percent of Canada's 1971 automotive imports from countries other than the United States.

Snowmobiles. Snowmobile production and sales have increased rapidly since 1965 and by 1970 the United States deficit with Canada in snowmobile trade was about \$129 million out of the total \$196 million automotive trade deficit for that year.^{20/} In 1971 the United States deficit with Canada in snowmobile trade was about \$100 million.

^{17/} Table 19, page 54

^{18/} Table 17, page 52

^{19/} Table 18, page 53

^{20/} Memo entry in table, page 16

Production and trade in snowmobiles were in small volume at the time the Automotive Agreement was negotiated. They were covered by the Agreement as applied by the United States since they were classified as part of a basket category in the Tariff Schedules of the United States Annotated which was included in the implementing United States legislation because it covered automotive products. Canada did not originally permit snowmobiles to enter duty-free under the Agreement, but the Canadian Government subsequently issued an Order-in-Council allowing them to enter duty-free from the United States.

III. Implementation of the Automotive Products Trade Act of 1965

United States Adjustment Assistance. The Automotive Products Trade Act of 1965 provided special adjustment assistance procedures for individual firms or groups of workers dislocated primarily because of the operation of the Agreement. These provisions expired June 30, 1968. Prior to the expiration of these provisions, petitions for adjustment assistance were filed by 21 groups of workers. Certifications were issued in 14 cases and weekly allowance payments totaling about \$4.1 million were made to approximately 1,950 workers. No petitions were submitted by firms.

Discussions During the Year Under Review. During 1971 United States and Canadian Government officials continued their discussions, which began in 1968, on eliminating the transitional restrictions on Canadian imports of motor vehicles and parts from the United States. Again no resolution of these problems was reached during the year under review.

Because of the disparity in size of the automotive industries and relative costs of production in the two countries at the time the Agreement was negotiated, Canada requested special transitional arrangements until its smaller industry could adjust operations to the much larger North American market. Under Annex A of the Agreement, Canada accords duty-free treatment to motor vehicles and original equipment parts only when imported by qualified manufacturers.^{1/} These manufacturers were

^{1/} App. A, page 56

required to maintain at least the same ratio of production of vehicles in Canada to sales in Canada as prevailed during the model year 1964, and also to maintain in automotive production a Canadian value-added at least equal to that attained in vehicles of the same class in model year 1964. Individuals or firms not qualifying as bona fide manufacturers wishing to import an automobile into Canada must pay the 15 percent duty.

In additional separate arrangements with the Government of Canada, Canadian motor vehicle manufacturers undertook to increase by the end of 1968 vehicle model year (July 31, 1968) the dollar value of Canadian value-added in the production of vehicles and parts by \$241 million above that achieved in model year 1964. In the 1965 separate undertakings, the Canadian manufacturers also agreed to increase annually Canadian value-added by a percentage of growth in the Canadian market. These separate arrangements expired July 31, 1968. If the President finds that any manufacturer has entered into any other undertaking, by reason of Canadian governmental action, to increase Canadian value-added to vehicles or original equipment parts, the President will report such findings to Congress with recommendations in accordance with Section 205 of the Automotive Products Trade Act.

The production requirements cited above have been met, and in fact exceeded, by motor vehicle manufacturers in Canada. The trade pattern for the near future is established by the investments which have already

been made, and thus removal of the transitional restrictions would not produce a rapid substantial change in the trade balance. However, continued existence of the transitional restrictions is an obstacle to full realization of the Agreement objectives, has some adverse impact on the United States trade position, and would influence investment decisions and the trade position in the years ahead.

The means of progressing further toward full achievement of the objectives of the Agreement were first examined during the 1968 joint United States-Canadian review. The 1971 discussions with the Government of Canada also proceeded with a view toward working to achieve fully the objectives of the Automotive Agreement. The United States stressed that retention of the restrictions in the Agreement would be contrary to the premise on which the United States entered the Agreement and that the three transitional restrictions in Annex A - Canadian value-added, production-sales ratio, and duty-free entry restricted to manufacturers - were no longer warranted and should be eliminated. The United States continued to pursue its objective of eliminating these restrictions in discussions with the Canadian Government. No final resolution was reached during the year.

General Agreement on Tariffs and Trade (GATT) Waiver. Article 1 of the General Agreement on Tariffs and Trade (GATT) provides for the

extension of unconditional most-favored-nation treatment with respect to customs duties levied on products imported from the GATT contracting parties. Under the Automotive Agreement certain automotive products are allowed duty-free entry into the United States only when imported from Canada. It was, therefore, necessary for the United States to obtain a waiver of its GATT obligations to the extent required to put the Agreement into effect. The waiver was approved on December 20, 1965, and provided for an annual report and a review by the GATT contracting parties after two years, and, if necessary, biennially thereafter. The United States reports to GATT have been based on the first five annual reports by the President to Congress on the operation of the Automotive Products Trade Act.

The GATT secretariat distributed the Fifth Annual Report to the contracting parties on March 23, 1972.

The waiver provides for consultations between the United States and any contracting party which believes that elimination of the United States customs duties on imports of an automotive product from Canada has created a significant diversion of United States imports of that automotive product from the requesting country. No request for such consultations has been received by the United States.

Determination of "Bona Fide Motor Vehicle Manufacturer". Under the Automotive Products Trade Act of 1965 imports of duty-free Canadian original motor vehicle equipment are limited to imports made pursuant to an order,

contract, or letter of intent from a bona fide motor vehicle manufacturer in the United States. The Act defines such a manufacturer as a person who, upon application to the Secretary of Commerce, is determined by the Secretary to have produced no fewer than 15 complete motor vehicles in the United States during the previous 12 months and to have installed capacity in the United States to produce 10 or more complete motor vehicles per 40-hour week.

The Secretary of Commerce has delegated this responsibility to the Director, Bureau of Domestic Commerce. Rules and regulations, published in Part 615, Chapter VI, Title 15 of the Code of Federal Regulations, outline procedures for filing applications and set out the qualifications of a bona fide motor vehicle manufacturer. They also provide for preparation, maintenance, and publication of a list of these manufacturers.

These rules and regulations state that a person shall be regarded as having had the capacity to produce a complete motor vehicle only if his operations included the assembly of two or more major components (e.g., the attachment of a body to a chassis) to create a new motor vehicle ready for use.

As of May 1, 1972, a total of 220 United States manufacturers had been certified as "bona fide motor vehicle manufacturers".^{2/}

^{2/} App. D, page 68

Certification of a manufacturer is valid for a 12-month period from the date the Director determines the manufacturer is qualified, and is renewable. The certified manufacturers are engaged in one or more of the following types of business: (1) manufacture of motor vehicles, including motor vehicle chassis; (2) manufacture and assembly of motor vehicle bodies, trailer hitches known as fifth wheels on truck tractors, and other motor vehicle equipment on new chassis; and (3) assembly and installation of motor vehicle equipment on new chassis, including fifth wheels.

The 220 manufacturers are located in 37 states, with Ohio, Michigan, Wisconsin, Illinois, Minnesota, New York and Pennsylvania leading the list in number of establishments.

Motor Vehicle Manufacturers Listed by Canada. The Canadian Government lists thirty-nine firms which it considers to be motor vehicle manufacturers as of October 27, 1971.^{3/}

^{3/} App. E, page 81

STATISTICAL TABLES

	Page
TABLE 1.--Retail Sales of Motor Vehicles, 1965-71, United States and Canada.....	31
TABLE 2.--U.S. Motor Vehicle Production, Calendar Years 1965-71.....	32
TABLE 3.--Canadian Motor Vehicle Production, Calendar Years 1965-71.....	33
TABLE 4.--Price Indexes for Automotive Equipment in the United States Annual Average, 1965-71.....	34
TABLE 5.--Price Indexes for Automotive Equipment in Canada, Annual Average, 1965-71.....	35
TABLE 6.--Price of Typical Popular Model, 4-Door Sedan, 6 Cylinder with Comparable Standard Equipment in the United States and Canada, Model Years 1965, 1970-72.....	36
TABLE 7.--Price of Typical Popular Model, 4-Door Sedan, 8 Cylinder with Comparable Standard Equipment in the United States and Canada, Model Years 1965, 1970-72.....	37
TABLE 8.--Price of Typical Popular Model, 2-Door Hardtop, 8 Cylinder with Comparable Standard Equipment in the United States and Canada, Model Years 1965, 1970-72.....	38
TABLE 9.--Total Employment in the U.S. Automotive Products Industry Based on U.S. 1967 Standard Industrial Classification (SIC), Annual Averages, 1965-71.....	39
TABLE 10.--Total Employment in Canadian Automotive Products Industry Based on Canadian Standard Industrial Classification (SIC), Annual Averages, 1965-71.....	40
TABLE 11.--Value of Canadian Motor Vehicles and Original Motor Vehicle Equipment (Canadian Articles) Imported Duty-Free from Canada into the United States under the Provisions of the Automotive Products Trade Act of 1965 (APTA), by TSUSA Number, 1969-71.....	41

STATISTICAL TABLES

	Page
TABLE 12.--U.S. Automotive Trade, Total with all Countries, with Canada, and with all Countries Except Canada, 1969-71.....	47
TABLE 13.--U.S. Automotive Exports, Calendar Years 1969-71.....	48
TABLE 14.--U.S. Automotive Imports, Calendar Years 1969-71.....	49
TABLE 15.--Total U.S. Trade (All Commodities) with the World and with Canada, Calendar Years 1965 and 1968-1971.....	50
TABLE 16.--U.S. Total Trade with Canada and Net Exports, Calendar Years 1965-71 (Balance of Payments Basis).....	51
TABLE 17.--Canadian Automotive Exports, Calendar Years 1969-71.	52
TABLE 18.--Canadian Automotive Imports, Calendar Years 1969-71.	53
TABLE 19.--Canadian Automotive Trade, Total with all Countries, with United States, and with all Other Countries Except the United States.....	54

TABLE 1.--RETAIL SALES OF MOTOR VEHICLES, 1965-71

SALES IN UNITED STATES
(Thousands of Units)

Year	Automobiles			Trucks			Total Vehicles
	North American Type	Overseas Import Type	Total	North American Type	Overseas Import Type	Total	
1965	8,763	569	9,333	1,539	31	1,570	10,902
1966	8,377	658	9,035	1,619	45	1,664	10,699
1967	7,568	779	8,347	1,524	49	1,572	9,920
1968	8,625	986	9,611	1,807	68	1,876	11,487
1969	8,464	1,060	9,524	1,935	83	2,018	11,542
1970	7,119	1,246	8,365	1,746	65	1,811	10,176
1971	8,681	1,570	10,252	1,896	85	1,981	12,233

Source: Automobile Manufacturers Association.

SALES IN CANADA
(Thousands of Units)

Year	Automobiles			Trucks			Total Vehicles
	North American Type	Overseas Import Type	Total	North American Type	Overseas Import Type	Total	
1965	634	75	709	120	2	122	831
1966	627	68	695	131	2	133	827
1967	605	74	679	133	3	136	815
1968	637	105	742	142	5	147	889
1969	638	123	761	150	7	157	918
1970	497	143	640	125	9	134	774
1971	592	187	780	146	13	159	939

Source: Statistics Canada.

TABLE 2. -- U.S. MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965-71

(Thousands of Units)

Year	Passenger cars	Truck and buses	Total
1965	9,335.2	1,802.6	11,137.8
1966	8,604.7	1,791.6	10,396.3
1967	7,412.7	1,611.1	9,023.7
1968	8,848.6	1,971.8	10,820.4
1969	8,224.4	1,981.5	10,205.9
1970	6,550.1	1,733.8	8,283.9
1971 ^{1/}	8,580.3	2,084.1	10,664.4

^{1/} Preliminary.

Source: Automobile Manufacturers Association - Revised 1971

TABLE 3.--CANADIAN MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965-71

(Thousands of Units)

Year	Passenger cars	Trucks and buses	Total
1965	706.8	139.8	846.6
1966	684.5	187.7	872.2
1967	708.3	211.2	919.5
1968	889.4	260.8	1,150.2
1969	1,035.6	317.3	1,352.9
1970	940.6	253.2	1,193.6
1971 ^{1/}	1,096.1	279.5	1,375.6

^{1/} Preliminary.

Source: Statistics Canada.

TABLE 4.--PRICE INDEXES FOR AUTOMOTIVE EQUIPMENT IN THE UNITED STATES
ANNUAL AVERAGE, 1965-71 (1967=100)

Year	Wholesale price index			Consumer price index
	Passenger cars	Motor trucks	Motor vehicle parts <u>1/</u>	New passenger cars
1965.....	100.1	97.5	---	100.9
1966.....	99.2	98.0	---	99.1
1967.....	100.0	100.0	100.0	100.0
1968.....	102.0	103.3	105.1	102.8
1969.....	103.3	106.1	108.4	104.4
1970.....	106.6	110.9	112.9	107.6
1971.....	112.2	118.5	120.2	112.0

1/ The index for "motor vehicle parts" was first computed in 1967.
Comparable data for earlier years are not available.

Source: U.S. Department of Labor

TABLE 5. --PRICE INDEXES FOR AUTOMOTIVE EQUIPMENT IN CANADA,
Annual Average 1965 - 71 (1967=100)

Year	Industrial Selling Price Indexes ^{1/}				Consumer Price Index
	Passenger Cars		Motor Trucks	Motor Vehicle Parts and Accessories	New Passenger Cars
	Hard-top	4-Door Sedan			
1965	100.4	101.0	99.6	98.1	100.3
1966	100.1	99.8	99.8	98.5	98.3
1967	100.0	100.0	100.0	100.0	100.0
1968	101.2	102.2	102.3	101.3	101.8
1969	101.8	102.9	103.5	103.5	102.4
1970	101.6	104.2	107.9	105.8	104.2
1971	103.6	105.8	113.6	107.2	107.9

^{1/} The industrial selling price indexes were revised in 1969. The classifications shown here are the new series. 1965 is not entirely comparable with later data.

Source: Statistics Canada.

TABLE 6.--PRICE OF TYPICAL POPULAR MODEL, 4-DOOR SEDAN, 6 CYLINDER WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS 1965, 1970-72

ITEM	Price in United States (U. S. dollars)	Price in Canada		Canadian Price Differential Over (under) U.S. Price	
		Canadian dollars	United States dollars	Amount (U.S. dollars)	Percent
1965 Model Introduction			<u>3/</u>	<u>3/</u>	<u>3/</u>
Factory List Price	2,147	2,544	2,544	397	18.5
Sales/Excise Tax <u>1/</u>	178	221	221	43	-
Dealers Delivery & Handling	25	25	25	-	-
Manufacturer's suggested retail price <u>2/</u>	2,350	2,790	2,790	440	18.7
1970 Model Introduction					
Factory List Price	2,511	2,821	2,821	310	12.3
Sales/Excise Tax <u>1/</u>	149	267	267	118	-
Dealers Delivery & Handling	25	25	25	-	-
Manufacturer's suggested retail price <u>2/</u>	2,685	3,113	3,113	428	15.9
1971 Model Introduction					
Factory List Price	2,638	2,918	2,918	280	10.6
Sales/Excise Tax <u>1/</u>	157	277	271	120	-
Dealers Delivery & Handling	25	25	25	-	-
Manufacturer's suggested retail price <u>2/</u>	2,820	3,220	3,220	400	14.2
1972 Model Introduction <u>4/</u>					
Factory List Price	2,757	3,054	3,054	297	10.8
Sales/Excise Tax <u>1/</u>	12	290	290	278	-
Dealers Delivery & Handling	-	-	-	-	-
Manufacturer's suggested retail price <u>2/</u>	2,769	3,344	3,344	575	20.8

1/ Canadian sales tax 11 percent 1964-67, 12 percent 1968; U.S. excise tax 10 percent 1964-65, 7 percent 1966-Aug. 1971. U.S. excise tax on passenger cars and light trucks repealed as of Aug. 15, 1971.

2/ Manufacturer's suggested retail price includes factory list price, sales tax or excise tax and dealer delivery and handling, but excludes destination charges, state and local taxes, license and title fees.

3/ Based on conversion rate of \$1.00 = C \$1.00, the exchange rate in Dec. 1971.

4/ 1972 model prices are as of Dec. 1971 after company responses to end of Phase I price freeze.

TABLE 7.--PRICE OF TYPICAL POPULAR MODEL, 4-DOOR SEDAN, 8 CYLINDER WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS 1965, 1970-72.

ITEM	Price in United States (U. S. dollars)	Price in Canada		Canadian Price Differential Over (under) U.S. Price	
		Canadian dollars	United States dollars	Amount (U.S. dollars)	Percent
			<u>3/</u>	<u>3/</u>	<u>3/</u>
1965 Model Introduction					
Factory List Price	2,565	3,040	3,040	475	18.5
Sales/Excise Tax <u>1/</u>	149	256	256	107	-
Dealers Delivery & Handling	40	40	40	-	-
Manufacturer's suggested retail price <u>2/</u>	2,754	3,336	3,336	582	21.1
1970 Model Introduction					
Factory List Price	2,969	3,381	3,381	412	13.9
Sales/Excise Tax <u>1/</u>	165	302	302	137	-
Dealers Delivery & Handling	40	40	40	-	-
Manufacturer's suggested retail price <u>2/</u>	3,174	3,724	3,724	550	17.3
1971 Model Introduction					
Factory List Price	3,000	3,297	3,297	297	9.9
Sales/Excise Tax <u>1/</u>	175	305	305	130	-
Dealers Delivery & Handling	40	40	40	-	-
Manufacturer's suggested retail price <u>2/</u>	3,215	3,642	3,642	427	13.3
1972 Model Introduction <u>4/</u>					
Factory List Price	3,413	3,784	3,784	371	10.9
Sales/Excise Tax <u>1/</u>	19	342	342	323	-
Dealers Delivery & Handling	40	40	40	-	-
Manufacturer's suggested retail price <u>2/</u>	3,472	4,166	4,166	694	20.0

1/ Canadian sales tax 11 percent 1964-67, 12 percent 1968; U.S. excise tax 10 percent 1964-65, 7 percent 1966-Aug. 1971. U.S. excise tax on passenger cars and light trucks repealed as of Aug. 15, 1971.

2/ Manufacturer's suggested retail price includes factory list price, sales tax or excise tax and dealer delivery and handling, but excludes destination charges, state and local taxes, license and title fees.

3/ Based on conversion rate of \$1.00 = C \$1.00, the exchange rate in Dec. 1971.

4/ 1972 model prices are as of Dec. 1971 after company responses to end of Phase I price freeze.

TABLE 8.--PRICE OF TYPICAL POPULAR MODEL, 2-DOOR HARDTOP, 8 CYLINDER WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS 1965, 1970-72

ITEM	Price in United States (U. S. dollars)	Price in Canada		Canadian Price Differential Over (under) U.S. Price	
		Canadian dollars	United States dollars	Amount (U.S. dollars)	Percent
1965 Model Introduction			<u>3/</u>	<u>3/</u>	<u>3/</u>
Factory List Price	4,103	5,815	5,815	1,713	41.7
Sales/Excise Tax <u>1/</u>	333	442	442	109	-
Dealers Delivery & Handling	50	40	40	10	-
Manufacturer's suggested retail price <u>2/</u>	4,486	6,297	6,297	1,811	40.4
1970 Model Introduction					
Factory List Price	4,656	5,517	5,517	861	18.5
Sales/Excise Tax <u>1/</u>	255	465	465	210	-
Dealers Delivery & Handling	50	40	40	10	-
Manufacturer's suggested retail price <u>2/</u>	4,961	6,022	6,022	1,061	21.4
1971 Model Introduction					
Factory List Price	4,971	5,690	5,690	719	14.5
Sales/Excise Tax <u>1/</u>	274	511	511	234	-
Dealers Delivery & Handling	50	40	40	10	-
Manufacturer's suggested retail price <u>2/</u>	5,295	6,241	6,241	946	17.9
1972 Model Introduction <u>4/</u>					
Factory List Price	5,314	6,039	6,039	725	13.6
Sales/Excise Tax <u>1/</u>	15	542	542	527	-
Dealers Delivery & Handling	50	40	40	10	-
Manufacturer's suggested retail price <u>2/</u>	5,379	6,621	6,621	1,242	23.0

1/ Canadian sales tax 11 percent 1964-67, 12 percent 1968; U.S. excise tax 10 percent 1964-65, 7 percent 1966-Aug. 1971. U.S. excise tax on passenger cars and light trucks repealed as of Aug. 15, 1971. U.S. 1972 figure in U.S. excise tax on tires and tubes.

2/ Manufacturer's suggested retail price includes factory list price, sales tax or excise tax and dealer delivery and handling, but excludes destination charges, state and local taxes, license and title fees.

3/ Based on conversion rate of \$1.00 = C\$ 1.00, the exchange rate in Dec. 1971 when 1971 models were introduced.

4/ 1972 model prices are as of Dec. 1971 after company responses to end of Phase I price freeze.

TABLE 9.--TOTAL EMPLOYMENT IN THE U.S. AUTOMOTIVE PRODUCTS INDUSTRY BASED ON U.S. 1967 STANDARD INDUSTRIAL CLASSIFICATION (SIC), ANNUAL AVERAGES, 1965-1971

(Thousands of Employees)

Period	Total Motor Vehicles and Equipment (SIC 371)	Motor Vehicles (SIC 3711)	Passenger Car Bodies (SIC 3712)	Truck and Bus Bodies (SIC 3713)	Parts and Accessories (SIC 3714)
Annual average:					
1965	842.7	352.9	66.4	34.5	362.8
1966	861.6	361.5	65.3	36.8	370.2
1967	815.8	341.0	60.0	37.0	351.7
1968	873.7	373.1	59.5	37.8	376.1
1969	911.4	392.9	56.9	40.3	390.8
1970	805.1	339.1	48.2	38.3	354.4
1971	873.8	382.1	62.2	37.6	370.3

Source: Bureau of Labor Statistics .

TABLE 10.--TOTAL EMPLOYMENT IN CANADIAN AUTOMOTIVE PRODUCTS INDUSTRY
BASED ON CANADIAN STANDARD INDUSTRIAL CLASSIFICATION (SIC),
ANNUAL AVERAGES, 1965-71 1/

Year	Estimated employment <u>2/</u> (Thousands of Employees)		
	Motor vehicles (SIC 323-5)	Assembling (SIC 323)	Parts and accessories (SIC 325)
Annual average:			
1965	81.9	41.9	34.8
1966	85.7	42.8	37.0
1967	84.1	40.7	37.1
1968	84.8	41.6	36.7
1969	92.1	44.5	39.7
1970	83.4	39.4	35.8
1971 <u>3/</u>	93.7	43.1	40.6

1/ Establishments with 20 or more workers.

2/ The employment figures in this table are estimates based on Statistics Canada's employment indexes. It is believed these are more accurate than the previous employment figures in Table 10 which were based on somewhat less comprehensive data.

3/ Preliminary

Source: Statistics Canada .

TABLE 11.--VALUE OF CANADIAN MOTOR VEHICLES AND ORIGINAL MOTOR-VEHICLE EQUIPMENT (CANADIAN ARTICLES) IMPORTED DUTY-FREE FROM CANADA INTO THE UNITED STATES UNDER THE PROVISIONS OF THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965 (APTA), BY TSUSA NUMBER, 1969-71

(Thousands dollars)

TSUSA Number (APTA)	Commodity	1969	1970	1971
207.0100	Articles of wood, n.s.p.f.....	2	2	1
220.4600	Articles of cork.....	...	3	...
355.2700	Felt, batting, wadding.....	59	19	25
357.9100	Hose for liquids or gases, vegetable fibers.....	neg	1	...
357.9600	Hoses for liquids or gases, manmade fibers.....	neg	1	...
358.0300	V-belts, textile fibers and rubber.....	149	160	179
361.9000	Floor coverings and underlays, textile.....	1,502	1,665	1,461
389.8000	Textile articles, n.s.p.f.....	43	30	38
517.8200	Brushes, graphite, for electric generators and motors.....	253	201	207
535.1500	Ceramic insulators.....	...	neg	neg
540.7200	Glass fibers, bulk, pads, etc.	...	1	...
544.2000	Glass.....	8	...	...
544.3200	Toughened glass.....	12,998	15,462	16,546
544.4200	Laminated glass.....	2,782	10,884	13,122
544.5200	Mirrors, not over 1 square foot in reflecting area.....	2,128	3,484	3,929
544.5500	Mirrors, over 1 square foot in reflecting area.....	3	...	1
545.6200	Glass lenses and filters and parts for lighting and signals.....	1	4	2
545.6400	Glass reflecting lenses for signs or signals.....	3	...	...
547.1600	Clock protect glass curve surfact NES.....	...	...	2
610.8100	Pipe and tube fittings of iron or steel (other than cast-iron fittings).....	52	32	42
613.1600	Pipe and tube fittings other than of copper, nickle silver and cupronickel.....	19	25	71
613.1900	Pipe and tube fittings of copper alloy, n.e.s.....	1,131	396	122
618.4800	Pipe, tubes, blanks and fittings of aluminum.....	13	14	21

TABLE 11. --continued

TSUSA Number (AFTA)	Commodity	1969	1970	1971
642.2100	Ropes, cables, etc., with fittings.....	39	140	908
642.8800	Other wire cloth, etc., cut to shape.....	12	4	1
646.7900	Staples, rivets, bolts, and other fasteners.....	5,504	6,525	10,615
646.9300	Locks, parts, and keys, of base metal.....	221	202	229
647.0200	Hinges, fittings, and mountings of iron, steel, aluminum, or zinc designed for motor vehicles.....	16,841	13,866	13,551
647.0600	Other hinges, fittings, and mountings.....	196	189	44
652.1000	Flexible metal hose or tubing...	203	337	584
652.3900	Chain and chains, and parts, of base metal.....	101	4	11
652.7600	Signplates, nameplates, numbers, etc., of base metal	106	109	185
652.8500	Springs and leaves for springs of base metal, suitable for motor vehicle suspension.....	33,160	36,825	43,535
652.8700	Hairsprings.....	neg	1	3
652.8900	Other springs.....	1,575	1,516	2,131
658.1000	Articles of base metal, n.s.p.f. not coated with precious metal	1,210	1,238	1,530
660.4300	Piston-type compression-ignition engines.....	2,794	19	309
660.4500	Piston-type engines, n.e.s. (auto truck and bus).....	202,624	267,076	418,732
660.4700	Nonpiston type engines.....	...	neg	...
660.5100	Cast iron parts, not advanced, etc., for internal combustion engines.....	10,250	9,272	7,327
660.5300	Parts of piston-type engines other than compression ignition engines.....	39,143	30,586	32,944
660.5500	Parts internal combustion engines, n.e.s.....	823	840	1,941

TABLE 11.---continued

TSUSA Number (APTA)	Commodity	1969	1970	1971
660.8600	Nonelectric engines, motors and parts, n.s.p.f.....	4	neg	neg
660.9300	Fuel injection pumps for compression-ignition engines and parts.....	10	19	88
660.9500	Pumps for liquid, n.e.s., and parts.....	5,744	5,652	7,834
661.1100	Fans and blowers and parts.....	3,153	5,589	7,865
661.1300	Compressors and parts.....	751	1,248	2,123
661.1600	Air pumps and vacuum pumps and parts.....	82	19	116
661.2100	Air-conditioning machines and parts.....	5,747	9,963	8,632
661.3600	Refrigerators, refrigerating equipment, and parts.....	...	83	...
661.9600	Other parts for filtering and purifying machines, n.e.s.....	neg	6	180
662.3600	Simple piston pump sprays and parts.....	...	...	...
662.5100	Other mechanical appliances n.e.s., for dispersing liquids, etc.....	435	317	583
664.1100	Material handling equipment, n.e.s.....	295	806	1,325
678.5100	Machines, n.s.p.f. and parts...	3,346	3,112	2,623
680.2100	Taps, cocks, valve, and parts, hand operated and check, copper.....	3	4	11
680.2300	Taps, cocks, valves, and parts hand operated and check, of other metals.....	205	1,231	626
680.2800	Taps, cocks, valves, other....	2,477	3,100	4,800
680.3100	Artifricion balls and rollers	425	433	395
680.3400	Ball bearings with integral shafts.....	1,503	2,163	1,537
680.3600	Other ball and roller bearings and parts.....	3,420	3,288	...
680.3620	Ball bearings, origin Canada...	...	...	2,492
680.3640	Roller bearings, origin Canada..	...	...	2,234
680.3660	Bearings NES, incl. parts, origin Canada.....	...	...	1,513

TABLE 11.--continued

TSUSA Number (APTA)	Commodity	1969	1970	1971
680.5800	Lubrication fittings.....	28	7	2
680.9100	Machinery parts not containing electrical features, n.s.p...	1	31	13
682.6500	Generators, motors, electric and parts, under 200 horsepower.....	3,681	2,730	3,633
682.7100	Permanent magnets.....	...	...	...
682.9100	Magnetic chucks, etc., electro- magnetic clutches, couplings, brakes, etc., n.e.s.....	3	117	12
683.1100	Lead-acid type storage batteries and parts.....	1,763	1,117	1,990
683.1600	Other storage batteries and parts.....	6	12	7
683.6100	Electrical starting and ignition equipment for internal combustion engines..	10,408	7,789	12,847
683.6600	Electric lighting equipment designed for motor vehicles and parts.....	6,908	6,999	10,081
684.4100	Electric furnaces, heaters, and ovens, and parts.....	443	1,142	657
684.6300	Telephonic apparatus, instru- ments and parts, origin Canada.....	...	...	8
684.7100	Microphones, loudspeakers, etc. and parts.....	88	161	354
685.5520	Radio receivers.....	17,369	17,579	23,765
685.5540	Other radiotelegraphic and radio-telephonic transmission and reception apparatus, ratio, TV, and recording devices, etc., and parts....	5,918	4,975	6,042
685.7100	Electric sound and visual signaling apparatus and parts	727	1,194	754
685.8100	Electrical capacitors, fixed or variable.....	436	752	1,344
685.9100	Electrical switches, relays, etc. and parts.....	2,072	2,453	5,353
686.1100	Resistors, fixed or variable and parts (including potentiometers but not including heating elements...	1,489	1,588	1,520

TABLE 11,---continued

TSUSA Number (APTA)	Commodity	1969	1970	1971
686.2300	Automatic voltage regulators, etc., and parts for 6, 12 and 24-volt systems.....	4	...	8
685.6100	Sealed-beam lamps.....	631	663	695
686.8100	Electric filament lamps for operating under 100 volts, n.e.s.	312	455	198
687.5100	Television picture tubes.....	110	...	...
687.6100	Other electronic tubes, etc., and parts.....	110	32	8
688.0500	Insulated electrical conductors, without fittings.....	98	69	70
688.0700	Insulated electrical conductors, other.....	54	8	1
688.1300	Ignition wiring sets.....	12,283	12,530	10,832
688.1600	Insulated electrical conductors with fittings, other.....	2,118	1,938	2,731
688.4100	Electrical articles, and electrical parts of articles, n.s.p.f.....	26	11	9
692.0300	Automobile trucks valued at \$1,000 or more each, but not including electric trolley buses, 3-wheeled vehicles, or trailers accompanying automobile truck tractors.....	347,548	312,189	407,394
692.0700	Motorbuses, but not including any electric trolley bus of 3-wheeled vehicle.....	1,391	3,435	3,308
692.1120	On-the-highway, 4-wheeled passenger automobiles, 'new'.....	1,824,889	1,802,145	2,344,734
692.1140	On-the-highway, 4-wheeled passenger automobiles, used.....	103	90	43
692.1160	Vehicles which operate in whole or in part on runners or skis...	110,853	140,821	123,790
692.1180	Other motor vehicles.....	5,065	3,625	3,649
692.2100	Chassis for automobile trucks and motorbuses, except for electric trolley buses or 3-wheeled vehicles.....	205,759	196,637	158,765
692.2300	Other chassis except chassis for special purpose vehicles or 3-wheeled vehicles.....	110	7	29

TABLE 11. -- Continued

TSUSA Number (APTA)	Commodity	1969	1970	1971
692.2500	Cast-iron parts of motor vehicles, not alloyed, not advanced.....	1,644	486	1,161
692.2810	Body stampings.....	5,185	2,874	1,647
692.2820	Bumpers.....	25,509	22,134	36,772
692.2830	Wheels designed to be mounted with pneumatic tires.....	19,357	23,508	36,282
692.2840	Hubcaps and wheel covers.....	11,136	12,794	15,144
692.2850	Radiators.....	26,833	26,522	30,174
692.2860	Mufflers and tailpipes.....	2,673	4,445	7,958
692.2870	Other including truck tractors	282,373	304,302	432,681
711.8500	Pressure gages, thermostat, etc.	752	751	1,076
711.9100	Taximeters and parts.....	...	2	...
711.9900	Speedometer and parts and other revolution counters, etc. and parts.....	424	492	621
712.5100	Electrical measuring, etc. and parts, n.s.p.f. and parts....	34	64	50
721.2000	Clocks, clock movements, etc., and parts.....	187	230	142
727.0700	Furniture designed for motor vehicle use, and parts.....	71,546	84,306	107,261
728.3000	Nontextile floor coverings.....	43	38	20
745.8000	Buckles and buckle slides, slide fasteners, and other fastening devices, and parts	980	1,227	865
772.6600	Hose, pipe, and tubing, n.s.p.f. of rubber or plastics.....	1,079	1,734	3,200
772.8100	Handles and knobs, of rubber or plastics.....	124	133	332
772.8600	Closures, including caps, lids, etc., of rubber plastics.....	120	245	187
773.2600	Gaskets, of rubber or plastics	4,347	3,997	4,178
773.3100	Electric insulators of rubber or plastics.....	43	26	646
774.7000	Any articles n.s.p.f. of rubber or plastics.....	740	795	1,307
791.8100	Any article n.s.p.f. of reptile leather.....	neg	...	...
791.9100	Articles n.s.p.f. of other leather.....	...	1	...
1/	Total, duty-free imports	3,381,297	3,452,921	4,414,416

1/ Not adjusted for actual transaction values. Figures may not add to total due to rounding.

neg = negligible

TABLE 12.—U.S. AUTOMOTIVE TRADE,^{1/} TOTAL WITH ALL COUNTRIES, WITH CANADA, AND WITH ALL COUNTRIES EXCEPT CANADA, 1969-71

(Millions of U.S. Dollars)

Item	Trade with all countries			Trade with Canada ^{2/}			Trade with all countries except Canada		
	1969	1970	1971	1969	1970	1971	1969	1970	1971
U.S. Exports:									
Passenger cars	1,023.2	836.6	1,183.3	748.8	625.9	946.6	274.4	210.7	236.7
Trucks, buses, and chassis	587.6	664.9	686.0	249.7	253.0	324.0	337.9	411.9	362.0
Parts and accessories	2,430.1	2,369.3	2,739.2	1,781.7	1,638.2	2,017.2	648.4	731.1	722.0
Total	4,040.9	3,870.8	4,608.5	2,780.2	2,517.1	3,287.8	1,260.7	1,353.7	1,320.7
U.S. Imports:									
Passenger cars	3,376.5	3,730.0	5,139.8	1,826.6	1,806.1	2,396.9	1,549.9	1,923.9	2,742.9
Trucks, buses, and chassis	722.0	739.1	854.6	680.5	666.4	721.1	41.5	72.7	133.5
Parts and accessories	1,083.6	1,297.7	1,786.0	856.0	975.0	1,355.1	227.6	322.7	430.9
Total	5,182.1	5,766.8	7,780.4	3,363.1	3,447.5	4,473.1	1,819.0	2,319.3	3,307.3
U.S. Net Exports (-)^{3/}	(1,141.2)	(1,896.0)	(3,171.9)	(582.9)	(930.4)	(1,185.3)	(558.3)	(965.6)	(1,986.6)

^{1/} The figures are not all inclusive inasmuch as some automotive products as well as other items destined for automotive use are not separately delineated in U.S. trade classification systems and, therefore, are not separately available in U.S. foreign trade statistics. Exports and imports of tires and tubes are not included. Figures may not add to totals because of rounding.

^{2/} The purpose of this table is to compare U.S. automotive trade balances with Canada and with the rest of the world. Therefore, imports of automotive products newly identified by the Automotive Products Trade Act of 1965 (APTA) are not included because similar items are not identifiable in the statistics of imports from other countries. See Table 14 for totals of these new APTA items from Canada.

^{3/} The net balances shown for U.S. automotive trade with Canada in the above table are the most representative figures possible on the basis of U.S. trade statistics. However, see discussion of United States - Canada automotive trade statistics in Section II.

Source: Bureau of Domestic Commerce (Based on Bureau of the Census Data)

TABLE 13.—U.S. AUTOMOTIVE EXPORTS ^{1/}, CALENDAR YEARS 1969-71

(Millions of U.S. Dollars)

Country of destination	Passenger cars			Trucks and buses			Parts and accessories			Total Exports		
	1969	1970	1971	1969	1970	1971	1969	1970	1971	1969	1970	1971
Canada	748.8	625.9	946.6	249.7	253.0	324.0	1,781.7	1,638.2	2,017.2	2,780.2	2,517.1	3,287.8
European Economic Community, Total	22.0	19.4	20.2	19.0	22.8	12.9	89.1	100.2	97.1	130.1	142.4	130.2
Belgium and Luxembourg	5.6	4.6	5.5	2.5	3.3	3.6	24.3	31.2	27.1	32.4	39.1	36.2
France	1.3	1.4	1.2	8.1	5.8	4.2	19.6	18.4	18.0	29.0	25.6	23.4
West Germany	8.4	8.0	9.7	4.9	8.7	2.9	27.1	30.5	33.9	40.4	47.2	46.5
Italy	0.6	0.7	.7	0.5	1.4	.6	9.1	9.9	9.1	10.2	12.0	10.4
Netherlands	6.1	4.7	3.1	3.0	3.6	1.6	9.0	10.2	9.0	18.1	18.5	13.7
Sweden	2.4	3.3	2.4	1.7	3.6	2.1	13.2	15.2	15.0	17.3	22.1	19.5
United Kingdom	1.6	1.8	2.7	1.3	6.3	3.4	36.9	42.2	41.0	39.8	50.3	47.1
Japan	15.5	20.1	20.9	1.5	2.2	3.6	17.3	19.9	16.1	34.3	42.2	40.6
Mexico	71.4	38.1	55.9	33.0	31.2	28.9	110.3	135.3	143.0	214.7	204.6	228.8
Venezuela	22.6	24.9	22.3	20.9	22.1	20.5	41.3	44.3	50.2	84.8	91.3	93.0
Republic of South Africa	33.6	19.6	15.8	13.7	9.5	11.2	21.8	25.9	26.7	69.1	55.0	53.7
Philippines	2.4	0.6	0.3	14.0	11.2	14.4	20.2	18.7	21.5	36.6	30.5	36.2
Australia	5.9	5.1	3.1	17.3	26.2	12.0	55.9	67.5	55.6	79.1	98.8	70.7
Other countries	97.0	77.8	92.1	215.5	276.8	253.0	242.4	261.9	255.8	554.9	616.5	600.9
Total, all countries	1,023.2	836.6	1,183.3	587.6	664.9	686.0	2,430.1	2,369.3	2,739.2	4,040.9	3,870.8	4,608.5

^{1/} The figures are not all inclusive inasmuch as some automotive products as well as other items destined for automotive use are not separately delineated in U.S. trade classification systems and, therefore, are not separately available in U.S. foreign trade statistics. Exports of tires and tubes are not included. Figures may not add to totals because of rounding.

Source: Bureau of Census

TABLE 14.—U.S. AUTOMOTIVE IMPORTS, CALENDAR YEARS 1969-71

(Millions of U.S. Dollars)

Country of origin	Passenger cars			Trucks and buses			Parts and Accessories			Total imports		
	1969	1970	1971	1969	1970	1971	1969	1970	1971	1969	1970	1971
<u>Canada</u>												
Traditional automotive ^{1/}	1,826.6	1,806.1	2,396.9	680.5	666.4	721.1	856.0	975.0	1,253.1	3,363.1	3,447.5	4,473.1
New APTA ^{2/}	.....	.....	.....	...	...	...	102.9	104.6	125.8	102.9	104.6	125.8
Total	1,826.6	1,806.1	2,396.9	680.5	666.4	721.1	958.9	1,079.6	1,480.9	3,466.0	3,552.1	4,598.9
<u>European Economic Community, total</u>	1,028.5	1,253.5	1,526.6	19.4	23.6	26.5	86.6	130.5	175.0	1,134.5	1,407.6	1,728.1
Belgium and Luxembourg	60.9	82.6	134.7	10.8	13.1	15.9	1.9	2.2	2.4	73.6	97.9	153.0
France	26.5	41.1	29.1	.5	. . .	.1	5.4	5.3	7.7	32.4	46.4	36.9
West Germany	874.0	1,065.5	1,279.4	6.4	9.1	10.2	74.3	115.8	157.4	954.7	1,190.4	1,447.0
Italy	66.6	64.3	83.4	1.2	.4	.1	4.1	5.9	6.5	71.9	70.6	89.5
Netherlands	.5	.....	.0	.5	1.0	.2	.9	1.3	1.5	1.9	2.3	1.7
<u>Sweden</u>	76.5	107.8	135.0	.3	.3	.3	3.3	4.4	4.8	80.1	112.5	140.1
<u>United Kingdom</u>	138.9	105.2	152.3	1.3	1.3	1.2	19.1	32.6	62.9	159.3	139.1	216.4
<u>JAPAN</u>	305.8	457.3	928.8	20.3	37.9	104.8	109.7	135.1	156.3	435.8	630.3	1,189.9
<u>Other countries</u>	.1	.1	.2	.2	9.6	.7	8.9	20.1	32.0	9.2	29.8	32.9
Total	3,376.4	3,730.0	5,139.8	722.0	739.1	854.6	1,186.5	1,402.3	1,911.9	5,284.9	5,871.4	7,906.3

^{1/} Traditional automotive imports from Canada include those imports identifiable as automotive products in import figures from all countries.

^{2/} New APTA imports include those imports from Canada which were newly identified by the Automotive Products Trade Act of 1965 as automotive products. These items cannot be identified as automotive in the import data for any other country or in U.S. export data.

Note: Figures may not add to total because of rounding.

Source: Bureau of the Census

TABLE 15.--TOTAL U.S. TRADE ^{1/}(ALL COMMODITIES) WITH THE WORLD AND WITH CANADA,
CALENDAR YEARS 1965 and 1968-1971

(Millions of U.S. Dollars)

	1965	1968	1969	1970	1971
Exports, including reexports:					
To all countries, total	27,530	34,660	37,988	43,226	44,137
To Canada	5,658	8,074	9,138	9,084	10,366
Canada's percent of total	19.9	23.3	24.1	21.0	23.4
Imports, general:					
From all countries, total	21,429	33,252	36,052	39,963	45,602
From Canada	4,858	9,007	10,390	11,091	12,762
Canada's percent of total	22.7	27.1	28.8	27.7	28.0

^{1/} Including special category

Source: Bureau of the Census

TABLE 16.--U.S. TOTAL TRADE WITH CANADA AND NET EXPORTS,
CALENDAR YEARS 1965-71* (BALANCE OF PAYMENTS
BASIS)

(Millions of U.S. Dollars)

Year	U.S. Exports to Canada	U.S. Imports from Canada	Net Exports (-)
1965	5,664	4,800	864
1966	6,736	5,965	771
1967	7,294	6,854	440
1968	8,150	8,592	(442)
1969	9,174	9,958	(784)
1970	9,040	10,653	(1,613)
1971	10,476	12,166	(1,690)

Source: Social and Economic Statistics Administration,
Bureau of Economic Analysis

* Tables 15 and 16 are included in this report as background on overall trade. However, the reader is cautioned that the special tabulation of trade in the automotive sector, page 16 should not be directly compared with the above tables as the methods of compilation are significantly different.

TABLE 17.--CANADIAN AUTOMOTIVE EXPORTS, CALENDAR YEARS 1969-71

(Millions of U.S. Dollars) ^{1/}

Country of destination	Passenger cars			Trucks and buses			Parts and accessories			Total		
	1969	1970	1971	1969	1970	1971	1969	1970	1971	1969	1970	1971
United States	1,615	1,555	1,970	595	585	608	858	981	1,328	3,068	3,121	3,907
West Germany	-	-	-	-	-	-	1	2	2	1	2	2
United Kingdom	2	-	-	-	1	3	5	3	9	8	5	6
Sweden	-	-	-	1	1	1	6	6	5	8	7	6
South Africa	6	4	-	5	14	11	5	3	2	17	21	13
West Indies	12	7	12	3	8	4	1	2	1	16	12	17
Australia	-	1	1	4	7	2	24	5	23	28	33	26
Other countries	53	57	45	26	48	46	36	43	42	115	148	133
Total	1,688	1,624	2,028	634	659	675	936	1,065	1,406	3,259	3,349	4,110

^{1/} Converted to U.S. dollars at the official rate of U.S. \$0.925 = C \$1.00 for 1969.

For 1970 an average exchange rate of U.S. \$0.958 = C \$1.00 was used. The 1971 average exchange rate applied was U.S. \$0.9903 = C \$1.00.

Total represents sums of unrounded amounts, hence may vary from sums of rounded amounts.

Source: Statistics Canada

TABLE 18.--CANADIAN AUTOMOTIVE IMPORTS, CALENDAR YEARS 1969-71

(Millions of U.S. Dollars) ^{1/}

Country of origin	Passenger cars			Trucks and buses			Parts and accessories			Total		
	1969	1970	1971	1969	1970	1971	1969	1970	1971	1969	1970	1971
United States	731	644	953	246	263	363	1,976	1,848	2,225	2,953	2,754	3,541
West Germany	53	58	91	7	8	12	23	33	4	82	99	126
France	17	16	23	-	-	-	1	2	4	18	19	26
Italy	9	8	9	1	1	2	1	1	1	10	11	12
United Kingdom	70	35	49	6	5	5	12	17	29	88	57	84
Sweden	12	15	18	-	-	-	1	2	2	14	17	20
Japan	52	76	150	9	20	34	5	12	15	66	107	198
Other countries	-	-	-	-	1	3	21	27	20	21	18	23
Total	944	852	1,293	269	298	419	2,040	1,942	2,320	3,252	3,082	4,030

^{1/} Converted to U.S. dollars at the official rate of U.S. \$0.925 = C \$1.00 for 1969.

For 1970 an average exchange rate of U.S. \$0.958 = C \$1.00 was used.

The 1971 average exchange rate applied was U.S. \$0.9903 = C \$1.00

Total represents sums of unrounded amounts, hence may vary from sums of rounded amounts.

Source: Statistics Canada

TABLE 19.--CANADIAN AUTOMOTIVE TRADE, TOTAL WITH ALL COUNTRIES, WITH UNITED STATES, AND WITH ALL OTHER COUNTRIES EXCEPT THE UNITED STATES 1969-1971

(Millions of U.S. Dollars) 1/

	Trade With All Countries			Trade With United States			Trade With All Countries Except United States		
	1969	1970	1971	1969	1970	1971	1969	1970	1971
Canadian exports:									
Passenger cars	1,688	1,625	2,029	1,615	1,555	1,970	73	70	58
Trucks and buses	635	660	675	595	585	608	40	75	67
Parts and accessories	936	1,064	1,406	858	981	1,329	78	83	78
Total	3,259	3,349	4,110	3,068	3,121	3,907	191	228	203
Canadian imports:									
Passenger cars	944	852	1,293	731	644	954	212	208	339
Trucks and buses	269	298	418	246	263	363	23	35	56
Parts and accessories	2,040	1,942	2,319	1,976	1,848	2,225	64	94	94
Total	3,253	3,092	4,030	2,953	2,755	3,542	299	338	489
Canadian net Exports (-)	6	257	80	115	366	365	(108)	(110)	(286)

1/ Converted to U.S. dollars at official exchange rate of U.S. \$0.925 = Can. \$1.00 for 1969; U.S. \$0.958 = Can. \$1.00 for 1970, and \$0.9903 = Can. \$1.00 for 1971.

Source: Statistics Canada

APPENDIXES

APPENDIX A

AGREEMENT CONCERNING AUTOMOTIVE PRODUCTS BETWEEN THE GOVERNMENT OF THE UNITED STATES OF AMERICA AND THE GOVERNMENT OF CANADA

The Government of the United States of America and the Government of Canada,

Determined to strengthen the economic relations between their two countries;

Recognizing that this can best be achieved through the stimulation of economic growth and through the expansion of markets available to producers in both countries within the framework of the established policy of both countries of promoting multilateral trade;

Recognizing that an expansion of trade can best be achieved through the reduction or elimination of tariff and all other barriers to trade operating to impede or distort the full and efficient development of each country's trade and industrial potential;

Recognizing the important place that the automotive industry occupies in the industrial economy of the two countries and the interests of industry, labor and consumers in sustaining high levels of efficient production and continued growth in the automotive industry;

Agreed as follows:

ARTICLE I

The Governments of the United States and Canada, pursuant to the above principles, shall seek the early achievement of the following objectives:

(a) The creation of a broader market for automotive products within which the full benefits of specialization and large-scale production can be achieved;

(b) The liberalization of United States and Canadian automotive trade in respect of tariff barriers and other factors tending to impede it, with a view to enabling the industries of both countries to participate on a fair and equitable basis in the expanding total market of the two countries;

(c) The development of conditions in which market forces may operate effectively to attain the most economic pattern of investment, production and trade.

It shall be the policy of each Government to avoid actions which would frustrate the achievement of these objectives.

ARTICLE II

(a) The Government of Canada, not later than the entry into force of the legislation contemplated in paragraph (b) of this Article, shall accord duty-free treatment to imports of the products of the United States described in Annex A.

(b) The Government of the United States, during the session of the United States Congress commencing on January 4, 1965, shall seek enactment of legislation authorizing duty-free treatment of imports of the products of Canada described in Annex B. In seeking such legislation, the Government of the United States shall also seek authority permitting the implementation of such duty-free treatment retroactively to the earliest date administratively possible following the date upon which the Government of Canada has accorded duty-free treatment. Promptly after the entry into force of such legislation, the Government of the United States shall accord duty-free treatment to the products of Canada described in Annex B.

ARTICLE III

The commitments made by the two Governments in this Agreement shall not preclude action by either Government consistent with obligations under Part II of the General Agreement on Tariffs and Trade.

ARTICLE IV

(a) At any time, at the request of either Government, the two Governments shall consult with respect to any matter relating to this Agreement.

(b) Without limiting the foregoing, the two Governments shall, at the request of either Government, consult with respect to any problems which may arise concerning automotive producers in the United States which do not at present have facilities in Canada for the manufacture of motor vehicles, and with respect to the implications for the operation of this Agreement of new automotive producers becoming established in Canada.

(c) No later than January 1, 1968, the two Governments shall jointly undertake a comprehensive review of the progress made towards achieving the objectives set forth in Article I. During this review the Governments shall consider such further steps as may be necessary or desirable for the full achievement of these objectives.

ARTICLE V

Access to the United States and Canadian markets provided for under this Agreement may by agreement be accorded on similar terms to other countries.

ARTICLE VI

This Agreement shall enter into force provisionally on the date of signature and definitively on the date upon which notes are exchanged between the two Governments giving notice that appropriate action in their respective legislatures has been completed.

ARTICLE VII

This Agreement shall be of unlimited duration. Each Government shall however have the right to terminate this Agreement twelve months from the date on which that Government gives written notice to the other Government of its intention to terminate the Agreement.

IN WITNESS WHEREOF the representatives of the two Governments have signed this Agreement.

DONE in duplicate at Johnson City, Texas, this 16th day of January 1963, in English and French, the two texts being equally authentic.

For the Government of the United States of America:

For the Government of Canada:

ANNEX A

1. (1) Automobiles; when imported by a manufacturer of automobiles.
- (2) All parts, and accessories and parts thereof, except tires and tubes, when imported for use as original equipment in automobiles to be produced in Canada by a manufacturer of automobiles.
- (3) Buses, when imported by a manufacturer of buses.
- (4) All parts, and accessories and parts thereof, except tires and tubes, when imported for use as original equipment in buses to be produced in Canada by a manufacturer of buses.
- (5) Specified commercial vehicles, when imported by a manufacturer of specified commercial vehicles.
- (6) All parts, and accessories and part thereof, except tires, tubes and any machines or other articles required under Canadian tariff item 438a to be valued separately under the tariff items regularly applicable thereto, when imported for use as original equipment in specified commercial vehicles to be produced in Canada by a manufacturer of specified commercial vehicles.
2. (1) "Automobile" means a four-wheeled passenger automobile having a seating capacity for not more than ten persons;
- (2) "Base year" means the period of twelve months commencing on the 1st day of August, 1963 and ending on the 31st day of July, 1964;
- (3) "Bus" means a passenger motor vehicle having a seating capacity for more than 10 persons, or a chassis therefor, but does not include any following vehicle or chassis therefor, namely an electric trackless trolley bus, amphibious vehicle, tracked or half-tracked vehicle or motor vehicle designed primarily for off-highway use;
- (4) "Canadian value added" has the meaning assigned by regulations made under section 273 of the Canadian Customs Act;

(5) "Manufacturer" of vehicles of any following class, namely automobiles, buses or specified commercial vehicles, means, in relation to any importation of goods in respect of which the description is relevant, a manufacturer that

(i) produced vehicles of that class in Canada in each of the four consecutive three months' periods in the base year, and

(ii) produced vehicles of that class in Canada in the period of twelve months ending on the 31st day of July in which the importation is made,

(A) the ratio of the net sales value of which to the net sales value of all vehicles of that class sold for consumption in Canada by the manufacturer in that period is equal to or higher than the ratio of the net sales value of all vehicles of that class produced in Canada by the manufacturer in the base year to the net sales value of all vehicles of that class sold for consumption in Canada by the manufacturer in the base year, and is not in any case lower than seventy-five to one hundred; and

(B) the Canadian value added of which is equal to or greater than than Canadian value added of all vehicles of that class produced in Canada by the manufacturer in the base year;

(6) "Net sales value" has the meaning assigned by regulations made under section 273 of the Canadian Customs Act; and

(7) "Specified commercial vehicle" means a motor truck, motor truck chassis, ambulance or chassis therefor, or hearse or chassis therefor, but does not include:

(a) any following vehicle or a chassis designed primarily therefor, namely a bus, electric trackless trolley bus, amphibious vehicle, tracked or half-tracked vehicle, golf or invalid cart, straddle carrier, motor vehicle designed primarily for off-highway use, or motor vehicle specially constructed and equipped to perform special services or functions, such as, but not limited to, a fire engine, mobile crane, wrecker, concrete mixer or mobile clinic, or

(b) any machine or other article required under Canadian tariff item 438a to be valued separately under the tariff item regularly applicable thereto.

3. The Government of Canada may designate a manufacturer not falling within the categories set out above as being entitled to the benefit of duty-free treatment in respect of the goods described in this annex.

ANNEX B

(1) Motor vehicles for the transport of persons or articles as provided for in items 692.05 and 692.10 of the Tariff Schedules of the United States and chassis therefor, but not including electric trolley buses, three-wheeled vehicles, or trailers accompanying truck tractors, or chassis therefor.

(2) Fabricated components, not including trailers, tires, or tubes for tires, for use as original equipment in the manufacture of motor vehicles of the kinds described in paragraph (1) above.

(3) Articles of the kinds described in paragraphs (1) and (2) above include such articles whether finished or unfinished but do not include any article produced with the use of materials imported into Canada which are products of any foreign country (except materials produced within the customs territory of the United States), if the aggregate value of such imported materials when landed at the Canadian port of entry, exclusive of any landing cost and Canadian duty, was—

(a) with regard to articles of the kinds described in paragraph (1), not including chassis, more than 60 percent until January 1, 1968, and thereafter more than 50 percent of the appraised customs value of the article imported into the customs territory of the United States; and

(b) with regard to chassis of the kinds described in paragraph (1), and articles of the kinds described in paragraph (2), more than 50 percent of the appraised customs value of the article imported into the customs territory of the United States.

APPENDIX B

Public Law 89-283

89th Congress, H.R. 9042

October 21, 1965

AN ACT To provide for the implementation of the Agreement Concerning Automotive Products Between the Government of the United States of America and the Government of Canada, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

TITLE I—SHORT TITLE AND PURPOSES

SHORT TITLE

SECTION 101. This Act may be cited as the "Automotive Products Trade Act of 1965."

PURPOSES

SEC. 102. The purposes of this Act are—

(1) to provide for the implementation of the Agreement Concerning Automotive Products Between the Government of the United States of America and the Government of Canada signed on January 16, 1965 (hereinafter referred to as the "Agreement"), in order to strengthen the economic relations and expand trade in automotive products between the United States and Canada; and

(2) to authorize the implementation of such other international agreements providing for the mutual reduction or elimination of duties applicable to automotive products as the Government of the United States may hereafter enter into.

TITLE II—BASIC AUTHORITIES

IMPLEMENTATION OF THE AGREEMENT

SEC. 201. (a) The President is authorized to proclaim the modifications of the Tariff Schedules of the United States provided for in title IV of his Act.

(b) At any time after the issuance of the proclamation authorized by subsection (a), the President is authorized to proclaim further modifications of the Tariff Schedules of the United States to provide for the duty-free treatment of any Canadian article which is original motor-vehicle equipment (as defined by such Schedules as modified pursuant to subsection (a)) if he determines that the importation of such article, is actually or potentially of commercial significance and that such duty-free treatment is required to carry out the Agreement.

IMPLEMENTATION OF OTHER AGREEMENTS

SEC. 202. (a) Whenever, after determining that such an agreement will afford mutual trade benefits, the President enters into an agreement with the government of a country providing for the mutual elimination of the duties applicable to products of their respective countries which are motor vehicles and fabricated components intended for use as original equipment in the manufacture of such vehicles, the President (in accordance with subsection (d)) is authorized to proclaim such modifications of the Tariff Schedules of the United States as he determines to be required to carry out such agreement.

(b) Whenever, after having entered into an agreement with the government of a country providing for the mutual elimination of the duties applicable to products described in subsection (a), the President, after determining that such further agreement will afford mutual trade benefits, enters into a further agreement with such government providing for the mutual reduction or elimination

of the duties applicable to automotive products other than motor vehicles and fabricated components intended for use as original equipment in the manufacture of such vehicles, the President (in accordance with subsection (d)) is authorized to proclaim such modifications of the Tariff Schedules of the United States as he determines to be required to carry out such further agreement.

(c) Before the President enters into the negotiation of an agreement referred to in subsection (a) or (b), he shall—

(1) seek the advice of the Tariff Commission as to the probable economic effect of the reduction or elimination of duties on industries producing articles like or directly competitive with those which may be covered by such agreement;

(2) give reasonable public notice of his intention to negotiate such agreement (which notice shall be published in the Federal Register) in order that any interested person may have an opportunity to present his views to such agency as the President shall designate, under such rules and regulations as the President may prescribe; and

(3) seek information and advice with respect to such agreement from the Department of Commerce, Labor, State, and the Treasury, and from such other sources as he may deem appropriate.

(d)(1) The President shall transmit to each House of the Congress a copy of each agreement referred to in subsection (a) or (b). The delivery to both Houses shall be on the same day and shall be made to each House while it is in session.

(2) The President is authorized to issue any proclamation to carry out any such agreement—

(A) only after the expiration of the 60-day period following the date of delivery,

(B) only if, between the date of delivery and the expiration of such 60-day period, the Congress has not adopted a concurrent resolution stating in substance that the Senate and House of Representatives disapprove of the agreement, and

(C) in the case of any agreement referred to in subsection (b) with any country, only if there is in effect a proclamation implementing an agreement with such country applicable to products described in subsection (a).

(3) For purposes of paragraph (2) in the computation of the 60-day period there shall be excluded the days on which either House is not in session because of adjournment of more than 3 days to a day certain or an adjournment of the Congress sine die.

(e) This section shall cease to be in effect on the day after the date of the enactment of this Act.

EFFECTIVE DATE OF PROCLAMATIONS

Sec. 203. (a) Subject to subsection (b), the President is authorized, notwithstanding section 514 of the Tariff Act of 1930 (19 U.S.C., sec. 1514) or any other provision of law, to give retroactive effect to any proclamation issued pursuant to section 201 of this Act as of the earliest date after January 17, 1965, which he determines to be practicable.

(b) In the case of liquidated customs entries, the retroactive effect pursuant to subsection (a) of any proclamation shall apply only upon request therefor filed with the customs officer concerned on or before the 90th day after the date of such proclamation and subject to such other conditions as the President may specify.

TERMINATION OF PROCLAMATIONS

Sec. 204. The President is authorized at any time to terminate, in whole or in part, any proclamation issued pursuant to section 201 or 202 of this Act.

SPECIAL REPORTS TO CONGRESS

Sec. 205. (a) No later than August 31, 1968, the President shall submit to the Senate and the House of Representatives a special report on the comprehensive review called for by Article IV(c) of the Agreement. In such report he shall advise the Congress of the progress made toward the achievement of the objectives of Article I of the Agreement.

(b) Whenever the President finds that any manufacturer has entered into any undertaking, by reason of governmental action, to increase the Canadian value added of automobiles, buses, specified commercial vehicles, or original equipment parts produced by such manufacturer in Canada after August 31, 1968, he shall

report such finding to the Senate and the House of Representatives. The President shall also report whether such undertaking is additional to undertakings agreed to in letters of undertaking submitted by such manufacturer before the date of enactment of this Act.

(c) The reports provided for in subsections (a) and (b) of this section shall include recommendations for such further steps, including legislative action, if any, as may be necessary for the achievement of the purposes of the Agreement and this Act.

TITLE III—TARIFF ADJUSTMENT AND OTHER ADJUSTMENT ASSISTANCE

GENERAL AUTHORITY

SEC. 301. Subject to section 302 of this Act, a petition may be filed for tariff adjustment or for a determination of eligibility to apply for adjustment assistance under title III of the Trade Expansion Act of 1962 (19 U.S.C., sec. 1901-1991) as though the reduction or elimination of a duty proclaimed by the President pursuant to section 201 or 202 of this Act were a concession granted under a trade agreement referred to in section 301 of the Trade Expansion Act of 1962.

SPECIAL AUTHORITY DURING TRANSITIONAL PERIOD UNDER THE AGREEMENT

SEC. 302. (a) After the 90th day after the date of the enactment of this Act and before July 1, 1968, a petition under section 301 of this Act for a determination of eligibility to apply for adjustment assistance may be filed with the President by—

(1) a firm which produces an automotive product, or its representative;

or

(2) a group of workers in a firm which produces an automotive product, or their certified or recognized union or other duly authorized representative.

(b) After a petition is filed by a firm or group of workers under subsection (a), the President shall determine whether—

(1) dislocation of the firm or group of workers has occurred or threatens to occur;

(2) production in the United States of the automotive product concerned produced by the firm, or an appropriate subdivision thereof, and of the automotive product like or directly competitive therewith, has decreased appreciably; and

(3)(A) imports into the United States from Canada of the Canadian automotive product like or directly competitive with that produced by the firm, or an appropriate subdivision thereof, have increased appreciably; or

(B) exports from the United States to Canada of the United States automotive product concerned produced by the firm, or an appropriate subdivision thereof, and of the United States automotive product like or directly competitive therewith, have decreased appreciably, and the decrease in such exports is greater than the decrease, if any, in production in Canada of the Canadian automotive product like or directly competitive with the United States automotive product being exported.

(c) If the President makes an affirmative determination under paragraphs (1), (2), and (3) of subsection (b), with respect to a firm or group of workers, he shall promptly certify that as a result of its dislocation the firm or group of workers is eligible to apply for adjustment assistance, unless the President determines that the operation of the Agreement has not been the primary factor in causing or threatening to cause dislocation of the firm or group of workers.

(d) If the President makes an affirmative determination under paragraph (1) but a negative determination under paragraph (2) or (3) of subsection (b), with respect to a firm or group of workers, the President shall determine whether the operation of the Agreement has nevertheless been the primary factor in causing or threatening to cause dislocation of the firm or group of workers. If the President makes such an affirmative determination, he shall promptly certify that as a result of its dislocation the firm or group of workers is eligible to apply for adjustment assistance.

(e)(1) In order to provide the President with a factual record on the basis of which he may make the determinations referred to in subsections (b), (c), and (d)

with respect to a firm or a group of workers, the President shall promptly transmit to the Tariff Commission a copy of each petition filed under subsection (a) and, not later than 5 days after the date on which the petition is filed, shall request the Tariff Commission to conduct an investigation related to questions of fact relevant to such determinations and to make a report of the facts disclosed by such investigation. In his request, the President may specify the particular kinds of data which he deems appropriate. Upon receipt of the President's request, the Tariff Commission shall promptly institute the investigation and promptly publish notice thereof in the Federal Register.

(2) In the course of each investigation conducted under paragraph (1), the Tariff Commission shall, after reasonable notice, hold a public hearing, if such hearing is requested (not later than 10 days after the date of the publication of its notice under paragraph (1)) by the petitioner or any other person showing a proper interest in the subject matter of the investigation, and shall afford interested persons an opportunity to be present, to produce evidence, and to be heard at such hearing.

(3) Not later than 50 days after the date on which it receives the request of the President under paragraph (1), the Tariff Commission shall transmit to the President a report of the facts disclosed by its investigation, together with the transcript of the hearing and any briefs which may have been submitted in connection with such investigation.

(f)(1) The President shall make each final determination under subsection (b) (c), or (d) with respect to a firm or group of workers only after he has sought advice from the Departments of Commerce, Labor, and the Treasury, the Small Business Administration, and such other agencies as he may deem appropriate.

(2) The President shall make each such final determination not later than 15 days after the date on which he receives the Tariff Commission's report, unless, within such period, the President requests additional factual information from the Tariff Commission. In this event, the Tariff Commission shall, not later than 25 days after the date on which it receives the President's request, furnish such additional factual information in a supplemental report, and the President shall make his final determination not later than 10 days after the date on which he receives such supplemental report.

(3) The President shall promptly publish in the Federal Register a summary of each final determination under this section.

(g) Any certification with respect to a group of workers made by the President under this section shall—

(1) specify the date on which the dislocation began or threatens to begin;

and

(2) be terminated by the President whenever he determines that the operation of the Agreement is no longer the primary factor in causing separations from the firm or subdivision thereof, in which case such termination shall apply only with respect to separations occurring after the termination date specified by the President.

(h) Any certification with respect to a firm or a group of workers or any termination of such certification, including the specification of a date in such certification or termination, made by the President under this section shall constitute a certification or termination, including the specification of a date therein, under section 302 of the Trade Expansion Act of 1962 (19 U.S.C., sec. 1902) for purposes of chapter 2 or 3 of title III of that Act.

(i) If a firm which has been certified under this section applies for tax assistance as provided by section 317 of the Trade Expansion Act of 1962, the reference in subsection (a)(2) of such section 317 to a trade or business which was seriously injured by increased imports which the Tariff Commission has determined to result from concessions granted under trade agreements shall be treated as referring to a trade or business which was seriously injured by the operation of the Agreement.

(j) Notwithstanding any provision of chapter 3 of title III of the Trade Expansion Act of 1962 or of this title, applications based on any certification made by the President under this section for—

(1) trade readjustment allowances for weeks of unemployment beginning after January 17, 1965, and before the 90th day after the date of the enactment of this Act, and

(2) relocation allowances for relocations occurring after January 17, 1965, and before such 90th day,

shall be determined in accordance with regulations prescribed by the Secretary of Labor.

(k) The President is authorized to exercise any of his functions under this section through such agency or other instrumentality of the United States Government as he may direct and in conformity with such rules or regulations as he may prescribe.

(l) For purposes of this section—

(1) The term "automotive product" means a motor vehicle or a fabricated component to be used as original equipment in the manufacture of motor vehicles.

(2) The term "dislocation" means—

(A) in the case of a firm, injury to the firm, which may be evidenced by such conditions as idling of productive facilities, inability to operate at a level of reasonable profit, or unemployment or underemployment, and which is of a serious nature; and

(B) in the case of a group of workers, unemployment or underemployment of a significant number or proportion of the workers of a firm or an appropriate subdivision thereof.

(3) The term "firm" includes an individual proprietorship, partnership, joint venture, association, corporation (including a development corporation), business trust, cooperative, trustees in bankruptcy, and receivers under decree of any court. A firm, together with any predecessor, successor, or affiliated firm controlled or substantially beneficially owned by substantially the same persons, may be considered a single firm where necessary to prevent unjustifiable benefits.

(4) The term "operation of the Agreement" includes governmental or private actions in the United States or Canada directly related to the conclusion or implementation of the Agreement.

ADJUSTMENT ASSISTANCE RELATED TO OTHER AGREEMENTS

SEC. 303. At the time the President transmits to the Congress a copy of any agreement pursuant to section 202(d)(1), he shall recommend to the Congress such legislative provisions concerning adjustment assistance to firms and workers as he determines to be appropriate in light of the anticipated economic impact of the reduction or elimination of duties provided for by such agreement.

AUTHORIZATION OF APPROPRIATIONS

SEC. 304. There are hereby authorized to be appropriated such sums as may be necessary from time to time to carry out the provisions of this title, which sums are authorized to be appropriated to remain available until expended.

TITLE IV—MODIFICATIONS OF TARIFF SCHEDULES OF THE UNITED STATES

ENTRY INTO FORCE AND STATUS OF MODIFICATIONS

SEC. 401. (a) The modifications of the Tariff Schedules of the United States provided for in this title shall not enter into force except as proclaimed by the President pursuant to section 201(a) of this Act.

(b) The rates of duty in column numbered 1 of the Tariff Schedules of the United States which are modified pursuant to section 201(a) of this Act shall be treated—

(1) as not having the status of statutory provisions enacted by the Congress, but

(2) as having been proclaimed by the President as being required to carry out a foreign trade agreement to which the United States is a party.

REFERENCES TO TARIFF SCHEDULES

SEC. 402. Whenever in this title a modification is expressed in terms of a modification of an item or other provision, the reference shall be considered to be made to an item or other provision of the Tariff Schedules of the United States (19 U.S.C., sec. 1202). Each page reference "(p.)" in this title refers to the page on which the item or provision referred to appears both in part II of the Federal Register for August 57, 1963, and in volume 77A of the United States Statutes at Large.

DEFINITION OF CANADIAN ARTICLE

SEC. 403. In general headnote 3 (pp. 11 and 12) redesignate paragraphs (d), (e), and (f) as paragraphs (e), (f); and (g), respectively, and insert a new paragraph (d) as follows:

“(d) Products of Canada.

“(i) Products of Canada imported into the customs territory of the United States, whether imported directly or indirectly, are subject to the rates of duty set forth in column numbered 1 of the schedules. The rates of duty for a Canadian article, as defined in subdivision (d)(ii) of this headnote, apply only as shown in the said column numbered 1.

“(ii) The term ‘Canadian article’, as used in the schedules, means an article which is the product of Canada, but does not include any article produced with the use of materials imported into Canada which are products of any foreign country (except materials produced within the customs territory of the United States), if the aggregate value of such imported materials when landed at the Canadian port of entry (that is, the actual purchase price, or, if not purchased, the export value, of such materials, plus, if not included therein, the cost of transporting such materials to Canada but exclusive of any landing cost and Canadian duty) was—

“(A) with regard to any motor vehicle or automobile truck tractor entered on or before December 31, 1967, more than 60 percent of the appraised value of the article imported into the customs territory of the United States; and

“(B) with regard to any other article (including any motor vehicle or automobile truck tractor entered after December 31, 1967), more than 50 percent of the appraised value of the article imported into the customs territory of the United States.”

DEFINITION OF ORIGINAL MOTOR-VEHICLE EQUIPMENT

SEC. 404. In the headnotes for subpart B, part 6, schedule 6 add after headnote 1 (p. 325) the following new headnote:

“2. Motor Vehicles and Original Equipment Therefor of Canadian Origin.—(a) The term ‘original motor-vehicle equipment’, as used in the schedules with reference to a Canadian article (as defined by general headnote 3(d)), means such a Canadian article which has been obtained from a supplier in Canada under or pursuant to a written order, contract, or letter of intent of a bona fide motor-vehicle manufacturer in the United States, and which is a fabricated component intended for use as original equipment in the manufacture in the United States of a motor vehicle, but the term does not include trailers or articles to be used in their manufacture.

“(b) The term ‘motor vehicle’, as used in this headnote, means a motor vehicle of a kind described in item 692.05 or 692.10 of this subpart (excluding an electric trolley bus and a three-wheeled vehicle) or an automobile truck tractor.

“(c) The term ‘bona fide motor-vehicle manufacturer’, as used in this headnote, means a person who, upon application to the Secretary of Commerce, is determined by the Secretary to have produced no fewer than 15 complete motor vehicles in the United States during the previous 12 months, and to have installed capacity in the United States to produce 10 or more complete motor vehicles per 40-hour week. The Secretary of Commerce shall maintain, and publish from time to time in the Federal Register, a list of the names and addresses of bona fide motor-vehicle manufacturers.

“(d) If any Canadian article accorded the status of original motor-vehicle equipment is not so used in the manufacture in the United States of motor vehicles, such Canadian article or its value (to be recovered from the importer or other person who diverted the article from its intended use as original motor-vehicle equipment) shall be subject to forfeiture, unless at the time of the diversion of the Canadian article the United States Customs Service is notified in writing, and, pursuant to arrangements made with the Service—

“(i) the Canadian article is, under customs supervision, destroyed or exported, or

“(ii) duty is paid to the United States Government in an amount equal to the duty which would have been payable at the time of entry if the Canadian article had not been entered as original motor-vehicle equipment.”

IDENTIFICATION OF AUTOMOTIVE PRODUCTS

Sec. 405. (a) Redesignate item 692.25 (p. 326) as 692.27; in headnote 1(b) of subpart B, part 6, schedule 6 (p. 325) substitute "item 692.27" in lieu of "item 692.25"; and insert in proper numerical sequence new items as follows.

"	692.06	If Canadian article, but not including any electric trolley bus, three-wheeled vehicle, or trailer accompanying an automobile truck tractor (see general headnote 3(d)).....	Free	"
"	692.11	If Canadian article, but not including any three-wheeled vehicle (see general headnote 3(d)).....	Free	"
"	692.21	Chassis, if Canadian article, except chassis for an electric trolley bus, or a three-wheeled vehicle; bodies (including cabs), if Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart).....	Free	"
"	692.23	Chassis, if Canadian article, except chassis designed primarily for a vehicle described in item 692.15 or a three-wheeled vehicle; bodies (including cabs), if Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart).....	Free	"
"	692.25	If Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart).....	Free	"
"	692.28	Automobile truck tractors, if Canadian article; other articles, if Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart).....	Free	"

(a) Insert in proper numerical sequence new items as follows:

"	361.90	Any article described in the foregoing items 360.20 to 360.70, inclusive, 360.80, 361.80, or 361.85, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6).....	Free	"
"	516.98	Any article described in the foregoing items 516.71 to 516.76, inclusive, or 516.94, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)....	Free	"
"	646.79	Any article described in the foregoing item 646.20 and items 646.40 to 646.78, inclusive (except 646.45 and 646.47), if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6).....	Free	"
"	652.39	Any article described in the foregoing items 652.12 to 652.38, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6).....	Free	"
"	658.10	Any article described in the foregoing items 657.09 to 658.00, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6).....	Free	"
"	682.65	Any article described in the foregoing items 682.10 to 682.60, inclusive (except 682.50), if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6).....	Free	"
"	685.55	Any article described in the foregoing items 685.20 to 685.50, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6).....	Free	"
"	721.20	Any article in the foregoing items covering clocks, clock movements, clock cases and dials and parts thereof, plates (720.67), assemblies and subassemblies for clock movements, and other parts for clock movements, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6).....	Free	"

(c) Insert in proper numerical sequence new items 355.27, 389.80, 728.30, 745.80, and 774.70, each having an article description and rate as follows:

"	Any article described in the foregoing provisions of this subpart, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6).....	Free	"
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(d) Redesignate item 613.16 as 613.18, item 652.85 as 652.84, item 652.87 as 652.88, item 680.34 as 680.33, item 680.58 as 680.60, item 680.59 as 680.70, item 680.60 as 680.90, and item 711.91 as 711.93; and insert in proper numerical sequence new items as follows:

207.01	652.89	683.11
220.46	660.43	683.16
357.91	660.45	683.61
357.96	660.47	683.66
358.03	660.51	684.41
517.82	660.53	684.63
535.15	660.55	684.71
540.72	660.86	685.71
544.18	660.93	685.81
544.32	660.95	685.91
544.42	661.11	686.11
544.52	661.13	686.23
544.55	661.16	686.61
545.62	661.21	686.81
545.64	661.36	687.51
547.16	661.93	687.61
610.81	661.96	688.13
613.16	662.36	688.41
631.19	662.51	711.85
618.48	664.51	711.91
620.47	678.51	711.99
642.21	680.21	712.51
642.86	680.23	727.07
642.88	680.28	772.66
646.93	680.31	772.81
647.02	680.34	772.86
647.06	680.36	773.26
652.10	680.58	773.31
652.76	680.91	791.81
652.85	682.71	791.91
652.87	692.91	

each such item having the article description "If Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6) * * *" subordinate to the immediately preceding article description, and having "Free" in rate of duty column numbered 1.

TITLE V—GENERAL PROVISIONS

AUTHORITIES

Sec. 501. The head of any agency performing functions authorized by this Act may—

- (1) authorize the head of any other agency to perform any of such functions; and
- (2) prescribe such rules and regulations as may be necessary to perform such functions.

ANNUAL REPORT

Sec. 502. The President shall submit to the Congress an annual report on the implementation of this Act. Such report shall include information regarding new negotiations, reductions or eliminations of duties, reciprocal concessions obtained, and other information relating to activities under this Act. Such report shall also include information providing an evaluation of the Agreement and this Act in relation to the total national interest, and specifically shall include, to the extent practicable, information with respect to—

- (1) the production of motor vehicles and motor vehicle parts in the United States and Canada.
- (2) the retail prices of motor vehicles and motor vehicle parts in the United States and Canada,
- (3) employment in the motor vehicle industry and motor vehicle parts industry in the United States and Canada, and
- (4) United States and Canadian trade in motor vehicles and motor vehicle parts, particularly trade between the United States and Canada.

APPLICABILITY OF ANTIDUMPING AND ANTITRUST LAWS

SEC. 503. Nothing contained in this Act shall be construed to affect or modify the provisions of the Anti-Dumping Act, 1921 (19 U.S.C. 160-173), or of any of the antitrust laws as designated in section 1 of the Act entitled "An Act to supplement existing laws against unlawful restraints and monopolies, and for other purposes", approved October 15, 1914 (15 U.S.C. 12).

TITLE VI—MISCELLANEOUS PROVISIONS

JOINT COMMITTEE ON REDUCTION OF NONESSENTIAL FEDERAL EXPENDITURES

SEC. 601. Section 601(e) of the Revenue Act of 1941 (55 Stat. 726) (relating to the Joint Committee on Reduction of Nonessential Federal Expenditures) is amended to read as follows:

"(e) There are hereby authorized to be appropriated such sums as may be necessary to carry out the provisions of this section."

Approved October 21, 1965.

LEGISLATIVE HISTORY

- House Reports: No. 537 (Committee on Ways and Means) and No. 1115 (committee of conference).
- Senate Report No. 782 (Committee on Finance).
- Congressional Record, vol. 111 (1965):
 - Aug. 31: Considered and passed House.
 - Sept. 28, 29: Considered in Senate.
 - Sept. 30: Considered and passed Senate, amended.
 - Oct. 5: Senate agreed to conference report.
 - Oct. 8: House agreed to conference report.

APPENDIX C

PRESIDENTIAL DOCUMENTS

[From the Federal Register, vol. 30, No. 209, Oct. 28, 1965]

TITLE 3—THE PRESIDENT

PROCLAMATION 3682

**IMPLEMENTING AGREEMENT CONCERNING AUTOMOTIVE PRODUCTS BETWEEN THE
UNITED STATES AND CANADA**

By the President of the United States of America

A PROCLAMATION

WHEREAS the United States and Canada on January 16, 1965, entered into an Agreement Concerning Automotive Products, which provides that Canada shall accord duty-free treatment to imports of certain automotive products of the United States and that, after enactment of implementing legislation, the United States shall accord duty-free treatment to certain automotive products of Canada retroactively to the earliest date administratively possible following the date on which the agreement has been implemented by Canada (art. II, 89th Cong. 1st sess., H. Rep. 537, 38);

WHEREAS the agreement of January 16, 1965, was implemented by Canada through the granting of the requisite duty-free treatment to United States products on January 18, 1965;

WHEREAS titles II and IV of the Automotive Products Trade Act of 1965 have been enacted to provide for modifications of the Tariff Schedules of the United States (19 U.S.C. 1202) to implement the agreement of January 16, 1965, such modifications to enter into force in the manner proclaimed by the President (79 Stat. 1016);

WHEREAS sections 201(a) and 203 of the Automotive Products Trade Act of 1965 authorize the President to proclaim the modifications of the Tariff Schedules of the United States provided for in sections 403, 404, and 405 of that Act with retroactive effect as of the earliest date after January 17, 1965, which he determines to be practicable, and section 401(b) of that Act provides that the rates of duty in column numbered 1 of the tariff schedules that are modified pursuant to such proclamation shall be treated as having been proclaimed by the President as being required to carry out a foreign trade agreement to which the United States is a party (79 Stat. 1016); and

WHEREAS I determine that the earliest date, after January 17, 1965, as of which it is practicable to give retroactive effect to this proclamation is January 18, 1965:

NOW, THEREFORE, I, LYNDON B. JOHNSON, under the authority vested in me by the Constitution and the statutes, particularly sections 201(a) and 203 of the Automotive Products Trade Act of 1965, do proclaim (1) that the modifications of the Tariff Schedules of the United States provided for in sections 403 and 404 of that Act shall enter into force on the day following the date of this proclamation, and (2) that the modifications of the tariff schedules provided for in section 405 of that Act shall enter into force on December 20, 1965, effective with respect to articles which are or have been entered for consumption, or for warehouse, on or after January 18, 1965.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this twenty-first day of October in the year of our Lord nineteen hundred and sixty-five, and of the Independence of [SEAL] the United States of America the one hundred and ninetieth.

LYNDON B. JOHNSON

By the President:
DEAN RUSK,
Secretary of State.

APPENDIX D

United States Bona Fide Motor Vehicle Manufacturers List as of May 1, 1972

Action-Age, Inc.
18780 Cranwood Parkway
Cleveland, Ohio 44128
September 1, 1971

Haywood Adams Brake Service
116 Carroll Street, P.O. Box 565
Thomasville, Georgia 31792
January 18, 1972

Advanced Equipment Corporation
51-55 Delancey Street
Newark, New Jersey 07105
June 1, 1971

Allentown Brake & Wheel Service, Inc.
Route 22 Kuhnsville
R.D. #3
Allentown, Pennsylvania 18104
October 19, 1971

AMF Incorporated
Whiteford Road
York, Pennsylvania 17402
May 2, 1971

AM General Corporation
(formerly Jeep Corporation)
32500 Van Born Street
Wayne, Michigan 48184
April 1, 1972

American La France
Division A-OT-0 Inc.
100 East La France Street
Elmira, New York 14902
July 8, 1971

American Motors Corporation
14250 Plymouth Road
Detroit, Michigan 48232
January 18, 1972

American Trailer Service Inc.
2814 North Cleveland Avenue
St. Paul, Minnesota 55113
January 18, 1972

American Trailers, Inc.
5702 E. Admiral Place (Box 15708)
Tulsa, Oklahoma 74115
October 27, 1971

American Trailers, Inc.
1500 Exchange Avenue
Oklahoma City, Oklahoma 73101
January 18, 1972

Anthor's Welding Service, Inc.
Route 52 East
Walden, New York 12586
July 9, 1971

Antietam Equipment Corporation
P.O. Box 91
Hagerstown, Maryland 21740
January 1, 1972

Applied Services Corporation
2813 Juniper Street (P.O. Box 376)
Merrifield, Virginia 22116
September 13, 1971

Arctic Enterprises, Inc.
P.O. Box 635
Thief River Falls, Minnesota 56701
August 1, 1971

Ariens Company
655 West Ryan Street
Brillion, Wisconsin 54110
August 10, 1971

ATECO Equipment Company
1241 Rodi Road
Wilkins Twp.
Turtle Creek, Pennsylvania 15145
October 14, 1971

ATV Manufacturing Co.
1215 William Flynn Highway
Route 8
Glenshaw, Pennsylvania 15116
October 1, 1971

Automotive Service Company
111-113 North Waterloo
Jackson, Michigan 49201
January 18, 1972

Avanti Motor Corporation
765 South Lafayette Blvd.
South Bend, Indiana 46623
January 10, 1972

Barrett Equipment, Inc.
Route 3
Hooksett, New Hampshire 03106
April 1, 1972

Bethlehem Fabricators, Inc.
1700 Riverside Drive
Bethlehem, Pennsylvania 18016
January 20, 1972

Donald Billings, Inc.
555 Longfellow Avenue
Bronx, New York 10474
May 12, 1971

Adam Black & Sons, Inc.
276-300 Tonnele Avenue
Jersey City, New Jersey 07306
January 18, 1972

Blue Bird Body Company
P.O. Box 937
Fort Valley, Georgia 31030
January 18, 1972

Boyertown Auto Body Works, Inc.
3rd & Walnut Streets
Boyertown, Pennsylvania 19512
September 1, 1971

Brake & Equipment Co. Inc.
1801 North Mayfair Road
Milwaukee, Wisconsin 53226
January 1, 1972

Brake Service and Parts, Inc.
170 Washington Street (P.O. Box 774)
Bangor, Maine 04401
January 18, 1972

Bristol-Donald Co. Inc.
Bristol-Donald Manufacturing Corp.
50 Roanoke Avenue
Newark, New Jersey 07105
January 1, 1972

Bus Andrews Equipment Sales &
Service, Inc.
2828 East Kearney Street
Springfield, Missouri 65803
December 1, 1971

The Carnegie Body Company
9500 Brookpark Road
Cleveland, Ohio 44129
January 18, 1972

Champion Carriers, Inc.
4600 S. Mingo Road
P.O. Box 2651
Tulsa, Oklahoma 74101
October 20, 1971

Checker Motors Corporation
2016 N. Pitcher Street
Kalamazoo, Michigan 49007
January 1, 1972

Chrysler Corporation
341 Massachusetts Avenue
Highland Park, Michigan 48231
January 18, 1972

B.M. Clark Co., Inc.
Union, Maine 04862
January 14, 1972

Clark Equipment Company
Brown Trailer Division
P.O. Box 410
Michigan City, Indiana 46360
October 15, 1971

Clement-Braswell Trailer, Inc.
P.O. Box 914
Minden, Louisiana 71055
October 19, 1971

Fred Clement & Co., Inc.
2020 Lemoyne Street
Syracuse, New York 13211
July 1, 1971

Coder Services, Inc.
420 Hopkins Street
Buffalo, New York 14220
February 17, 1972

Coment Corporation
Spokane Industrial Park
Spokane, Washington 99216
January 18, 1972

Commercial Body Corporation
200 - 68th Place
P.O. Box 8514
Seat Pleasant, Maryland 20027
November 4, 1971

Commercial Truck & Trailer, Inc.
313 North State Street
Girard, Ohio 44420
January 1, 1972

Connell Motor Truck Co. of Fresno
2832 Church Avenue
Fresno, California 93766
January 15, 1972

Cook Body Company
3701 Harlee Avenue
Charlotte, North Carolina 28208
October 22, 1971

Cortez Corporation
777 Stow Street
Kent, Ohio 44240
February 1, 1972

O.R. Cote Company
556 St. James Avenue
P.O. Box 8 Highland Station
Springfield, Massachusetts 01109
June 16, 1971

Grenshaw Corporation
1700 Commerce Road
P.O. Box 4217
Richmond, Virginia 23224
April 1, 1972

Critzler Equipment Company, Inc.
E. 3804 Front Avenue (P.O. Box 152)
Spokane, Washington 99210
January 10, 1972

Cross Truck Equipment Company, Inc.
5130 - 18th Street, S.W.
Canton, Ohio 44706
August 23, 1971

Crown Coach Corporation
2500 East 12th Street
Los Angeles, California 90021
March 20, 1972

Dade Trailer Sales and Service, Inc.
2960 N.W. 73rd Street
Miami, Florida 33147
December 2, 1971

Daleiden Auto Body & Mfg. Corp.
425 E. Vine Street
Kalamazoo, Michigan 49001
January 12, 1972

Daybrook-Ottawa Division
Gulf & Western Metals Forming Company
1313 North Hickory Street (P.O. Box 49)
Ottawa, Kansas 66067
January 1, 1972

Dealers Truck Equipment Co., Inc.
2460 Midway Street
P.O. Box 1435, MCA
Shreveport, Louisiana 71108
January 17, 1972

Dealers Truckstell Sales, Inc.
653 Beale Street
P.O. Box 1020
Memphis, Tennessee 38101
January 1, 1972

Chet Decker Auto Sales
300 Lincoln Avenue
Hawthorne, New Jersey 07506
November 3, 1971

John Deere Horicon Works
of Deere & Company
Horicon, Wisconsin 53032
June 1, 1971

De Martini Oil Equipment Service, Inc.
Columbia Turnpike
Rensselaer, New York 12144
May 25, 1971

Diamond Reo Trucks, Inc.
1331 South Washington Avenue
Lansing, Michigan 48920
October 26, 1971

Divco Truck Co. of Transairco, Inc.
London Road Extension (P.O. Drawer "B")
Delaware, Ohio 43015
July 1, 1971

Dufrane Motor Distributors, Inc.
417 E. Main Street
Malone, New York 12953
May 15, 1972

Dyna Truck Division
Dynamics Corp. of America
217 Kossuth Street
Bridgeport, Connecticut 06608
April 26, 1972

Eastern Tank Corporation
290 Pennsylvania Avenue
Paterson, New Jersey 07503
January 1, 1972

Economy Motors, Inc.
3102 W. 1st Street
Duluth, Minnesota 55806
November 22, 1971

Eggimann Motor & Equipment Sales, Inc.
P.O. Box 1628
1813 West Beltline Highway
Madison, Wisconsin 53701
November 8, 1971

Eight Point Trailer Corporation
6100 E. Washington Blvd.
Los Angeles, California 90040
January 18, 1972

Elder International, Inc.
5875 North Loop
Houston, Texas 77001
December 1, 1971

Elkhart Welding Boiler Works, Inc.
2132 South Maine Street
Elkhart, Indiana 46514
October 20, 1971

Equipment Service, Inc.
40 Airport Road
Hartford, Connecticut 06114
April 1, 1972

E. & R. Trailer Sales Inc.
R.R. #1
Middle Point, Ohio 45863
December 6, 1971

John Evans Manufacturing Co. Inc.
2 Mi South, Highway 15-A
Sumter, South Carolina 29150
January 1, 1972

Farmington Engineering, Inc.
493 Ash Street
P.O. Box 128
Farmington, Minnesota 55024
December 1, 1971

Fleet Equipment Co.
10605 Harry Hines (P.O. Box 20578)
Dallas, Texas 75220
December 1, 1971

The Flxible Co.
326 - 332 N. Water Street
Loudonville, Ohio 44842
January 1, 1972

FMC Corporation
Bolens Division
215 S. Park Street
Port Washington, Wisconsin 53074
April 1, 1972

FMC Corporation, Riverside Division
3075 Fourteenth Street
Riverside, California 92502
January 1, 1972

Ford Motor Company
The American Road
Dearborn, Michigan 48121
January 18, 1972

Fox Corporation
1111 W. Racine Street
Janesville, Wisconsin 53545
January 18, 1972

F & P. Truck & Trailer Equipment
Div. of F & P Brakelyne Service, Inc.
264 Central Avenue
Newark, New Jersey 07103
October 18, 1971

Freightliner Corp.
2525 S.W. Third Avenue
Portland, Oregon 97201
December 14, 1971

Fruehauf Corporation
10900 Harper Avenue
Detroit, Michigan 48232
December 1, 1971

FTS Corporation and Chaparrel
Industries, Inc.
5995 N. Washington Street
Denver, Colorado 80216
July 8, 1971

FWD Corporation
105 E. 12th Street
Clintonville, Wisconsin 54929
January 1, 1972

Gallagher's Tank & Equipment, Inc.
317 West Service Road
Hartford, Connecticut 06120
June 1, 1971

Peter Garafano & Son, Inc.
264 Wabash Avenue
Paterson, New Jersey 07503
June 3, 1971

General Motors Corporation
3044 West Grand Blvd.
Detroit, Michigan 48202
January 18, 1972

General Trailer Co. Inc.
546 W. Wilkins Street
Indianapolis, Indiana 46225
January 27, 1972

The Gertsenslager Company
1425 East Bowman Street
Wooster, Ohio 44691
July 1, 1971

Gidley-Eschenheimer Corporation
858 Providence Highway
Dedham, Massachusetts 02026
July 15, 1971

Gilson Brothers Company
P.O. Box 152, Highway 57
Plymouth, Wisconsin 53073
September 26, 1971

Gooch Brake and Equipment Co.
531 Grand Avenue
Kansas City, Missouri 64106
January 11, 1972

Harley-Davidson Motor Co., Inc.
3700 West Juneau Avenue North
Milwaukee, Wisconsin 53201
April 1, 1972

Harris Rim and Wheel, Inc.
525 Peters Street, S.W.
Atlanta, Georgia 30310
January 1, 1972

Hawkeye Truck Equipment Co.
5800 -2n Avenue
Des Moines, Iowa 50313
October 28, 1971

Hendrickson Manufacturing Co.
8001 West 47th Street
Lyons, Illinois 60534
January 1, 1972

Herter's, Inc.
Route 1
Wesaca, Minnesota 59093
May 15, 1972

The Hess & Eisenhardt Co.
8959 Blue Ash Road
Cincinnati, Ohio 45242
January 9, 1972

Hews Body Co.
190 Rumery Street
South Portland, Maine 04106
January 18, 1972

H. & H. Truck Tank Co., Inc.
745 Tonnele Avenue
Jersey City, New Jersey 07307
September 30, 1971

Highway Products, Inc.
789 Stow Street
Kent, Ohio 44240
March 27, 1972

Hobbs Trailers
609 North Main Street
Fort Worth, Texas 76101
February 1, 1972

O.G. Hughes & Sons, Inc.
4816 Rutledge Pike (Box 6148)
Knoxville, Tennessee 37914
January 1, 1972

IME Boats, a Division of
Apeco Corp.
500 W. Lincoln Road (P.O. Box 321)
Iola, Kansas 66749
October 1, 1971

International Harvester Co.
401 North Michigan Avenue
Chicago, Illinois 60611
January 18, 1972

Iroquois Manufacturing Co., Inc.
Richmond Road
Hinesburg, Vermont 05461
July 1, 1971

Jeep Corporation
14250 Plymouth Road
Detroit, Michigan 48232
January 1, 1972

Kay-Wheel Sales Co.
Van Kirk Street at State Road
Philadelphia, Pennsylvania 19135
January 1, 1972

Kenworth Motor Truck Co.
8801 East Marginal Way South
Seattle, Washington 98124
January 5, 1972

L.W. Ledwell & Son, Inc.
P.O. Box 1106
Texarkana, Texas 75501
January 18, 1972

Leisure Design Corp.
Route 3, Box 706
Excelsior, Minnesota 55331
December 1, 1971

Leisure Vehicles, Inc.
2766 Elliott Street
Troy, Michigan 48084
January 25, 1972

Leland Equipment Co.
7777 E. 42nd Place South (Box 45128)
Tulsa, Oklahoma 74145
January 18, 1972

Liberty Oil Equipment Co. Inc.
82 Cherry Street
East Hartford, Connecticut 06108
May 1, 1972

Long Trailer Service, Inc.
Henderson Road (P.O. Box 5105 Sta. "B")
Greenville, South Carolina 29606
March 1, 1972

Machine Products Inc.
6600 S. County Road 18
Eden Prairie, Minnesota 55343
January 1, 1972

Mack Trucks, Inc.
Box M.
Allentown, Pennsylvania 18105
January 18, 1972

Madison Truck Equipment
2410 S. Stoughton Road
Madison, Wisconsin 53716
October 21, 1971

Jay Madsen Division
Air Springs, Inc.
126-136 Linden Street
Allentown, Pennsylvania 18101
January 1, 1972

Mallard Coach Div. of The Entwistle Co.
P.O. Box 378
603 Hi-Mount Road
West Bend, Wisconsin 53095
January 12, 1972

Manning Equipment, Inc.
3709 Bishop Lane
P.O. Box 18093
Louisville, Kentucky 40218
April 16, 1972

Mansfield Aircraft Products Co.
Mansfield Lahm Airport
Mansfield, Ohio 44901
July 1, 1971

Massey-Ferguson Inc.
1901 Bell Avenue
Des Moines, Iowa 50315
-and-

Badger Northland Inc. a subsidiary
of Massey-Ferguson Inc.
215 West Second Street
Kaukauna, Wisconsin 53130
July 1, 1972

Mercury Marine, Division of
Brunswick Corporation
1939 Pioneer Road
Fond du Lac, Wisconsin 54935
June 24, 1971

Merit Trunk & Body, Inc.
707 Gilman Street
Berkeley, California 94710
January 18, 1972

Mickey Truck Bodies, Inc.
P.O. Box 1925
1505 Bethel Drive
High Point, North Carolina 27261
June 30, 1971

Middlekauff, Inc.
1615 Ketcham Avenue
Toledo, Ohio 43608
January 18, 1972

Mid West Truck Equipment Sales Corp.
640 East Pershing Road
Decatur, Illinois 62526
January 18, 1972

Moline Body Company
222 - 52nd Street
Moline, Illinois 61265
January 6, 1972

Monon Trailer Inc.
P.O. Box 446
Monon, Indiana 47959
April 8, 1972

Moore and Sons, Inc.
2900 Airways Blvd. (P.O. Box 30091)
Memphis, Tennessee 38130
January 1, 1972

Motor Coach Industries, Inc.
Pembina, North Dakota 58271
January 18, 1972

Motor Truck Equipment Corporation
P.O. Box 47385
Dallas, Texas 75247
January 18, 1972

M & R Sales, Inc.
6640 County Trk. Avenue
Neenah, Wisconsin 54956
October 5, 1971

MTD Products Inc.
5389 West 130th Street
P.O. Box 2741
Cleveland, Ohio 44111
September 14, 1971

Murphy Body Distributors, Inc.
310 Herring Avenue (P.O. Box 1409)
Wilson, North Carolina 27893
November 22, 1971

Mutual Truck Parts Co., Inc.
2000 S. Wabash Avenue
Chicago, Illinois 60616
April 16, 1971

Mutual Wheel Company
2345 Irving Blvd.
Moline, Illinois 61265
October 27, 1971

Neil's Automotive Service, Inc.
167 E. Kalamazoo Avenue
Kalamazoo, Michigan 49006
January 1, 1972

Nelson Manufacturing Company
Route #1
Ottawa, Ohio 45875
January 18, 1972

New England Oil Burner Company
Recreational Vehicles Mfg. Inc.
Jamie Jacobs (Owner)
Colchester, Vermont 05446
January 8, 1972

NYE, Inc.
250 E. Fourth Street
Fostoria, Ohio 44830
January 18, 1972

Ohio Body Mfg. Co.
New London, Ohio 44851
January 1, 1972

Ohio Truck Equipment, Inc.
4100 Rev Drive
Cincinnati, Ohio 45232
May 1, 1972

Olson Bodies, Inc.
600 Old Country Road
Garden City, New York 11530
November 1, 1971

Chas. Olson & Sons, Inc.
2945 Pillsbury Avenue
Minneapolis, Minnesota 55408
April 14, 1972

Olson Trailer & Body Builders Co. Inc.
2740 S. Ashland Avenue (P.O. Box 2445)
Green Bay, Wisconsin 54306
January 18, 1972

Oshkosh Truck Corporation
2307 Oregon Street
Oshkosh, Wisconsin 54901
January 18, 1972

Outboard Marine Corporation
100 Pershing Road
Waukegan, Illinois 60085
January 18, 1972

Pacific Car & Foundry Co.
777 - 106th Avenue, N.E.
P.O. Box 1518
Bellevue, Washington 98009
January 18, 1972

Palmer Spring Company
355 Forest Avenue
Portland, Maine 04101
January 18, 1972

Palmer Spring Co.
399 Willow Street
Manchester, New Hampshire 03103
November 4, 1971

Palmer Trailer Sales Co. Inc.
162 Park Street
Palmer, Massachusetts 01069
January 18, 1972

Peabody Galion Corporation
P.O. Box 607
500 Sherman Street
Galion, Ohio 44833
August 24, 1971

Peerless Trailer & Truck Service, Inc.
18205 S. W. Boones Ferry Road
P.O. Box 447
Tualatin, Oregon 97062
January 8, 1972

Perfection Equipment Company
7 South Pennsylvania
Oklahoma City, Oklahoma 73107
January 12, 1972

Peterbilt Motors Co.
Division of Pacific Car & Foundry Co.
38801 Cherry Street
P.O. Box 404
Newark, California 94560
January 16, 1972

Phoenix Manufacturing Incorporated
375 West Union Street
Nanticoke, Pennsylvania 18634
November 5, 1971

Polaris Industries
Division of Textron, Inc.
Roseau, Minnesota 56751
August 2, 1971

C.E. Pollard Company
13575 Auburn Avenue
Detroit, Michigan 48223
July 27, 1971

Power Brake Company, Inc.
1506 W. Morehead Street
Charlotte, North Carolina 28201
January 17, 1972

Power Brake Service & Equipment Co., Inc.
1022 Carnegie Avenue
Cleveland, Ohio 44115
October 21, 1971

Providence Body Co.
Elmwood Station (P.O. Box 2783)
Providence, Rhode Island 02907
June 1, 1971

Quality Truck Equipment Co.
Route 66 and Mercer Avenue
P.O. Box 420
Bloomington, Illinois 61701
November 15, 1971

Quality Truck Equipment Co.
I-74 & Prospect Avenue
P.O. Box 696
Champaign, Illinois 71820
November 15, 1971

Raleigh Spring & Brake Service, Inc.
P.O. Box 25518
1813 S. Saunders Street
Raleigh, North Carolina 27611
November 3, 1971

Recreatives, Inc.
30 French Road
Buffalo, New York 14227
April 15, 1972

Rectrans, Inc.
Division of White Motor Co.
800 Whitney Avenue
Brighton, Michigan 48116
May 10, 1972

Reliable Spring Company, Inc.
10557 S. Michigan Avenue
Chicago, Illinois 60628
January 20, 1972

Roanoke Welding Co.
2016 Russell Avenue, S.W.
P.O. Box 4373
Roanoke, Virginia 26015
January 1, 1972

Rowland Truck Equipment, Inc.
2900 Northwest 73rd Street
P.O. Box 398
Miami, Florida 33147
-and-
2265 W. Beaver Street
P.O. Box 2006
Jacksonville, Florida 32203
November 19, 1971

Rupp Manufacturing Inc.
1776 Airport Road
Mansfield, Ohio 44903
October 3, 1971

Schafer Body, Inc.
5009 Superior Avenue
Cleveland, Ohio 44103
August 16, 1971

Schien Body & Equipment Co., Inc.
North on University
Carlinville, Illinois 62626
January 18, 1972

Scientific Brake & Equipment Co.
314 W. Genesee Avenue
Saginaw, Michigan 48602
January 19, 1972

Schweigers, Inc.
South Highway 81
Watertown, South Dakota 57201
January 18, 1972

Scorpion, Inc.
Box 300
Crosby, Minnesota 56441
April 29, 1972

Sharpsville Steel Equipment Company
6th and Main Streets
Sharpsville, Pennsylvania 16150
January 2, 1972

Sicard Industries, Inc.
Subsidiary Pacific Car & Foundry Co.
Purdy Avenue
Watertown, New York 13601
August 9, 1971

Simpson Equipment Corporation
P.O. Box 1017
Wilson, North Carolina 27893
January 3, 1972

Smith-Moore Body Co., Inc.
Brook Road at Lombardy Street
P.O. Box 27287
Richmond, Virginia 23261
January 18, 1972

Southeastern Equipment, Inc.
1105 Pulaski Street
Columbia, South Carolina 29201
November 22, 1971

South Florida Engineers, Inc.
5911 E. Buffalo Avenue
P.O. Box 11927
Tampa, Florida 33610
July 2, 1971

S.S. Automobiles, Inc.
161 W. Wisconsin Avenue - Suite 6164
Milwaukee, Wisconsin 53203
May 22, 1972

Steffen, Inc.
623 West 7th Street
Sioux City, Iowa 51103
November 4, 1971

Superior Coach Corporation
Sheller-Globe Corporation
1200 East Kibby Street
Lima, Ohio 45802
March 20, 1972

Swab Wagon Company, Inc.
21 S. Callowhill Street
Elizabethville, Pennsylvania 17023
May 7, 1972

Syracuse Auto Parts, Inc.
120 N. Geddes Street
Syracuse, New York 13201
January 18, 1972

Thiokol Chemical Corporation
2503 N. Main Street
P.O. Box 407
Logan, Utah 84321
January 15, 1972

Perly A. Thomas Car Works, Inc.
1408 Courtesy Road
High Point, North Carolina 27261
August 1, 1971

The Trailer Shop
2017 Hwy. 41 North
Evansville, Indiana 47711
October 27, 1971

Transport Equipment Co.
3400 - 6th Avenue, South
Seattle, Washington 98134
January 18, 1972

Travco Corporation
6894 Maple Valley Road
Brown City, Michigan 48416
May 1, 1971

The Treco Corp., d/b/a
Weaver Trailer & Body Co.
1355 W. Mound Street
Columbus, Ohio 43223
January 15, 1972

Truck Equipment Company
1911 S.W. Washington Street
Peoria, Illinois 61602
January 18, 1972

Truck Equipment, Inc.
680 Potts Avenue
P.O. Box 3280
Green Bay, Wisconsin 54303
January 18, 1972

Truck Equipment Sales
301 South 4th Street
P.O. Box 389
Murray, Kentucky 42071
December 1, 1971

Truck Parts & Equipment, Inc.
4501 West Esthner
Wichita, Kansas 67209
November 11, 1971

Truck and Trailer Sales Corporation
3828 Augusta Road
P.O. Box 7015
Savannah, Georgia 31408
December 22, 1971

Truck & Transportation Equipment
Company, Inc.
P.O. Box 10455
New Orleans, Louisiana 70121
January 1, 1972

Tuff Boy, Inc.
5151 E. Almondwood Drive
Manteca, California 95336
January 1, 1972

Union City Body Co. Inc.
1015 West Pearl Street
Union City, Indiana 47390
August 15, 1971

Unit Rig & Equipment Co.
P.O. Box 3107
Tulsa, Oklahoma 74101
January 1, 1972

Utility Trailer & Equipment Co., Inc.
4771 S.E. 17th Avenue
Portland, Oregon 97202
January 1, 1972

Viking Snowmobiles, Inc.
P.O. Box 37
Twin Valley, Minnesota 56584
August 1, 1971

Vulcan Trailer Mfg. Co., Inc.
P.O. Box 5099
Birmingham, Alabama 35214
December 1, 1971

Walter Motor Truck Company
School Road
Voorheesville, New York 12186
April 29, 1972

The Warner & Swasey Company
Duplex Division
830 East Hazel Street
Lansing, Michigan 48909
April 1, 1972

Wayne Corporation
An Indian Head Company
P.O. Box 908
Industries Road
Richmond, Indiana 47374
October 31, 1971

Weaver Trailer & Body Company
The Treco Corporation
1355 West Mound Street
P.O. Box 23395
Columbus, Ohio 43223
January 15, 1972

Weigand GMC Truck Sales, Inc.
1008 N. Tuscarawas Street
Dover, Ohio 44622
January 18, 1972

Westinghouse Air Brake Company
Construction Equipment Division
2301 N.E. Adams Street
Peoria, Illinois 61601
February 1, 1972

Weston Equipment Company, Inc.
130 Railroad Hill Street
Waterbury, Connecticut 06708
January 3, 1972

Wheel-Horse Products, Inc.
515 W. Ireland Road
South Bend, Indiana 46614
August 1, 1971

White Motor Corporation
110 Erieview Plaza
Cleveland, Ohio 44114
January 18, 1972

White Trucks & Equipment Sales, Inc.
2401 Dinneen Avenue
P.O. Box 7185
Orlando, Florida 32804
December 1, 1971

Wilco, Inc.
Route 68 S
P.O. Box 232
Kenton, Ohio 43326
November 22, 1971

Wollard Aircraft Equipment, Inc.
6950 N.W. 77th Court
Miami, Florida 33166
December 1, 1971

Worcester Tank & Equipment Co., Inc.
Rear 462 Grafton Street
Worcester, Massachusetts 01606
May 1, 1972

Wyman's Inc.
Northfield Road - (Box 541)
Montpelier, Vermont 05602
June 1, 1971

APPENDIX E

Companies listed by the Canadian Government as vehicle manufacturers,
under the Motor Vehicle Tariff Order, 1965, as of October 27, 1971

Name and Location

Almac Metalcraft Inc. Ville D'Anjou, P.Q.	Specified Commercial Vehicles
Amalgamated Metal Industries Ltd. Toronto, Ont.	Specified Commercial Vehicles
American Motors (Canada) Limited Brampton, Ont.	Automobiles
Atlas Hoist & Body Incorporated Montreal, P.Q.	Specified Commercial Vehicles
B.K. & B. Truck Bodies Limited London, Ont.	Specified Commercial Vehicles
Babcock, J.H. & Sons Limited Odessa, Ont.	Specified Commercial Vehicles
Canadian Blue Bird Coach Ltd. Brantford, Ont.	Buses
Canadian Trailmobile Limited Brantford, Ont.	Specified Commercial Vehicles
Chrysler Canada Ltd. Windsor, Ont.	Automobiles, Buses and Specified Commercial Vehicles
Diesel Equipment Limited Toronto, Ont.	Specified Commercial Vehicles
Eastern Steel Products Company Preston, Ont.	Specified Commercial Vehicles
Elco-Wood Industries Limited Windsor, Ont.	Specified Commercial Vehicles
The Electric & Gas Welding Co. Limited Chambly, P.Q.	Specified Commercial Vehicles
Fawcett Van & Stake Ltd. Hamilton, Ont.	Specified Commercial Vehicles

Companies listed by the Canadian Government as vehicle manufacturers,
under the Motor Vehicle Tariff Order, 1965, as of October 27, 1971

Name and Location

Fleet Truck Bodies, Inc. Montreal, P.Q.	Specified Commercial Vehicles
Fort Garry Automotive Industries Winnipeg, Man.	Specified Commercial Vehicles
Ford Motor Company of Canada, Limited Oakville, Ont.	Automobiles, Buses and Specified Commercial Vehicles
Freightliner of Canada Limited Burnaby, B.C.	Specified Commercial Vehicles
General Motors of Canada, Limited Oshawa, Ont.	Automobiles, Buses and Specified Commercial Vehicles
Hayes Manufacturing Company Limited Vancouver, B.C.	Specified Commercial Vehicles
Hutchinson Industries Downsview, Ont.	Specified Commercial Vehicles
Ideal Body Ltd. Quebec, P.Q.	Specified Commercial Vehicles
International Harvester Company of Canada, Limited Hamilton, Ont.	Buses and Specified Commercial Vehicles
Jauvin Truck Bodies Limited Ottawa, Ont.	Specified Commercial Vehicles
Lacasse, V. Ltée Montreal, P.Q.	Specified Commercial Vehicles
Larochelle, Phil Equipment Inc. Quebec, P.Q.	Specified Commercial Vehicles
Mond Industries Limited Toronto, Ont.	Specified Commercial Vehicles
Multi-Vans Limited Woodbridge, Ont.	Specified Commercial Vehicles

Companies listed by the Canadian Government as vehicle manufacturers,
under the Motor Vehicle Tariff Order, 1965, as of October 27, 1971

Name and Location

Olsen, W.H. Manufacturing Company Ltd. Tilbury, Ont.	Specified Commercial Vehicles
Prevost Car Inc. Ste. Claire, (Dorchester Co.) P.Q.	Buses
Reliance Truck & Equipment Ltd. Vancouver, B.C.	Specified Commercial Vehicles
Sicard Inc. Montreal, P.Q.	Specified Commercial Vehicles
Smith Bros. Motor Bodies Ltd. Don Mills, Ont.	Specified Commercial Vehicles
Swartz Motor Bodies Ltd. Toronto, Ont.	Specified Commercial Vehicles
Thomas Built Buses of Canada Ltd. Woodstock, Ont.	Buses
Volvo (Canada) Ltd. Toronto, Ont.	Automobiles
Welles Corporation Ltd. Windsor, Ont.	Buses
Western Flyer Coach (1964) Ltd. Winnipeg, Man.	Buses
Wilson's Truck Body Shop Ltd. Truro, N.S.	Specified Commercial Vehicles

Name and Location of Persons Designated under Paragraph 2(3) of the
Motor Vehicle Tariff Order, 1965, as of October 27, 1971

Designated by:

Canadian Blue Bird Sales Co.
Brantford, Ont.

Canadian Blue Bird Coach Ltd.
Brantford, Ont.

Canadian Kenworth Limited
Burnaby, B.C.

Sicard Inc.
Montreal, P.Q.

Chrysler Truck Centre Ltd.
Rexdale, Ont.

Chrysler Canada Ltd.
Windsor, Ont.

Chrysler Truck Centre Ltd.
Hamilton, Ont.

Chrysler Canada Ltd.
Windsor, Ont.

Chrysler Truck Centre Ltd.
Dorval, P.Q.

Chrysler Canada Ltd.
Windsor, Ont.

Chrysler Truck Centre Ltd.
Winnipeg, Man.

Chrysler Canada Ltd.
Windsor, Ont.

White Motor Corporation of Canada Ltd.
Toronto, Ont.

Freightliner of Canada Limited
Burnaby, B.C.

15

ADDENDUM

The Committee on Finance is concerned that trade statistics under the U.S.-Canadian Automobile Agreement (officially referred to as the Automotive Product Trade Act, APTA) be the best possible and most accurate statistics available. Because concern has been expressed regarding the quality of statistics reflecting duty free trade in autos and parts under the agreement, the committee requested the Tariff Commission to supply a number of tables on U.S. automobile trade, including our trade with Canada.

The following addendum contains such statistical information supplied to the committee by the Tariff Commission for the years 1964-71.

Table 1A.--New passenger automobiles: U.S. imports for consumption, by major source, 1964-71.

Year	Canada			West Germany	Japan	All Other	Total
	APTA	Non-APTA	Total				
Quantity (units)							
1964	-	9,201	9,201	364,703	16,023	146,798	536,725
1965	<u>1/</u> 33,378	<u>1/</u> -	<u>1/</u> 33,378	376,950	25,538	127,807	563,673
1966	<u>1/</u> 152,043	<u>1/</u> 290	<u>1/</u> 152,333	527,137	56,050	164,375	899,095
1967	325,937	83	326,020	472,360	70,304	154,316	1,023,000
1968	500,653	228	500,881	707,972	169,849	241,750	1,690,452
1969	690,294	852	691,146	642,157	260,005	253,409	1,846,717
1970	690,913	1,870	692,783	674,945	381,338	264,354	2,013,420
1971	800,176	2,105	802,281	770,807	703,672	310,724	2,587,464
Value (1,000 dollars)							
1964	-	18,703	18,703	368,768	15,343	176,214	579,026
1965	<u>1/</u> 76,999	<u>1/</u> -	<u>1/</u> 76,999	387,651	25,302	167,287	657,239
1966	<u>1/</u> 364,594	<u>1/</u> 429	<u>1/</u> 365,023	591,939	56,231	217,744	1,230,937
1967	824,276	164	824,440	579,433	73,214	224,383	1,701,520
1968	1,348,308	312	1,348,620	903,838	193,875	335,512	2,781,845
1969	1,825,758	1,571	1,827,329	860,639	300,555	366,503	3,355,026
1970	1,802,145	3,891	1,806,036	1,058,001	455,971	399,380	3,719,388
1971	2,393,114	3,694	2,396,808	1,275,270	928,784	532,681	5,133,743

1/ Partly estimated.

Note: TSUS items 692.1020 and 692.1120.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 1B.--New passenger automobiles: U.S. exports of domestic merchandise, total, and to Canada, 1964-71

Year	Canada <u>1/</u>	All other countries <u>1/</u>	Total
Quantity (units)			
1964-----	15,644	166,013	181,657
1965-----	43,805	62,274	106,079
1966-----	114,325	63,378	177,703
1967-----	236,639	43,962	280,601
1968-----	286,784	43,683	330,467
1969-----	292,112	41,372	333,484
1970-----	245,630	39,672	285,302
1971-----	348,404	38,247	386,651
Value (1,000 dollars)			
1964-----	45,223	269,686	314,909
1965-----	112,712	144,583	257,295
1966-----	274,004	147,909	421,913
1967-----	561,785	113,052	674,837
1968-----	702,519	118,291	820,810
1969-----	748,098	116,281	864,379
1970-----	625,117	114,769	739,886
1971-----	945,932	124,117	1,070,049

1/ Partly estimated.

Schedule B Numbers: 732.0110, .0120, and .0140.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 1C.--New passenger automobiles: U.S. imports for consumption, total, and U.S. exports of domestic merchandise, total, 1964-71

Year	U.S. imports	U.S. exports	Net surplus (+) or deficit (-) in trade
Quantity (units)			
1964-----	536,725	181,657	-355,068
1965-----	563,673	106,079	-457,594
1966-----	899,895	177,703	-721,970
1967-----	1,023,000	280,601	-742,399
1968-----	1,620,452	330,467	-1,289,985
1969-----	1,846,717	333,484	-1,513,233
1970-----	2,013,420	285,302	-1,728,118
1971-----	2,587,484	386,651	-2,200,833
Value (1,000 dollars)			
1964-----	579,028	314,909	-264,119
1965-----	657,239	257,295	-399,944
1966-----	1,230,937	421,913	-809,024
1967-----	1,701,520	674,837	-1,026,683
1968-----	2,781,845	820,810	-1,961,035
1969-----	3,355,026	864,379	-2,490,647
1970-----	3,719,388	739,886	-2,979,502
1971-----	5,133,743	1,070,049	-4,063,694

Source: Compiled from official statistics of the U.S. Department of Commerce.

Table 1D.--New passenger automobiles: U.S. imports for consumption, from Canada, and U.S. exports of domestic merchandise to Canada, 1964-71

Year	U.S. imports	U.S. ex-ports ^{1/}	Net surplus (+) or deficit (-) in trade
Quantity (units)			
1964-----	9,201	15,644	+6,443
1965-----	^{1/} 33,378	43,805	+10,427
1966-----	^{1/} 152,333	114,325	-38,008
1967-----	326,020	236,639	-89,381
1968-----	500,881	286,784	-214,097
1969-----	691,146	292,112	-399,034
1970-----	692,783	245,630	-447,153
1971-----	802,281	348,404	-453,877
Value (1,000 dollars)			
1964-----	18,703	45,223	+26,520
1965-----	^{1/} 76,999	112,712	+35,713
1966-----	^{1/} 365,023	274,004	-91,019
1967-----	824,440	561,785	-262,655
1968-----	1,348,620	702,519	-646,101
1969-----	1,827,329	748,098	-1,079,231
1970-----	1,806,036	625,117	-1,180,919
1971-----	2,396,808	945,932	-1,450,876

^{1/} Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce.

Table 1E.--New passenger automobiles: U.S. imports for consumption, from all countries except Canada and U.S. exports of domestic merchandise to all countries except Canada, 1964-71

Year	U.S. imports	U.S. ex-ports ^{1/}	Net surplus (+) or deficit (-) in trade
Quantity (units)			
1964-----	527,525	166,013	-361,512
1965-----	530,295	62,274	-468,021
1966-----	747,562	63,378	-684,184
1967-----	696,980	43,962	-653,018
1968-----	1,119,571	43,683	-1,075,888
1969-----	1,155,571	41,372	-1,114,199
1970-----	1,320,637	39,672	-1,280,965
1971-----	1,785,203	38,247	-1,746,956
Value (1,000 dollars)			
1964-----	560,325	269,686	-290,639
1965-----	580,240	144,583	-435,657
1966-----	865,914	147,909	-718,005
1967-----	877,080	113,052	-764,028
1968-----	1,433,225	118,291	-1,314,934
1969-----	1,527,697	116,281	-1,411,416
1970-----	1,913,352	114,769	-1,798,583
1971-----	2,736,935	124,117	-2,612,818

^{1/} Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce.

Table 1F (1).--New passenger automobiles: U.S. factory sales, imports for consumption, exports of domestic merchandise, and apparent consumption, 1964-71.

Year	U.S. factory sales	U.S. Imports		U.S. Exports ^{1/}	Apparent consumption	Ratio of imports to apparent consumption	
		From Canada	Total			From Canada	Total
		Quantity (units)					
						percent	percent
1964-----	7,751,822	9,201	536,725	181,657	8,106,890	0.1	6.6
1965-----	9,305,561	^{1/} 33,378	563,673	106,079	9,763,155	0.3	5.8
1966-----	8,598,326	^{1/} 152,333	899,895	177,703	9,320,518	1.6	9.7
1967-----	7,436,764	326,020	1,023,000	280,601	8,179,163	4.0	12.5
1968-----	8,822,158	500,881	1,620,452	330,467	10,112,143	5.0	16.0
1969-----	8,223,715	691,146	1,846,717	333,484	9,736,948	7.1	19.0
1970-----	6,546,817	692,783	2,013,420	285,302	8,274,935	8.4	24.3
1971-----	8,584,592	802,281	2,587,484	386,651	10,785,425	7.4	24.0
Value (1,000 dollars)							
1964-----	14,836,822	18,703	579,028	314,909	15,100,941	0.1	3.8
1965-----	18,380,036	76,999	657,239	257,295	18,779,980	0.4	3.5
1966-----	17,554,326	365,023	1,230,937	421,913	18,363,350	2.0	6.7
1967-----	15,653,436	824,440	1,701,520	674,837	16,680,119	4.9	10.2
1968-----	19,352,035	1,348,620	2,781,845	820,810	21,313,070	6.3	13.1
1969-----	18,751,176	1,827,329	3,355,026	864,379	21,241,823	8.6	15.8
1970-----	14,500,000	1,806,036	3,719,388	739,886	17,479,502	10.3	21.3
1971-----	^{2/} 20,000,000	2,396,808	5,133,743	1,070,049	24,063,394	10.0	21.3

^{1/} Partly estimated.

^{2/} Estimated.

Source: Factory sales compiled from data supplied by the Automobile Manufacturers Association; all other data compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 1F (2).--New U.S.-type passenger automobiles: U.S. factory sales, imports for consumption, exports of domestic merchandise, and apparent consumption, 1964-71.

Year	U.S. factory sales <u>1/</u>	U.S. Imports <u>2/</u>	U.S. ex-ports <u>3/</u> <u>4/</u>	Apparent consumption	Ratio of Imports to consumption
Quantity (units)					
1964-----	7,751,822	9,201	181,657	7,579,366	0.1
1965-----	9,305,561	<u>4/</u> 33,378	106,079	9,232,860	0.4
1966-----	8,598,326	<u>4/</u> 152,333	177,703	8,572,956	1.8
1967-----	7,436,764	326,020	280,601	7,482,183	4.4
1968-----	8,822,158	500,881	330,467	8,992,572	5.6
1969-----	8,223,715	691,146	333,484	8,581,377	8.1
1970-----	6,546,817	692,783	285,302	6,954,298	10.0
1971-----	8,584,592	802,281	386,651	9,000,222	8.9
Value (1,000 dollars)					
1964-----	14,836,822	18,703	314,909	14,540,616	0.1
1965-----	18,380,036	76,999	257,295	18,199,740	0.4
1966-----	17,554,326	365,023	421,913	17,497,436	2.1
1967-----	15,653,436	824,440	674,837	15,803,039	5.2
1968-----	19,352,035	1,348,620	820,810	19,879,845	6.8
1969-----	18,751,176	1,827,329	864,379	19,714,126	9.3
1970-----	14,500,000	1,806,036	739,886	15,566,150	11.6
1971-----	<u>2/</u> 20,000,000	2,396,808	1,070,049	21,326,759	11.2

1/ Compiled from statistics published by the Automobile Manufacturers Association, Inc.

2/ Total U.S. imports of new passenger automobiles from Canada.

3/ Total U.S. exports of new passenger automobiles to all countries.

4/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 1G.--Passenger automobiles: U.S. factory sales and Canadian factory sales, 1964-71

Year	U.S. factory sales	Canadian factory sales	Total	Canadian factories sales as percent of total
	<u>Number of units</u>	<u>Number of units</u>	<u>Number of units</u>	<u>Percent</u>
1964-----	7,751,822	684,218	8,436,040	8.1
1965-----	9,305,561	750,777	10,056,338	7.5
1966-----	8,598,326	691,891	9,290,217	7.4
1967-----	7,436,764	715,790	8,152,554	8.8
1968-----	8,822,158	876,279	9,698,437	9.0
1969-----	8,223,715	1,027,603	9,251,318	11.1
1970-----	6,546,817	919,232	7,466,049	12.3
1971-----	8,584,592	1,075,457	9,660,049	11.1

Source: Compiled from statistics provided by the Automobile Manufacturers Association, Inc.

Table 2A.--Automobile trucks valued at \$1,000 or more: U.S. imports for consumption, by major source, 1964-71.

Year	Canada			West Germany	Japan	All Other	Total
	APTA	Non-APTA	Total				
Quantity (units)							
1963	-	131	131	13,546	198	195	14,070
1964	-	98	98	4,966	324	331	5,719
1965	<u>1/</u> 5,023	<u>1/</u> 1,072	<u>1/</u> 6,095	3,556	735	47	10,433
1966	<u>1/</u> 39,788	<u>1/</u> 98	<u>1/</u> 39,877	2,503	226	52	42,658
1967	<u>1/</u> 71,976	<u>1/</u> 25	<u>1/</u> 72,001	2,475	132	41	74,649
1968	110,874	1,257	112,131	2,063	20	-	114,214
1969	143,365	48	143,413	2,072	5	38	145,528
1970	113,011	59	113,070	1,872	110	13	115,065
1971	133,562	44	133,606	1,495	24,808	4	159,913
Value (1,000 dollars)							
1963	-	367	367	15,037	271	399	16,074
1964	-	381	381	5,682	410	410	6,883
1965	<u>1/</u> 9,930	<u>1/</u> 2,202	<u>1/</u> 12,132	4,130	1,125	71	17,458
1966	<u>1/</u> 81,626	<u>1/</u> 297	<u>1/</u> 81,923	2,868	294	102	85,187
1967	<u>1/</u> 163,388	<u>1/</u> 186	<u>1/</u> 163,574	3,011	189	64	166,838
1968	253,384	2,917	256,301	2,674	50	-	259,025
1969	347,650	322	347,972	2,774	6	54	350,806
1970	314,692	365	315,057	2,708	116	29	317,910
1971	424,247	368	424,615	2,472	26,432	39	453,558

1/ Partly estimated.

Note: TSUS 692.02 and 692.03.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 2B.--Automobile trucks valued at \$1,000 or more: U.S. exports of domestic merchandise, total, and to Canada, 1963-71

Year	Canada ^{1/}	All other countries ^{1/}	Total
Quantity (units)			
1963-----	2,567	131,171	133,738
1964-----	2,635	162,654	165,289
1965-----	8,426	57,260	65,686
1966-----	19,872	68,386	88,258
1967-----	32,645	55,082	87,727
1968-----	42,533	48,280	90,813
1969-----	60,429	51,907	112,336
1970-----	55,440	43,638	99,078
1971-----	64,463	36,913	101,376
Value (1,000 dollars)			
1963-----	15,300	301,707	317,007
1964-----	14,219	372,249	386,468
1965-----	28,099	176,342	204,441
1966-----	64,012	220,645	284,657
1967-----	111,994	182,305	294,299
1968-----	138,554	170,212	308,766
1969-----	216,680	207,060	423,740
1970-----	211,140	172,633	383,773
1971-----	264,615	163,575	428,190

^{1/} Partly estimated.

Schedule B Numbers: 732.0204, .0208, .0212, .0216, .0220, .0224, .0228, .0232, .0236, .0240, .0244, .0248, .0252, .0256, .0258, .0266, .0268, .0270, .0272, .0274, .0276, .0278, .0280, .0282, .0284, .0286, .0288, .0290, .0292

Table 2C.--Automobile trucks valued at \$1,000 or more: U.S. imports for consumption, total, and U.S. exports of domestic merchandise, total, 1963-71

Year	U.S. imports	U.S. exports	Net surplus (+) or deficit (-) in trade
	Quantity (units)		
1963-----	14,070	133,738	+119,668
1964-----	5,719	165,289	+159,570
1965-----	<u>1/</u> 10,433	65,686	+55,253
1966-----	<u>1/</u> 42,658	88,258	+45,600
1967-----	<u>1/</u> 74,649	87,727	+13,078
1968-----	114,214	90,813	-23,401
1969-----	145,528	112,336	-33,192
1970-----	115,065	99,078	-15,987
1971-----	159,913	101,376	-58,537
	Value (1,000 dollars)		
1963-----	16,074	317,007	+300,933
1964-----	6,883	386,468	+379,585
1965-----	<u>1/</u> 17,458	204,441	+186,983
1966-----	<u>1/</u> 85,187	284,657	+199,470
1967-----	<u>1/</u> 166,838	294,299	+127,461
1968-----	259,025	308,766	+49,741
1969-----	350,806	423,740	+72,934
1970-----	317,910	383,773	+65,863
1971-----	453,558	428,190	-25,368

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 2D.--Automobile trucks valued at \$1,000 or more: U.S. imports for consumption from Canada, and U.S. exports of domestic merchandise to Canada, 1963-71

Year	U.S. imports	U.S. ex-ports <u>1/</u>	Net surplus (+) or deficit (-) in trade
	Quantity (units)		
1963-----	131	2,567	+2,436
1964-----	98	2,635	+2,537
1965-----	<u>1/</u> 6,095	8,426	+2,331
1966-----	<u>1/</u> 39,877	19,872	-20,005
1967-----	<u>1/</u> 72,001	32,645	-39,356
1968-----	112,131	42,533	-69,598
1969-----	143,413	60,429	-82,984
1970-----	113,070	55,440	-57,630
1971-----	133,606	64,463	-69,143
	Value (1,000 dollars)		
1963-----	367	15,300	+14,933
1964-----	381	14,219	+13,838
1965-----	<u>1/</u> 12,132	28,099	+15,967
1966-----	<u>1/</u> 81,923	64,012	-17,911
1967-----	<u>1/</u> 163,574	111,994	-51,580
1968-----	256,301	138,554	-117,747
1969-----	347,972	216,680	-131,292
1970-----	315,057	211,140	-103,917
1971-----	424,615	264,615	-160,000

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

U.S. Tariff Commission
April 1972

Table 2E.--Automobile trucks valued at \$1,000 or more: U.S. imports for consumption, from all countries except Canada, and U.S. exports of domestic merchandise to all countries except Canada, 1963-71

Year	U.S. imports	U.S. ex-ports ^{1/}	Net surplus (+) or deficit (-) in trade
Quantity (units)			
1963-----	13,939	131,171	+117,232
1964-----	5,621	162,654	+157,033
1965-----	4,338	57,260	+52,922
1966-----	2,781	68,386	+65,605
1967-----	2,648	55,082	+52,434
1968-----	2,083	48,280	+46,197
1969-----	2,115	51,907	+49,792
1970-----	1,995	43,638	+41,643
1971-----	26,307	36,913	+10,606
Value (1,000 dollars)			
1963-----	15,707	301,707	+286,000
1964-----	6,502	372,249	+365,747
1965-----	5,326	176,342	+171,016
1966-----	3,264	220,645	+217,381
1967-----	3,264	182,305	+179,041
1968-----	2,724	170,212	+167,488
1969-----	2,834	207,060	+204,226
1970-----	2,853	172,633	+169,780
1971-----	28,943	163,575	+134,632

^{1/} Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 2F (1).--Automobile trucks valued at \$1,000 or more: U.S. factory sales, imports for consumption, exports of domestic merchandise, and apparent consumption, 1963-71.

Year	U.S. factory sales <u>1/</u>	U.S. Imports		U.S. Exports	Apparent consumption	Ratio of imports to apparent consumption	
		From Canada	Total			From Canada	Total
		Quantity (units)				percent	percent
1963-----	1,413,789	131	14,070	133,733	1,294,121	0.01	1.1
1964-----	1,498,526	98	5,719	165,289	1,338,956	0.01	0.4
1965-----	1,705,070	<u>1/</u> 6,095	10,433	65,686	1,649,817	0.4	0.6
1966-----	1,682,226	<u>1/</u> 39,877	42,658	88,258	1,636,626	2.4	2.6
1967-----	1,492,788	<u>1/</u> 72,001	74,649	87,727	1,479,710	4.9	5.0
1968-----	1,848,097	112,131	114,214	90,813	1,871,498	6.0	6.1
1969-----	1,878,953	143,413	145,528	112,336	1,912,145	7.5	7.6
1970-----	1,652,440	113,070	115,065	99,078	1,668,427	6.8	6.9
1971-----	2,003,146	133,606	159,913	101,376	2,061,683	6.5	7.8
Value (1,000 dollars)							
1963-----	<u>2/</u>	367	16,074	317,007	<u>2/</u>	<u>2/</u>	<u>2/</u>
1964-----	<u>2/</u>	381	6,883	386,468	<u>2/</u>	<u>2/</u>	<u>2/</u>
1965-----	<u>2/</u>	<u>1/</u> 12,132	17,458	204,441	<u>2/</u>	<u>2/</u>	<u>2/</u>
1966-----	<u>2/</u>	<u>1/</u> 81,923	85,187	284,657	<u>2/</u>	<u>2/</u>	<u>2/</u>
1967-----	<u>2/</u>	<u>1/</u> 163,574	166,838	294,299	<u>2/</u>	<u>2/</u>	<u>2/</u>
1968-----	<u>2/</u>	256,301	259,025	308,766	<u>2/</u>	<u>2/</u>	<u>2/</u>
1969-----	<u>2/</u>	347,972	350,806	423,740	<u>2/</u>	<u>2/</u>	<u>2/</u>
1970-----	<u>2/</u>	315,057	317,910	383,775	<u>2/</u>	<u>2/</u>	<u>2/</u>
1971-----	<u>2/</u>	424,615	543,558	428,190	<u>2/</u>	<u>2/</u>	<u>2/</u>

1/ Partly estimated.

2/ Not available.

Source: Factory sales compiled from data published by the Automobile Manufacturers Association; all other data compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 2F (2).--Automobile trucks valued at \$1,000 or more and motor buses: U.S. factory sales, imports for consumption, exports of domestic merchandise, and apparent consumption, 1964-71.

Year	U.S. factory sales	U.S. Imports		U.S. Exports	Apparent consumption	Ratio of imports to apparent consumption	
		From Canada	Total			From Canada	Total
		Quantity (units)					
1964	1,540,453	98	6,179	171,170	1,375,462	0.01	0.4
1965	1,751,805	1/ 6,095	10,761	70,793	1,691,773	0.4	0.6
1966	1,731,034	1/ 39,919	42,956	93,203	1,680,837	2.4	2.6
1967	1,539,462	1/ 72,078	75,070	92,105	1,522,427	4.7	4.9
1968	1,896,078	112,239	114,647	95,771	1,914,954	5.9	6.0
1969	1,923,179	143,579	146,006	115,520	1,955,665	7.3	7.5
1970	1,692,440	113,444	115,817	102,881	1,705,376	6.7	6.8
1971	2,035,146	133,976	160,872	105,538	2,108,480	6.4	7.0
Value (1,000 dollars)							
1964	3,223,569	381	13,432	409,858	2,827,143	0.01	0.5
1965	3,733,664	12,132	26,114	224,102	3,535,676	0.3	0.7
1966	3,953,473	82,236	91,856	305,124	3,740,205	2.2	2.5
1967	3,592,049	164,205	177,283	318,429	3,450,903	4.8	5.1
1968	4,670,325	257,226	271,588	336,388	4,605,525	5.6	5.9
1969	4,936,683	349,365	363,700	439,337	4,861,046	7.2	7.5
1970	4,500,000	318,639	335,138	403,289	4,431,849	7.2	7.6
1971	2/ 5,900,000	427,958	475,014	448,644	5,926,370	7.2	8.0

1/ Partly estimated.

2/ Estimated.

Source: Factory sales compiled from data published by the automobile manufacturers association; all other data compiled from official statistics of the U.S. Department of Commerce, except noted.

Table 2G.--Automobile trucks valued at \$1,000 or more and motor buses:
U.S. factory sales and Canadian factory sales, 1964-71.

Year	U.S. Factory sales	Canadian Factory sales	Total	Canadian Factory sales as percent of total
	<u>number of units</u>	<u>number of units</u>	<u>number of units</u>	<u>percent</u>
1964-----	1,540,453	112,770	1,653,223	6.8
1965-----	1,751,805	151,214	1,903,019	7.9
1966-----	1,731,084	195,314	1,926,398	10.1
1967-----	1,539,462	225,960	1,765,422	12.8
1968-----	1,896,078	276,734	2,172,812	12.7
1969-----	1,923,179	315,169	2,238,348	14.1
1970-----	1,692,440	252,079	1,944,519	13.0
1971-----	2,053,146	279,740	2,332,886	12.0

Source: Compiled from statistics published by the Automobile Manufacturers Association, Inc.

Table 3A.—Motor buses: U.S. imports for consumption, by major sources, 1964-71.

Year	Canada			West Germany	Japan	All Other ^{1/}	Total
	APTA	Non-APTA	Total				
Quantity (units)							
1964	-	-	-	243	17	200	460
1965	^{2/}	^{2/}	^{2/}	45	16	267	328
1966	^{2/} 42	^{2/}	^{2/} 42	44	12	200	298
1967	^{2/} 75	^{2/} 2	^{2/} 77	16	5	323	421
1968	108	-	108	37	-	288	433
1969	164	2	166	38	-	274	478
1970	371	3	374	72	1	305	752
1971	369	1	370	234	-	355	929
Value (1,000 dollars)							
1964	-	-	-	346	146	6,057	6,549
1965	^{2/}	^{2/}	^{2/}	207	78	8,371	8,656
1966	^{2/} 313	^{2/}	^{2/} 313	107	39	6,210	6,669
1967	^{2/} 627	^{2/} 4	^{2/} 631	175	23	9,616	10,445
1968	925	-	925	839	-	10,799	12,563
1969	1,391	2	1,393	640	-	10,861	12,894
1970	3,435	147	3,582	491	3	13,152	17,228
1971	3,308	35	3,343	2,176	-	15,937	21,456

^{1/} Virtually all of these imports are from Belgium.

^{2/} Partly estimated.

Note: TSUS items 692.04 and 629.07.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

U.S. Tariff Commission
April 1972

Table 3B.--Motor buses: U.S. exports of domestic merchandise, total, and to Canada, 1964-71

Year	Canada <u>1/</u>	All other countries <u>1/</u>	Total
Quantity (units)			
1964-----	65	5,816	5,881
1965-----	109	4,998	5,107
1966-----	140	4,805	4,945
1967-----	195	4,183	4,378
1968-----	140	4,818	4,958
1969-----	158	3,026	3,184
1970-----	120	3,683	3,803
1971-----	366	3,796	4,162
Value (1,000 dollars)			
1964-----	765	22,625	23,390
1965-----	1,160	18,501	19,661
1966-----	2,498	17,969	20,467
1967-----	6,385	17,745	24,130
1968-----	3,575	24,047	27,622
1969-----	2,886	12,711	15,597
1970-----	4,037	15,479	19,516
1971-----	2,818	17,636	20,454

1/ Partly estimated.

Schedule B Numbers: 732.0410, .0420, .0430, and .0440.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 3C.--Motor buses: U.S. imports for consumption, total, and U.S. exports of domestic merchandise, total, 1964-71

Year	U.S. imports	U.S. exports	Net surplus (+) or deficit (-) in trade
Quantity (units)			
1964-----	460	5,881	+5,421
1965-----	328	5,107	+4,779
1966-----	298	4,945	+4,647
1967-----	421	4,378	+3,957
1968-----	433	4,958	+4,525
1969-----	478	3,184	+2,706
1970-----	752	3,803	+3,051
1971-----	959	4,162	+3,203
Value (1,000 dollars)			
1964-----	6,549	23,390	+16,841
1965-----	8,656	19,661	+11,005
1966-----	6,669	20,467	+13,798
1967-----	10,445	24,130	+13,685
1968-----	12,563	27,622	+15,059
1969-----	12,894	15,597	+2,703
1970-----	17,228	19,516	+2,288
1971-----	21,456	20,454	-1,002

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 3D.--Motor buses: U.S. imports for consumption from Canada, and U.S. exports of domestic merchandise to Canada, 1964-71

Year	U.S. imports	U.S. ex-ports <u>1/</u>	Not surplus (+) or deficit (-) in trade
Quantity (units)			
1964-----	-	65	+65
1965-----	<u>1/</u> -	109	+109
1966-----	<u>1/</u> 42	140	+98
1967-----	<u>1/</u> 77	195	+118
1968-----	108	140	+32
1969-----	166	158	-8
1970-----	374	120	-254
1971-----	370	366	-4
Value (1,000 dollars)			
1964-----	-	765	+765
1965-----	<u>1/</u> -	1,160	+1,160
1966-----	<u>1/</u> 313	2,498	+2,185
1967-----	<u>1/</u> 631	6,385	+5,754
1968-----	925	3,575	+2,650
1969-----	1,393	2,886	+1,493
1970-----	3,582	4,037	+455
1971-----	3,343	2,818	-525

1/ Partly estimated.

Source: Compiled from the official statistics of the U.S. Department of Commerce, except as noted.

Table 3E.--Motor buses: U.S. imports for consumption from all countries except Canada, and U.S. exports of domestic merchandise to all countries except Canada, 1964-71

Year	U.S. imports	U.S. ex-ports <u>1/</u>	Net surplus (+) or deficit (-) in trade
Quantity (units)			
1964-----	460	5,816	+5,356
1965-----	328	4,998	+4,670
1966-----	256	4,805	+4,549
1967-----	344	4,183	+3,839
1968-----	325	4,818	+4,493
1969-----	312	3,026	+2,714
1970-----	378	3,683	+3,305
1971-----	589	3,796	+3,207
Value (1,000 dollars)			
1964-----	6,549	22,625	+16,076
1965-----	8,656	18,501	+9,845
1966-----	6,356	17,969	+11,613
1967-----	9,814	17,745	+7,931
1968-----	11,638	24,047	+12,409
1969-----	11,501	12,711	+1,210
1970-----	13,646	15,479	+1,833
1971-----	18,113	17,636	-477

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 3F (1).--Motor Buses: U.S. factory sales, imports for consumption, exports of domestic merchandise, and apparent consumption, 1964-71.

Year	U.S. factory sales ^{1/}	U.S. Imports		U.S. Exports	Apparent consumption	Ratio of imports to apparent consumption	
		From Canada	Total			From Canada	Total
		Quantity (units)				percent	percent
1964-----	41,927	-	460	5,881	36,506	-	1.3
1965-----	46,735	^{1/}	328	5,107	41,956	-	0.8
1966-----	48,858	^{1/} 42	298	4,945	44,211	0.1	0.7
1967-----	46,674	^{1/} 77	421	4,578	42,717	0.2	1.0
1968-----	47,981	108	433	4,958	43,456	0.2	1.0
1969-----	44,226	166	478	3,184	41,520	0.4	1.2
1970-----	40,000	374	752	3,803	36,949	1.0	2.0
1971-----	50,000	370	959	4,162	46,797	0.8	2.0
Value (1,000 dollars)							
1964-----	^{2/}	-	6,549	23,390	^{2/}	^{2/}	^{2/}
1965-----	^{2/}	^{1/}	8,656	19,661	^{2/}	^{2/}	^{2/}
1966-----	^{2/}	^{1/} 313	6,669	20,467	^{2/}	^{2/}	^{2/}
1967-----	^{2/}	^{1/} 631	10,445	24,130	^{2/}	^{2/}	^{2/}
1968-----	^{2/}	925	12,563	27,622	^{2/}	^{2/}	^{2/}
1969-----	^{2/}	1,393	12,894	15,597	^{2/}	^{2/}	^{2/}
1970-----	^{2/}	3,582	17,228	19,516	^{2/}	^{2/}	^{2/}
1971-----	^{2/}	3,343	21,456	20,454	^{2/}	^{2/}	^{2/}

^{1/} Partly estimated.

^{2/} Not available.

Source: Factory sales compiled from data published by the Automobile Manufacturers Association; all other data compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 3F (2).--Automobile trucks valued at \$1,000 or more and motor buses: U.S. factory sales, imports for consumption, exports of domestic merchandise, and apparent consumption, 1964-71.

Year	U.S. factory sales	U.S. Imports		U.S. Exports	Apparent consumption	Ratio of imports to apparent consumption	
		From Canada	Total			From Canada	Total
		Quantity (units)					
1964	1,540,453	98	6,179	171,170	1,375,462	0.01	0.4
1965	1,751,805	1/ 6,095	10,761	70,793	1,691,773	0.4	0.6
1966	1,731,084	17/ 39,919	42,956	93,203	1,680,837	2.4	2.6
1967	1,539,462	1/ 72,078	75,070	92,105	1,522,427	4.7	4.9
1968	1,896,078	112,239	114,647	95,771	1,914,954	5.9	6.0
1969	1,923,179	143,579	146,006	115,520	1,953,665	7.3	7.5
1970	1,692,440	113,444	115,817	102,881	1,705,376	6.7	6.3
1971	2,053,146	133,976	160,872	105,538	2,108,480	6.4	7.6
Value (1,000 dollars)							
1964	3,223,569	381	13,432	409,858	2,827,143	0.01	0.5
1965	3,733,664	12,132	26,114	224,102	3,535,676	0.3	0.7
1966	3,953,473	82,230	91,856	305,124	3,740,205	2.2	2.5
1967	3,592,049	164,205	177,283	318,429	3,450,903	4.8	5.1
1968	4,670,325	257,226	271,588	336,388	4,605,525	5.6	5.9
1969	4,936,683	349,365	363,700	439,337	4,861,046	7.2	7.5
1970	4,500,000	318,639	335,138	403,289	4,431,849	7.2	7.6
1971	2/ 5,900,000	427,958	475,014	448,644	5,926,370	7.2	8.0

1/ Partly estimated.

2/ Estimated.

Source: Factory sales compiled from data published by the automobile manufacturers association; all other compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 3G.--Automobile trucks valued at \$1,000 or more and motor buses:
U.S. factory sales and Canadian factory sales, 1964-71.

Year	U.S. Factory sales	Canadian Factory sales	Total	Canadian Factory sales as percent of total
	<u>number</u> <u>of</u> <u>units</u>	<u>number</u> <u>of</u> <u>units</u>	<u>number</u> <u>of</u> <u>units</u>	<u>percent</u>
1964-----	1,540,453	112,770	1,653,223	6.8
1965-----	1,751,805	151,214	1,903,019	7.9
1966-----	1,731,084	195,314	1,926,398	10.1
1967-----	1,539,462	225,960	1,765,422	12.8
1968-----	1,896,078	276,734	2,172,812	12.7
1969-----	1,923,179	315,169	2,238,348	14.1
1970-----	1,692,440	252,079	1,944,519	13.0
1971-----	2,053,146	279,740	2,332,886	12.0

Source: Compiled from statistics published by the Automobile Manufacturers Association, Inc.

Table 4A.—Snowmobiles: U.S. imports for consumption, by major source, 1964-71.

Year	Canada			West Germany	Japan	All Other	Total
	APTA	Non-APTA	Total				
Quantity (units)							
1964 ^{1/}	-	6,655	6,655	-	-	-	6,655
1965 ^{1/}	16,953	-	16,953	-	88	12	17,053
1966 ^{1/}	47,078	109	47,187	-	93	21	47,301
1967	81,762	545	82,307	9	614	999	83,929
1968	112,419	152	112,571	33	4,661	3,018	120,283
1969	182,330	573	182,903	1	8,966	1,813	193,683
1970	235,210	110	235,320	174	18,252	69	253,815
1971	195,656	456	196,112	-	34,203	64	230,379
Value (1,000 dollars)							
1964 ^{1/}	-	2,835	2,835	-	-	-	2,835
1965 ^{1/}	7,763	-	7,763	-	63	29	7,855
1966 ^{1/}	19,806	39	19,845	-	72	34	19,951
1967	36,441	276	36,717	27	429	536	37,709
1968	60,579	85	60,664	17	2,000	1,260	63,941
1969	110,853	391	111,244	7	3,962	784	115,997
1970	140,821	61	140,882	329	8,220	49	149,480
1971	123,790	125	123,915	-	16,613	29	140,557

^{1/} Estimated.

Note: TSUS items 692.1060 and 692.1160

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 4B.--Snowmobiles: U.S. exports of domestic merchandise, total, and to Canada, 1964-71

Year	Canada	All other countries	Total
Quantity (units)			
1964 ^{1/}	-	-	-
1965 ^{1/}	22	75	97
1966 ^{1/}	81	231	312
1967 ^{1/}	244	409	653
1968 ^{1/}	4,655	686	5,341
1969	9,245	1,276	10,521
1970	19,656	959	20,615
1971	34,969	952	35,921
Value (1,000 dollars)			
1964 ^{1/}	-	-	-
1965 ^{1/}	12	39	51
1966 ^{1/}	45	125	170
1967 ^{1/}	139	228	367
1968 ^{1/}	2,827	380	3,207
1969	5,504	681	6,185
1970	11,965	583	12,548
1971	22,291	705	22,996

^{1/} Estimated.

Schedule B Number: 732.0342.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 4C.--Snowmobiles: U.S. imports for consumption, total, and exports of domestic merchandise, total, 1964-71

Year	U.S. imports	U.S. exports	Net surplus (+) or deficit (-) in trade
Quantity (units)			
1964-----	1/ 6,555	1/ -	-6,555
1965-----	1/ 17,053	1/ 97	-16,956
1966-----	1/ 47,301	1/ 312	-46,741
1967-----	83,929	1/ 653	-83,276
1968-----	120,283	1/ 5,341	-114,942
1969-----	193,683	10,521	-183,162
1970-----	253,815	20,615	-233,200
1971-----	230,379	35,921	-194,458
Value (1,000 dollars)			
1964-----	1/ 2,835	1/ -	-2,835
1965-----	1/ 7,855	1/ 51	-7,804
1966-----	1/ 19,951	1/ 170	-19,781
1967-----	37,709	1/ 367	-37,342
1968-----	63,941	1/ 3,207	-60,734
1969-----	115,997	6,185	-109,812
1970-----	149,480	12,548	-136,932
1971-----	140,557	22,996	-117,561

1/ Estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 4D.--Snowmobiles: U.S. imports for consumption from Canada, and U.S. exports of domestic merchandise to Canada, 1964-71

Year	U.S. imports	U.S. exports	Net surplus (+) or deficit (-) in trade
Quantity (units)			
1964-----	1/ 6,655	1/ -	-6,655
1965-----	1/ 16,953	1/ 22	-16,931
1966-----	1/ 47,187	1/ 81	-47,106
1967-----	82,307	1/ 244	-82,063
1968-----	112,571	1/ 4,655	-107,916
1969-----	182,903	9,245	-173,658
1970-----	235,320	19,656	-215,664
1971-----	196,112	34,969	-161,143
Value (1,000 dollars)			
1964-----	1/ 2,835	1/ -	-2,835
1965-----	1/ 7,763	1/ 12	-7,751
1966-----	1/ 19,845	1/ 45	-19,800
1967-----	36,717	1/ 139	-36,578
1968-----	60,664	1/ 2,827	-57,837
1969-----	111,244	5,504	-105,740
1970-----	140,882	11,965	-128,917
1971-----	123,915	22,291	-101,624

1/ Estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 4E.--Snowmobiles: U.S. imports for consumption from all countries except Canada, and U.S. exports of domestic merchandise except to Canada, 1964-71

Year	U.S. imports	U.S. exports	Net surplus (+) or deficit (-) in trade
Quantity (units)			
1964-----	1/ -	1/ -	-
1965-----	1/ 100	1/ 75	-25
1966-----	1/ 114	1/ 231	+117
1967-----	1,622	1/ 409	-1,213
1968-----	7,712	1/ 686	-7,026
1969-----	10,780	1,276	-9,504
1970-----	18,495	959	-17,536
1971-----	34,267	952	-33,315
Value (1,00 dollars)			
1964-----	1/ -	1/ -	-
1965-----	1/ 92	1/ 39	-53
1966-----	1/ 106	1/ 125	+19
1967-----	1/ 992	1/ 228	-764
1968-----	3,277	1/ 380	-2,897
1969-----	4,753	681	-4,072
1970-----	8,598	583	-8,015
1971-----	16,642	705	-15,937

1/ Estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 4F.--Snowmobiles: U.S. factory sales, imports for consumption, exports of domestic merchandise, and apparent consumption, 1964-71.

Year	U.S. factory sales <u>1/</u>	U.S. Imports		U.S. Exports	Apparent consumption	Ratio of imports to apparent consumption	
		From Canada	Total			From Canada	Total
		Quantity (units)					
1964-----	5,000	<u>2/</u> 6,655	<u>2/</u> 6,655	<u>2/</u>	11,655	57.1	57.1
1965-----	22,500	<u>2/</u> 16,953	<u>2/</u> 17,053	<u>2/</u> 97	39,456	43.0	43.2
1966-----	20,500	<u>2/</u> 47,187	<u>2/</u> 47,301	<u>2/</u> 312	67,439	69.9	70.1
1967-----	18,800	82,307	83,929	<u>2/</u> 653	102,076	80.6	32.2
1968-----	120,800	112,571	120,283	<u>2/</u> 5,341	235,742	47.8	51.0
1969-----	89,300	182,903	193,683	10,521	272,462	67.1	71.1
1970-----	120,700	235,320	253,815	20,615	353,900	66.5	71.7
1971-----	167,612	196,112	230,379	35,921	362,070	54.2	63.6
Value (1,000 dollars)							
1964-----	<u>2/</u>	<u>2/</u> 2,835	<u>2/</u> 2,835	<u>2/</u>	<u>3/</u>	<u>3/</u>	<u>3/</u>
1965-----	<u>2/</u>	<u>2/</u> 7,763	<u>2/</u> 7,855	<u>2/</u> 51	<u>3/</u>	<u>3/</u>	<u>3/</u>
1966-----	<u>3/</u>	<u>2/</u> 19,845	<u>2/</u> 19,951	<u>2/</u> 170	<u>3/</u>	<u>3/</u>	<u>3/</u>
1967-----	<u>3/</u>	36,717	37,709	<u>2/</u> 367	<u>3/</u>	<u>3/</u>	<u>3/</u>
1968-----	<u>3/</u>	60,664	63,941	<u>2/</u> 3,207	<u>3/</u>	<u>3/</u>	<u>3/</u>
1969-----	<u>3/</u>	111,244	115,997	6,185	<u>3/</u>	<u>3/</u>	<u>3/</u>
1970-----	<u>3/</u>	140,882	149,480	12,548	<u>3/</u>	<u>3/</u>	<u>3/</u>
1971-----	<u>3/</u>	123,915	140,557	22,996	<u>3/</u>	<u>3/</u>	<u>3/</u>

1/ Partly estimated.

2/ Estimated.

3/ Not available.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 4G.--Snowmobiles: U.S. factory sales and Canadian factory sales; 1964-71.

Year	U.S. Factory sales <u>1/</u>	Canadian Factory sales <u>1/</u>	Total	Canadian factory sales as percent of total
	<u>number of units</u>	<u>number of units</u>	<u>number of units</u>	<u>percent</u>
1964-----	5,000	40,000	45,000	88.9
1965-----	22,500	42,500	65,000	65.4
1966-----	20,500	89,500	110,000	81.4
1967-----	18,800	141,200	160,000	88.2
1968-----	120,800	264,200	385,000	68.6
1969-----	89,300	355,700	445,000	79.9
1970-----	120,700	451,300	572,000	78.9
1971-----	167,612	448,388	616,000	72.8

1/ Estimated.

Source: Compiled from data supplied by the International Snowmobile Industry Association, except as noted.

U.S. Tariff Commission
April 1972

Table 5A.-- All motor vehicles except new passenger automobiles, automobile trucks valued at \$1,000 or more, motor buses, and snowmobiles: U.S. imports for consumption, by major source, 1964-71.

Year	Canada			West Germany	Japan	All Other	Total
	APTA	Non-APTA	Total				
1964	-	<u>1/</u> 1,519	<u>1/</u> 1,519	12,951	1,785	1,161	17,416
1965	<u>1/</u> 784	<u>1/</u> 460	<u>1/</u> 1,244	8,816	5,114	1,080	16,254
1966	<u>1/</u> 952	<u>1/</u> 3,643	<u>1/</u> 4,595	6,577	5,818	1,610	18,600
1967	1,839	3,486	5,325	5,295	9,475	1,537	21,632
1968	2,340	6,877	9,217	12,030	12,007	2,989	36,243
1969	5,065	8,279	13,344	11,738	18,358	4,956	48,396
1970	3,715	8,331	12,046	9,356	30,279	4,474	56,155
1971	3,692	5,708	9,400	4,877	59,718	3,939	77,934

1/ Partly estimated.

Note: TSUS items 692.1040, 692.1080, 692.1140, 692.1180, 692.14, and 692.16.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 5B.--All motor vehicles except new passenger automobiles, automobile trucks valued at \$1,000 or more, motor buses, and snowmobiles: U.S. exports of domestic merchandise, total, and to Canada, 1964-71

Value (1,000 dollars)			
Year	Canada <u>1/</u>	All other countries <u>1/</u>	Total
1964 <u>1/</u>	3,456	65,934	69,390
1965 <u>1/</u>	13,180	75,238	88,418
1966 <u>1/</u>	14,964	113,385	128,349
1967 <u>1/</u>	14,507	101,832	116,339
1968 <u>1/</u>	13,926	111,913	125,839
1969	14,542	114,904	129,446
1970	17,181	142,876	160,057
1971	20,312	135,256	155,568

1/ Partly estimated.

Schedule B Numbers: 732.0160, .0305, .0310, .0315, .0330, .0340, .0346 and .0350.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 5C.--All motor vehicles except new passenger automobiles, automobile trucks valued at \$1,000 or more, motor buses, and snowmobiles: U.S. imports for consumption, total, and U.S. exports of domestic merchandise, total, 1964-71

Value (1,000 dollars)			
Year	U.S. imports	U.S. exports	Net surplus (+) or deficit (-) in trade
1964-----	<u>1/</u> 17,416	<u>1/</u> 69,390	+51,974
1965-----	<u>1/</u> 16,254	<u>1/</u> 88,418	+72,164
1966-----	<u>1/</u> 18,600	<u>1/</u> 128,349	+109,749
1967-----	21,632	<u>1/</u> 116,339	+94,707
1968-----	36,243	<u>1/</u> 125,839	+89,596
1969-----	48,396	129,446	+81,050
1970-----	56,155	160,057	+103,902
1971-----	77,934	155,568	+77,634

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 5D.--All motor vehicles except new passenger automobiles, automobile trucks valued at \$1,000 or more, motor buses, and snowmobiles: U.S. imports for consumption from Canada, and exports of domestic merchandise to Canada, 1964-71

Value (1,000 dollars)			
Year	U.S. imports	U.S. ex-ports <u>1/</u>	Net surplus (+) or deficit (-) in trade
1964-----	<u>1/</u> 1,519	3,456	+1,937
1965-----	<u>1/</u> 1,244	13,180	+11,936
1966-----	<u>1/</u> 4,595	14,964	+10,369
1967-----	5,325	14,507	+9,182
1968-----	9,217	13,926	+4,709
1969-----	13,344	14,542	+1,198
1970-----	12,046	17,181	+5,135
1971-----	9,400	20,312	+10,912

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 5E.--All motor vehicles except new passenger automobiles, automobile trucks valued at \$1,000 or more, motor buses and snowmobiles: U.S. imports for consumption from all countries except Canada, and U.S. exports of domestic merchandise to all countries except Canada, 1964-71

Value (1,000 dollars)			
Year	U.S. imports	U.S. ex-ports <u>1/</u>	Net surplus (+) or deficit (-) in trade
1964-----	<u>1/</u> 15,897	65,934	+50,037
1965-----	<u>1/</u> 15,010	75,238	+60,228
1966-----	<u>1/</u> 14,005	113,385	+99,380
1967-----	16,307	101,832	+85,525
1968-----	27,026	111,913	+84,837
1969-----	35,052	114,904	+79,852
1970-----	44,109	142,876	+98,767
1971-----	68,534	135,256	+66,722

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 6A.--All Motor Vehicles: U.S. Imports for consumption, by major source, 1964-71
Value (1,000 dollars)

Year	Canada			West Germany	Japan	All other	Total
	APTA	Non-APTA	Total				
1964-----	-	<u>1/</u> 23,438	<u>1/</u> 23,438	387,747	17,684	183,842	612,711
1965-----	<u>1/</u> 95,476	<u>1/</u> 2,662	<u>1/</u> 98,138	400,804	31,682	176,838	707,462
1966-----	<u>1/</u> 467,291	<u>1/</u> 4,408	<u>1/</u> 471,699	601,491	62,454	225,700	1,361,344
1967-----	1,026,571	4,116	1,030,687	587,991	83,330	236,136	1,938,144
1968-----	1,665,536	10,191	1,675,727	919,398	207,932	350,560	3,153,617
1969-----	2,290,717	10,565	2,301,282	875,798	322,881	383,158	3,883,119
1970-----	2,264,808	12,795	2,277,603	1,070,885	494,589	417,084	4,260,161
1971-----	2,948,151	9,930	2,958,081	1,284,795	1,031,547	552,825	5,827,248

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

U.S. Tariff Commission
April 1972

Table 6B.--All motor vehicles: U.S. exports of domestic merchandise, total, and to Canada, 1964-71

Value (1,000 dollars)			
Year	Canada <u>1/</u>	All other countries <u>1/</u>	Total
1964-----	63,663	730,494	794,157
1965-----	155,163	414,703	569,866
1966-----	355,523	500,033	855,556
1967-----	694,810	415,162	1,109,972
1968-----	861,401	424,843	1,286,244
1969-----	987,710	451,637	1,439,347
1970-----	869,440	446,340	1,315,780
1971-----	1,255,968	441,289	1,697,257

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 6C.--All motor vehicles: U.S. imports for consumption, total, and U.S. exports of domestic merchandise, total, 1964-71

Value (1,000 dollars)

Year	U.S. imports	U.S. exports	Net surplus (+) or deficit (-) in trade
1964-----	1/ 612,711	794,157	+131,446
1965-----	1/ 707,462	569,866	-137,596
1966-----	1/ 361,344	855,556	-505,788
1967-----	1,938,144	1,109,972	-828,172
1968-----	3,153,617	1,286,244	-1,867,373
1969-----	3,883,119	1,439,347	-2,443,772
1970-----	4,260,161	1,315,780	-2,944,381
1971-----	5,827,248	1,697,257	-4,129,991

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce.

Table 6D.--All motor vehicles: U.S. imports for consumption from Canada, and U.S. exports of domestic merchandise to Canada, 1964-71

Year	Value (1,000 dollars)		Net surplus (+) or deficit (-) in trade
	U.S. imports	U.S. ex-ports <u>1/</u>	
1964-----	<u>1/</u> 23,438	63,663	+40,225
1965-----	<u>1/</u> 98,138	155,163	+57,025
1966-----	<u>1/</u> 471,699	355,523	-116,176
1967-----	1,030,687	694,810	-335,877
1968-----	1,675,727	861,401	-814,326
1969-----	2,301,282	987,710	-1,313,572
1970-----	2,277,603	869,440	-1,408,163
1971-----	2,958,081	1,255,968	-1,702,113

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 6E.--All motor vehicles: U.S. imports for consumption from all countries except Canada, and U.S. exports of domestic merchandise to all countries except Canada, 1964-71

Value (1,000 dollars)			
Year	U.S. imports	U.S. ex-ports <u>1/</u>	Net surplus (+) or deficit (-) in trade
1964-----	<u>1/</u> 589,273	730,494	+141,221
1965-----	<u>1/</u> 609,324	414,703	-194,621
1966-----	<u>1/</u> 889,645	500,033	-389,612
1967-----	907,457	415,162	-492,295
1968-----	1,477,890	424,843	-1,053,047
1969-----	1,581,837	451,637	-1,130,200
1970-----	1,982,558	446,340	-1,536,218
1971-----	2,869,167	441,289	-2,427,878

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 7A.--All Motor Vehicle Parts: U.S. imports for consumption, by major source, 1964-71

Value (1,000 dollars)

Year	Canada			West Germany	Japan	All other	Total
	APTA	Non-APTA	Total				
1964 ^{1/}	-	87,816	87,816	40,531	17,089	65,106	210,542
1965 ^{1/}	116,465	42,246	158,711	48,210	24,840	123,289	355,050
1966 ^{1/}	372,160	85,361	457,521	66,016	17,801	77,351	618,689
1967 ^{1/}	490,666	97,393	588,059	71,769	30,464	91,743	782,035
1968 ^{1/}	852,793	104,669	957,462	107,934	67,511	153,523	1,286,430
1969 ^{1/}	1,092,402	115,783	1,208,185	110,790	129,312	171,040	1,619,327
1970	1,188,600	142,028	1,330,628	163,384	163,885	243,232	1,901,129
1971	1,540,371	151,609	1,691,980	223,791	212,582	313,996	2,442,349

^{1/} Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

U.S. Tariff Commission
April 1972

Table 7B.--All motor vehicle parts: U.S. exports of domestic merchandise, total, and to Canada, 1964-71

Value (1,000 dollars)			
Year	Canada	All other countries 1/	Total
1964 1/-----	602,974	1,652,719	2,255,693
1965 1/-----	758,761	856,084	1,614,845
1966 1/-----	968,954	816,497	1,785,451
1967 1/-----	1,103,194	797,332	1,900,526
1968 1/-----	1,563,186	857,895	2,421,031
1969 1/-----	1,814,315	912,418	2,726,733
1970-----	1,644,290	951,807	2,596,097
1971-----	2,019,263	942,371	2,961,634

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 7C.--All motor vehicle parts: U.S. imports for consumption, total, and U.S. exports of domestic merchandise, total, 1964-71

Year	U.S. imports	U.S. exports	Net surplus (+) or deficit (-) in trade
1964-----	<u>1/</u> 210,542	<u>1/</u> 2,255,693	+2,045,151
1965-----	<u>1/</u> 355,050	<u>1/</u> 1,614,845	+1,259,795
1966-----	<u>1/</u> 618,689	<u>1/</u> 1,785,451	+1,166,762
1967-----	<u>1/</u> 782,035	<u>1/</u> 1,900,526	+1,118,491
1968-----	<u>1/</u> 1,286,430	<u>1/</u> 2,421,081	+1,134,651
1969-----	<u>1/</u> 1,619,327	<u>1/</u> 2,726,733	+1,107,406
1970-----	1,901,129	2,596,097	+694,968
1971-----	2,442,349	2,961,634	+519,285

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 7D.--All motor vehicle parts: U.S. imports for consumption from Canada, and U.S. exports of domestic merchandise to Canada, 1964-71

Value (1,000 dollars)			
Year	U.S. imports	U.S. exports	Net surplus (+) or deficit (-) in trade
1964-----	1/ 87,816	1/ 602,974	+515,158
1965-----	1/ 158,711	1/ 758,761	+600,050
1966-----	1/ 457,521	1/ 968,954	+511,433
1967-----	1/ 588,059	1/ 1,103,194	+515,135
1968-----	1/ 957,462	1/ 1,563,186	+605,724
1969-----	1/ 1,208,185	1/ 1,814,315	+606,130
1970-----	1,330,628	1,644,290	+313,662
1971-----	1,691,980	2,019,263	+327,283

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 7E.--All motor-vehicle parts: U.S. imports for consumption from all countries except Canada, and U.S. exports of domestic merchandise to all countries except Canada, 1964-71

Value (1,000 dollars)			
Year	U.S. imports	U.S. exports	Net surplus (+) or deficit (-) in trade
1964-----	<u>1/</u> 122,726	<u>1/</u> 1,652,719	+1,529,993
1965-----	<u>1/</u> 196,339	<u>1/</u> 856,084	+659,745
1966-----	<u>1/</u> 161,168	<u>1/</u> 816,497	+655,329
1967-----	<u>1/</u> 193,976	<u>1/</u> 797,332	+603,356
1968-----	<u>1/</u> 328,968	<u>1/</u> 857,895	+528,927
1969-----	<u>1/</u> 411,142	<u>1/</u> 912,418	+501,276
1970-----	570,501	951,807	+381,306
1971-----	750,369	942,371	+192,002

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 8A.--Automotive products: U.S. imports for consumption, by major source, 1964-71

Year	Canada			West Germany	Japan	All other	Total			
	APTA	Non-APTA	Total							
Value (1,000 dollars)										
1964 1/-----	-	111,254	111,254	428,278	34,773	248,948	823,253			
1965 1/-----	211,941	44,908	256,849	449,014	56,522	300,127	1,062,512			
1966 1/-----	839,451	89,769	929,220	667,507	80,255	303,051	1,980,033			
1967 1/-----	1,517,237	101,509	1,618,746	659,760	113,794	327,879	2,720,179			
1968 1/-----	2,518,329	114,860	2,633,189	1,027,332	275,443	504,083	4,440,047			
1969 1/-----	3,383,119	126,348	3,509,467	986,588	452,193	554,198	5,502,446			
1970-----	3,453,408	154,823	3,608,231	1,234,269	658,474	660,316	6,161,290			
1971-----	4,488,522	161,539	4,650,061	1,508,586	1,244,129	866,821	8,269,597			
Percent of annual totals accounted for by major source										
1964 1/-----	(0.0)	-	(100.0)	13.5	(100.0)	13.5	52.0	4.2	30.3	100.0
1965 1/-----	(82.5)	19.9	(17.5)	4.2	(100.0)	24.2	42.3	5.3	28.2	100.0
1966 1/-----	(90.3)	42.4	(9.7)	4.5	(100.0)	46.9	33.7	4.1	15.3	100.0
1967 1/-----	(93.7)	55.8	(6.3)	3.7	(100.0)	59.5	24.3	4.2	12.0	100.0
1968 1/-----	(95.6)	56.7	(4.4)	2.6	(100.0)	59.3	23.1	6.2	11.4	100.0
1969 1/-----	(96.4)	61.5	(3.6)	2.3	(100.0)	63.8	17.9	8.2	10.1	100.0
1970-----	(95.7)	56.1	(4.3)	2.5	(100.0)	58.6	20.0	10.7	10.7	100.0
1971-----	(96.5)	54.2	(3.5)	2.0	(100.0)	56.2	18.2	15.0	10.6	100.0

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 8B.--Automotive products: U.S. exports of domestic merchandise to Canada and total, 1964-71

Value (1,000 dollars)			
Year	Canada	All other countries	Total
1964 1/-----	666,637	2,383,213	3,049,850
1965 1/-----	913,924	1,270,787	2,184,711
1966 1/-----	1,324,477	1,316,530	2,641,007
1967 1/-----	1,798,004	1,212,494	3,010,498
1968 1/-----	2,424,587	1,282,738	3,707,325
1969 1/-----	2,802,025	1,364,055	4,166,080
1970-----	2,513,730	1,398,147	3,911,877
1971-----	3,275,231	1,383,660	4,658,891

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 8C.--Automotive products: U.S. imports for consumption, total, and U.S. exports of domestic merchandise, total, 1964-71

Value (1,000 dollars)			
Year	U.S. imports total	U.S. exports total	Net surplus (+) or deficit (-) in trade
1964 1/-----	823,253	3,049,850	+2,226,597
1965 1/-----	1,062,512	2,184,711	+1,122,199
1966 1/-----	1,980,033	2,641,007	+660,974
1967 1/-----	2,720,179	3,010,498	+290,319
1968 1/-----	4,440,047	3,707,325	-732,722
1969 1/-----	5,502,446	4,166,080	-1,336,366
1970-----	6,161,290	3,911,877	-2,249,413
1971-----	8,269,597	4,658,891	-3,610,706

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 8D:--Automotive products: U.S. imports for consumption from Canada, and U.S. exports of domestic merchandise to Canada, 1964-71

Value (1,000 dollars)			
Year	U.S. imports from Canada	U.S. exports to Canada	Net surplus (+) or deficit (-) in trade
1964 1/-----	111,254	666,637	+555,383
1965 1/-----	256,849	913,924	+657,075
1966 1/-----	929,220	1,324,477	+395,257
1967 1/-----	1,618,746	1,798,004	+179,258
1968 1/-----	2,633,189	2,424,587	-208,602
1969 1/-----	3,509,467	2,802,025	-707,442
1970-----	3,608,231	2,513,730	-1,094,501
1971-----	4,650,061	3,275,231	-1,374,830

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 8E:--Automotive products: U.S. imports for consumption from all countries except Canada, and U.S. exports of domestic merchandise to all countries except Canada, 1964-71

Value (1,000 dollars)			
Year	U.S. imports	U.S. exports	Net surplus (+) or deficit (-) in trade
1964 1/-----	711,999	2,383,213	+1,671,214
1965 1/-----	805,663	1,270,787	+465,124
1966 1/-----	1,050,813	1,316,530	+265,717
1967 1/-----	1,101,433	1,212,494	+111,061
1968 1/-----	1,806,858	1,282,738	-524,120
1969 1/-----	1,992,979	1,364,055	-628,924
1970-----	2,553,059	1,398,147	-1,154,912
1971-----	3,619,536	1,383,660	-2,235,876

1/ Partly estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 9.--Automotive Products: Net surplus (+) or deficit (-) in U.S. Trade with all countries, 1964-71

Year	Motor vehicles						Motor Vehicle Parts	Total
	New passenger automobiles	Automobile trucks valued at \$1000 or more	Motor Buses	Snowmobile	All other motor vehicles	Total		
Quantity (units)								
1964	-355,068	+159,570	+5,421	-6,555	1/	1/	1/	1/
1965	-457,594	+55,253	+4,779	-16,956	1/	1/	1/	1/
1966	-721,970	+45,600	+4,647	-46,741	1/	1/	1/	1/
1967	-742,399	+13,078	+3,957	-83,276	1/	1/	1/	1/
1968	-1,289,985	-23,401	+4,525	-114,942	1/	1/	1/	1/
1969	-1,513,233	-33,192	+2,706	-183,162	1/	1/	1/	1/
1970	-1,728,118	-15,987	+3,051	-233,200	1/	1/	1/	1/
1971	-2,200,833	-58,537	+3,203	-194,458	1/	1/	1/	1/
Value (1,000 dollars)								
1964	-264,119	+379,585	+16,841	-2,835	+51,974	+181,446	+2,045,151	+2,226,597
1965	-399,944	+186,983	+11,005	-7,804	+72,164	-137,596	+1,259,795	+1,122,199
1966	-809,024	+199,470	+13,798	-19,781	+109,749	-505,788	+1,166,762	+660,974
1967	-1,026,683	+127,461	+13,685	-37,342	+94,707	-828,172	+1,118,491	+290,319
1968	-1,961,035	+49,741	+15,059	-60,734	+89,596	-1,867,373	+1,134,651	-732,722
1969	-2,490,647	+72,934	+2,703	-109,812	+81,050	-2,443,772	+1,107,406	-1,336,366
1970	-2,979,502	+65,863	+2,288	-136,932	+103,902	-2,944,381	+694,968	-2,249,413
1971	-4,063,694	-25,368	-1,002	-117,561	+77,634	-4,129,991	+519,285	-3,610,706

1/ Not available.

Source: Derived from data compiled from the official statistics of the U.S. Department of Commerce.

Table 10.—Automotive products: Net surplus (+) or deficit (-) in U.S. trade with Canada, 1964-71.

Year	Motor Vehicles						Total	Motor Vehicle Parts	Total
	New Passenger Automobiles	Automobile		Motor Buses	Snow-mobiles	All Other Motor Vehicles			
		Trucks Valued at 1,000 or more							
Quantity (units)									
1964	+6,443	+2,537	+65	-6,655	1/	1/	1/	1/	1/
1965	+10,427	+2,331	+109	-16,931	1/	1/	1/	1/	1/
1966	-38,008	-20,005	-98	-47,106	1/	1/	1/	1/	1/
1967	-89,381	-39,356	+118	-82,063	1/	1/	1/	1/	1/
1968	-214,097	-69,598	+32	-107,916	1/	1/	1/	1/	1/
1969	-399,034	-82,984	-8	-173,658	1/	1/	1/	1/	1/
1970	-447,153	-57,630	-254	-215,664	1/	1/	1/	1/	1/
1971	-453,877	-69,143	-4	-161,143	1/	1/	1/	1/	1/
Value (1,000 dollars)									
1964	+26,520	+13,838	+765	-2,835	+1,937	+40,225	+515,158	+555,383	
1965	+35,713	+15,967	+1,160	-7,751	11,936	+57,025	+600,050	+657,075	
1966	-91,019	-17,911	+2,185	-19,800	+10,369	-116,176	+511,433	+395,257	
1967	-262,655	-51,580	+5,754	-36,578	+9,182	-335,877	+515,135	+179,258	
1968	-646,101	-117,747	+2,650	-57,837	+4,709	-814,326	+605,724	-208,602	
1969	-1,079,231	-131,292	+1,493	-105,740	+1,198	-1,313,572	+606,130	-707,442	
1970	-1,180,919	-103,917	+455	-128,917	+5,135	-1,408,163	+313,662	-1,094,501	
1971	-1,450,876	-160,000	-525	-101,624	+10,912	-1,702,113	+327,283	-1,374,830	

1/ Not available.

Source: Derived from data compiled from the official statistics of the U.S. Department of Commerce.

Table 11.--Automotive products: Net surplus (+) or deficit (-) in U.S. trade with all countries except Canada, 1964-71

Year	Motor Vehicles					Total	Motor vehicle parts	Total
	New passenger automobiles	Automobile trucks valued \$1,000 or more	Motor buses	Snowmobiles	All other motor vehicles			
Quantity (units)								
1964-----	-361,512	+157,033	+5,356	-	1/	1/	1/	1/
1965-----	-468,021	+52,922	+4,670	-25	1/	1/	1/	1/
1966-----	-684,184	+65,605	+4,549	+117	1/	1/	1/	1/
1967-----	-653,018	+52,434	+3,839	-1,213	1/	1/	1/	1/
1968-----	-1,075,888	+46,197	+4,493	-7,026	1/	1/	1/	1/
1969-----	-1,114,199	+49,792	+2,714	-9,504	1/	1/	1/	1/
1970-----	-1,280,965	+41,643	+3,305	-17,536	1/	1/	1/	1/
1971-----	-1,746,956	+10,606	+3,207	-33,315	1/	1/	1/	1/
Value (1,000 dollars)								
1964-----	-290,639	+365,747	+16,076	-	+50,037	+141,221	+1,529,993	+1,671,214
1965-----	-435,657	+171,016	+9,845	-53	+60,228	-194,621	+659,745	+465,124
1966-----	-718,005	+217,381	+11,613	+19	+99,380	-389,612	+655,329	+265,717
1967-----	-764,028	+179,041	+7,931	-764	+85,525	-492,295	+603,356	+111,061
1968-----	-1,314,934	+167,488	+12,409	-2,897	+84,887	-1,053,047	+528,927	-524,120
1969-----	-1,411,416	+204,226	+1,210	-4,072	+79,852	-1,130,200	+501,276	-628,924
1970-----	-1,798,583	+169,780	+1,833	-8,015	+98,767	-1,536,218	+381,306	-1,154,912
1971-----	-2,612,818	+134,632	-477	-15,937	+66,722	-2,427,878	+192,002	-2,235,876

1/ Not available.

Source: Derived from data compiled from the official statistics of the U.S. Department of Commerce.

Table 12--Automotive Products: Ratios of the quantity of U.S. imports for consumption (Total and from Canada) to U.S. apparent consumption, 1964-71

(Ratios in percents)									
Year	Motor Vehicles						Motor vehicle parts	Total	
	New passenger automobiles	Automobile trucks valued at \$1,000 or more	Motor buses	Snow-mobiles	All other motor vehicles	Total			
Ratio of Imports From Canada To Consumption									
1964-----	0.1	0.01	-	57.1	1/	1/	1/	1/	
1965-----	0.3	0.4	-	43.0	1/	1/	1/	1/	
1966-----	1.6	2.4	0.1	69.9	1/	1/	1/	1/	
1967-----	4.0	4.9	0.2	80.6	1/	1/	1/	1/	
1968-----	5.0	6.0	0.2	47.3	1/	1/	1/	1/	
1969-----	7.1	7.5	0.4	67.1	1/	1/	1/	1/	
1970-----	8.4	6.8	1.0	66.5	1/	1/	1/	1/	
1971-----	7.4	6.5	0.8	54.2	1/	1/	1/	1/	
Ratio of Imports From All Countries Except Canada To Consumption									
1964-----	6.5	0.4	1.3	-	1/	1/	1/	1/	
1965-----	5.5	0.2	0.8	0.2	1/	1/	1/	1/	
1966-----	8.1	0.2	0.6	0.2	1/	1/	1/	1/	
1967-----	8.5	0.1	0.8	1.6	1/	1/	1/	1/	
1968-----	11.0	0.1	0.8	3.2	1/	1/	1/	1/	
1969-----	11.9	0.1	0.8	4.0	1/	1/	1/	1/	
1970-----	15.9	0.1	1.0	4.6	1/	1/	1/	1/	
1971-----	16.6	1.3	1.2	9.4	1/	1/	1/	1/	
Ratio of Total Imports to Consumption									
1964-----	6.6	0.4	1.3	57.1	1/	1/	1/	1/	
1965-----	5.8	0.6	0.8	43.2	1/	1/	1/	1/	
1966-----	9.7	2.6	0.7	70.1	1/	1/	1/	1/	
1967-----	12.5	5.0	1.0	82.2	1/	1/	1/	1/	
1968-----	16.0	6.1	1.0	51.0	1/	1/	1/	1/	
1969-----	19.0	7.6	1.2	71.1	1/	1/	1/	1/	
1970-----	24.3	6.9	2.0	71.1	1/	1/	1/	1/	
1971-----	24.0	7.8	2.0	63.6	1/	1/	1/	1/	