

CANADIAN AUTOMOBILE AGREEMENT

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

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



NOVEMBER 1974

Printed for the use of the Committee on Finance

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U.S. GOVERNMENT PRINTING OFFICE  
WASHINGTON : 1974

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## I. Summary

During 1973 production and retail sales of motor vehicles were at record high levels in the United States and in Canada. Employment and investments in the automotive industry also increased in both countries. Car prices remained higher in Canada than in the United States but the difference was less than the previous year. Total U.S.-Canadian automotive trade continued to rise and resulted in a U.S. surplus for the first time since 1969. The 1973 U.S.-Canada automotive trade balance was a \$355 million U.S. surplus compared to the U.S. deficit of \$99 million during 1972.

## II. Background

The United States and Canada negotiated the Automotive Agreement in 1964 to head off potential bilateral conflicts over Canada's efforts to improve the performance of its relatively inefficient automotive industry. The high-cost Canadian industry had been structured to serve a small domestic market behind a high tariff wall. The measures Canada proposed to take to encourage production, such as duty-remissions to Canadian manufacturers, were creating a serious irritant in our economic relationship. Under those circumstances it seemed desirable for the two countries to agree on a mechanism that would allow Canada to develop a more rational and efficient automotive industry but would not adversely affect U.S. industry. The resulting Automotive Agreement,<sup>1/</sup> which was signed by both sides on January 16, 1965, created the basis for an integrated automotive market by, in effect, removing duties on trade between the two countries in specified motor vehicles and original equipment automotive parts.

The Agreement sets forth three objectives: (1) the creation of a broader market for automotive products within which the full benefits of specialization and large-scale production can be achieved; (2) the liberalization of United States and Canadian automotive trade in respect to tariff

<sup>1/</sup> Appendix A page 50

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.

The Agreement, as implemented in the United States by the Automotive Products Trade Act of 1965,<sup>2/</sup> approved by Congress on October 21, 1965, resulted in the removal of U.S. duties on specified new and used Canadian motor vehicles and original equipment automotive parts. The President proclaimed the entry into force of the tariff modifications retroactive to January 18, 1965.<sup>3/</sup> Since the United States removed its duty on automotive products only for Canada, it was necessary to obtain a waiver of its GATT obligations concerning most-favored nation tariff treatment in order to put the Agreement into effect. The waiver was approved by the GATT in December, 1965.

Canada implemented its side of the Agreement somewhat differently, by according duty-free treatment to specified new motor vehicles and original equipment parts on an MFN

<sup>2/</sup> Appendix B page 53

<sup>3/</sup> Appendix C page 62

basis to all automotive manufacturers who had production facilities in Canada at the time the Agreement was negotiated. Therefore, Canada did not consider it necessary to obtain a GATT waiver for its Order-in-Council implementing duty-free treatment 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 larger North American 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) in order to be considered "bona fide," manufacturers must meet certain minimum Canadian value-added and Canadian production-to-sales ratio requirements.

Since the duty-free import privilege in Canada is limited to vehicle manufacturers, individual Canadians who import motor vehicles from the United States must pay the Canadian duty of 15 percent ad valorem. In contrast, anyone in the United States may import a finished vehicle covered by the Agreement duty-free. This restriction on duty-free import privileges in Canada has contributed to somewhat higher prices in Canada since it eliminates the competition dealers would otherwise experience from the opportunity for individual duty-free import by private citizens.

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 vehicles manufacturers certain Letters of Undertaking to increase Canadian value-added. These letters expired on July 31, 1968.



### III. Developments in 1973

Production in the Motor Vehicle Industry: United States and Canada. Motor vehicle production in the United States and Canada grew 11.5 percent in 1973 to a total of 14.3 million vehicles. This total is higher than any previous year. The United States share of the total units produced was 88.9 percent for 1973, a slight increase in the 88.5 percent production share it held in 1972.

The United States manufactured 12.7 million vehicles in 1973 of which 9.7 million were passenger cars and 3.9 million were trucks. Production of passenger cars was 9.5 percent above the 1972 level and was a new annual record for passenger car production. Truck production continued its spectacular growth and in 1973 increased 20.9 percent to set a new production record for the third year in a row.<sup>4/</sup>

Canada produced a record number 1.6 million vehicles in 1973, an increase of 6.9 percent over 1972. Car production was 1.3 million, up 6.4 percent and truck production was 348 thousand, up 8.7 percent from 1972.<sup>5/</sup>

Retail Sales. In 1973 retail sales of 14.6 million new motor vehicles set a new U.S. record high for the third year in a row. Automobile sales in the United States increased 4.7 percent to 11.5 million units in 1973 while truck sales grew nearly 20 percent to 3.1 million trucks. Canadian retail sales of motor vehicles were 1.2 million units, also a record number. In Canada car sales rose nearly 13 percent to 970

<sup>4/</sup> Table 2 page 28

<sup>5/</sup> Table 3 page 29

thousand and truck sales climbed 24 percent to 256 thousand units.<sup>6/</sup>

In the United States sales, of imported cars (excluding Canada) as a percent of the U.S. market grew from 14.8 percent in 1972 to 15.5 percent in 1973. In contrast, the Canadian market for imported (excluding the United States) cars fell. Foreign car sales declined from 23.9 percent of the Canadian market in 1972 to 19.4 percent in 1973. The strengthened position of North American-produced vehicles in the Canadian market was largely attributable to currency changes which made overseas models relatively more expensive.

<sup>6/</sup> Table 1 page 27

Expenditures by Automobile Manufacturers for Plants and Equipment. The major motor vehicle manufacturers spent \$1776 million for new plant and equipment in the United States and Canada in 1973. Expenditures were \$1690 million in the United States and \$86 million in Canada. Compared to 1972 these expenditures are an increase in investments of 34 percent in the United States and 46 percent in Canada. Other manufacturers of automotive products also made new investments but data on these investments are not available.

Relative Prices of Automobiles. Automobile price comparisons in this section are based on factory list prices because the manufacturer suggested retail prices in the U.S. and Canada are not comparable, due to the existence of different excise taxes in each country, see tables 6, 7 and 8.<sup>7/</sup> The U.S. and Canadian prices in each table are of identical, popular model cars with comparable standard equipment.

Factory list prices in Canada ranged from 7.7 to 11.4 percent higher than in the United States at the introduction of the 1974 models. The 1974 model year price differences were somewhat less than those for the 1973 models which ranged from 9.2 to 15.0 percent and considerably less than the 1965 price differences which were from 18.6 to 41.8 percent.

<sup>7/</sup> Table 6 page 32 ; Table 7 page 33 ; Table 8 page 34

Changing U.S.-Canadian currency exchange rates can obscure changes in the price differential over time. Therefore, the tables showing the price differences for typical models 1965 to 1973 are prepared using the December 1973 exchange rate for all years.

Price Indexes. The U. S. annual average wholesale price indexes for automotive equipment rose more in 1972 than in 1973. The largest 1973 increase was in the index for trucks which rose 1.5 percent. The parts index rose 1.2 percent, while the passenger car index rose only 0.4 percent. The consumer price index for new passenger cars rose 0.1 percent. In reviewing these index changes it should be noted that the price increases of cars and trucks caused by Federal requirements for pollution control and safety equipment are treated as quality increases and are not reflected in the price indexes.<sup>8/</sup>

The Canadian indexes followed a different pattern than those in the United States. In Canada the 1973 wholesale price indexes for hard top and four-door passenger cars declined 1.7 and 1.3 percent respectively while the index for motor trucks rose 1.4 percent and the index for parts rose 3.4 percent. The Canadian consumer price index for passenger cars rose 0.5 percent.<sup>9/</sup>

Employment in the Automotive Industry. During 1973 average employment in the automotive industry increased an average of 9 percent in both the United States and Canada.

<sup>8/</sup> Table 4 page 30

<sup>9/</sup> Table 5 page 31

The 9 percent increase in 1973 is well above the 1972 increases in each country which were 2 percent in the U.S. and 6 percent in Canada.

Average employment in the United States automotive industry was at an all-time high of 941 thousand in 1973.<sup>10/</sup>

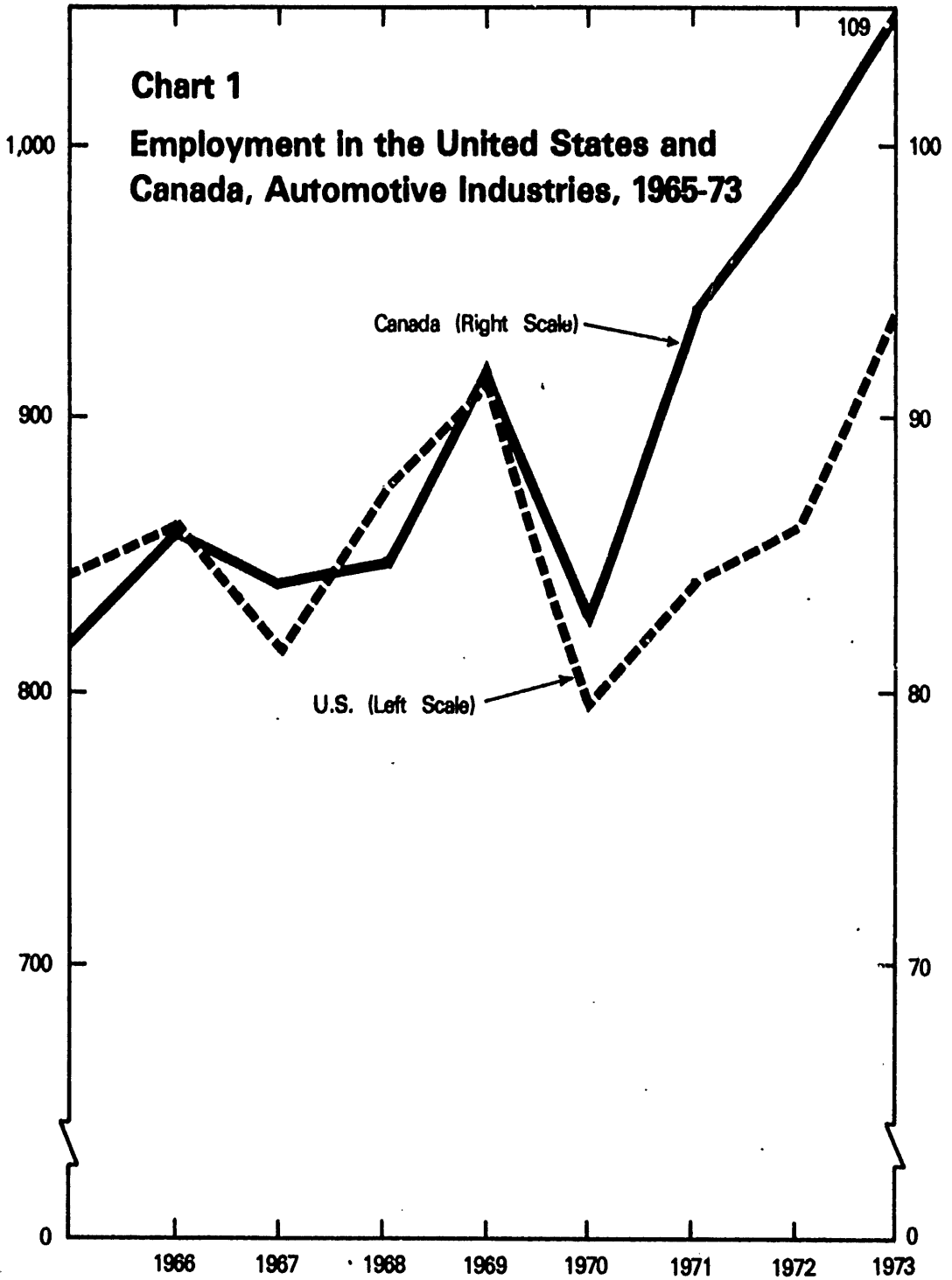
Average employment in the Canadian automotive industry in 1973 was 109 thousand, also an all-time high average.<sup>11/</sup>

Chart 1 (page 11) illustrates the relative movement of United States and Canadian automotive employment, 1965 to 1973.

<sup>10/</sup> Table 9 page 35

<sup>11/</sup> Table 10 page 36

Thousands



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

Trade in Motor Vehicles and Parts between the United States and Canada. Total automotive trade between the United States and Canada grew 21 percent in 1973 to nearly \$11 billion. Trade for years 1964 and 1967-73 is given in the table on page 13.

In 1973, the United States registered its first surplus in automotive trade with Canada since 1969 (see Chart 2, page 14). The United States had fallen into deficit because the automotive companies made large investments in Canada as a result of the Agreement, leading to productive capacity in excess of that needed to serve the Canadian market. This expanded capacity, together with an unexpected lack of growth in the Canadian automotive market and significant overseas import penetration, led to an erosion of the pre-Agreement U.S. surplus, and eventually to a deficit.

In recent years, however, the Canadian market has strengthened, the market share of overseas imports in Canada has decreased (due largely to currency realignments), and trade in snowmobiles (in which the United States has a deficit) has been reduced. As a result of these factors, U.S. automotive exports to Canada have grown faster than imports, generating an automotive trade surplus with Canada of \$355 million in 1973.

United States - Canada Trade Automotive Products, 1964, 1967-73  
U. S. Imports - Canadian Imports

Millions of U. S. dollars

	1964	1967	1968	1969	1970	1971	1972	1973 <sup>1/</sup>
<b>U. S. exports <sup>2/</sup></b>								
Cars	34	544	748	732	631	985	1,075	1,437
Trucks	23	122	175	244	263	334	504	643
Parts	577	1,216	1,684	2,134	2,019	2,448	2,866	3,484
Sub total	634	1,882	2,607	3,110	2,913	3,767	4,445	5,564
Tires and tubes	6	7	27	34	23	36	51	92
<b>Total exports</b>	<b>640</b>	<b>1,889</b>	<b>2,634</b>	<b>3,144</b>	<b>2,936</b>	<b>3,803</b>	<b>4,496</b>	<b>5,656</b>
<b>U. S. imports</b>								
Cars	18	692	1,114	1,537	1,474	1,924	2,065	2,272
Trucks	4	228	369	560	564	587	713	789
Parts	49	474	783	959	1,080	1,481	1,795	2,172
Sub total	71	1,394	2,266	3,056	3,118	3,992	4,573	5,233
Tires and tubes	5	12	8	5	14	8	22	68
<b>Total imports</b>	<b>76</b>	<b>1,406</b>	<b>2,274</b>	<b>3,061</b>	<b>3,132</b>	<b>4,000</b>	<b>4,595</b>	<b>5,301</b>
<b>Net balance</b>	<b>+563</b>	<b>+483</b>	<b>+360</b>	<b>+83</b>	<b>-196</b>	<b>-197</b>	<b>-99</b>	<b>+355</b>
<b>Memo entry</b>								
Snowmobiles included in truck exports above	--	--	--	6	12	22	33	30
Snowmobiles included in truck imports above	--	36	61	111	141	124	104	66

<sup>1/</sup> Preliminary

<sup>2/</sup> 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-\$98; 1971-\$68; 1972-\$84.9; 1973-\$56.

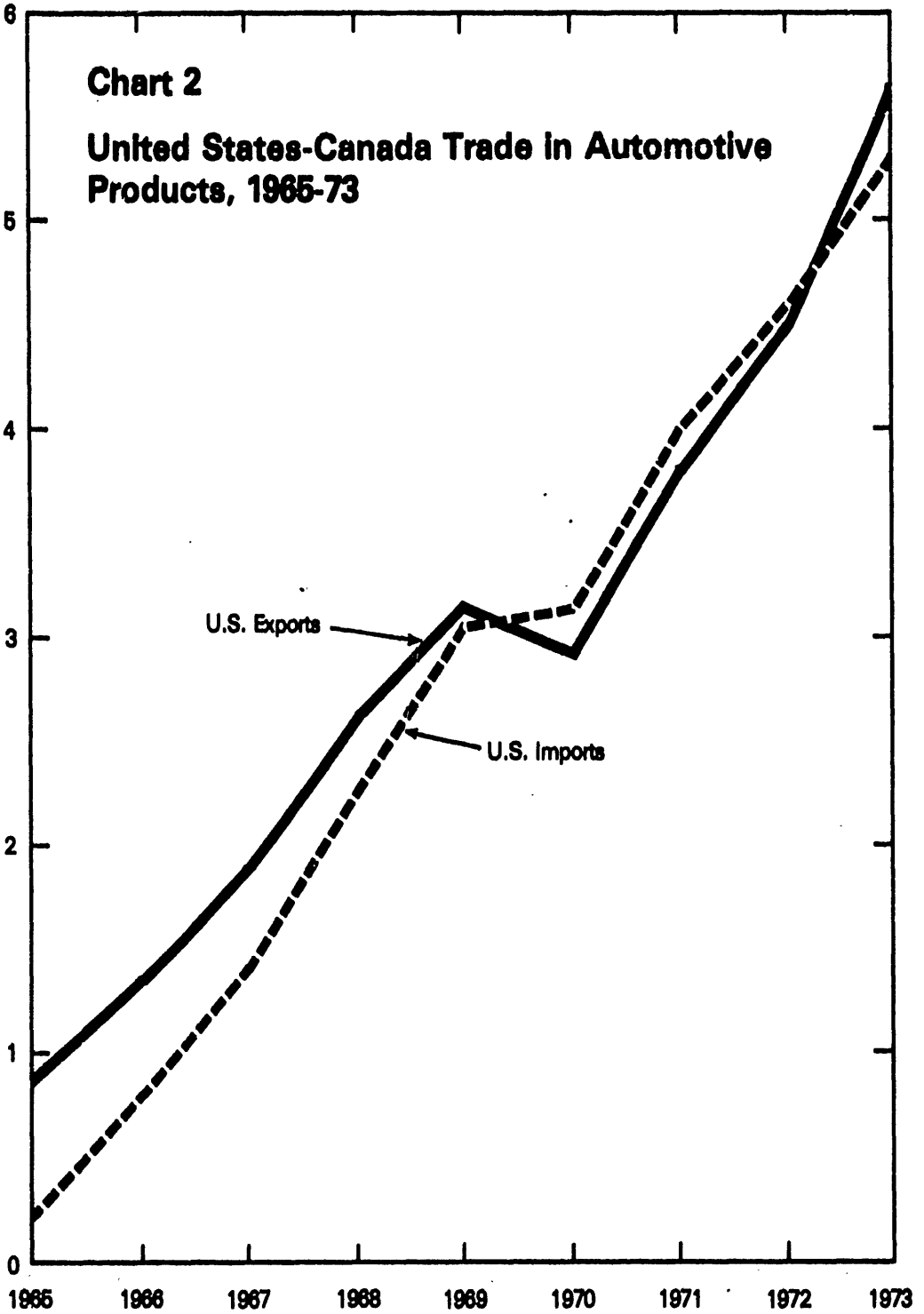
Note: Data exclude U.S.-Canadian trade in materials for use in the manufacture of automotive parts. Data are adjusted to reflect transaction values for vehicles.

\$1.00 Canadian = \$0.925 U.S., 1964-69; \$0.958 U.S., 1970; \$0.990 U.S., 1971; \$1.009 U.S., 1972; \$0.9997 U.S., 1973.

Source: U. S. Department of Commerce



Billion Dollars



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

The value of U.S. exports of automotive products to Canada in 1973 were: cars \$1,437 million, trucks \$643 million, parts \$3,484 million totaling \$5,660 million, including \$92 million of tires. Car exports grew most, 34 percent, while truck exports grew 28 percent, and parts grew 22 percent in 1973 as compared with 1972. As a percent of total automotive exports, cars increased and parts decreased somewhat from the previous year.

The value of imports of automotive products from Canada in 1973 were: cars \$2,272 million, trucks \$789 million and parts \$2,172 million, totaling \$5,301 million including \$68 million of tires. Compared with 1972, car imports grew 10 percent, trucks 11 percent and parts 21 percent. About two-thirds of the \$376 million increase in the imports of parts was accounted for by a \$207 million increase in a single basket "other parts" category and by a nearly \$50 million increase in imports of engines. The remainder was generally distributed over a number of parts categories.<sup>12/</sup>

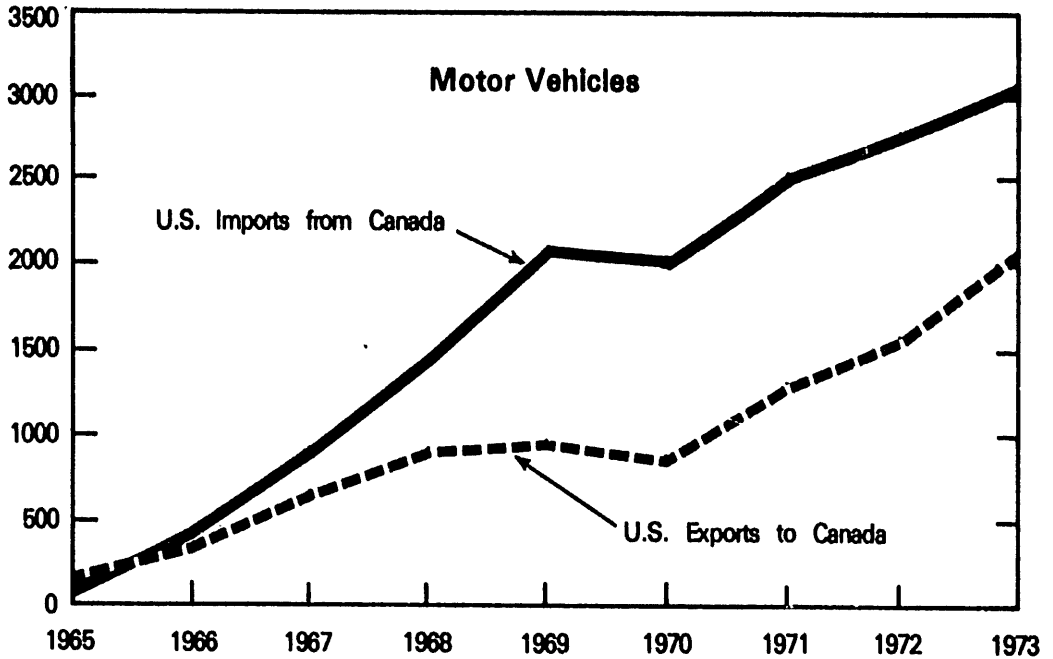
As a percent of total automotive imports from Canada cars were 43 percent, down 2 percent from 1972; trucks remained at 15 percent; and parts maintained their steady rise increasing to 41 percent. Chart, 3 page 16, shows movement of trade in motor vehicles and trade in parts.

Snowmobile trade continued to decline as both imports and exports of snowmobiles decreased in 1973. The U.S. deficit in snowmobile trade was \$36 million in 1973 compared to \$70 million in 1972.

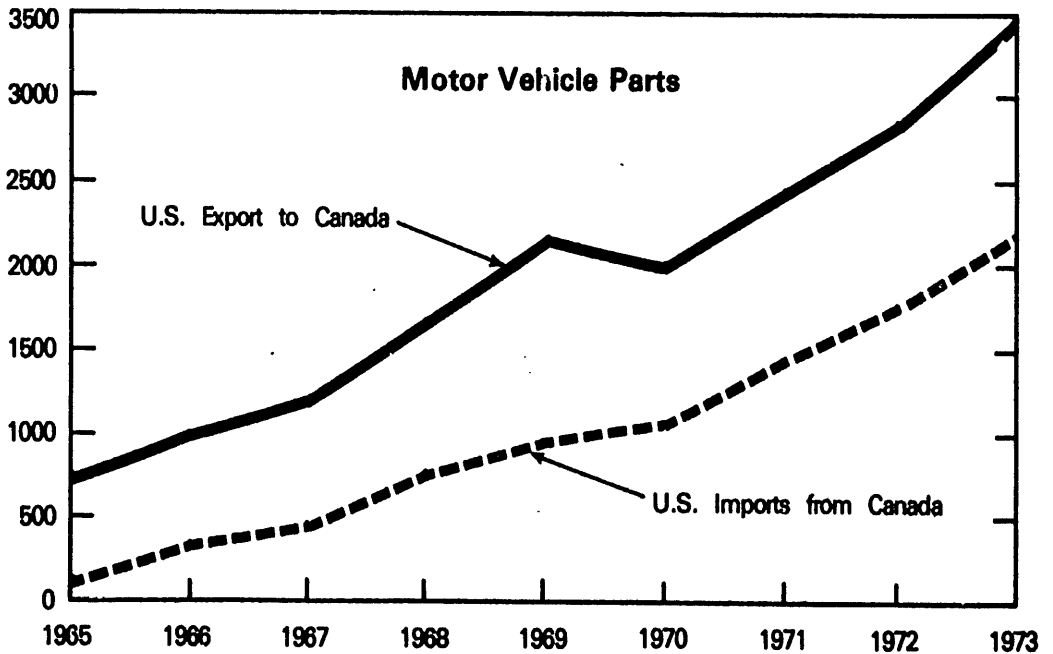
### Chart 3

## Trade in Automotive Products, U.S. and Canada, 1965-73

Million Dollars



Million Dollars



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

Automotive Trade Statistics. A series of consultations in 1970 between government statistical experts from both the United States and Canada led to agreement that a cooperative effort was necessary to prepare a complete accounting of trade under the Automotive Agreement. Neither U.S. nor Canadian export statistics are sufficiently detailed to reflect accurately all trade covered by the Agreement, particularly in components that are not necessarily automotive in nature (i.e., pipe fittings, engine parts, fabric for seat covers, etc.). In addition, a joint U.S.-Canada committee studying overall trade statistics found that a substantial amount of automotive exports are never reported in the first place, due to slippages in submission and collection of documentation.<sup>13/</sup> Therefore, agreement was reached by both countries to use their own import statistics (in which all products eligible for duty-free treatment are broken out separately) to report imports and the other country's import statistics to report exports.

The table on page 14 was prepared using the method described in the previous paragraph and represents the most accurate way of measuring trade under the Automotive Agreement. U.S. imports are obtained from statistics collected by the U.S. Bureau of the Census to reflect actual transaction values. These are not the same figures published by Census

13/ 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.

in its U.S. Foreign Trade series, where imports are valued at prices constructed by the Bureau of Customs for duty purposes. In the case of imports of finished automobiles from Canada there is a considerable discrepancy between the two values; the constructed values are some 15 to 20 percent higher than the actual transaction prices. Use of constructed values in reporting actual trade under the Automotive Agreement would greatly overstate imports. The actual transaction value U.S. import data in the table on page 14 is comparable to the export data in that table since Canadian import data is also published at actual transaction values.

United States Automotive Trade with Countries Other Than Canada. The automotive trade statistics used in the tables covering automotive trade with countries other than Canada are based entirely on Bureau of Census statistics. Consequently, the figures from tables 12, 13, 14<sup>14/</sup> used in this section are not comparable with data given on United States-Canada trade in automotive products in the table on page 14.

Imports in 1973 of automotive products from countries other than Canada were 46 percent of all automotive imports including Canada, up slightly from 44 percent in 1972. Exports of automotive products to countries other than Canada were 28 percent of all automotive exports in 1973 compared to 25 percent in 1972.

14/ Table 12 page 43 ; Table 13 page 44 ; Table 14 page 45.

In 1973 non-Canadian imports of automotive products grew 22 percent to \$4,848 million. Imports of parts grew 38 percent to \$784 million, truck imports grew 22 percent to \$338 million and passenger car imports grew 18 percent to \$3,726 million. West Germany and Japan are our principal overseas sources of automotive products supplying about 80 percent of these imports and during 1973 West Germany regained first place from Japan as the largest automotive supplier to the U.S. excluding Canada.

Exports of automotive products to countries other than Canada amounted to \$1,807 million in 1973, an increase of 33 percent over the previous year. Parts exports were up 57 percent to \$1,014 million, truck exports grew 22 percent to \$408 million, and car exports grew 21 percent to \$386 million. The United States export market is diffuse, and Venezuela with 5 percent and Mexico with 2 percent remain our leading individual export markets. The European Common Market as a whole took 3 percent of our 1973 automotive exports.

Automotive products are a large part of U.S. foreign trade. Total U.S. exports in 1973 of all commodities were valued at 71.3 billion of which \$6.6 billion were automotive products. Total U.S. imports of all commodities during 1973 were \$69.1 billion of which automotive products were valued at \$10.6 billion.<sup>15/</sup>

Canadian Automotive Trade With Countries Other Than the United States. In 1973 Canada exported \$172 million worth of automotive products to countries other than the United States.<sup>16/</sup> These exports were 19 percent less than the \$213 million of automotive products exported in 1972 and amounted to 3 percent of total automotive trade including the U.S. The West Indies remained Canada's largest automotive market outside of the United States, absorbing \$17 million of Canada's automotive exports.<sup>17/</sup>

Canadian automotive imports from all countries other than the United States were \$567 million in 1973, a decline of 13 percent from the \$650 million imported in 1972. Japan remained Canada's largest automotive products supplier except for the United States and accounted for about 44 percent of overseas imports in 1973.<sup>18/</sup>

Efforts to Improve the Agreement. During 1973 Canada and the United States held informal discussions on numerous economic issues. The operation of the Automotive Agreement was discussed but there was no agreement on modifications or changes. The United States 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. The U.S. has placed particular emphasis on Canadian removal of its production requirements which the U.S. has always viewed as being transitional.

(see page 4).

16/ Table 18 page 49

17/ Table 16 page 47

18/ Table 17 page 48

The two production requirements are being met, and in fact exceeded, by motor vehicle manufacturers in Canada. Since the trade pattern for the next several years is established by investments that have already been made, removal of the transitional restrictions would not have a substantial impact on the trade balance. However, the continued existence of the production requirements is an obstacle to full realization of the Agreement objectives, has some adverse impact on the U.S. trade position, and might influence decisions and trading patterns in the long run.

The United States has also sought removal of the Canadian restriction which limits the right of importing motor vehicles duty-free to bona fide manufacturers. Granting individual Canadians the right of duty-free import would establish reciprocity and serve to narrow the price differential between vehicles sold in the Canadian and U.S. markets.

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.



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 ten or more complete motor vehicles per 40-hour week.

The Secretary of Commerce has delegated this responsibility to the Deputy Assistant Secretary for Domestic Commerce. Rules and Regulations, published in Part 315, Chapter III, 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, a total of 192 United States manufacturers were certified as "bona fide motor vehicle manufacturers."<sup>19/</sup> Certification of a manufacturer is valid for a 12-month period from the date the Secretary determines the manufacturer is

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<sup>19/</sup> App. D, page 65

qualified, and is renewable. The certified manufacturers are engaged in one or more of the following types of business: (1) Manufacture of motor vehicles, including motor vehicle chassis; (2) manufacture and 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 58 firms which it considers to be motor vehicle manufacturers as of November 19, 1974.<sup>20/</sup>

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<sup>20/</sup> App. E, page 77

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TABLE 1.--RETAIL SALES OF MOTOR VEHICLES, 1965-73

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	9,327	1,623	10,950	2,486	143	2,632	13,575
1973 <sup>1/</sup>	9,676	1,781	11,457	2,916	235	3,151	14,608

<sup>1/</sup> 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	592	188	780	147	13	160	940
1972	654	205	859	190	17	207	1,066
1973 <sup>1/</sup>	783	188	970	235	20	256	1,226

<sup>1/</sup> Preliminary

Source: Statistics Canada

TABLE 2. -- U.S. MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965-73  
(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	8,828.2	2,482.5	11,310.7
1973	9,667.6	3,001.9	12,679.5

1/ Preliminary.

Source: Automobile Manufacturers Association

TABLE 3.--CANADIAN MOTOR VEHICLE PRODUCTION,  
CALENDAR YEARS 1965-73

(Thousands of Units)

Year	Passenger cars	Trucks and buses	Total
1965	706.8	139.8	846.2
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	1,154.5	319.9	1,474.4
1973 <sup>1/</sup>	1,228.3	347.6	1,575.9

<sup>1/</sup> Preliminary.

Source: Statistics Canada



TABLE 4.--PRICE INDEXES FOR AUTOMOTIVE EQUIPMENT  
IN THE UNITED STATES  
ANNUAL AVERAGE, 1965-73 (1967=100)

Year	Wholesale price index			Consumer price index
	Passenger cars	Motor trucks	Motor vehicle parts <u>1/</u>	New passenger cars
1965.....	100.1	97.5	---	100.0
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
1973.....	115.4	123.0	127.5	111.1

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 1965-73 (1967=100)

Year	Industrial Selling Price Indexes <sup>1/</sup>				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	107.3	107.9
1972	105.5	107.8	116.6	109.4	110.0
1973	103.7	106.4	118.2	113.1	110.5

<sup>1/</sup> 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 MODEL, SUBCOMPACT 2-DOOR SEDAN WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS 1965, 1972-74

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 Factory List Price Sales/Excise Tax <sup>1/</sup> Dealers Delivery & Handling Manufacturer's suggested retail price <sup>2/</sup>					
			<u>3/</u>	<u>3/</u>	<u>3/</u>
		N O T P R O D U C E D			
1972 Model Introduction Factory List Price Sales/Excise Tax <sup>1/</sup> Dealers Delivery & Handling Manufacturer's suggested retail price <sup>2/</sup>	1,970 94/	2,142 209	2,143 209	173 200	8.8 -
	-	-	-	-	-
	1,979	2,351	2,352	373	18.8
1973 Model Introduction Factory List Price Sales/Excise Tax <sup>1/</sup> Dealers Delivery & Handling Manufacturer's suggested retail price <sup>2/</sup>	2,051 94/	2,239 218	2,240 218	- 209	9.2 -
	-	-	-	-	-
	2,060	2,457	2,458	398	19.3
1974 Model Introduction Factory List Price Sales/Excise Tax <sup>1/</sup> Dealers Delivery & Handling Manufacturer's suggested retail price <sup>2/</sup>	2,228 94/	2,398 237	2,399 237	171 228	7.7 -
	-	-	-	-	-
	2,237	2,635	2,637	-	17.9

<sup>1/</sup> 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.

<sup>2/</sup> 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.

<sup>3/</sup> Based on conversion rate of \$1.00058 = \$C1.00, the exchange rate in Dec. 1973.

<sup>4/</sup> 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, 1972-74.

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			3/	3/	3/
Factory List Price	2,565	3,040	3,042	477	18.6
Sales/Excise Tax 1/	149	256	256	107	-
Dealers Delivery & Handling	40	40	40	-	-
Manufacturer's suggested retail price 2/	2,754	3,336	3,338	584	21.2
1972 Model Introduction 4/					
Factory List Price	3,413	3,784	3,786	373	10.9
Sales/Excise Tax 1/	195/	342	342	323	-
Dealers Delivery & Handling	40	40	40	-	-
Manufacturer's suggested retail price 2/	3,472	4,166	4,168	696	20.0
1973 Model Introduction					
Factory List Price	3,704	4,120	4,122	418	11.3
Sales/Excise Tax 1/	195/	346	346	327	-
Dealers Delivery & Handling	40	40	40	-	-
Manufacturer's suggested retail price 2/	3,763	4,506	4,509	746	19.8
1974 Model Introduction					
Factory List Price	3,852	4,209	4,211	359	9.3
Sales/Excise Tax 1/	19	360	360	341	-
Dealers Delivery & Handling	40	40	40	-	-
Manufacturer's suggested retail price 2/	3,911	4,609	4,612	701	17.9

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 the exchange rate in Dec. 1973 C\$1.00=1.00058 US.

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, 1972-74.

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			3/	3/	3/
Factory List Price	4,103	5,815	5,818	1,715	41.8
Sales/Excise Tax 1/	333	442	442	109	-
Dealers Delivery & Handling	50	40	40	(10)	-
Manufacturer's suggested retail price <sup>2/</sup>	4,486	6,297	6,301	1,815	40.5
1972 Model Introduction <sup>4/</sup>					
Factory List Price	5,314	6,039	6,043	729	13.7
Sales/Excise Tax 1/	155 <sup>5/</sup>	542	542	527	-
Dealers Delivery & Handling	50	40	40	(10)	-
Manufacturer's suggested retail price <sup>2/</sup>	5,379	6,621	6,625	1,246	23.2
1973 Model Introduction					
Factory List Price	5,392	6,195	6,199	807	15.0
Sales/Excise Tax 1/	175 <sup>5/</sup>	498	498	481	-
Dealers Delivery & Handling	50	40	40	(10)	-
Manufacturer's suggested retail price <sup>2/</sup>	5,459	6,733	6,737	1,278	23.4
1974 Model Introduction					
Factory List Price	6,475	7,206	7,210	735	11.4
Sales/Excise Tax 1/	175 <sup>5/</sup>	602	602	585	-
Dealers Delivery & Handling	50	40	40	(10)	-
Manufacturer's suggested retail price <sup>2/</sup>	6,542	7,848	7,853	1,311	20.0

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

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

3/ Based on conversion rate of \$1.00058 = \$C1.00, the exchange rate in Dec. 1973.

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 AVERAGE, 1965-73

(Thousands of Employees)

Year	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	797.3	336.3	45.9	38.3	351.3
1971	842.1	371.5	51.3	37.3	358.9
1972	860.9	381.3	45.6	39.2	369.4
1973 <sup>1/</sup>	941.4	420.2	48.9	42.6	401.5

<sup>1/</sup> Preliminary

Source: Bureau of Labor Statistics

TABLE 10.--TOTAL EMPLOYMENT IN CANADIAN AUTOMOTIVE PRODUCTS  
INDUSTRY BASED ON CANADIAN STANDARD INDUSTRIAL  
CLASSIFICATION (SIC), ANNUAL AVERAGES, 1965-73 1/

Year	Estimated employment <u>2/</u> (Thousands of Employees)		
	Motor vehicles (SIC 323-5)	Assembling (SIC 323)	Parts and accessories (SIC 325)
Annual average:			
1965	81.9	41.9	34.8
1966	85.7	42.8	37.0
1967	84.1	40.7	37.1
1968	84.8	41.6	36.7
1969	92.1	44.5	39.7
1970	83.4	39.4	35.8
1971	93.5	43.1	40.6
1972	98.7	44.1	42.7
1973 <u>3/</u>	108.7	45.2	48.6

1/ Establishment 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, 1971-73

(Thousands dollars)

TSUSA Number (APTA)	Commodity	1971	1972	1973
207.0100	Articles of wood, n.s.p.f.....	1	2	41
220.4600	Articles of cork.....	-	-	-
355.2700	Felt, batting, wadding.....	25	83	415
357.9100	Hoses for liquids or gases, of vegetable fibers.....	-	-	-
357.9600	Hoses for liquids or gases, of manmade fibers.....	-	-	106
358.0300	V-belts, textile fibers and rubber.....	179	216	286
361.9000	Floor coverings and underlays, textile.....	1,461	823	4,048
389.8000	Textile articles, n.s.p.f.....	38	23	5
517.8200	Brushes, graphite, for electric generators and motors.....	207	268	233
535.1500	Ceramic insulators.....	neg.	1	neg.
540.7200	Glass fibers, bulk, pads, etc.	-	1	3
544.2000	Glass.....	-	-	15
544.3200	Toughened glass.....	16,546	17,309	25,485
544.4200	Laminated glass.....	13,122	7,200	16,349
544.5200	Mirrors, not over 1 square foot in reflecting area.....	3,929	6,181	6,961
544.5500	Mirrors, over 1 square foot in reflecting area.....	1	3	14
545.6200	Glass lenses and filters and parts for lighting and signals.....	2	neg.	4
545.6400	Glass reflecting lenses for signs or signals.....	-	2	8
547.1600	Clock glass and other protective glasses curved.....	2	4	11



TABLE 11.--continued

TSUSA Number (APTA)	Commodity	1971	1972	1973
610.8100	Pipe and tube fittings of iron or steel (other than cast-iron fittings).....	42	26	35
613.1600	Pipe and tube fittings other than of copper, nickel silver and cupronickel.....	71	41	30
613.1900	Pipe and tube fittings of copper alloy, n.e.s.....	122	109	164
618.4800	Pipe, tubes, blanks and fittings of aluminum.....	21	2	5
642.2100	Ropes, cables, etc., with fittings.....	908	963	1,040
642.8800	Other wire cloth, etc., cut to shape.....	1	-	1
646.7900	Staples, rivets, bolts, and other fasteners.....	10,615	14,132	17,721
646,9300	Locks, parts, and keys, of base metal.....	229	254	1,135
647,0200	Hinges, fittings, and mountings of iron, steel, aluminum, or zinc designed for motor vehicles.....	13,551	15,770	19,456
647,0600	Other hinges, fittings, and mountings.....	44	32	10
652.1000	Flexible metal hose or tubing...	584	1,042	1,636
652.3900	Chain and chains, and parts, of base metal.....	11	8	13
652.7600	Signplates, nameplates, numbers, etc., of base metal.....	185	320	568
652.8500	Springs and leaves for springs of base metal, suitable for motor vehicle suspension.....	43,535	56,140	73,509
652.8700	Hairsprings.....	3	11	11
652.8900	Other springs.....	2,131	3,697	7,323
658.1000	Articles of base metal, n.s.p.f. not coated with precious metal	1,530	3,073	3,885
660.4300	Piston-type compression-ignition engines.....	309	4,513	236
660.4500	Piston-type engines, n.e.s. (auto truck and bus).....	418,732	460,121	505,817
660.4700	Nonpiston type engines.....	-	1	6
660.5100	Cast iron parts, not advanced, etc., for internal combustion engines.....	7,327	8,953	10,974
660.5300	Parts of piston-type engines other than compression ignition engines.....	32,944	42,471	54,908
660.5500	Parts internal combustion engines, n.e.s.....	1,941	1,214	2,369

TABLE 11.--continued

TSUSA Number (APTA)	Commodity	1971	1972	1973
660.8600	Nonelectric engines, motors and parts, n.s.p.f.....	neg.	1	-
660.9300	Fuel injection pumps for compressor-ignition engines and parts.....	88	123	92
660.9500	Pumps for liquid, n.e.s., and parts..	7,834	10,320	15,049
661.1100	Fans and blowers and parts.....	7,865	10,755	13,793
661.1300	Compressors and parts.....	2,123	4,866	6,196
661.1600	Air pumps and vacuum pumps and parts.	116	186	9
661.2100	Air-conditioning machines and parts..	8,632	4,603	834
661.3600	Refrigerators, refrigerating equipment, and parts.....	-	-	19
661.9600	Other parts for filtering and purifying machines, n.e.s.....	180	5	186
662.5100	Other mechanical appliances n.e.s., for dispersing liquids, etc.....	583	632	940
664.1100	Material handling equipment, n.e.s...	1,325	1,361	1,929
678.5100	Machines, n.s.p.f. and parts.....	2,623	19	8
680.2100	Taps, cocks, valve, and parts, hand operated and check, copper.....	11	1	neg.
680.2300	Taps, cocks, valves, and parts hand operated and check, of other metals.....	626	1,754	3,671
680.2800	Taps, cocks, valves, other.....	4,800	5,078	7,460
680.3100	Antifriction balls and rollers.....	395	505	696
680.3400	Ball bearings with integral shafts...	1,537	2,173	2,994
680.3600	Other ball and roller bearings and parts.....	-	-	-
680.3620	Ball bearings, origin Canada.....	2,492	5,088	4,287
680.3640	Roller bearings, origin Canada.....	2,234	3,675	3,292
680.3660	Bearings n.e.s. incl. parts, origin Canada.....	1,513	2,781	6,018

TABLE 11.--continued

TSUSA Number (APTA)	Commodity	1971	1972	1973
680.5800	Lubrication fittings.....	2	10	5
680.9100	Machinery parts not containing electrical features, n.s.p.f.....	13	9	21
682.6500	Generators, motors, electric and parts, under 200 horsepower....	3,633	4,689	5,112
682.9100	Magnetic chucks, etc., electro- magnetic clutches, couplings, brakes, etc., n.e.s.....	12	3	4
683.1100	Lead-acid type storage batteries and parts.....	1,990	2,584	3,443
683.1600	Other storage batteries and parts....	7	14	19
683.6100	Electrical starting and ignition equipment for internal combustion engines.....	12,847	10,748	11,830
683.6600	Electric lighting equipment designed for motor vehicles and parts.....	10,081	8,999	9,941
684.4100	Electric furnaces, heaters, and ovens, and parts.....	657	1,025	1,213
684.6300	Telephonic apparatus, instruments and parts, origin Canada.....	8	3	-
684.7100	Microphones, loudspeakers, etc. and parts.....	354	741	905
685.5520	Radio receivers.....	23,765	24,504	27,774
685.5540	Other radiotelegraphic and radio- telephonic transmission and recep- tion apparatus, radio, TV, and recording devices, etc., and parts.	6,042	6,798	8,127
685.7100	Electric sound and visual signaling apparatus parts.....	754	991	1,638
685.8100	Electrical capacitors, fixed or variable.....	1,344	2,021	2,653
685.9100	Electrical switches, relays, etc. and parts.....	5,353	4,589	6,966
686.1100	Resistors, fixed or variable and parts (including potentiometers but not including heating elements.....	1,520	781	637

TABLE 11. continued

TSUSA Number (APTA)	Commodity	1971	1972	1973
686.2300	Automatic voltage regulators, etc., and parts for 6, 12 and 24-volt systems.....	8	-	2
686.6100	Sealed-beam lamps.....	695	779	625
686.8100	Electric filament lamps for operating under 100 volts, n.e.s.	198	304	513
687.6100	Other electronic tubes, etc., and parts.....	8	668	166
688.0500	Insulated electrical conductors, without fittings.....	70	37	10
688.0700	Insulated electrical conductors, other.....	1	1	3
688.1300	Ignition wiring sets.....	10,832	7,122	10,871
688.1600	Insulated electrical conductors with fittings, other.....	2,731	6,496	9,387
688.4100	Electrical articles, and electrical parts of articles, n.s.p.f.....	9	2	7
692.0300	Automobile trucks valued at \$1,000 or more each, but not including electric trolley buses, 3-wheeled vehicles, or trailers accompany- ing automobile truck tractors....	407,394	429,133	383,555
692.0700	Motorbuses, but not including any electric trolley bus of 3-wheeled vehicle.....	3,308	7,094	6,787
692.1120	On-the-highway, 4-wheeled passenger automobiles, new.....	2,344,734	2,592,892	2,766,047
692.1140	On-the-highway, 4-wheeled passenger automobiles, used.....	43	147	48
692.1160	Vehicles which operate in whole or in part on runners or skis....	123,790	103,761	66,261
692.1180	Other motor vehicles.....	3,649	1,771	2,840
692.2100	Chassis for automobile trucks and motorbuses except for electric trolley buses or 3-wheeled vehicles.....	158,765	285,290	470,072
692.2300	Other chassis except chassis for special purpose vehicles or 3-wheeled vehicles.....	29	8,173	355

TABLE 11.--continued

TSUSA Number (APTA)	Commodity	1971	1972	1973
692.2500	Cast-iron parts of motor vehicles, not alloyed, not advanced.....	1,161	471	81
692.2810	Body stampings.....	1,647	1,864	1,172
692.2820	Bumpers.....	36,772	43,008	49,447
692.2830	Wheels designed to be mounted with pneumatic tires.....	36,282	50,701	55,579
692.2840	Hubcaps and wheel covers.....	15,144	12,999	16,288
692.2850	Radiators.....	30,174	36,029	42,415
692.2860	Mufflers and tailpipes.....	7,958	9,546	9,818
692.2870	Other including truck tractors..	432,681	606,322	813,456
711.8500	Pressure gages, thermostat, etc.	1,076	2,155	5,421
711.9100	Taximeters and parts.....	-	-	1
711.9900	Speedometer and parts and other revolution counters, etc. and parts.....	621	1,290	1,532
712.5100	Electrical measuring, etc. and parts, n.s.p.f. and parts....	50	137	99
721.2000	Clocks, clock movements, etc., and parts.....	142	567	696
727.0700	Furniture designed for motor vehicle use, and parts.....	107,261	108,585	111,116
728.3000	Nontextile floor coverings.....	20	513	125
745.8000	Buckles and buckle slides, slide fasteners, and other fastening devices, and parts..	865	313	166
772.6600	Hose, pipe, and tubing, n.s.p.f. of rubber or plastics.....	3,200	4,562	4,780
772.8100	Handles and knobs, of rubber or plastics.....	332	496	682
772.8600	Closures, including caps, lids, etc., of rubber or plastics...	187	195	197
773.2600	Gaskets, of rubber or plastics..	4,178	5,272	6,530
773.3100	Electric insulators of rubber or plastics.....	646	592	711
774.7000	Any articles n.s.p.f. of rubber or plastics.....	1,307	1,368	3,521
791.8100	Any article n.s.p.f. of reptile leather.....	-	9	-
791.9100	Articles n.s.p.f. of other leather.....	-	-	-
1/	Total, duty-free imports.....	4,414,416	5,089,104	5,743,979

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

TABLE 12.--U.S. AUTOMOTIVE TRADE,<sup>1/</sup> TOTAL WITH ALL COUNTRIES, WITH CANADA, AND WITH ALL COUNTRIES EXCEPT CANADA, 1971-1973

(Millions of U.S. Dollars)

Item	Trade with all countries			Trade with Canada <sup>2/</sup>			Trade with all countries except Canada		
	1971	1972	1973	1971	1972	1973	1971	1972	1973
<b>U.S. Exports:</b>									
Passenger cars	1,183.3	1,322.1	1,798.9	946.6	1,076.6	1,412.6	236.7	245.5	386.3
Trucks, buses, and chassis	686.0	760.2	944.4	324.0	443.3	536.9	362.0	316.9	407.5
Parts and accessories	2,739.2	3,240.3	3,815.9	2,017.2	2,443.6	2,802.2	722.0	796.7	1,013.7
<b>Total</b>	<b>4,608.5</b>	<b>5,322.6</b>	<b>6,559.2</b>	<b>3,287.8</b>	<b>3,963.5</b>	<b>4,751.7</b>	<b>1,320.7</b>	<b>1,359.1</b>	<b>1,807.5</b>
<b>U.S. Imports:</b>									
Passenger cars	5,139.8	5,711.8	6,495.6	2,396.9	2,594.9	2,770.0	2,742.9	3,116.9	3,725.6
Trucks, buses, and chassis	854.6	1,128.2	1,290.8	721.1	850.6	951.3	133.5	277.6	338.5
Parts and accessories	1,786.0	2,197.9	2,739.9	1,355.1	1,628.0	1,955.7	430.9	569.9	784.2
<b>Total</b>	<b>7,780.4</b>	<b>9,037.9</b>	<b>10,526.3</b>	<b>4,473.1</b>	<b>5,073.5</b>	<b>5,677.0</b>	<b>3,307.3</b>	<b>3,964.4</b>	<b>4,848.3</b>
<b>U.S. Net Exports (-) <sup>3/</sup></b>	<b>(3,171.9)</b>	<b>(3,715.3)</b>	<b>(3,967.1)</b>	<b>(1,185.3)</b>	<b>(1,110.0)</b>	<b>( 925.3)</b>	<b>(1,986.6)</b>	<b>(2,605.3)</b>	<b>(3,040.8)</b>

<sup>1/</sup> 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.

<sup>2/</sup> 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.

<sup>3/</sup> 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 <sup>1/</sup>, CALENDAR YEARS 1971-1973

(Millions of U.S. Dollars)

Country of destination	Passenger cars			Trucks and buses			Parts and accessories			Total Exports		
	1971	1972	1973	1971	1972	1973	1971	1972	1973	1971	1972	1973
Canada	946.6	1,076.6	1,412.6	324.0	443.3	536.9	2,017.2	2,443.6	2,802.2	3,287.8	3,963.5	4,751.7
European Economic Community, Total	20.2	20.9	44.7 <sup>2/</sup>	12.9	11.4	26.3 <sup>2/</sup>	97.1	110.0	156.8 <sup>2/</sup>	130.2	142.1	274.8 <sup>2/</sup>
Belgium and Luxembourg	5.5	4.9	11.3	3.6	1.7	5.0	27.1	26.2	36.4	36.2	32.9	52.7
France	1.2	1.8	2.3	4.2	4.6	6.9	18.0	18.2	28.7	23.4	24.5	37.9
West Germany	9.7	10.4	17.4	2.9	2.4	3.0	33.9	42.8	54.6	46.5	55.6	75.0
Italy	0.7	0.7	1.0	.6	1.8	1.5	9.1	10.2	14.0	10.4	12.6	16.5
Netherlands	3.1	3.1	7.0	1.6	0.9	2.5	9.0	12.6	12.3	13.7	16.5	21.8
Sweden	2.4	1.6	2.8	2.1	2.4	1.5	15.0	15.6	17.0	19.5	19.6	21.3
United Kingdom	2.7	5.1	5.7	3.4	1.9	7.4	41.0	46.8	57.8	47.1	53.8	70.9
Japan	20.9	24.3	59.1	3.6	3.6	5.5	16.1	15.8	23.0	40.6	43.7	87.6
Mexico	56.9	75.9	98.0	28.9	22.0	20.3	143.0	157.1	217.3	228.8	255.0	335.6
Venezuela	22.3	27.3	37.1	20.5	26.0	31.3	50.2	59.3	61.1	93.0	112.7	129.5
Republic of South Africa	15.8	0.7	1.5	11.2	12.9	11.6	26.7	22.6	34.2	53.7	36.3	47.3
Philippines	0.3	0.3	0.3	14.4	10.5	7.6	21.5	20.8	24.3	36.2	31.6	32.2
Australia	3.1	2.1	4.1	12.0	7.7	6.5	55.6	51.3	80.7	70.7	61.1	91.3
Other countries	92.1	87.3	138.7	253.0	218.5	296.9	255.8	297.4	352.3	600.9	603.2	787.9
<b>Total, all countries</b>	<b>1,183.3</b>	<b>1,322.1</b>	<b>1,798.9</b>	<b>686.0</b>	<b>760.2</b>	<b>944.4</b>	<b>2,739.2</b>	<b>3,240.3</b>	<b>3,815.9</b>	<b>4,608.5</b>	<b>5,322.6</b>	<b>6,559.2</b>

<sup>1/</sup> 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.

<sup>2/</sup> Includes United Kingdom.

Source: Bureau of the Census

TABLE 14.--U.S. AUTOMOTIVE IMPORTS, CALENDAR YEARS 1971-1973

(Millions of U.S. Dollars)

Country of origin	Passenger cars			Trucks and buses			Parts and accessories			Total imports		
	1971	1972	1973	1971	1972	1973	1971	1972	1973	1971	1972	1973
<b>Canada</b>												
Traditional automotive <sup>1/</sup>	2,396.9	2,594.9	2,770.0	721.1	850.6	951.3	1,355.1	1,628.0	1,955.7	4,473.1	5,073.5	5,677.0
New APTA <sup>2/</sup>	-	-	-	-	-	-	125.8	167.4	215.9	125.8	167.4	215.9
	2,396.9	2,594.9	2,770.0	721.1	850.6	951.3	1,480.9	1,795.4	2,171.6	4,598.9	5,240.9	5,892.9
<b>European Economic Community, total</b>	1,526.6	1,686.3	2,282.8 <sup>3/</sup>	26.5	24.3	25.3 <sup>3/</sup>	175.0	208.5	376.0 <sup>3/</sup>	1,728.1	1,919.1	2,684.1 <sup>3/</sup>
Belgium and Luxembourg	134.7	109.3	192.3	15.9	15.2	17.7	2.8	2.4	3.8	153.0	127.3	213.8
France	29.1	30.2	22.5	.1	-	.1	7.7	14.7	19.0	36.9	44.9	41.6
West Germany	1,279.4	1,417.5	1,808.5	10.2	9.1	4.1	157.4	179.8	261.7	1,447.0	1,606.4	2,074.3
Italy	83.4	129.3	123.4	.1	-	.7	6.0	8.4	11.4	89.5	137.7	135.5
Netherlands	.0	-	1.4	.2	-	.3	1.5	2.8	3.1	1.7	2.8	4.8
Sweden	135.0	166.2	189.9	.3	0.1	.3	4.8	6.9	11.3	140.1	173.3	201.5
United Kingdom	152.3	125.6	134.7	1.2	1.8	2.4	62.9	86.1	77.0	216.4	213.5	214.1
Japan	928.8	1,138.6	1,244.2	104.8	249.2	298.3	156.3	225.2	290.2	1,189.9	1,613.0	1,832.7
Other countries	.2	.2	8.7	.7	2.2	15.6	32.0	43.2	106.7	32.9	45.6	131.0
<b>Total</b>	5,139.8	5,711.9	6,495.6	854.6	1,128.2	1,290.8	1,911.9	2,365.3	2,955.8	7,906.3	9,205.4	10,742.2

<sup>1/</sup> Traditional automotive imports from Canada include those imports identifiable as automotive products in import figures from all countries.

<sup>2/</sup> 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.

<sup>3/</sup> Includes United Kingdom.

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

Source: Bureau of the Census



TABLE 15.--TOTAL U.S. TRADE <sup>1/</sup> (ALL COMMODITIES) WITH THE  
WORLD AND WITH CANADA, CALENDAR YEARS 1965  
and 1970-1973

(Millions of U.S. Dollars)

	1965	1970	1971	1972	1973
<b>Exports, including reexports:</b>					
To all countries, total	27,530	43,226	44,130	49,778	71,314
To Canada	5,658	9,084	10,365	12,415	15,073
Canada's percent of total	19.9	21.0	23.4	24.9	21.1
<b>Imports, general:</b>					
From all countries, total	21,429	39,963	45,563	55,583	69,121
From all countries, total	4,858	11,091	12,691	14,927	17,443
Canada's percent of total	22.7	27.7	28.0	26.8	25.2

<sup>1/</sup> Including special category

Source: Bureau of the Census

TABLE 16.--CANADIAN AUTOMOTIVE EXPORTS, CALENDAR YEARS 1971-73

(Millions of U.S. Dollars) <sup>1/</sup>

Country of destination	Passenger Cars			Trucks and Buses			Parts & Accessories			Total		
	1971	1972	1973	1971	1972	1973	1971	1972	1973	1971	1972	1973
United States	1,985	2,122	2,316	610	722	812	1,328	1,674	1,990	3,924	4,518	5,118
West Germany	-	-	-	-	1	3	2	4	5	2	6	8
United Kingdom	-	-	-	3	-	-	4	3	3	6	3	3
Sweden	-	-	-	1	1	3	5	4	5	6	5	8
South Africa	-	-	-	11	9	2	2	1	10	13	10	12
West Indies	12	14	12	4	5	4	1	1	1	17	20	17
Australia	-	1	-	2	2	1	23	12	13	25	15	14
Other countries	47	55	30	46	44	28	42	54	51	135	154	110
<b>Total</b>	<b>2,044</b>	<b>2,192</b>	<b>2,358</b>	<b>677</b>	<b>784</b>	<b>853</b>	<b>1,406</b>	<b>1,753</b>	<b>2,078</b>	<b>4,128</b>	<b>4,731</b>	<b>5,290</b>

<sup>1/</sup> Converted to U.S. dollars at the exchange rate for 1971 of U.S. \$0.9903=C\$1.00; for 1972 the rate was U.S. \$1.00937=C\$1.00; for 1973 the rate was \$0.9999=C\$1.00.

Source: Statistics Canada

TABLE 17.--CANADIAN AUTOMOTIVE IMPORTS, CALENDAR YEARS 1971-73

(Millions of U.S. Dollars)<sup>1/</sup>

Country of Origin	Passenger Cars			Trucks and Buses			Parts & Accessories			Total		
	1971	1972	1973	1971	1972	1973	1971	1972	1973	1971	1972	1973
United States	950	1,069	1,437	361	504	649	2,236	2,710	3,339	3,547	4,283	5,425
West Germany	91	87	118	12	14	11	24	30	26	126	131	156
France	23	17	8	-	-	1	4	6	3	26	23	12
Italy	9	11	16	1	1	1	1	1	2	12	13	18
United Kingdom	49	53	32	5	4	6	29	46	36	84	103	74
Sweden	18	17	5	-	-	-	3	12	27	20	29	32
Japan	150	234	157	34	68	70	15	24	23	198	327	251
Other countries	-	-	-	3	4	4	20	20	20	23	24	24
<b>Total</b>	<b>1,290</b>	<b>1,489</b>	<b>1,773</b>	<b>417</b>	<b>596</b>	<b>742</b>	<b>2,331</b>	<b>2,849</b>	<b>3,476</b>	<b>4,037</b>	<b>4,933</b>	<b>5,992</b>

<sup>1/</sup>Converted to U.S. dollars at the exchange rate for 1971 of U.S. \$0.9903=C\$1.00; for 1972 the rate was U.S. \$1.00937=C\$1.00; for 1973 the rate was \$0.9999=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 1971-73.

(Millions of U.S. Dollars)<sup>1/</sup>

	Trade With All Countries			Trade With United States			Trade With All Countries		
	1971	1972	1973	1971	1972	1973	1971	1972	1973
Canadian exports:									
Passenger cars	2,044	2,192	2,358	1,985	2,122	2,316	59	70	42
Trucks & buses	677	784	853	608	722	816	67	62	41
Parts & accessories	1,406	1,753	2,078	1,328	1,674	1,990	78	79	88
Total	4,128	4,731	5,290	3,920	4,518	5,118	208	213	172
Canadian imports:									
Passenger cars	1,290	1,489	1,773	950	1,069	1,437	339	420	336
Trucks & buses	417	596	742	363	504	649	56	92	93
Parts & accessories	2,331	2,849	3,476	2,236	2,710	3,339	95	139	137
Total	4,037	4,933	5,992	3,547	4,283	5,425	490	650	567
Canadian net Exports (-)	91	(202)	(702)	373	235	(307)	(282)	(437)	(395)

<sup>1/</sup> Converted to U.S. dollars at the exchange rate for 1971 of U.S. \$0.9903=C\$1.00; for 1972 the rate was U.S. \$1.00937=C\$1.00; for 1973 the rate was \$0.9999=C\$1.00.

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 trackless trolley bus, amphibious vehicle, tracked or half-tracked vehicle or motor vehicle designed primarily for off-highway use;
- (4) "Canadian value added" has the meaning assigned by regulations made under section 273 of the Canadian Customs Act;

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

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

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

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

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

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

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

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

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

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

#### ANNEX B

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

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

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

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

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

## APPENDIX B

Public Law 89-283

89th Congress, H.R. 9042

October 21, 1965

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

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

## TITLE I—SHORT TITLE AND PURPOSES

## SHORT TITLE

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

## PURPOSES

Sec. 102. The purposes of this Act are—

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

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

## TITLE II—BASIC AUTHORITIES

## IMPLEMENTATION OF THE AGREEMENT

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

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

## IMPLEMENTATION OF OTHER AGREEMENTS

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

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



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

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

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

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

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

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

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

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

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

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

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

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

#### EFFECTIVE DATE OF PROCLAMATIONS

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

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

#### TERMINATION OF PROCLAMATIONS

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

#### SPECIAL REPORTS TO CONGRESS

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

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

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

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

### TITLE III—TARIFF ADJUSTMENT AND OTHER ADJUSTMENT ASSISTANCE

#### GENERAL AUTHORITY

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

#### SPECIAL AUTHORITY DURING TRANSITIONAL PERIOD UNDER THE AGREEMENT

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

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

or

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(i) If a firm which has been certified under this section applies for tax assistance as provided by section 317 of the Trade Expansion Act of 1962, the reference in subsection (a)(2) of such section 317 to a trade or business which was seriously injured by increased imports which the Tariff Commission has determined to result from concessions granted under trade agreements shall be treated as referring to a trade or business which is 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 Thereof 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 516.84, 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 657.00 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	680.38	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, 1974, with Date of Certification

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Action-Age, Inc. 1060 N. Detroit Avenue Monroe, Michigan 48161 September 1, 1973	AMREC, Inc. Rt. 1, Box 199A Farmington, Minnesota 55024 November 1, 1973
Adams International Truck Co., Inc. P. O. Box 1556 Thomasville, Georgia 31792 January 18, 1974	Amthor's Welding Service, Inc. 307 State Route 52 East Walden, New York 12586 July 9, 1973
Advanced Equipment Corporation 343 South Street Newark, New Jersey 07105 October 1, 1973	Harold G. Anderson Equip. Corp. One Anderson Drive Albany, New York 12205 October 5, 1973
Allentown Brake & Wheel Service, Inc. R.D. #3 Allentown, Pennsylvania 18104 October 19, 1973	Antietam Equipment Corporation P. O. Box 91 Hagerstown, Maryland 21740 January 1, 1974
Allied Leisure, Inc. P. O. Box 5411 Lansing, Michigan 48905 January 18, 1974	ARBE Products 225 South Street Rochester, Michigan 48063 September 15, 1973
AM General Corporation 32500 Van Born Street Wayne, Michigan 48184 April 1, 1974	Arctic Enterprises, Inc. P. O. Box 635 Thief River Falls, Minn. 56701 August 1, 1973
American La France Division America La France, Inc. 100 East La France Street Elmira, New York 14902 July 8, 1973	Armco Recreational Products, Inc. 5995 North Washington Street Denver, Colorado 80216 July 8, 1973
American Motors Corporation 14250 Plymouth Road Detroit, Michigan 48232 January 18, 1974	ATV Manufacturing Company 55th St. & A.V.R.R. Pittsburg, Pennsylvania 15201 October 1, 1973
American Trailers, Inc. 1500 Exchange Avenue Oklahoma City, Oklahoma 73126 January 18, 1974	Automotive Service Company 111-113 North Waterloo Jackson, Michigan 49204 January 18, 1974
American Trailer Service, Inc. 2814 North Cleveland Avenue St. Paul, Minnesota 55113 January 18, 1974	Avanti Motor Corporation 765 South Lafayette Blvd. P. O. Box 1916 South Bend, Indiana 46624 January 10, 1974

Bethlehem Fabricators, Inc.  
1700 Riverside Drive  
Bethlehem, Pennsylvania 18016  
January 20, 1974

Allan U. Bevier, Inc.  
Sexton Street & Georgetown Rd.  
Baltimore, Maryland 21230  
October 10, 1973

Donald Billings, Inc.  
555 Longfellow Avenue  
Bronx, New York 10474  
May 12, 1973

Adam Black & Sons, Inc.  
276-300 Tonnele Avenue  
Jersey City, New Jersey 07306  
January 18, 1974

Blue Bird Body Company  
P. O. Box 937  
Fort Valley, Georgia 31030  
January 18, 1974

Boyertown Auto Body Works, Inc.  
Third and Walnut Streets  
Boyertown, Pennsylvania 19512  
September 1, 1973

Brake & Equipment Co., Inc.  
1801 North Mayfair Road  
Milwaukee, Wisconsin 53226  
January 1, 1974

Brake Service & Parts, Inc.  
170 Washington Street  
Bangor, Maine 04401  
January 18, 1974

Bristol-Donald Company, Inc.  
Bristol-Donald Manufacturing Corp.  
50 Roanoke Avenue  
Newark, New Jersey 07105  
January 1, 1974

Brutanza Engineering, Inc.  
Box 158  
Brooten, Minnesota 56316  
August 8, 1973

Bus Andrews Equipment Sales &  
Service, Inc.  
2828 East Kearney Street  
Springfield, Missouri 65803  
December 1, 1973

The Carnegie Body Company  
9500 Brookpark Road  
Cleveland, Ohio 44129  
January 1, 1974

Champion Carriers, Inc.  
2321 E. Pioneer Drive  
Irving, Texas 75061  
October 20, 1973

Checker Motors Corporation  
2016 N. Pitcher Street  
Kalamazoo, Michigan 49007  
January 1, 1974

Cherry Valley Tank Div., Inc.  
75 Cantiague Road  
Westburg, New York 11590  
April 9, 1974

Chrysler Corporation  
Chrysler Center  
12000 Oakland Avenue  
Highland Park, Michigan 48231  
January 18, 1974

B. M. Clark Company, Inc. &  
Subsidiary  
Route 17 - Box 185  
Union, Maine 04862  
January 14, 1974

Fred Clemett & Company, Inc.  
2020 Lemoyne Street  
P. O. Box 26  
Syracuse, New York 13211  
July 1, 1973

Collins Industries, Inc.  
Hutchinson Air Base Industrial Tract  
P. O. Box 58  
Hutchinson, Kansas 67501  
July 1, 1973

Comet Corporation  
N. 3808 Sullivan Road  
Spokane, Washington 99216  
January 18, 1974

Commercial Body Corporation  
200 - 68th Place  
P. O. Box 8514  
Seat Pleasant, Maryland 20027  
November 1, 1973

Commercial Truck & Trailer, Inc.  
313 North State Street  
Girard, Ohio 44420  
January 1, 1974

Cook Body Company  
3701 Harlee Avenue  
Charlotte, North Carolina 28208  
October 22, 1973

Correct Manufacturing Corporation  
London Road Extension  
P. O. Box 689  
Delaware, Ohio 43015  
July 1, 1973

Cortez Corporation  
777 Stow Street  
Kent, Ohio 44240  
February 1, 1974

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

Cross Truck Equipment Co., Inc.  
5130 - 18th Street, S.W.  
Canton, Ohio 44706  
August 23, 1973

Crown Coach Corporation  
2500 East 12th Street  
Los Angeles, California 90021  
March 20, 1974

Daleiden Auto Body & Mfg. Corp.  
425 E. Vine Street  
Kalamazoo, Michigan 49001  
January 12, 1974

Dealers Truck Equipment Co., Inc.  
2460 Midway Street  
P. O. Box 1435  
Shreveport, Louisiana 71102  
January 1, 1974

Dealers Truckstell Sales, Inc.  
653 Beale Street  
P. O. Box 502  
Memphis, Tennessee 38101  
January 1, 1974

Chet Decker Auto Sales  
300 Lincoln Avenue  
Hawthorne, New Jersey 07506  
November 3, 1973

John Deere Horicon Works  
of Deere & Company  
Horicon, Wisconsin 53032  
June 1, 1974

Diamond Reo Trucks, Inc.  
1331 South Washington Avenue  
Lansing, Michigan 48920  
October 26, 1973

Dufrane Motor Distributors, Inc.  
417 E. Main Street  
Malone, New York 12953  
May 15, 1973

Eastern Tank Corporation  
290 Pennsylvania Avenue  
Paterson, New Jersey 07503  
January 1, 1974

Economy Motors, Inc.  
3102 W. 1st Street  
Duluth, Minnesota 55806  
November 22, 1973

Eight Point Trailer Corporation  
6100 E. Washington Blvd.  
Los Angeles, California 90040  
January 18, 1974

Elder International, Inc.  
5875 North Loop  
P. O. Box 2061  
Houston, Texas 77001  
December 1, 1973

Equipment Service, Inc.  
40 Airport Road  
Hartford, Connecticut 06114  
April 1, 1974

E. & R. Trailer Sales, Inc.  
R.R. #1  
Middle Point, Ohio 45863  
December 1, 1973

John Evans Manufacturing Co., Inc.  
P. O. Box 669  
Sumter, South Carolina 29150  
January 1, 1974

Feldmann Engineering & Mfg. Co., Inc.  
639 Monroe Street  
Sheboygan Falls, Wisconsin 53085  
April 28, 1974

Fleet Equipment Company  
10605 Harry Hines  
P. O. Box 20578  
Dallas, Texas 75220  
December 1, 1973

The Flixible Company  
326 - 332 N. Water Street  
Loundonville, Ohio 44842  
January 1, 1974

Ford Motor Company  
The American Road  
Dearborn, Michigan 48121  
January 18, 1974

Fox Corporation  
1111 W. Racine Street  
Janesville, Wisconsin 53545  
January 18, 1974

F & P Export Sales Corporation  
F & P Truck & Trailer Equip. Div.  
254-266 Central Avenue  
Newark, New Jersey 07103  
October 12, 1973

Freightliner Corporation  
2525 S. W. Third Avenue  
Portland, Oregon 97201  
December 14, 1973

Fruehauf Corporation  
10900 Harper Avenue  
Detroit, Michigan 48232  
December 1, 1973

FWD Corporation  
105 East 12th Street  
Clintonville, Wisconsin 54929  
January 1, 1974

Gallagher's Tank & Equip., Inc.  
317 West Service Road  
Hartford, Connecticut 06120  
June 1, 1974

Peter Garafano & Son, Inc.  
264 Wabash Avenue  
Paterson, New Jersey 07503  
June 4, 1974

General Motors Corporation  
3044 West Grand Blvd.  
Detroit, Michigan 48202  
January 19, 1974

General Trailer Company, Inc.  
546 W. Wilkins Street  
Indianapolis, Indiana 46225  
January 27, 1974

The Gertsenslager Company  
1425 East Bowman Street  
Wooster, Ohio 44691  
July 1, 1973

Gidley-Eschenheimer Corporation  
858 Providence Highway  
Dedham, Massachusetts 02026  
July 15, 1973

Gillig Brothers  
25800 Clawiter Road  
P. O. Box 330  
Hayward, California 94543  
January 1, 1974

Gilson Brothers Company  
P.O. Box 152, Highway 57  
Plymouth, Wisconsin 53073  
September 26, 1973

Gooch Brake and Equipment Company  
531 Grand Avenue  
Kansas City, Missouri 64106  
January 11, 1974

Harley-Davidson Motor Co., Inc.  
3700 West Juneau Avenue North  
Milwaukee, Wisconsin 53201  
April 1, 1974

Heil Equipment Co. of  
Philadelphia, Inc.  
1223 Ridge Pike  
Conshocken, Pennsylvania 19428  
January 3, 1974

Henrickson Manufacturing Company  
8001 West 47th Street  
Lyons, Illinois 60534  
January 1, 1974

Herter's, Inc.  
Route 1  
Waseca, Minnesota 56093  
May 15, 1974

The Hess & Eisenhardt Company  
8959 Blue Ash Road  
Cincinnati, Ohio 45242  
January 9, 1974

Hews Body Company  
190 Rumery Street  
South Portland, Maine 04106  
January 18, 1974

H. & H. Truck Tank Company, Inc.  
745 Tonnele Avenue  
Jersey City, New Jersey 07307  
September 30, 1973

Highway Products, Inc.  
789 Stow Street  
Kent, Ohio 44240  
March 27, 1974

Hobbs Equipment Company, Inc.  
Keeler Avenue  
Norwalk, Connecticut 06856  
August 9, 1973

H.M. Howe Co. of New England, Inc.  
93 Bucklin Street  
Providence, Rhode Island 02907  
December 12, 1973

O.G. Hughes & Sons, Inc.  
4816 Rutledge Pike  
Box 6277  
Knoxville, Tennessee 37914  
January 1, 1974

Ibex  
Div. of Jelco, Inc.  
847 West 17th South  
Salt Lake City, Utah 84104  
April 1, 1974

International Harvester Company  
401 North Michigan Avenue  
Chicago, Illinois 60611  
January 18, 1974

Iroquois Manufacturing Co., Inc.  
Richmond Road  
Hinesburg, Vermont 05461  
July 1, 1973

Jamie E. Jacobs, Owner  
New England Oil Burner Company  
Vermont Chemicals  
Bobcat Mfg. Company, Inc.  
Colchester, Vermont 05446  
and  
Bobcat Mfg. Company, Inc.  
P. O. Box 191  
Peck Hill Road  
Johnston, Rhode Island 02910  
January 8, 1974

Jac-Trac, Inc.  
Route 2 - East 29th Street  
Marshfield, Wisconsin 54449  
May 26, 1973

Jeep Corporation  
14250 Plymouth Road  
Detroit, Michigan 48232  
January 1, 1974

Kar-Go Manufacturing Center  
of Michigan, Inc.  
25701 Seeley Road  
P. O. Box 324  
Novi, Michigan 48050  
November 1, 1973

Kay Wheel Sales Company  
Van Kirk Street at State Road  
Philadelphia, Pennsylvania 19135  
January 1, 1974

L. W. Ledwell & Son, Inc.  
P. O. Box 1106  
Texarkana, Texas 75501  
January 18, 1974

Leisure Design Corporation  
Route 3, Box 706  
Excelsior, Minnesota 55331  
December 18, 1973

Leisure Vehicles, Inc.  
1460 Rankin  
Troy, Michigan 48084  
January 25, 1974

Leland Equipment Company  
7777 E. 42nd Place South  
Box 45128  
Tulsa, Oklahoma 74145  
January 18, 1974

Liberty Oil Equipment Company, Inc.  
82 Cherry Street  
East Hartford, Connecticut 06108  
May 1, 1974

Long Trailer Service, Inc.  
P. O. Box 5105  
Henderson Drive  
Greenville, South Carolina 29606  
January 1, 1974

Mack Trucks, Inc.  
Box M  
Allentown, Pennsylvania 18105  
January 18, 1974

Madison Truck Equipment, Inc.  
2410 S. Stoughton Road  
Madison, Wisconsin 53716  
October 22, 1973

Manning Equipment, Inc.  
12000 Westport Road  
P. O. Box 22266  
Louisville, Kentucky 40222  
April 16, 1974

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, 1973

Maxon Industries, Inc.  
1960 E. Slauson Avenue  
Huntington Park, California 90255  
August 15, 1973

Mercury Marine, Div. of Brunswick Corp.  
1939 Pioneer Road  
Fond du Lac, Wisconsin 54935  
June 24, 1973

Merit Tank & Body, Inc.  
707 Gilman Street  
Berkeley, California 94710  
January 18, 1974

Mickey Truck Bodies, Inc.  
1505 Bethel Drive  
P. O. Box 2044  
High Point, North Carolina 27261  
June 30, 1973

Middlekauff, Inc.  
1615 Ketcham Avenue  
Toledo, Ohio 43608  
January 18, 1974

Mid West Truck Equipment Sales Corp.  
640 East Pershing Road  
Decatur, Illinois 62526  
February 22, 1974

Miller Trailers, Inc.  
443 Chestnut Street  
Oneonta, New York 13820  
May 1, 1974

Moline Body Company  
222 - 52nd Street  
Moline, Illinois 61265  
January 6, 1974

Monon Trailer Inc.  
(a Div. of Evans Products Co.)  
P. O. Box 446  
Monon, Indiana 47959  
April 8, 1974

Moore and Sons, Inc.  
2900 Airways Blvd.  
Memphis, Tennessee 38130  
January 1, 1974

Motor Coach Industries, Inc.  
Pembina, North Dakota 58271  
January 18, 1974

MTD Products, Inc.  
5389 West 130th Street  
P. O. Box 2741  
Cleveland, Ohio 44111  
September 15, 1973

Murphy Body Distributors, Inc.  
310 Harring Avenue  
Wilson, North Carolina 27893  
November 22, 1973

Mutual Wheel Company  
2345 - 4th Avenue  
Moline, Illinois 61265  
February 20, 1974

Neil's Automotive Service, Inc.  
167 E. Kalamazoo Avenue  
Kalamazoo, Michigan 49006  
January 1, 1974

Nelson Manufacturing Company  
Route 1, Box 90  
Ottawa, Ohio 45875  
January 18, 1974

New Harris Rim & Wheel, Inc.  
1720 Parkway Towers  
Nashville, Tennessee 37219  
January 1, 1974

Ohio Body Manufacturing Company  
New London, Ohio 44851  
January 1, 1974

Olson Bodies, Inc.  
600 Old Country Road  
Garden City, New York 11530  
November 1, 1973

Chas. Olson & Sons, Inc.  
2945 Pillsbury Avenue  
Minneapolis, Minnesota 55408  
April 14, 1974

Olson Trailer & Body Builders Co.  
2740 South Ashland Avenue  
P. O. Box 2445  
Green Bay, Wisconsin 54306  
January 18, 1974

Oshkosh Truck Corporation  
2307 Oregon Street  
Oshkosh, Wisconsin 54901  
January 18, 1974

Outboard Marine Corporation  
100 Pershing Road  
Waukegan, Illinois 60085  
January 1, 1974

PACCAR, Inc.  
d/b/a Kenworth Truck Company  
Peterbilt Motors Company  
P. O. Box 1518  
Bellevue, Washington 98009  
January 18, 1974

Palmer Spring Company  
355 Forest Avenue  
Portland, Maine 04101  
January 18, 1974

Palmer Spring Company  
399 Willow Street  
Manchester, New Hampshire 03103  
November 4, 1973

Palmer Trailer Sales Co., Inc.  
162 Park Street  
Palmer, Massachusetts 01069  
January 18, 1974

Peabody Galion Corporation  
500 Sherman Street  
P. O. Box 607  
Galion, Ohio 44833  
August 24, 1973

Peerless Division  
Royal Industries, Inc.  
18205 S.W. Boones Ferry Road  
P. O. Box 447  
Tualatin, Oregon 97062  
January 8, 1974

Perfection Equipment Company  
#7 South Pennsylvania  
Oklahoma City, Oklahoma 73107  
January 12, 1974

Petroleum Equipment & Supply  
Co., Inc.  
321 Forbes Avenue  
New Haven, Connecticut 06512  
September 27, 1973

Phoenix Manufacturing, Inc.  
374 West Union Street  
Nanticoke, Pennsylvania 18634  
February 20, 1974



Polaris Div. of Textron, Inc.  
1225 N. County Road 18  
Minneapolis, Minnesota 55427  
August 2, 1973

C. E. Pollard Company  
13575 Auburn Avenue  
Detroit, Michigan 48223  
July 27, 1973

Power Brake Company, Inc.  
1506 W. Morehead Street  
Charlotte, North Carolina 28201  
January 17, 1974

Power Brake Service & Equipment  
Co., Inc.  
1022 Carnegie Avenue  
Cleveland, Ohio 44115  
October 21, 1973

Providence Body Company  
750 Wellington Avenue  
Cranston, Rhode Island 02910  
June 1, 1974

Quality Truck Equipment Company  
Route 66 and Mercer Avenue  
P. O. Box 420  
Bloomington, Illinois 61701  
November 15, 1973

Raleigh Spring & Brake Service, Inc.  
1813 S. Saunders Street  
P. O. Box 9304  
Raleigh, North Carolina 27603  
April 9, 1974

Recreatives Limited  
30 French Road  
Buffalo, New York 14227  
July 13, 1973

Rectrans Div. of White Motor Corp.  
800 Whitney Avenue  
Brighton, Michigan 48116  
May 10, 1974

Reliable Spring Company, Inc.  
10557 S. Michigan Avenue  
Chicago, Illinois 60628  
January 20, 1974

Rhode Island Petroleum Equip. Co.  
Mill Street  
Johnston, Rhode Island 02861  
(Mailing Address:  
John F. Cullinan, President  
Rhode Island Petroleum Equip. Co.  
88 Manistee Street  
Pawtucket, Rhode Island 02861  
May 16, 1973

R.J.S.-Simpson International, Inc.  
420 Hopkins Street  
Buffalo, New York 14220  
February 17, 1974

Roanoke Welding Company  
P. O. Box 4373  
Roanoke, Virginia 24015  
January 1, 1974

Rowland Truck Equipment, Inc.  
2900 Northwest 73rd Street  
P. O. Box 47-398  
Miami, Florida 33147  
November 19, 1973

Rupp Industries, Inc.  
1776 Airport Road  
Mansfield, Ohio 44903  
October 3, 1973

Schweigers, Inc.  
South Highway 81  
Watertown, South Dakota 57201  
January 18, 1974

Scientific Brake & Equip. Co.  
314 W. Genesee Avenue  
Saginaw, Michigan 48602  
January 19, 1974

Scorpion, Inc.  
Box 300  
Crosby, Minnesota 56441  
April 29, 1974

Sharpsville Steel Equipment Co.  
6th & Main Streets  
Sharpsville, Pennsylvania 16150  
January 2, 1974

SMI (Watertown), Inc.  
Purdy Avenue  
Watertown, New York 13601  
August 1, 1973

Smith-Moore Body Company, Inc.  
P. O. Box 27287  
Richmond, Virginia 23261  
January 18, 1974

Southeastern Equipment, Inc.  
1105 Pulaski Street  
Columbia, South Carolina 29201  
November 22, 1973

South Florida Engineering, Inc.  
P. O. Box 11927  
Tampa, Florida 33610  
July 2, 1973

Southwest Truck Body Company  
200 Sidney Street  
St. Louis, Missouri 63104  
February 11, 1974

Speedway Products, Inc.  
(Div. of Taylor Metal Products)  
160 E. Longview Avenue  
Mansfield, Ohio 44905  
August 7, 1973

SS Automobiles, Inc.  
1735 South 106th Street  
Milwaukee, Wisconsin 53215  
May 22, 1974

Steffen, Inc.  
623 West 7th Street  
Sioux City, Iowa 51103  
November 4, 1973

Superior Coach Corporation  
Sheller-Glode Corporation  
1200 East Kibby Street  
Lima, Ohio 45802  
March 20, 1974

Syracuse Auto Parts, Inc.  
120 N. Geddes Street  
Syracuse, New York 13204  
January 18, 1974

Thiokol Corporation  
Logan Division  
2503 North Main Street  
Logan, Utah 84321  
January 15, 1974

Thomas Built Buses, Inc.  
1408 Courtesy Road  
P. O. Box 1849  
High Point, North Carolina 28261  
August 1, 1973

Transport Equipment Company  
3400 - 6th Avenue, South  
Seattle, Washington 98134  
January 18, 1974

Truck Equipment, Inc.  
680 Potts Avenue  
P. O. Box 3280  
Green Bay, Wisconsin 54304  
January 18, 1974

Truck Parts & Equipment, Inc.  
4501 West Esthner  
Wichita, Kansas 67209  
November 11, 1973

Truck & Transportation  
Equipment Co., Inc.  
260 Industrial Avenue  
P. O. Box 10455  
New Orleans, Louisiana 70181  
January 1, 1974

Tuff Boy, Inc.  
5151 E. Almondwood Drive  
Manteca, California 95336  
January 1, 1974

Union City Body Company, Inc.  
1015 West Pearl Street  
Union City, Indiana 47390  
August 15, 1973

Unit Rig & Equipment Company  
P. O. Box 3107  
Tulsa, Oklahoma 74101  
January 1, 1974

Viking Snowmobiles, Inc.  
P. O. Box 37  
Twin Valley, Minnesota 56584  
August 1, 1973

Vulcan Trailer Mfg. Company, Inc.  
1321 - 3rd Street & Ensley  
Birmingham, Alabama 35214  
December 1, 1973

Walter Motor Truck Company  
School Road  
Voorheesville, New York 12186  
April 29, 1974

The Warner & Swasey Company  
Duplex Division  
830 East Hazel Street  
Lansing, Michigan 48909  
April 1, 1974

Wayne Corporation  
an Indian Head Company  
P. O. Box 1447  
Industries Road  
Richmond, Indiana 47374  
October 31, 1973

Westinghouse Air Brake Company  
Construction & Mining Equip. Group  
2301 N.E. Adams Street  
Peoria, Illinois 61601  
February 1, 1974

Weston Equipment Company, Inc.  
130 Railroad Hill Street  
Waterbury, Connecticut 06708  
January 3, 1974

White Motor Corporation  
100 Erieview Plaza  
Cleveland, Ohio 44114  
January 18, 1974

White Trucks & Equipment Sales, Inc.  
2401 Dinneen Avenue  
P. O. Box 7185  
Orlando, Florida 32804  
December 1, 1973

Winnebago Industries, Inc.  
P. O. Box 152  
Forest City, Iowa 50436  
March 19, 1974

Wollard Aircraft Equipment, Inc.  
6950 N. W. 77th Court  
Miami, Florida 33166  
December 1, 1973

Wyman's Inc.  
Northfield Road.  
Box 541  
Montpelier, Vermont 05602  
June 1, 1974

Young Daybrook, Inc.  
Div. of Gulf & Western Metals  
Forming Company  
1175 North Main Street  
Bowling Green, Ohio 43402  
January 1, 1974

## APPENDIX E

**COMPANIES LISTED BY THE CANADIAN GOVERNMENT AS MOTOR VEHICLE  
MANUFACTURERS as of November 19, 1973**

<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, Ltd., Toronto, Ont.	Specified Commercial Vehicles
Atlas Hoist & Body Incorporated, Montreal, P.Q.	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 Ltd., Brantford, Ont.	Buses
Canadian Trailmobile Limited, Brantford, Ont.	Specified Commercial Vehicles
Chrysler Canada Ltd., Windsor, Ont.	Automobiles, Buses and Specified Commercial Vehicles
Corbeil, J.H. Ltée., St. Lin, Quebec	Buses
Diesel Equipment Limited, Toronto, Ont.	Specified Commercial Vehicles
Eastern Steel Products Company, Preston, Ont.	Specified Commercial Vehicles
EGW Limited, Chambly, P.Q.	Specified Commercial Vehicles
Fleet Truck Bodies, Inc., Montreal, P.Q.	Specified Commercial Vehicles

<u>Name and Location</u>	<u>Considered as Manufacturers of:</u>
Fort Garry Automotive Industries, Winnipeg, Man.	Specified Commercial Vehicles
Ford Motor Co. of Canada, Ltd., Oakville, Ont.	Automobiles, Buses and Specified Commercial Vehicles
Freightliner of Canada Ltd., Burnaby, B.C.	Specified Commercial Vehicles
Flyer Industries Ltd., Winnipeg, Man.	Specified Commercial Vehicles
G & G Welding Ltd., Ville St. Leonard, P.Q.	Specified Commercial Vehicles
General Motors of Canada, Ltd., Oshawa, Ont.	Automobiles, Buses and Specified Commercial Vehicles
Hayes Trucks 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 Co. 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
Mond Industries Limited, Toronto, Ont.	Specified Commercial Vehicles
Multi-Vans Limited, Woodbridge, Ont.	Specified Commercial Vehicles
Olsen, W.H. Manufacturing Co.,Ltd., Tilbury, Ont.	Specified Commercial Vehicles
Prevost Car Inc., Ste. Claire, (Dorchester Co.)P.Q.	Buses

<u>Name and Location</u>	<u>Considered as Manufacturers of:</u>
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

COMPANIES OPERATING UNDER SPECIAL ORDERS-IN-COUNCIL

<u>Name and Location</u>	<u>Considered as manufacturers of:</u>
Alforge Metals Corporation Limited, Orangeville, Ontario	Specified Commercial Vehicles
American Motors (Canada) Ltd. Brampton, Ontario	Automobiles
Atlantic Truck & Trailer Ltd., Saint John, N.B.	Buses
Canadian Motor Industries Ltd., Scarborough, Ontario	Automobiles
Consolidated Dynamics Limited, Buttonville, Ontario	Specified Commercial Vehicles (crane carriers)
Crane Carrier Canada Ltd., Rexdale, Ontario	Specified Commercial Vehicles (crane carriers)
International Harvester Co. of Canada Ltd., Hamilton, Ontario	Automobiles (Travelalls) Specified Commercial Vehicles
Mack Trucks Canada Ltd., Toronto, Ontario	Specified Commercial Vehicles
Motor Coach Industries Ltd., Winnipeg, Manitoba	Buses
Rubber Railway Co., Ltd., Preston, Ontario	Specified Commercial Vehicles (carriers for concrete mixers)
Soma Inc., St. Bruno De Montarville, P.Q.	Automobiles
Teal Manufacturing Ltd., Windsor, Ontario	Specified Commercial Vehicles
Truck Equipment & Service Co., Aghincourt, Ontario	Specified Commercial Vehicles
Universal Handling Equipment Co., Hamilton, Ontario	Specified Commercial Vehicles
Champion Truck Bodies Ltd., Montreal, Que.	Specified Commercial Vehicles
Walter Motor Trucks of Canada Ltd., Almonte, Ontario	Specified Commercial Vehicles
Westank Industries Ltd., Regina, Saskatchewan	Specified Commercial Vehicles
Wheels, Brakes and Equipment Ltd., Hamilton, Ontario	Specified Commercial Vehicles