

CANADIAN AUTOMOBILE AGREEMENT

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

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



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OPERATION OF THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965

I. Introduction

Automotive trade between the United States and Canada continued to increase in 1972 while the United States trade deficit in automotive products with Canada was reduced by half.

The Agreement ^{1/}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 52

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, which at present

^{2/} App. B, page 55

^{3/} App. C, page 64

is 15 percent ad valorem, 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. 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

In the course of discussions with the Canadian Government in 1972 on a range of economic issues, the United States continued to press vigorously for the elimination of the transitional restrictions on Canadian imports of motor vehicles and parts from the United States. No agreement on the removal of the restrictions was reached.

Total automotive trade between the two countries was \$9.1 billion in 1972, an increase of 17 percent over 1971. United States exports of automotive products to Canada rose 18 percent to \$4.5 billion in 1972 while the United States imports of automotive products from Canada increased 15 percent to \$4.6 billion. The United States deficit in automotive trade with Canada for 1972 was \$99 million, compared with \$197 million in 1971. 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. Though the price differentials have declined significantly since 1965, the 1973 model introduction price differentials were slightly above those of 1972.

Motor vehicle production in the United States in 1972 was 11.3 million units, nearly 6 percent more than 1971. Canadian motor vehicle production was 1.5 million units in 1972, an increase of 9 percent over 1971. The United States share of the combined production in both countries was 88.5 percent in 1972 compared to 88.8 percent in 1971.

Employment in the U. S. automotive industry averaged 861,000 during 1972, which was 2 percent above the 1971 average. Canadian automotive industry employment averaged 99,000 or 6 percent above 1971.

Retail sales of new motor vehicles in the United States were a record high 13.6 million units, 10 percent more than in 1971. Sales of imported autos accounted for about 15 percent of the 10.9 million cars sold in the U. S. The 1972 share of market held by imports was fractionally less than 1971. Retail sales of motor vehicles in Canada were a little more than one million units in 1972, an increase of 13 percent over 1971.

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

Combined United States and Canadian motor vehicle production in 1972 rose to a total of 12.8 million vehicles, a record high. The 1972 total was 6.3 percent above the combined total production in 1971. The United States share of

production was 88.5 percent in 1972 compared to 88.8 percent in 1971 and was down from 92.5 percent in 1965.

The record production was in response to the high level of retail sales in both countries.

Motor vehicle production in the United States in 1972 was 11.3 million units, nearly 6 percent more than 1971.^{4/} Passenger car production of 8.8 million cars in 1972 was a little less than 3 percent above that in 1971. A larger percentage increase occurred in truck assembly. Truck production in 1972 amounted to a record high of nearly 2.5 million, an increase of 18 percent above the previous year.

Canadian motor vehicle production rose a little more than 9 percent to 1.5 million vehicles in 1972.^{5/} Passenger car production of 1.2 million vehicles was 7 percent above 1971, while truck production increased 21 percent to .3 million units.

^{4/} Table 2, page 30

^{5/} Table 3, page 31

Expenditures by Automobile Manufacturers for Plants and Equipment in the United States and Canada. Expenditures during 1972 for new plant and equipment made by the major motor vehicle manufacturers amounted to \$1,260 million in the United States and \$59 million in Canada. The 1972 investment amounted to a 5 percent increase in the United States and an 11 percent decline in Canada as compared to 1971. Other manufacturers of automotive products also made new investments but data on these investments are not available.

Retail Sales.^{6/} During 1972 United States retail sales of new motor vehicles were a record high of 13.6 million units, which was about 10 percent over sales in 1971. In Canada retail sales were also at their highest level and amounted to a little more than 1 million units, an increase of 13 percent over 1971. The United States share of the combined United States and Canadian market was 93 percent, the same as the two previous years.

Retail sales of new passenger cars in the United States grew 7 percent in 1972 and totaled 10.9 million cars, including 1.6 million imported from overseas and 9.3 million North American type units. Cars imported from overseas in 1972 accounted for slightly less than 15 percent of the U. S. car market, fractionally less than 1971.

Retail new passenger car sales in Canada in 1972 grew about 10 percent and totaled 859,000 units, including 205,000 imported from overseas and 654,000 North American type cars.

Retail new truck sales in the United States grew a booming 29 percent in 1972 and totaled 2.6 million, including 0.1 million imported trucks and 2.5 million North American type. Retail new truck sales in Canada also grew by 29 percent and totaled 207,000, including 190,000 North American built and 17,000 imported from overseas.

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. 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.

Factory List. Factory list prices for typical 1973 models at model introduction time ranged from 11.5 percent to 15.3 percent higher in Canada than in the United States, compared to a range of 11.2 percent to 14.0 percent for the 1972 models.

In 1965 the price difference ranged from 18.5 to 42.2 percent. Thus though the price differential has declined significantly since 1965, the 1973 model price differences were slightly above the 1972 differences.

Changing US-Canadian currency exchange rates can obscure changes in the price differential over time. Therefore, the tables ^{7/} showing the price differences for typical models 1965 to 1973 are prepared using the December 1972 exchange rate for all years.

Price Indexes. The annual average wholesale price index (1967 = 100) for vehicles and parts increased more in Canada than in the United States during 1972. In both countries the greatest increases were in the indexes for parts. In the United States ^{8/} the wholesale index for parts rose 5.8 points while in Canada ^{9/} the parts index rose 9.1 points. The United States wholesale price index for trucks rose 2.6 points while the Canadian truck index rose 5.4 points. The U. S. wholesale passenger car index rose 2.7 points while the Canadian index for hard tops rose 4.4 points and their index for 4 door sedans rose 0.4 points.

^{7/} Tables 6, 7, and 8, pages 34,35,36

^{8/} Table 4, page 32

^{9/} Table 5, page 33

The U. S. consumer price index for passenger cars fell 1.0 point in contrast to the Canadian consumer index which increased 2.1 points.

Employment in the Automotive Industry - United States and Canada. Average employment in the automotive industry increased by 2 percent in the United States and by 6 percent in Canada in 1972. In both countries the increase in 1972 was less than in 1971 when employment grew 6 percent in the United States and 12 percent in Canada.

Employment in the U. S. automotive industry averaged 861,000 during 1972 but remained below the 1969 high of 911,000. ^{10/}

Employment in the Canadian automotive industry averaged 99,000 in 1972, an all time high. ^{11/}

Chart 1 (page 11) illustrates the relative movement of United States and Canadian automotive employment 1965 to 1972.

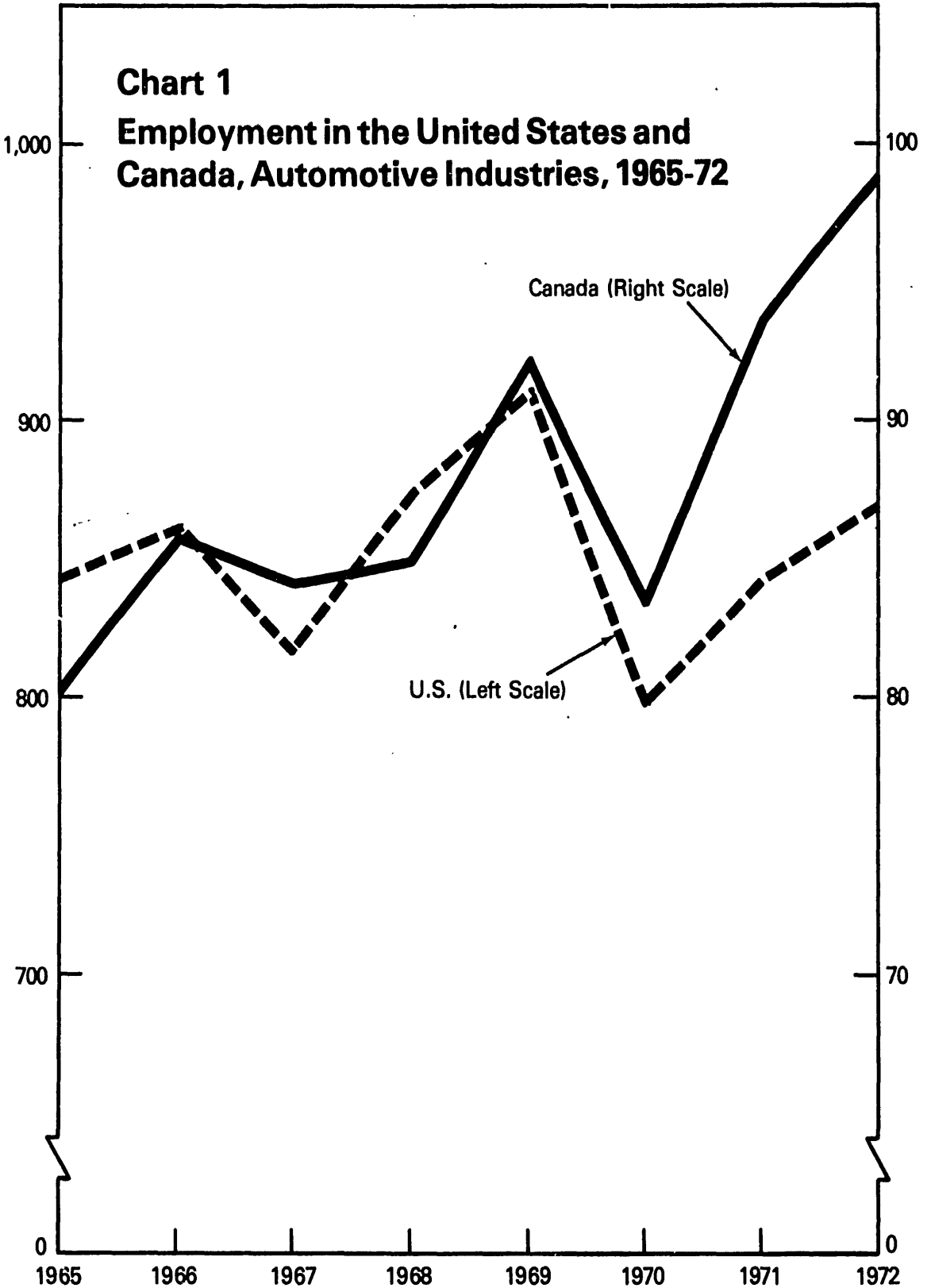
Trade in Motor Vehicles and Parts Between the United States and Canada. Automotive trade between the United States and Canada grew to a total of \$9 billion in 1972, an increase of 17 percent over 1971. The continued growth in total trade, though substantial, was below the 29% growth in 1971 when the industry was recovering from a slight decline in trade in 1970.

^{10/} Table 9, page 37

^{11/} Table 10, page 38

Thousands

Chart 1
Employment in the United States and
Canada, Automotive Industries, 1965-72



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

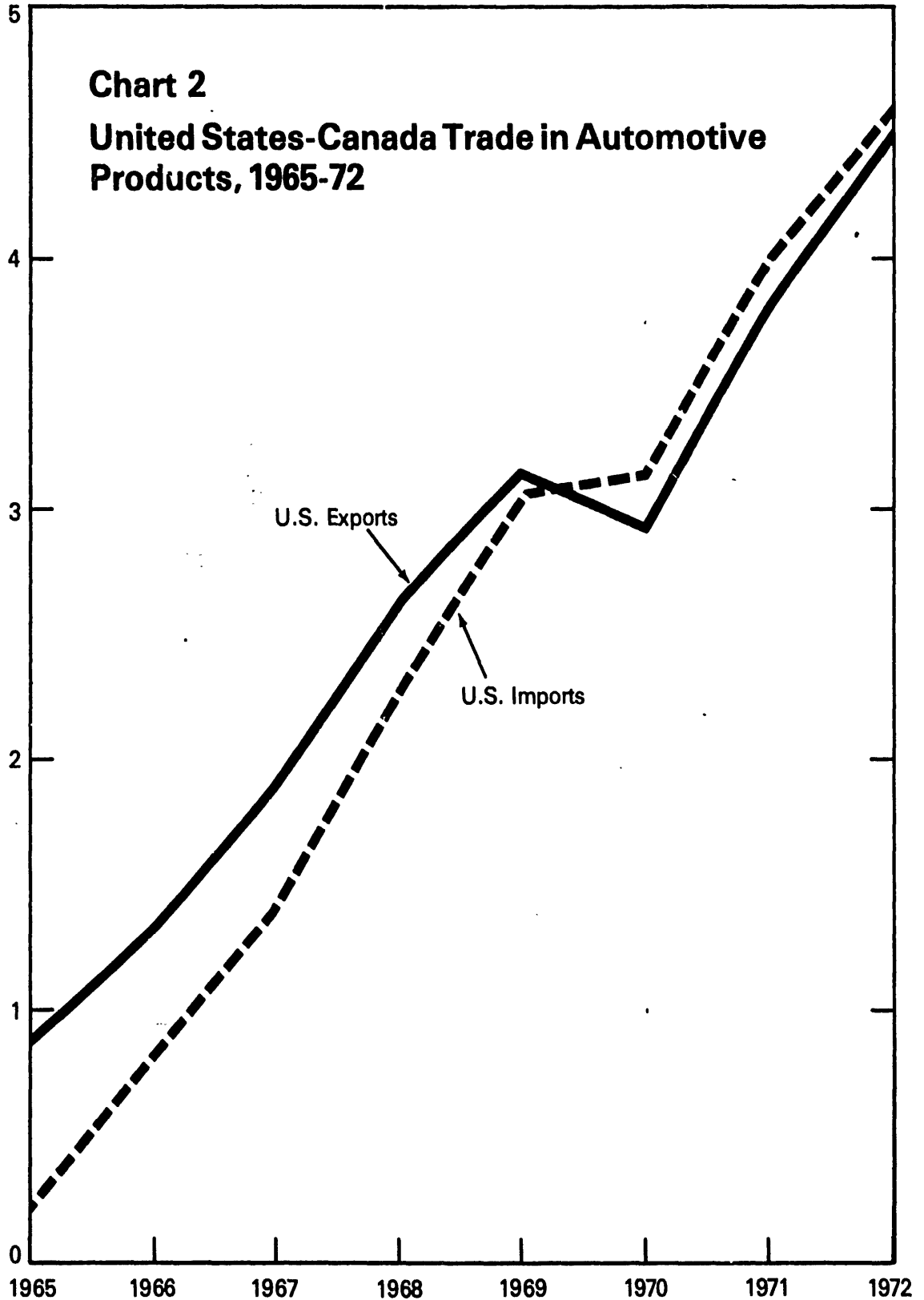
Exports of all categories of automotive products from the U. S. to Canada increased 18 percent in 1972 to \$4,496 million with trucks showing the largest percent growth. Exports of trucks grew 51 percent, to \$504 million. Cars grew 9 percent to \$1,075 million and parts grew 17 percent to \$2,866 million.

Imports of automotive products from Canada in 1972 increased by 15 percent to a total of \$4,595 million. Imports of cars rose 7 percent to \$2,065 million, truck imports increased 22 percent to \$713 million and parts imports were up 21 percent to \$1.795 million. Parts categories which showed substantial increases in imports included springs, engines, wheels and a basket category of "other" parts. ^{12/}

The United States automotive trade deficit with Canada declined by half from -\$196 million in 1971 to a -\$99 million in 1972. Chart 2, page 13, illustrates the trend of United States Automotive Exports and Imports from 1965 to 1972 and the net trade position.

The volume of trade in all categories of imports and exports of automotive products increased in 1972, but exports of trucks and parts increased faster than imports and provided the lower trade deficit.

^{12/} Table 11, page 39



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

The U. S. deficit in snowmobile trade with Canada declined from \$102 million in 1971 to \$71 million in 1972. The decline is the result of increased exports to Canada and decreased imports from Canada of snowmobiles.

Chart 3, page 15, shows the trade in motor vehicles and parts, respectively for the period of the Agreement.

Automotive Trade Statistics. The table on page 16, from which the figures in the foregoing section on trade were drawn, comprises the most accurate and comparable import and export figures available. The import figures in the table are adjusted to actual transaction values rather than the value for customs figures published by the Bureau of Census and Canadian import data are used for U. S. exports.

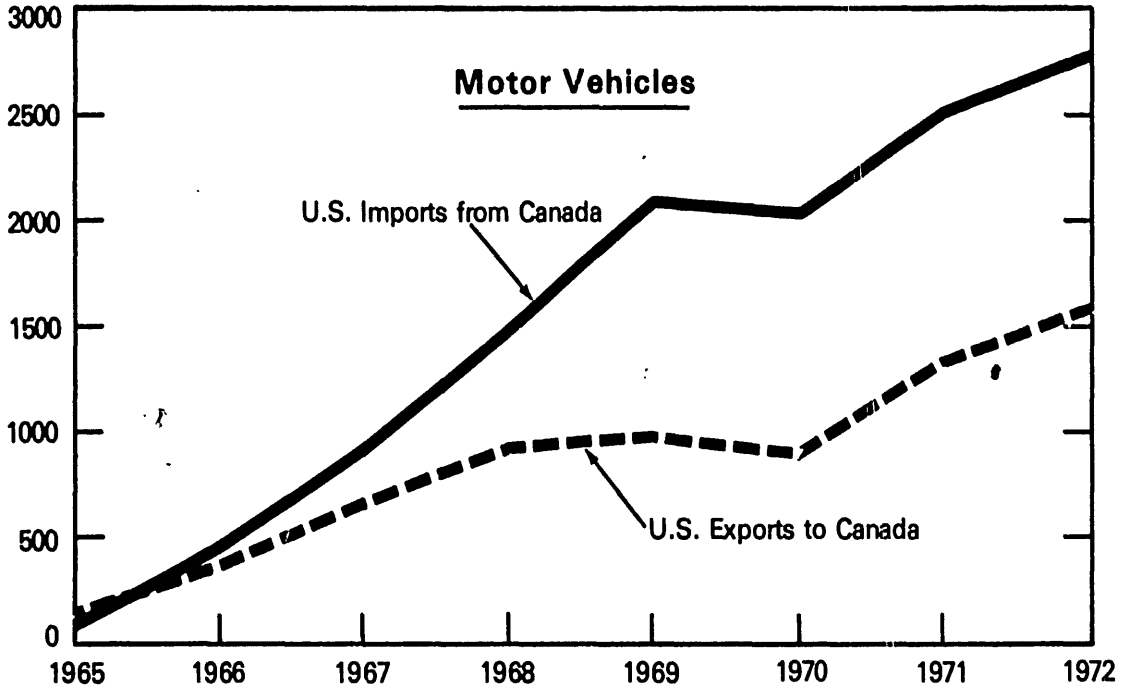
The two most important reasons for using the adjusted figures rather than import and export data as published by the Bureau of the Census are: (1) the U. S. Schedule B Export Classifications do not identify as automotive a significant amount of automotive exports to Canada;^{13/} and

^{13/} Additionally, substantial underreporting of automotive exports was uncovered during a joint U.S.-Canada study on overall trade statistics. The study also noted that imports of motor vehicles are not recorded at their transaction values. In the trade figure reconciliation adjustments were made for both factors. The study titled, The Reconciliation of U.S.-Canada Trade Statistics 1970, A report by the U.S.-Canada Trade Statistics Committee, was published jointly by the U.S. Department of Commerce, Bureau of the Census, and Statistics Canada.

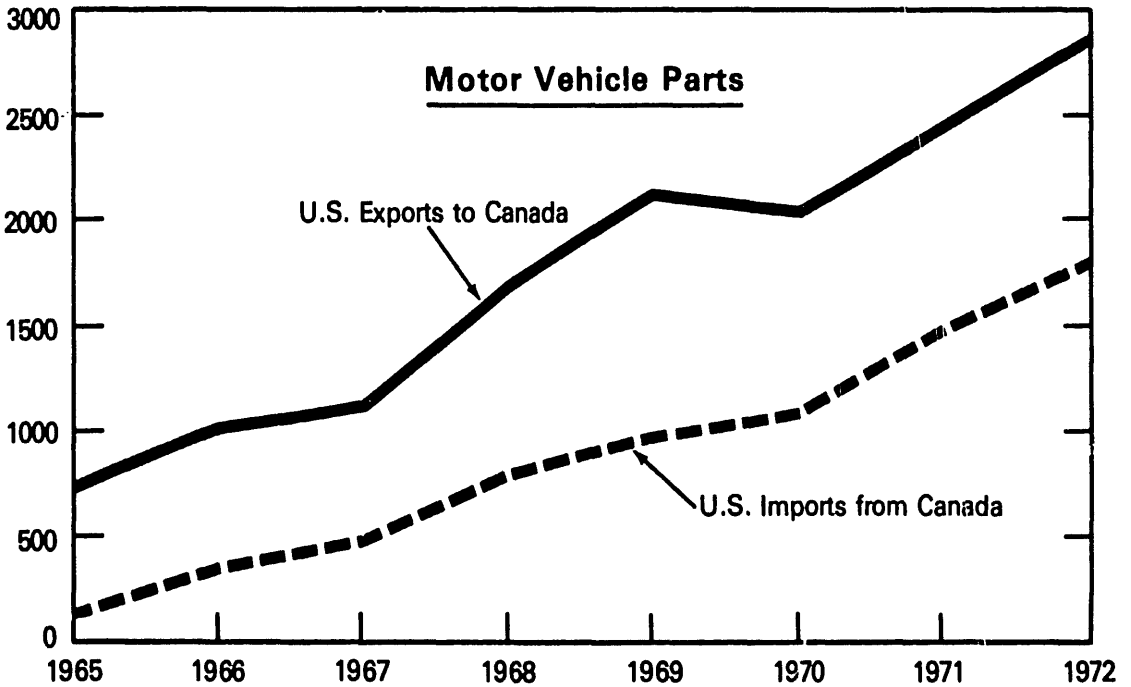
Chart 3

Trade in Automotive Products, U.S. and Canada, 1965-72

Million Dollars



Million Dollars



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

United States - Canada Trade In Automotive Products, 1964-72
U. S. Imports - Canadian Imports

	Millions of U. S. dollars									
	1964	1965	1966	1967	1968	1969	1970	1971	1972 ^{1/}	
U. S. exports ^{2/}										
Cars	34	87	267	544	748	732	631	985	1,075	
Trucks	23	55	88	122	175	244	263	334	504	
Parts	577	738	1,011	1,216	1,684	2,134	2,019	2,448	2,866	
Subtotal	634	880	1,366	1,882	2,607	3,110	2,913	3,767	4,445	
Tires and tubes	6	9	9	7	27	34	23	36	51	
Total exports	640	889	1,375	1,889	2,634	3,144	2,936	3,803	4,496	
U. S. imports										
Cars	18	69	316	692	1,114	1,537	1,474	1,924	2,065	
Trucks	4	19	135	228	369	560	564	587	713	
Parts	49	139	360	474	783	959	1,080	1,481	1,795	
Subtotal	71	227	811	1,394	2,266	3,056	3,118	3,992	4,573	
Tires and tubes	5	4	8	12	8	5	14	8	22	
Total imports	76	231	819	1,406	2,274	3,061	3,132	4,000	4,595	
Net balance	+563	+658	+556	-483	+360	+83	-196	-197	-99	
Memo entry										
Snowmobiles included in truck exports above	--	--	--	--	--	6	12	22	33	
Snowmobiles included in truck imports above	--	--	15	36	61	111	141	124	104	

^{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; 1972-\$84.9.

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; \$1.009 U.S., 1972

Source: U. S. Department of Commerce

(2) the values of imported vehicles are not established on the same basis as the values of exported vehicles, causing imports to be overvalued in relation to exports.

Problem (1) above results from the fact that the Schedule B Classifications used to report export trade are not as detailed as the classifications of the Tariff Schedule of the United States Annotated which are used to report imports. The Schedule B Classifications do not identify as automotive a considerable portion of U. S. exports of parts entering Canada duty free under the automotive agreement. However, Canadian import classifications are much more detailed than the U. S. Schedule B Classification and do identify all automotive imports from the U. S. Therefore, in order to include the value of all exports of automotive products in the trade balance calculations, the balance table makes use of Canadian import figures. The data are supplied under an agreement with Statistics Canada to exchange automotive trade data.

The problem of comparable valuation, (2) above, is resolved by valuing both imports and exports of motor vehicles at their actual transaction values. The foregoing procedure removes the distortion of an automotive trade balance calculated from unadjusted U. S. data. In the unadjusted data U. S. exports of vehicles are valued at the actual transaction

value while imports are valued at the price set by the Bureau of Customs for customs purposes. The Customs figures are 15 to 20 percent above actual transaction prices of the vehicles. Hence, in the U. S. trade figures the value of imports of vehicles is overstated relative to the value of exports. To remove this overstatement the customs values of motor vehicles imported into the U.S. from Canada are adjusted to the actual transaction values in the table on page 16. The adjusted import figures are comparable to the export values as measured by Canadian import data because the Canadian figures are also published at actual transaction values.

United States Automotive Trade with Countries Other Than Canada. The automotive trade statistics used in the table 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 page 16.

On the basis of comparable 1972 data ^{14/} automotive exports to countries other than Canada accounted for about 25 percent of total automotive exports including Canada. Automotive imports from countries other than Canada were 44 percent of all automotive imports including Canada.

14/ Table 12, page 45

In 1972 automotive exports to countries other than Canada amounted to \$1,359 million, an increase of almost 3 percent over 1971. Parts and accessories remained the largest component of exports amounting to \$797 million in 1972 which was 59 percent of total exports and an increase of 3 percent over 1971. Passenger car exports were \$245 million, up 4 percent over the previous year; but 1972 truck exports of \$317 million were 12 percent below 1971. Mexico and Venezuela remain the largest U. S. automotive export markets outside of Canada with Mexico accounting for 4 percent and Venezuela 2 percent of the total export market. ^{15/}

United States imports of automotive products in 1972 were valued at \$9,038 million of which \$3,965 million or 44 percent were imported from countries other than Canada. Automobiles accounted for 79 percent of their imports, trucks 7 percent, and parts the remaining 14 percent. Japan continued to increase its share of the U. S. market and in 1972 for the first time surpassed West Germany as the largest supplier of automotive products to the U.S. outside of Canada. Together Japan and West Germany supply 81 percent of U.S. automotive imports excluding Canada. ^{16/}

^{15/} Table 13, page 46

^{16/} Table 14, page 47

Automotive products continue to form a substantial portion of our total foreign trade. In 1972 total U.S. exports of all commodities to the world were valued at \$49.6 billion of which automotive exports amounted to \$5.3 billion. Total U. S. merchandise imports during the same year were valued at \$55.5 billion,^{17/} of which \$9.0 billion were automotive.

Canadian Trade with Countries Other Than the United States. Canada exported \$206 million worth of automotive products to countries other than the United States during 1972.^{18/} The total was 1 percent higher than 1971 and is 4 percent of the total automotive export market, including the United States. The West Indies replaced Australia as Canada's largest single export market (\$20 million) as 1972 exports to Australia declined substantially from 1971.^{19/}

Imports into Canada from countries other than the U.S. were \$650 million or 13 percent of total automotive imports including the United States.^{20/} Japan is Canada's largest automotive supplier except for the U.S., supplying \$327 million worth of equipment or 50 percent of the market, exclusive of the U.S.

^{17/} Table 15, page 48

^{18/} Table 18, page 51

^{19/} Table 16, page 49

^{20/} Table 17, page 50

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. Intensive discussion on various economic issues between United States and Canadian government officials took place early in 1972. Subjects discussed included elimination by the Canadian Government of the transitional restrictions on Canadian imports of motor vehicles and parts from the United States. No agreement was reached. The U. S. is continuing to explore ways of enabling market forces to operate more effectively to attain the most economic pattern of investment, production and trade in the automotive sector, including elimination of the Canadian restrictions.

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. These manufacturers were 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 vehicles 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 next several years 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 long-term.

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 annual reports by the President to Congress on the operation of the Automotive Products Trade Act.

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 Competitive Assessment and Business Policy. Rules and Regulations, published in Part 615, Chapter VI, Title 15 to 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 include 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, 1973, a total of 209 United States manufacturers had been certified as "bona fide motor vehicle manufacturers." ^{21/} 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

^{21/} App. D, page 65

following types of business: (1) manufacture of motor vehicles, including motor vehicle chassis; (2) manufacture and installation of motor vehicle bodies, and other motor vehicle equipment on new chassis; and (3) installation of motor vehicle bodies, trailer hitches known as fifth wheels, and other motor vehicle equipment on new chassis.

The 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 sixty-two firms which it considers to be motor vehicle manufacturers as of November 27, 1972.^{22/}

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TABLE 1.--RETAIL SALES OF MOTOR VEHICLES, 1965-72

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	9,332	1,539	44	1,583	10,915
1966	8,377	651	9,028	1,619	45	1,664	10,692
1967	7,568	769	8,337	1,524	49	1,573	9,910
1968	8,625	1,031	9,656	1,807	24	1,831	11,487
1969	8,464	1,118	9,582	1,935	33	1,968	11,550
1970	7,120	1,285	8,405	1,746	65	1,811	10,216
1971	8,681	1,570	10,251	2,011	85	2,096	12,347
1972 ^{1/}	9,327	1,616	10,943	2,486	146	2,632	13,575

^{1/} Preliminary

Source: Automobile Manufacturers Association and Ward's Reports

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 ^{1/}	592	188	780	147	13	160	940
1972 ^{1/}	654	205	859	190	17	207	1,065

^{1/} Preliminary

Source: Statistics Canada

TABLE 2. -- U.S. MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965-72
(Thousands of Units)

Year	Passenger cars	Trucks 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	8,583.7	2,088.0	10,671.7
1972 ^{1/}	8,828.2	2,474.7	11,302.9

^{1/} Preliminary.

Source: Automobile Manufacturers Association

TABLE 3.--CANADIAN MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965-72
(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	1,026.0	300.5	1,326.5
1970	923.4	236.1	1,159.5
1971	1,083.2	263.6	1,346.8
1972 ^{1/}	1,154.5	319.9	1,474.4

^{1/} Preliminary.

Source: Statistics Canada.

TABLE 4.--PRICE INDEXES FOR AUTOMOTIVE EQUIPMENT IN THE UNITED STATES
ANNUAL AVERAGE, 1965-72 (1967=100)

Year	Wholesale price index			Consumer price index
	Passenger cars	Motor trucks	Motor vehicle parts ^{1/}	New passenger cars
1965.....	100.1	97.5	---	100.0
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
1972.....	114.9	121.1	126.0	111.0

^{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 1965-72 (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
1972	108.0	106.2	119.0	116.3	110.0

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

Source: Statistics Canada

TABLE 6.--PRICE OF TYPICAL POPULAR MODEL, LOWER PRICED 2-DOOR, 8 CYLINDER HARDTOP WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS 1965, 1971-73

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	2,272	2,685	2,693	421	18.5
Sales/Excise Tax <u>1/</u>	188	233	234	46	-
Dealers Delivery & Handling	25	25	25	0	-
Manufacturer's suggested retail price <u>2/</u>	2,485	2,943	2,952	467	18.8
1971 Model Introduction					
Factory List Price	2,760	3,071	3,081	321	11.6
Sales/Excise Tax <u>1/</u>	164	291	292	128	-
Dealers Delivery & Handling	25	25	25	0	-
Manufacturer's suggested retail price <u>2/</u>	2,949	3,387	3,398	449	15.2
1972 Model Introduction					
Factory List Price	2,813	3,124	3,134	321	11.4
Sales/Excise Tax <u>1/</u>	13 <u>5/</u>	296	297	130	-
Dealers Delivery & Handling	-	-	-	0	-
Manufacturer's suggested retail price <u>2/</u>	2,826	3,420	3,431	605	21.4
1973 Model Introduction					
Factory List Price	2,945	3,273	3,284	339	11.5
Sales/Excise Tax <u>1/</u>	13 <u>5/</u>	310	311	298	-
Dealers Delivery & Handling	-	-	-	0	-
Manufacturer's suggested retail price <u>2/</u>	3,958	3,583	3,595	637	21.5

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.

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 \$1.00326 = \$C1.00, the exchange rate in Dec. 1972.

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

5/ Excise Tax on Tires and Tubes.

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, 1971-73.

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>
Factory List Price	2,565	3,040	3,050	485	18.9
Sales/Excise Tax <u>1/</u>	149	256	257	108	-
Dealers Delivery & Handling	40	40	40	0	-
Manufacturer's suggested retail price <u>2/</u>	2,754	3,336	3,347	593	21.5
1971 Model Introduction					
Factory List Price	3,000	3,297	3,308	308	10.3
Sales/Excise Tax <u>1/</u>	175	305	306	131	-
Dealers Delivery & Handling	40	40	40	0	-
Manufacturer's suggested retail price <u>2/</u>	3,215	3,642	3,654	439	13.7
1972 Model Introduction <u>4/</u>					
Factory List Price	3,413	3,784	3,796	383	11.2
Sales/Excise Tax <u>1/</u>	19 <u>5/</u>	342	343	324	-
Dealers Delivery & Handling	40	40	40	0	-
Manufacturer's suggested retail price <u>2/</u>	3,472	4,166	4,179	707	20.3
1973 Model Introduction					
Factory List Price	3,704	4,120	4,133	429	11.6
Sales/Excise Tax <u>1/</u>	19 <u>5/</u>	346	347	328	-
Dealers Delivery & Handling	40	40	40	0	-
Manufacturer's suggested retail price <u>2/</u>	3,763	4,506	4,520	757	20.1

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 \$1.00326 = \$C1.00, the exchange rate in Dec. 1972.

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

5/ Excise Tax on Tires and Tubes.

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, 1971-73

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	5,834	1,731	42.2
Sales/Excise Tax <u>1/</u>	333	442	443	110	-
Dealers Delivery & Handling	50	40	40	(10)	-
Manufacturer's suggested retail price <u>2/</u>	4,486	6,297	6,317	1,831	40.8
1971 Model Introduction					
Factory List Price	4,971	5,690	5,708	737	14.8
Sales/Excise Tax <u>1/</u>	274	511	513	239	-
Dealers Delivery & Handling	50	40	40	(10)	-
Manufacturer's suggested retail price <u>2/</u>	5,295	6,241	6,261	966	18.2
1972 Model Introduction <u>4/</u>					
Factory List Price	5,314	6,039	6,059	745	14.0
Sales/Excise Tax <u>1/</u>	15 <u>5/</u>	542	544	529	-
Dealers Delivery & Handling	50	40	40	(10)	-
Manufacturer's suggested retail price <u>2/</u>	5,379	6,621	6,643	1,264	23.5
1973 Model Introduction					
Factory List Price	5,392	6,195	6,215	823	15.3
Sales/Excise Tax <u>1/</u>	17 <u>5/</u>	498	500	483	-
Dealers Delivery & Handling	50	40	40	10	-
Manufacturer's suggested retail price <u>2/</u>	5,459	6,733	6,755	1,296	23.7

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 \$1.00326 = \$C1.00, the exchange rate in Dec. 1972.

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

5/ Excise Tax on Tires and Tubes.

TABLE 9.--TOTAL EMPLOYMENT IN THE U.S. AUTOMOTIVE PRODUCTS
INDUSTRY BASED ON U.S. 1967 STANDARD INDUSTRIAL
CLASSIFICATION (SIC), ANNUAL AVERAGES, 1965-72

(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 ^{1/}	797.3	336.3	45.9	38.3	351.3
1971 ^{1/}	842.1	371.5	51.3	37.3	358.9
1972 ^{2/}	860.9	381.4	45.6	39.2	369.4

^{1/} Revised

^{2/} Preliminary

Source: Bureau of Labor Statistics

TABLE 10.--TOTAL EMPLOYMENT IN CANADIAN AUTOMOTIVE PRODUCTS INDUSTRY
 BASED ON CANADIAN STANDARD INDUSTRIAL CLASSIFICATION (SIC),
 ANNUAL AVERAGES, 1965-72 ^{1/}

Year	Estimated employment ^{2/} (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	93.5	43.1	40.6
1972 ^{3/}	98.7	44.1	42.5

^{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, 1970-72

(Thousands dollars)

TSUSA Number (APTA)	Commodity	1970	1971	1972
207.0100	Articles of wood, n.s.p.f.....	2	1	2
220.4600	Articles of cork.....	3	...	...
355.2700	Felt, batting, wadding.....	19	25	83
357.9100	Hose for liquids or gases, vegetable fibers.....	1	...	...
357.9600	Hoses for liquids or gases, manmade fibers.....	1	...	...
358.0300	V-belts, textile fibers and rubber.....	160	179	216
361.9000	Floor coverings and underlays, textile.....	1,665	1,461	823
389.8000	Textile articles, n.s.p.f.....	30	38	23
517.8200	Brushes, graphite, for electric generators and motors.....	201	207	268
535.1500	Ceramic insulators.....	neg	neg	1
540.7200	Glass fibers, bulk, pads, etc.	1	...	1
544.2000	Glass.....	...	...	...
544.3200	Toughened glass.....	15,462	16,546	17
544.4200	Laminated glass.....	10,884	13,122	7,200
544.5200	Mirrors, not over 1 square foot in reflecting area.....	3,484	3,929	6,181
544.5500	Mirrors, over 1 square foot in reflecting area.....	...	1	3
545.6200	Glass lenses and filters and parts for lighting and signals.....	4	2	neg
545.6400	Glass reflecting lenses for signs or signals.....	...	...	2
547.1600	Clock protect glass curve surfact NES.....	...	2	4
610.8100	Pipe and tube fittings of iron or steel (other than cast-iron fittings).....	32	42	26
613.1600	Pipe and tube fittings other than of copper, nickel silver and cupronickel.....	25	71	41
613.1900	Pipe and tube fittings of copper alloy, n.e.s.....	395	122	109
618.4800	Pipe, tubes, blanks and fittings of aluminum.....	14	21	2

TABLE 11.-- continued

TSUSA Number (APTA)	Commodity	1970	1971	1972
642.2100	Ropes, cables, etc., with fittings.....	140	908	963
642.8600	Other wire cloth, etc., cut to shape.....	4	1	...
646.7900	Staples, rivets, bolts, and other fasteners.....	6,525	10,615	14,132
646.9300	Locks, parts, and keys, of base metal.....	202	229	254
647.0200	Hinges, fittings, and mountings of iron, steel, aluminum, or zinc designed for motor vehicles.....	13,866	13,551	15,770
647.0600	Other hinges, fittings, and mountings.....	189	44	32
652.1000	Flexible metal hose or tubing...	337	584	1,042
652.3900	Chain and chains, and parts, of base metal.....	4	11	8
652.7600	Signplates, nameplates, numbers, etc., of base metal	109	185	320
652.8500	Springs and leaves for springs of base metal, suitable for motor vehicle suspension.....	36,825	43,535	56,140
652.8700	Hairsprings.....	1	3	11
652.8900	Other springs.....	1,516	2,131	3,697
658.1000	Articles of base metal, n.s.p.f. not coated with precious metal	1,238	1,530	3,073
660.4300	Piston-type compression-ignition engines.....	19	309	4,513
660.4500	Piston-type engines, n.e.s. (auto truck and bus).....	267,076	418,732	460,121
660.4700	Nonpiston type engines.....	neg	...	1
660.5100	Cast iron parts, not advanced, etc., for internal combustion engines.....	9,272	7 327	8,953
660.5300	Parts of piston-type engines other than compression ignition engines.....	30,586	32,944	42,471
660.5500	Parts internal combustion engines, n.e.s.....	840	1,941	1,214

TABLE 11.continued

TSUSA Number (APTA)	Commodity	1970	1971	1972
660.8600	Nonelectric engines, motors and parts, n.s.p.f.....	neg	neg	1
660.9300	Fuel injection pumps for compression-ignition engines and parts.....	19	88	123
660.9500	Pumps for liquid, n.e.s., and parts.....	5,652	7,834	10,320
661.1100	Fans and blowers and parts.....	5,589	7,865	10,755
661.1300	Compressors and parts.....	1,248	2,123	4,866
661.1600	Air pumps and vacuum pumps and parts.....	19	116	186
661.2100	Air-conditioning machines and parts.....	9,963	8,632	4,603
661.3600	Refrigerators, refrigerating equipment, and parts.....	83	...	...
661.9600	Other parts for filtering and purifying machines, n.e.s.....	6	180	5
	
662.5100	Other mechanical appliances n.e.s., for dispersing liquids, etc.....	317	583	632
664.1100	Material handling equipment, n.e.s.....	806	1,325	1,361
678.5100	Machines, n.s.p.f. and parts...	3,112	2,623	19
680.2100	Taps, cocks, valve, and parts, hand operated and check, copper.....	4	11	1
680.2300	Taps, cocks, valves, and parts hand operated and check, of other metals.....	1,231	626	1,754
680.2600	Taps, cocks, valves, other....	3,100	4,800	5,078
680.3100	Artifricion balls and rollers	433	395	505
680.3400	Ball bearings with integral shafts.....	2,163	1,537	2,173
680.3600	Other ball and roller bearings and parts.....	3,288	...	...
680.3620	Ball bearings, origin Canada...	...	2,492	5,088
680.3640	Roller bearings, origin Canada..	...	2,234	3,675
680.3660	Bearings NES, incl. parts, origin Canada.....	...	1,513	2,781

TABLE 11...continued

TSUSA Number (APTA)	Commodity	1970	1971	1972
680.5900	Lubrication fittings.....	7	2	10
680.9100	Machinery parts not containing electrical features, n.s.p...	31	13	9
682.6500	Generators, motors, electric and parts, under 200 horsepower.....	2,730	3,633	4,689
682.9100	Magnetic chucks, etc., electro- magnetic clutches, couplings, brakes, etc., n.e.s.....	117	12	3
683.1100	Lead-acid type storage batterie and parts.....	1,117	1,990	2,584
683.1600	Other storage batteries and parts.....	12	7	14
683.6100	Electrical starting and ignition equipment for internal combustion engines..	7,789	12,847	10,748
683.6600	Electric lighting equipment designed for motor vehicles and parts.....	6,999	10,081	8,999
684.4100	Electric furnaces, heaters, and ovens, and parts.....	1,142	657	1,025
684.6300	Telephonic apparatus, instru- ments and parts, origin Canada.....	...	8	3
684.7100	Microphones, loudspeakers, etc. and parts.....	161	354	741
685.5520	Radio receivers.....	17,579	23,765	24,504
685.5540	Other radiotelegraphic and radio-telephonic transmission and reception apparatus, radio, TV, and recording devices, etc., and parts....	4,975	6,042	6,798
685.7100	Electric sound and visual signaling apparatus and parts	1,194	754	991
685.8100	Electrical capacitors, fixed or variable.....	752	1,344	2,021
685.9100	Electrical switches, relays, etc. and parts.....	2,453	5,353	4,589
686.1100	Resistors, fixed or variable and parts (including potentiometers but not including heating elements...	1,588	1,520	781

TABLE 11 - continued

TSUSA Number (APTA)	Commodity	1970	1971	1972
686.2300	Automatic voltage regulators, etc., and parts for 6, 12 and 24-volt systems.....		8	...
686.6100	Sealed-beam lamps.....	663	695	779
686.8100	Electric filament lamps for operating under 100 volts, n.e.s.	455	198	304
687.6100	Other electronic tubes, etc., and parts.....	32	8	668
688.0500	Insulated electrical conductors, without fittings.....	69	70	37
688.0700	Insulated electrical conductors, other.....	8	1	1
688.1300	Ignition wiring sets.....	12,530	10,832	7,122
688.1600	Insulated electrical conductors with fittings, other.....	1,938	2,731	6,496
688.4100	Electrical articles, and electrical parts of articles, n.s.p.f.....	11	9	2
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.....	312,189	407,394	429,133
692.0700	Motorbuses, but not including any electric trolley bus of 3-wheeled vehicle.....	3,435	3,308	7,094
692.1120	On-the-highway, 4-wheeled passenger automobiles, n.s.p.f.....	1,802,145	2,344,734	2,592,892
692.1140	On-the-highway, 4-wheeled passenger automobiles, used.....	90	43	147
692.1160	Vehicles which operate in whole or in part on runners or skis...	140,821	123,790	103,761
692.1180	Other motor vehicles.....	3,625	3,649	1,771
692.2100	Chassis for automobile trucks and motorbuses, except for electric trolley buses or 3-wheeled vehicles.....	196,637	158,765	285,290
692.2300	Other chassis except chassis for special purpose vehicles or 3-wheeled vehicles.....	7	29	8,173

TABLE 11. -- Continued

TSUSA Number (APTA)	Commodity	1970	1971	1972
692.2500	Cast-iron parts of motor vehicles, not alloyed, not advanced.....	486	1,161	471
692.2810	Body strapings.....	2,874	1,647	1,864
692.2820	Bumpers.....	22,134	36,772	43,008
692.2830	Wheels designed to be mounted with pneumatic tires.....	23,508	36,282	50,701
692.2840	Hubcaps and wheel covers.....	12,794	15,144	12,999
692.2850	Radiators.....	26,522	30,174	36,029
692.2860	Mufflers and tailpipes.....	4,445	7,958	9,546
692.2870	Other including truck tractors	304,302	432,681	606,322
711.8500	Pressure gages, thermostat, etc.	751	1,076	2,155
711.9100	Taximeters and parts.....	2	...	...
711.9900	Speedometer and parts and other revolution counters, etc. and parts.....	492	621	1,290
712.5100	Electrical measuring, etc. and parts, n.s.p.f. and parts....	64	50	137
721.2000	Clocks, clock movements, etc., and parts.....	230	142	567
727.0700	Furniture designed for motor vehicle use, and parts.....	64,306	107,261	108,585
728.3000	Nontextile floor coverings....	38	20	513
745.8000	Buckles and buckle slides, slide fasteners, and other fastening devices, and parts	1,227	865	313
772.6600	Hose, pipe, and tubing, n.s.p.f. of rubber or plastics.....	1,734	3,200	4,562
772.8100	Handles and knobs, of rubber or plastics.....	133	332	496
772.8600	Closures, including caps, lids, etc., of rubber plastics....	245	187	195
773.2600	Gaskets, of rubber or plastics	3,997	4,178	5,272
773.3100	Electric insulators of rubber or plastics.....	26	646	592
774.7000	Any articles n.s.p.f. of rubber or plastics.....	795	1,307	1,368
791.8100	Any article n.s.p.f. of reptile leather.....	...	...	9
791.9100	Articles n.s.p.f. of other leather.....	1	...	...
1/	Total, duty-free imports	3,452,921	4,414,416	5,080,816

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, 1970-72

(Millions of U.S. Dollars)

Item	Trade with all countries			Trade with Canada ^{2/}			Trade with all countries except Canada		
	1970	1971	1972	1970	1971	1972	1970	1971	1972
U.S. Exports:									
Passenger cars	836.6	1,183.3	1,322.1	625.9	946.6	1,076.6	210.7	236.7	245.5
Trucks, buses, and chassis	664.9	686.0	760.2	253.0	324.0	443.3	411.9	362.0	316.9
Parts and accessories	2,369.3	2,739.2	3,240.3	1,638.2	2,017.2	2,443.6	731.1	722.0	796.7
Total	3,870.8	4,608.5	5,322.6	2,517.1	3,287.8	3,963.5	1,353.7	1,320.7	1,359.1
U.S. Imports:									
Passenger cars	3,730.0	5,139.8	5,711.8	1,806.1	2,396.9	2,594.9	1,923.9	2,742.9	3,116.9
Trucks, buses, and chassis	739.1	854.6	1,128.2	666.4	721.1	850.6	72.7	133.5	277.6
Parts and accessories	1,297.7	1,786.0	2,197.9	975.0	1,355.1	1,628.0	322.7	430.9	569.9
Total	5,766.8	7,780.4	9,037.9	3,447.5	4,473.1	5,073.5	2,319.3	3,307.3	3,964.4
U.S. Net Exports (-) ^{3/}	(1,896.0)	(3,171.9)	(3,715.3)	(930.4)	(1,185.3)	(1,110.0)	(965.6)	(1,986.6)	(2,605.3)

^{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 balance 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 the Census

TABLE 13.--U.S. AUTOMOTIVE EXPORTS ^{1/}, CALENDAR YEAR 1970-72

(Millions of U.S. Dollars)

Country of destination	Passenger cars			Trucks and buses			Parts and accessories			Total Exports		
	1970	1971	1972	1970	1971	1972	1970	1971	1972	1970	1971	1972
Canada	625.9	946.6	1,076.6	253.0	324.0	443.3	1,638.2	2,017.2	2,443.6	2,517.1	3,287.8	3,963.5
European Economic Community, Total	19.4	20.2	20.9	22.8	12.9	11.4	100.2	97.1	110.0	142.4	130.2	142.1
Belgium and Luxembourg	4.6	5.5	4.9	3.3	3.5	1.7	31.2	27.1	26.2	39.1	36.2	32.9
France	1.4	1.2	1.8	5.8	4.2	4.6	18.4	18.0	18.2	25.6	22.4	24.5
West Germany	8.0	9.7	10.4	8.7	2.9	2.4	30.5	33.9	42.8	47.2	46.5	55.6
Italy	0.7	0.7	0.7	1.4	.6	1.8	9.9	9.1	10.2	12.0	10.4	12.6
Netherlands	4.7	3.1	3.1	3.6	1.6	0.9	10.2	9.0	12.6	18.5	13.7	16.5
Sweden	3.3	2.4	1.6	3.6	2.1	2.4	15.2	15.0	15.6	22.1	19.5	19.6
United Kingdom	1.8	2.7	5.1	6.3	3.4	1.9	42.2	41.0	46.8	50.3	47.1	53.8
Japan	20.1	20.9	24.3	2.2	3.6	3.6	19.9	16.1	15.8	42.2	40.6	43.7
Mexico	38.1	56.9	75.9	31.2	28.9	22.0	135.5	143.0	157.1	204.6	228.8	255.0
Venezuela	24.9	22.3	27.3	22.1	20.5	26.0	44.3	50.2	59.3	91.3	93.0	112.7
Republic of South Africa	19.6	15.8	0.7	9.5	11.2	12.9	25.9	26.7	22.6	55.0	53.7	36.3
Philippines	0.6	0.3	0.3	11.2	14.4	10.5	18.7	21.5	20.8	30.5	36.2	31.6
Australia	5.1	3.1	2.1	26.2	12.0	7.7	67.5	55.6	51.3	98.8	70.7	61.1
Other countries	77.8	92.1	87.3	276.8	253.0	218.5	261.9	255.8	297.4	616.5	600.9	603.2
Total, all countries	836.6	1,183.3	1,322.1	664.9	686.0	760.2	2,369.3	2,739.2	3,240.3	3,870.8	4,608.5	5,322.6

^{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 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 1970-72

(Millions of U.S. Dollars)

Country of origin	Passenger cars			Trucks and buses			Parts and Accessories			Total imports		
	1970	1971	1972	1970	1971	1972	1970	1971	1972	1970	1971	1972
<u>Canada</u>												
Traditional automotive 1/	1,806.1	2,396.9	2,594.9	666.4	721.1	850.1	975.0	1,355.1	1,628.0	3,447.5	4,473.1	5,073.5
New APTA 2/	-	-	-	-	-	-	104.7	125.8	167.4	104.6	125.8	167.4
Total	1,806.1	2,396.9	2,594.9	666.4	721.1	850.6	1,079.6	1,480.9	1,795.4	3,552.1	4,598.9	5,240.9
<u>European Economic Community, total</u>	1,253.5	1,526.6	1,686.3	23.6	26.5	24.3	130.5	175.0	208.5	1,407.6	1,728.1	1,919.1
<u>Belgium and Luxembourg</u>	82.6	134.7	109.3	13.1	15.9	15.2	2.2	2.8	2.4	97.9	153.0	127.3
<u>France</u>	41.1	29.1	30.2	-	.1	-	5.3	7.7	14.7	46.4	36.9	44.9
<u>West Germany</u>	1,065.5	1,279.4	1,417.5	9.1	10.2	9.1	115.8	157.4	179.8	1,190.4	1,447.0	1,606.4
<u>Italy</u>	64.3	63.4	129.3	.4	.1	-	5.9	6.0	8.4	70.6	89.5	137.7
<u>Netherlands</u>	-	.0	-	1.0	.2	-	1.3	1.5	2.8	2.3	1.7	2.8
<u>Sweden</u>	107.8	135.0	166.3	.3	.3	0.1	4.4	4.8	6.9	112.5	140.1	173.3
<u>United Kingdom</u>	105.2	152.3	125.6	1.3	1.2	1.8	32.6	62.9	86.1	139.1	216.4	213.5
<u>Japan</u>	457.3	928.8	1,138.6	37.9	104.8	249.2	135.1	156.3	225.2	630.3	1,189.9	1,613.0
<u>Other countries</u>	.1	.2	.2	9.6	.7	2.2	20.1	32.0	43.2	29.8	32.9	45.6
Total	3,730.0	5,139.8	5,711.9	739.1	854.6	1,128.2	1,402.3	1,911.9	2,365.3	5,871.4	7,906.3	9,205.4

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 1969-1972

(Millions of U.S. Dollars)

	1965	1969	1970	1971	1972
Exports, including reexports:					
To all countries, total	27,530	37,988	43,226	44,130	49,676
To Canada	5,658	9,138	9,084	10,365	12,415
Canada's percent of total	19.9	24.1	21.0	23.4	25.0
Imports, general:					
From all countries, total	21,429	36,052	39,963	45,563	55,555
From Canada	4,858	10,390	11,091	12,691	19,909
Canada's percent of total	22.7	28.8	27.7	28.0	35.8

^{1/} Including special category

Source: Bureau of the Census

TABLE 16.--CANADIAN AUTOMOTIVE EXPORTS, CALENDAR YEARS 1970-72

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

Country of destination	Passenger Cars			Trucks and Buses			Parts & Accessories			Total		
	1970	1971	1972	1970	1971	1972	1970	1971	1972	1970	1971	1972
United States	1,555	1,987	2,121	585	609	722	981	1,328	1,674	3,121	3,920	4,518
West Germany	-	-	-	-	-	1	2	2	4	2	2	6
United Kingdom	-	-	-	1	3	-	3	4	3	5	6	3
Sweden	-	-	-	1	1	1	6	5	4	7	6	5
South Africa	4	-	-	14	11	9	3	2	1	21	13	10
West Indies	7	12	14	3	4	5	2	1	1	12	17	20
Australia	1	-	1	7	2	2	5	23	12	33	25	14
Other countries	57	45	53	48	46	42	43	42	52	148	133	148
Total	1,624	2,042	2,190	659	675	783	1,065	1,406	1,752	3,349	4,124	4,724

^{1/} Converted to U.S. dollars at the exchange rate of U.S. \$0.958=C\$1.00 for 1970; for 1971 the rate was U.S. \$0.9903=C\$1.00; for 1972 the rate was U.S. \$100.937=C\$1.00.

Source: Statistics Canada

TABLE 17.--CANADIAN AUTOMOTIVE IMPORTS, CALENDAR YEARS 1970-72

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

Country of Origin	Passenger Cars			Trucks and Buses			Parts & Accessories			Total		
	1970	1971	1972	1970	1971	1972	1970	1971	1972	1970	1971	1972
United States	644	953	1,075	263	363	507	1,848	2,226	2,707	2,754	3,542	4,290
West Germany	58	91	87	8	12	14	33	24	30	99	126	131
France	16	23	17	-	-	-	2	4	6	19	26	23
Italy	8	9	11	1	2	1	1	1	1	11	12	13
United Kingdom	35	49	53	5	5	4	17	29	46	57	84	103
Sweden	15	18	17	-	-	-	2	3	12	17	20	29
Japan	76	150	234	20	34	68	12	15	24	107	198	327
Other countries	-	-	-	1	3	4	27	20	20	18	23	24
Total	852	1,293	1,494	298	419	599	1,942	2,320	2,846	3,082	4,032	4,940

^{1/} Converted to U.S. dollars at the exchange rate of U.S. \$0.958=C\$1.00 for 1970; for 1971 the rate was U.S. \$0.9903=C\$1.00; for 1972 the rate was U.S. \$100.937=C\$1.00

Source: Statistics Canada

TABLE 18.--CANADIAN AUTOMOTIVE TRADE, TOTAL WITH ALL COUNTRIES, WITH UNITED STATES, AND WITH ALL OTHER COUNTRIES EXCEPT THE UNITED STATES 1970-72

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

	Trade With All Countries			Trade With United States			Trade With All Countries Except United States		
	1970	1971	1972	1970	1971	1972	1970	1971	1972
Canadian exports:									
Passenger cars	1,625	2,042	2,190	1,555	1,984	2,183	70	58	67
Trucks and buses	660	675	783	585	608	722	75	67	61
Parts and accessories	1,064	1,406	1,752	981	1,328	1,674	83	78	78
Total	3,349	4,124	4,724	3,121	3,920	4,518	228	203	206
Canadian imports:									
Passenger cars	852	1,293	1,495	644	954	1,075	208	339	420
Trucks and buses	298	418	599	263	362	507	35	56	92
Parts and accessories	1,942	2,320	2,846	1,848	2,226	2,707	94	95	139
Total	3,092	4,032	4,940	2,755	3,542	4,290	338	490	650
Canadian net Exports (-)	257	82	(216)	366	378	228	(110)	(286)	(444)

^{1/} Converted to U.S. dollars at official exchange rate of U.S.; U.S. \$0.958 = Can. \$1.00 for 1970, and \$0.9903 = Can. \$1.00 for 1971 and U.S. \$100.937 = C\$1.00 for 1972.

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 1965, 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 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, straddie 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 vehicles 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, 1973

Action-Age, Inc.
1060 N. Detroit Avenue
Monroe, Michigan 486161
September 1, 1972

Adams International Truck Co.
P. O. Box 1556
Thomasville, Georgia 31792
January 18, 1973

Advanced Equipment Corporation
51-55 Delancey Street
Newark, New Jersey 07105
June 1, 1972

Allentown Brake & Wheel Service, Inc.
R. D. #3
Allentown, Pennsylvania 18104
October 19, 1972

Allied Leisure, Inc.
P. O. Box 5411
Lansing, Michigan 48905
January 18, 1973

AM General Corporation
(formerly Jeep Corporation)
32500 Van Born Street
Wayne, Michigan 48184
April 1, 1973

American La France
Division American LaFrance, Inc.
100 East La France Street
Elmira, New York 14902
July 8, 1972

American Motors Corporation
14250 Plymouth Road
Detroit, Michigan 48232
January 18, 1973

American Trailer Service, Inc.
2814 North Cleveland Avenue
St. Paul, Minnesota 55113
January 18, 1973

American Trailers, Inc.
5702 E. Admiral Place
Box 15708
Tulsa, Oklahoma 74115
October 27, 1972

American Trailers, Inc.
1500 Exchange Avenue
Oklahoma City, Oklahoma 73126
January 18, 1973

AMREC, Inc.
Rt. 1, Box 199A
Farmington, Minnesota 55024
November 1, 1972

Amthor's Welding Service, Inc.
Route 52 East
Walden, New York 12586
July 9, 1972

Antietam Equipment Corporation
P. O. Box 91
Hagerstown, Maryland 21740
January 1, 1973

Arctic Enterprises, Inc.
P. O. Box 635
Thief River Falls, Minnesota 56701
August 1, 1972

Ariens Company
655 West Ryan Street
Brillion, Wisconsin 54110
August 10, 1972

ATV Manufacturing Co.
1215 William Flynn Highway
Route 8
Glenshaw, Pennsylvania 15116
October 1, 1972

Automotive Service Company
111-113 North Waterloo
Jackson, Michigan 49204
January 18, 1973

Avanti Motor Corporation
765 South Lafayette Blvd.
South Bend, Indiana 46623
January 10, 1973

Bethlehem Fabricators, Inc.
1700 Riverside Drive
Bethlehem, Pennsylvania 18016
January 20, 1973

Donald Billings, Inc.
555 Longfellow Avenue
Bronx, New York 10474
May 12, 1972

Adam Black & Sons, Inc.
276-300 Tonnele Avenue
Jersey City, New Jersey 07306
January 18, 1973

Blue Bird Body Company
P. O. Box 937
Fort Valley, Georgia 31030
January 18, 1973

Bock Products, Inc.
2132 South Main Street
Elkhart, Indiana 46514
October 20, 1972

Boyertown Auto Body Works, Inc.
3rd & Walnut Street's
Boyertown, Pennsylvania 19512
September 1, 1972

Brake & Equipment Co. Inc.
1801 North Mayfair Road
Milwaukee, Wisconsin 53226
January 1, 1973

Brake Service and Parts, Inc.
170 Washington Street
P. O. Box 774
Bangor, Maine 04401
January 18, 1973

Bristol-Donald Co. Inc.
Bristol-Donald Manufacturing Corp.
50 Roanoke Avenue
Newark, New Jersey 07105
January 1, 1973

Brutanza Engineering, Inc.
Box 158
Brooten, Minnesota 56316
August 8, 1972

Bus Andrews Equipment Sales &
Service, Inc.
2828 East Kearney Street
Springfield, Missouri 65803
December 1, 1972

The Carnegie Body Company
9500 Brookpark Road
Cleveland, Ohio 44129
January 18, 1973

Champion Carriers, Inc.
2321 E. Pioneer Drive
Irving, Texas 78601
October 20, 1972

Chaparrel Industries, Inc.
5995 North Washington Street
Denver, Colorado 80216
July 8, 1972

Checker Motors Corporation
2016 N. Pitcher Street
Kalamazoo, Michigan 49007
January 1, 1973

Chrysler Corporation
Chrysler Center
12000 Oakland Avenue
Highland Park, Michigan 48231
January 18, 1973

B. M. Clark Co., Inc. & Subsidiary
Route 17
Union, Maine 04862
January 14, 1973

Fred Clemett & Co., Inc.
2020 Lemoyne Street
(P.O. Box 26)
Syracuse, New York 13211
July 1, 1972

Coder Service, Inc.
420 Hopkins Street
Buffalo, New York 14220
February 17, 1973

Comet Corporation
N. 3808 Sullivan Road
Spokane, Washington 99216
January 18, 1973

Commercial Body Corporation.
200 - 68th Place
P. O. Box 8514
Seat Pleasant, Maryland 20027
November 1, 1972

Commercial Truck & Trailer, Inc.
313 North State Street
Girard, Ohio 44420
January 1, 1973

Connell Motor Truck Co. of Fresno
P. O. Box 3316
Fresno, California 93766
January 15, 1973

Cook Body Company
3701 Harlee Avenue
Charlotte, North Carolina 28208
October 22, 1972

Cortez Corporation
777 Stow Street
Kent, Ohio 44240
February 1, 1973

O. R. Cote Company
556 St. James Avenue
P. O. Box 8 Highland Station
Springfield, Massachusetts 01109
June 17, 1973

Crenshaw Corporation
1700 Commerce Road
P. O. Box 4217
Richmond, Virginia 23224
April 1, 1973

Critzer Equipment Company, Inc.
E. 3804 Front Avenue
P. O. Box 152
Spokane, Washington 99210
January 10, 1973

Cross Truck Equipment Company, Inc.
5130 - 18th Street, S.W.
Canton, Ohio 44706
August 23, 1972

Crown Coach Corporation
2500 East 12th Street
Los Angeles, California 90021
March 20, 1973

Dade Trailer Sales and Service, Inc.
2960 N.W. 73rd Street
Miami, Florida 33147
December 2, 1972

Daleiden Auto Body & Mfg. Corp.
425 E. Vine Street
Kalamazoo, Michigan 49001
January 12, 1973

Daybrook-Ottawa Division
Gulf & Western Metals Forming Co.
1313 North Hickory Street
Ottawa, Kansas 66067
and
1175 North Main Street
Bowling Green, Ohio 43402
January 1, 1973

Dealers Truck Equipment Co., Inc.
2460 Midway Street
P. O. Box 1435
Shreveport, Louisiana 71108
January 17, 1973

Dealers Truckstell Sales, Inc.
653 Beale Street
P. O. Box 502
Memphis, Tennessee 38101
January 1, 1973

Chet Decker Auto Sales
300 Lincoln Avenue
Hawthorne, New Jersey 07506
November 3, 1972

John Deere Horicon Works
of Deere & Company
Horicon, Wisconsin 53032
June 1, 1972

Diamond Reo Trucks, Inc.
1331 South Washington Avenue
Lansing, Michigan 48920
October 26, 1972

Divco Truck Co. of Transairco, Inc.
London Road Extension
P. O. Drawer "B"
Delaware, Ohio 43015
July 1, 1972

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

Eastern Tank Corporation
290 Pennsylvania Avenue
Paterson, New Jersey 07503
January 1, 1973

Economy Motors, Inc.
3102 W. 1st Street
Duluth, Minnesota 55806
November 22, 1972

Eight Point Trailer Corporation
6106 E. Washington Blvd.
Los Angeles, California 90040
January 18, 1973

Elder International, Inc.
5875 North Loop
P. O. Box 2061
Houston, Texas 77001
December 1, 1972

Equipment Service, Inc.
40 Airport Road
Hartford, Connecticut 06114
April 1, 1973

E. & R. Trailer Sales, Inc.
R. R. #1
Middle Point, Ohio 45863
December 1, 1972

John Evans Manufacturing Co. Inc.
2 Mi. South, Highway 15-A
Sumter, South Carolina 29150
January 1, 1973

Flagmaster, Inc.
2875 North 31st Street
P. O. Box 3565
Springfield, Illinois 62708
May 1, 1973

Fleet Equipment Co.
10605 Harry Hines
P. O. Box 20578
Dallas, Texas 75220
December 1, 1972

The Flexible Co.
326 - 332 N. Water Street
Loudonville, Ohio 44842
January 1, 1973

FMC Corporation
Bolens Division
215 S. Park Street
Port Washington, Wisconsin 53074
April 1, 1973

Ford Motor Company
The American Road
Dearborn, Michigan 48121
January 18, 1973

Fox Corporation
1111 W. Racine Street
Janesville, Wisconsin 53545
January 18, 1973

F & P Truck & Trailer Equipment
254-266 Central Avenue
Newark, New Jersey 07103
October 1, 1972

Freightlinger Corp.
2525 S.W. Third Avenue
Portland, Oregon 97201
December 14, 1972

Fruehauf Corporation
10900 Harper Avenue
Detroit, Michigan 48232
December 1, 1972

FWD Corporation
105 East 12th Street
Clintonville, Wisconsin 54929
January 1, 1973

Gallagher's Tank & Equipment, Inc.
317 West Service Road
Hartford, Connecticut 06120
June 1, 1972

Peter Garafano & Son, Inc.
264 Wabash Avenue
Paterson, New Jersey 07503
June 3, 1972

General Motors Corporation
3044 West Grand Blvd.
Detroit, Michigan 48202
January 18, 1973

General Trailer Co. Inc.
546 W. Wilkins Street
Indianapolis, Indiana 46225
January 27, 1973

The Gertsonslager Company
1425 East Dowman Street
Wooster, Ohio 44691
July 1, 1972

Gidley-Eschenheimer Corporation
858 Providence Highway
Dedham, Massachusetts 02026
July 15, 1972

Gillig Bros.
25800 Clawitor Road
Hayward, California 94543
January 1, 1973

Gilson Brothers Company
P. O. Box 152, Highway 57
Plymouth, Wisconsin 53073
September 26, 1972

Gooch Brake and Equipment Co.
531 Grand Avenue
Kansas City, Missouri 64106
January 1, 1973

Harley-Davidson Motor Co. Inc.
3700 West Juneau Avenue North
Milwaukee, Wisconsin 53201
April 1, 1973

Harris Rim and Wheel, Inc.
525 Peters Street, S.W.
Atlanta, Georgia 30310
January 1, 1973

Hawkeye Truck Equipment Co.
5800 - 2nd Avenue
Des Moines, Iowa 50313
October 28, 1972

Heil Equipment Co. of
Philadelphia, Inc.
1223 Ridge Pike
Conshohocken, Pennsylvania 19428
January 3, 1973

Hendrickson Manufacturing Co.
8001 West 47th Street
Lyons, Illinois 60534
January 1, 1973

Herter's, Inc.
Route 1
Waseca, Minnesota 56093
May 15, 1972

The Hess & Eisenhardt Co.
8959 Blue Ash Road
Cincinnati, Ohio 45242
January 9, 1973

Hews Body Co.
190 Rumery Street
South Portland, Maine 04106
January 18, 1973

H. & H. Truck Tank Co., Inc.
745 Tonnele Avenue
Jersey City, New Jersey 07307
September 30, 1972

Highway Products, Inc.
789 Stow Street
Kent, Ohio 44240
March 27, 1973

Hobbs Equipment Co. Inc.
Keeler Avenue
Norwalk, Connecticut 06856
August 9, 1972

Hobbs Trailers
609 North Main Street
Fort Worth, Texas 76101
April 5, 1973

H. M. Howe Co. of New England, Inc.
93 Bucklin Street
Providence, Rhode Island 02907
December 12, 1972

O. G. Hughes & Sons, Inc.
4816 Rutledge Pike (Box 6277)
Knoxville, Tennessee 37914
January 1, 1973

International Harvester Co.
401 North Michigan Avenue
Chicago, Illinois 60611
January 18, 1973

Iroquois Manufacturing Co., Inc.
Richmond Road
Hinesburg, Vermont 05461
July 1, 1972

Jac-Trac, Inc.
Route 2 East 29th Street
Marshfield, Wisconsin 54449
May 26, 1972

Jamie E. Jacobs, Owner
Vermont Chemicals
Colchester, Vermont 05446
and

Bobcat Mfg. Company
P. O. Box 191
N. Suite, Rhode Island 02857
January 8, 1973

Jeep Corporation
14250 Plymouth Road
Detroit, Michigan 48232
January 1, 1973

Kay Wheel Sales Co.
Van Kirk Street at State Road
Philadelphia, Pennsylvania 19135
January 1, 1973

L. W. Ledwell & Son, Inc.
P. O. Box 1106
Texarkana, Texas 75501
January 13, 1973

Leisure Design Corp.
Route 3, Box 706
Excelsior, Minnesota 55331
December 1, 1972

Leisure Vehicles, Inc.
1460 Rankin
Troy, Michigan 48084
January 25, 1973

Leland Equipment Co.
7777 E. 42nd Place South
Box 45128
Tulsa, Oklahoma 74145
January 18, 1973

Liberty Oil Equipment Co. Inc.
82 Cherry Street
East Hartford, Connecticut 06108
May 1, 1973

Long Trailer Service, Inc.
P. O. Box 5105 Station "B"
Henderson Drive
Greenville, South Carolina 29606
March 1, 1973

Lori Equipment Corporation
333 Nassau Avenue
Brooklyn, New York 11222
October 16, 1972

Mack Trucks, Inc.
Box M
Allentown, Pennsylvania 18105
January 18, 1973

Madison Truck Equipment
2410 S. Stoughton Road
Madison, Wisconsin 53716
October 22, 1972

Jay Madsen Division
Air Springs, Inc.
126-136 Linden Street
Allentown, Pennsylvania 18101
January 1, 1973

Manning Equipment, Inc.
12000 Westport Road
P. O. Box 22266
Louisville, Kentucky 40222
April 16, 1973

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 54130
July 1, 1972

Maxon Industries, Inc.
1960 E. Slauson Avenue
Huntington Park, California 90255
August 15, 1972

Mercury Marine, Division of
Brunswick Corporation
1939 Pioneer Road
Fond du Lac, Wisconsin 54935
June 24, 1972

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

Mickey Truck Bodies, Inc.
P. O. Box 2044
1305 Trinity Avenue
High Point, North Carolina 27261
June 30, 1972

Middlekauff, Inc.
1615 Ketcham Avenue
Toledo, Ohio 43608
January 18, 1973

Mid West Truck Equipment Sales Corp
640 East Pershing Road
Decatur, Illinois 62526
February 22, 1973

Moline Body Company
222 - 52nd Street
Moline, Illinois 61265
January 6, 1973

Monon Trailer Inc .
P. O. Box 446
Monon, Indiana 47959
April 8, 1973

Moore and Sons, Inc.
P. O. Box 30091
Memphis, Tennessee 38130
January 1, 1973

Motor Coach Industries, Inc.
Pembina, North Dakota 58271.
January 18, 1973

Motor Truck Equipment Corporation
P. O. Box 47305
Dallas, Texas 75247
January 18, 1973

M & R Sales, Inc.
6640 County Trk.
Neenah, Wisconsin 54956
September 21, 1972

MTD Products Inc.
5389 West 130th Street
P. O. Box 2741
Cleveland, Ohio 44111
September 15, 1972

Murphy Body Distributors, Inc.
310 Herring Avenue
Wilson, North Carolina 27893
November 22, 1972

Mutual Truck Parts Co., Inc.
2000 S. Wabash Avenue
Chicago, Illinois 60616
May 23, 1972

Mutual Wheel Company
2345 - 4th Avenue
Moline, Illinois 61265
February 20, 1973

Neil's Automotive Service, Inc.
167 E. Kalamazoo Avenue
Kalamazoo, Michigan 49006
January 1, 1973

Nelson Manufacturing Company
Route 1, Box 90
Ottawa, Ohio 45875
January 18, 1973

Ohio Body Mfg. Co.
New London, Ohio 44851
January 1, 1973

Olson Bodies, Inc.
600 Old Country Road
Garden City, New York 11530
November 1, 1972

Chas. Olson & Sons, Inc.
Pillsbury at Lake Street
Minneapolis, Minnesota 55408
April 14, 1973

Olson Trailer & Body Builders Co.Inc
2740 South Ashland Avenue
P. O. Box 2445
Green Bay, Wisconsin 54306
January 18, 1973

Oshkosh Truck Corporation
2307 Oregon Street
Oshkosh, Wisconsin 54901
January 18, 1973

Outboard Marine Corporation
100 Pershing Road
Waukegan, Illinois 60085
January 18, 1973

Palmer Spring Company
355 Forest Avenue
Portland, Maine 04101
January 18, 1973

Palmer Spring Co.
399 Willow Street
Manchester, New Hampshire 03103
November 4, 1972

Palmer Trailer Sales Co. Inc.
162 Park Street
Palmer, Massachusetts 01069
January 18, 1973

Peabody Galion Corporation
P. O. Box 607
500 Sherman Street
Galion, Ohio 44833
August 24, 1972

Peerless Div.
Royal Industries, Inc.
18205 S.W. Boones Ferry Road
P. O. Box 447
Tualatin, Oregon 97062
January 8, 1973

Perfection Equipment Company
7 South Pennsylvania
Oklahoma City, Oklahoma 73107
January 12, 1973

Peterbilt Motors Company
Div. of PACCAR Inc. and
Kenworth Motor Truck Company
P. O. Box 1518
Bellevue, Washington 98009
January 16, 1973

Phoenix Manufacturing Incorporated
375 West Union Street
Nanticoke, Pennsylvania 18634
February 20, 1973

Polaris Div. of Textron, Inc.
1225 N. County Road 18
Minneapolis, Minnesota 55427
August 2, 1972

C. E. Pollard Company
13575 Auburn Avenue
Detroit, Michigan 48223
July 27, 1972

Power Brake Company, Inc.
1506 W. Morehead Street
Charlotte, North Carolina 28201
January 17, 1973

Power Brake Service &
Equipment Co. Inc.
1022 Carnegie Avenue
Cleveland, Ohio 44115
October 21, 1972

Providence Body Co.
750 Wellington Avenue
Cranston, Rhode Island 02910
June 1, 1972

Quality Truck Equipment Co.
Route 66 and Mercer Avenue
P. O. Box 420
Bloomington, Illinois 61701
November 15, 1972

Quality Truck Equipment Co.
I-74 & Prospect Avenue
P. O. Box 696
Champaign, Illinois 61820
November 15, 1972

Raleigh Spring & Brake Service, Inc.
P. O. Box 9304
1814 S. Saunders Street
Raleigh, North Carolina 27603
April 9, 1973

Rectrans 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, 1973

Rhode Island Petroleum Equipment Co.
Mill Street

Johnston, Rhode Island 02861

(Mailing Address:

John F. Cullinan, President

Rhode Island Petroleum Equipment Co.

88 Manistee Street

Pawtucket, Rhode Island 02861)

May 16, 1972

Roanoke Welding Co.

P. O. Box 4373

Roanoke, Virginia 24015

January 1, 1973

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, 1972

Rupp Industries, Inc.

1776 Airport Road

Mansfield, Ohio 44903

October 3, 1972

Schafer Body, Inc.

5009 Superior Avenue

Cleveland, Ohio 44103

August 16, 1972

Schien Body & Equipment Co., Inc.

North on University

Carlinville, Illinois 62626

January 18, 1973

Schweigers, Inc.

South Highway 81

Watertown, South Dakota 57201

January 18, 1973

Scientific Brake & Equipment Co.

314 W. Genesee Avenue

Eaginaw, Michigan 48602

January 19, 1973

Scorpion, Inc.

Box 300

Crosby, Minnesota 56441

April 29, 1973

Sharpsville Steel Equipment Company

6th and Main Streets

Sharpsville, Pennsylvania 16150

January 2, 1973

Simpson Equipment Corporation

P. O. Box 1020

Wilson, North Carolina 27893

January 3, 1973

SMI (Watertown), Inc.

Purdy Avenue

Watertown, New York 13601

August 1, 1972

Smith-Moore Body Co., Inc.

P. O. Box 27287

Richmond, Virginia 23261

January 18, 1973

Southeastern Equipment, Inc.

1105 Pulaski Street

Columbia, South Carolina 29201

November 22, 1972

South Florida Engineers, Inc.

591 E. Buffalo Avenue

P. O. Box 11927

Tampa, Florida 33610

July 2, 1972

Speedway Products, Inc.

(Div. of Taylor Metal Products)

160 E. Longview Avenue

Mansfield, Ohio 44905

August 7, 1972

SS Automobiles, Inc.

1735 South 106th Street

Milwaukee, Wisconsin 53214

May 22, 1973

Starcraft Company
(a Div. of Bangor Punta Oprs. Inc.)
Box 577 College Avenue
Goshen, Indiana 46526
April 1, 1973

Steffen, Inc.
623 West 7th Street
Sioux City, Iowa 51103
November 4, 1972

Superior Coach Corporation
Sheller-Globe Corporation
1200 East Kibby Street
Lima, Ohio 45802
March 20, 1973

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 13204
January 18, 1973

Thiokol Chemical Corporation
2503 North Main Street
P. O. Box 407
Logan, Utah 84321
January 15, 1973

Thomas Built Buses, Inc.
1408 Courtesy Road
High Point, North Carolina 27261
August 1, 1972

Transport Equipment Co.
3400 - 6th Avenue, South
Seattle, Washington 98134
January 18, 1973

Truck Equipment Company
1911 S. W. Washington Street
Peoria, Illinois 61602
January 18, 1973

Truck Equipment, Inc.
680 Potts Avenue
P. O. Box 3280
Green Bay, Wisconsin 54304
January 18, 1973

Truck Equipment Sales
301 South 4th Street
P. O. Box 389
Murray, Kentucky 42071
December 1, 1973

Truck Parts & Equipment, Inc.
4501 West Esthner
Wichita, Kansas 67209
November 11, 1972

Truck and Trailer Sales Corporation
3828 Augusta Road
P. O. Box 7015
Savannah, Georgia 31408
January 1, 1973

Truck & Transportation
Equipment Co. Inc.
260 Industrial Avenue
P. O. Box 10455
New Orleans, Louisiana 70121
January 1, 1973

Tuff Boy, Inc.
5151 E. Almondwood Drive
Maneca, California 95336
January 1, 1973

Union City Body Co. Inc.
1015 West Pearl Street
Union City, Indiana 47390
August 15, 1972

Unit Rig & Equipment Co.
P. O. Box 3107
Tulsa, Oklahoma 74101
January 1, 1973

Utility Trailer & Equipment Co. Inc
4771 S. E. 17th Avenue
Portland, Oregon 97202
January 1, 1973

Viking Snowmobiles, Inc.
P. O. Box 37
Twin Valley, Minnesota 56584
August 1, 1972

Vulcan Trailer Mfg. Co., Inc.
1321 - 3rd St. & Ensley
Birmingham, Alabama 35214
December 1, 1972

Walter Motor Truck Company
School Road
Voorheesville, New York 12186
April 29, 1973

The Warner & Swasey Company.
Duplex Division
830 East Hazel Street
Lansing, Michigan 48909
April 1, 1973

Wayne Corporation
an Indian Head Company
P. O. Box 908
Industries Road
Richmond, Indiana 47374
October 31, 1972

Westinghouse Air Brake Company
Construction and Mining Equipment Group
2301 N. E. Adams Street
Peoria, Illinois 61601
February 1, 1973

Weston Equipment Company, Inc.
130 Railroad Hill Street
Waterbury, Connecticut 06708
January 3, 1973

White Motor Corporation
110 Erieview Plaza
Cleveland, Ohio 44114
January 18, 1973

White Trucks & Equipment Sales, Inc.
2401 Dinwoaden Avenue
P. O. Box 7185
Orlando, Florida 32804
December 1, 1972

Winnabago Industries, Inc.
P. O. Box 152
Forest City, Iowa 50436
March 19, 1973

Wollard Aircraft Equipment, Inc.
6950 N. W. 77th Court
Miami, Florida 33166
December 1, 1972

Worcester Tank & Equipment Co., Inc.
Rear 462 Grafton Street
Worcester, Massachusetts 01606
May 1, 1973

Wyman's Inc.
Northfield Road
Box 541
Montpelier, Vermont 05602
June 1, 1962

APPENDIX E

COMPANIES LISTED BY THE CANADIAN GOVERNMENT AS MOTOR VEHICLE MANUFACTURERS UNDER THE MOTOR VEHICLE TARIFF ORDER, 1965; as of November 27, 1972

<u>Name and Location</u>	<u>Considered as Manufacturers of:</u>
Almac Metalcraft Inc., Ville D'Anjou, P.Q.	Specified Commercial Vehicles
Amalgamated Metal Industries Lts., Toronto, Ont.	Specified Commercial Vehicles
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
Brown H.E. Supply Co. Ltd. North Bay, Ont.	Specified Commercial Vehicles
Canadian Blue Bird Coach Ltc. 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
The Electric & Gas Welding Co., Lts. Chambly, P.Q.	Specified Commercial Vehicles

<u>Name and Location</u>	<u>Considered as Manufacturers of:</u>
Fawcett Van & Stake Ltd. Hamilton, Ont.	Specified Commercial Vehicles
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
Fryer Industries Ltd. Winnipeg, Man.	Specified Commercial Vehicles
General Motors of Canada, Ltd. 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, Ltd. Hamilton, Ont.	Buses and Specified Commercial Vehicles
Jauvin Truck Bodies Limited Ottawa, Ont.	Specified Commercial Vehicles
Lacasse, V. Ltee. Montreal, P.Q.	Specified Commercial Vehicles
Larochelle, Phil Equipment, Inc. Quebec, P.Q.	Specified Commercial Vehicles

<u>Name and Location</u>	<u>Considered as Manufacturers of:</u>
Mond Industries Limited Toronto, Ont.	Specified Commercial Vehicles
Multi-Vans Limited Woodbridge, Ont.	Specified Commercial Vehicles
Olsen, W.H. Manufacturing Company, Ltd. Tilbury, Ont.	Specified Commercial Vehicles
Prevost Car Inc. Ste. Claire, (Corchester 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
Universal Sales Limited Saint John, N.B.	Specified Commercial Vehicles
Volvo (Canada) Ltd. Toronto, Ont.	Automobiles
Welles Corporation Ltd. Windsor, Ont.	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 Vehicles
Tariff Order 1965**

Designated by:

Atlantic Truck Manufacturing
Limited
Saint John, N.B.

Universal Sales Limited
Saint John, N.B.

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.

SMI Industries Ltd.
Montreal, Quebec

Sicard Inc.
Montreal, Quebec

White Motor Corporation of
Canada Ltd.
Toronto, Ont.

Freightliner of Canada Ltd.
Burnaby, B.C.

COMPANIES QUALIFYING UNDER ORDERS-IN-COUNCIL SIMILAR TO
THE MOTOR VEHICLES TARIFF ORDER 1965

<u>Order-in-Council</u>	<u>Firm</u>
P.C. 1970-1536	American Motors (Canada) Limited Brampton, Ontario
P.C. 1968-2109	Atlantic Truck and Trailer Ltd. Saint John, New Brunswick
P.C. 1967-1995	Canadian Motor Industries Ltd. Scarborough, Ontario
P.C. 1969-1362	Crane Carrier Canada Ltd. Rexdale, Ontario
P.C. 1967-2207	International Harvester Co. of Canada Ltd. Hamilton, Ontario
P.C. 1965-1144	Mack Trucks Manufacturing Company Toronto, Ontario
P.C. 1967-489	Motor Coach Industries Limited Winnipeg, Manitoba
P.C. 1967-2172	Universal Carrier Manufacturing Ltd. Edmonton, Alberta
P.C. 1965-1143	Walter Motor Trucks of Canada Ltd. Ottawa, Ontario
P.C. 1972-582	Rubber Railway Preston, Ontario
P.C. 1972-583	Truck Equipment Toronto, Ontario
P.C. 1972-584	Consolidated Dynamics Toronto, Ontario
P.C. 1972-585	Universal Equipment Hamilton, Ontario
P.C. 1972-1029	Teal Manufacturing Ltd. Windsor, Ontario