

CANADIAN AUTOMOBILE AGREEMENT

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

COMMITTEE ON FINANCE
UNITED STATES SENATE

RUSSELL B. LONG, *Chairman*



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I. Summary

In the United States during 1976 automotive employment, production, retail sales and foreign trade all increased. Employment rose nearly 10 percent; the number of motor vehicles produced, by 28 percent; and retail sales of vehicles by 20 percent in number. Total automotive imports from Canada grew 38 percent and total automotive exports to Canada increased 18 percent in value. In Canada, retail sales declined 2 percent while production of motor vehicles increased 15 percent; employment in the automotive industry advanced nearly 8 percent; automotive products imports rose 18 percent; and total automotive exports jumped 31 percent. New investment by the major motor vehicle manufacturers declined 4 percent to \$1.3 billion in the United States but increased 7 percent to \$89 million in Canada. Prices for automobiles moved higher in both the United States and Canada but more in Canada causing the price differential to widen somewhat. In 1976 the United States held 88 percent of total North American motor vehicle production within the integrated North American Automotive Industry and 91 percent of total retail sales versus 86 percent and 89 percent respectively, in 1975. The 1976 US-Canada automotive products trade balance worked out to a \$1.0 billion US surplus, a decrease of \$800 million from the 1975 surplus of \$1.8 billion.

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,^{1/} which was signed 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

^{1/} Appendix A page 52

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,^{2/} and 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.^{3/} Since the United States removed its duty on automotive products only for Canada, it was necessary to obtain a waiver of its General Agreement on Tariffs and Trade (GATT) obligations concerning most-favored-nation tariff-(MFN) 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

2/ Appendix B page 55

3/ Appendix C page 64

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 within the larger North American Automotive Industry market, certain restrictive measures were set forth in Annex A to the Agreement: (1) Only bona fide Canadian vehicles 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 in part to the persistence of higher prices in Canada since it eliminates the opportunity for individual duty-free importation 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. The letters committed the companies to certain specific increases in Canadian value-added to be accomplished by July 31, 1968 and to further increase Canadian value-added annually by a proportion of any increase in sales in the Canadian market. The United States Government does not regard the letters as valid instruments. Although the letters were between the companies and the Canadian Government they were originally signed with the tacit approval of the United States Government. The tacit approval was withdrawn in 1970.

Developments in 1976

Production in the North American Automotive Industry.

Total 1976 motor vehicle production in the North American Automotive Industry was 13.1 million units, an increase of 26 percent from the previous year, and exceeded only by the 14.3 million units produced in 1973. The United States share of total production in 1976 was 11.5 million units or 87.5 percent, slightly more than the U.S. share of 86.3 percent in 1975. Although production grew in both countries the growth rate in the United States substantially exceeded the 15 percent rate of growth in Canada.

United States motor vehicle production increased by 28 percent in 1976 as compared to 1975. The 1976 total of 11.5 million vehicles compares with the record year of 1973 when production was 12.7 million vehicles.

U.S. passenger car production^{4/} rose by 27 percent to 8.5 million units in 1976, the highest level reached since the peak year of 1973. However, the trend in the volume of auto production since 1965 has been relatively flat and 1976 production was only 3.4 percent above the 8.2 million average for the 12 year period.

Truck production has grown substantially since 1965, the increase averaging about 5 percent per year. In 1976 there were 3.0 million trucks produced in the U.S. an increase of 32 percent from the 5 year low of 2.3 million units produced in 1975.

Canadian motor vehicle^{5/} production in 1976 was 1.6 million units, 15 percent above 1975 and a record high for Canada. Four hundred thousand units went to dealers for resale in Canada and 1,045,000 traveled south for consumption in the U.S., with the balance of about 155,000 units sold in export markets.

Passenger car output was 1.1 million units up nearly 9 percent from 1975 but less than the Canadian high of 1.2 million units produced in 1973. Truck production in 1976 reached a record high of 503 thousand units, up 33 percent from 1975. As in the United States, truck production in Canada has grown faster than passenger car production. For the period 1965-76 the average annual percentage change in Canadian production works out to an increase of 5 percent for cars and 13 percent for trucks.

Retail Sales.^{6/} The United States consumed 91 percent of the total US-Canadian retail motor vehicle market of 14,581,000 units in 1976 compared to 89 percent in 1975.

Consumption of motor vehicles in the United States (including imports from overseas) was 13.3 million units in 1976, an increase of 20 percent over 1975. Total passenger car sales numbered 10.1 million, up 17 percent from 1975. Sales of cars produced by the North American Automotive

^{5/} Table 3 page 30

^{6/} Table 1 page 28

Industry were 8.6 million, up 22 percent, while sales of overseas imports were 1.5 million, down 6 percent from the previous year. The import share of the market declined from 18 percent in 1975 to 15 percent in 1976.

Retail sales of trucks attained a record high of 3.2 million units in 1976, an increase of 28 percent over 1975. The total included 2.9 million units built by the North American Automotive Industry and .2 million imports from overseas. The import share of the truck market was 7 percent in 1976, down from 9 percent in the previous year.

Total Canadian consumption of motor vehicles (including imports from overseas) amounted to 1.3 million units in 1976. This represents a decline of 2 percent from the previous year and compares with increased consumption of 20 percent in the U.S.

Passenger car sales were 946,000, a decline of 5 percent. Truck sales of 345,000 units were 6 percent above 1975.

Canadian consumption of 1.1 million North American type motor vehicles in 1976 contrasts with Canadian production of 1.6 million units in the same year. Of the 1.1 million North American type units consumed in Canada, Canadian production supplied approximately 400,000 units and about 700,000 units moved North from U.S. production.

Imports of automobiles from overseas remained at the same level as the previous year but, because of the decline in the total market, the market share for imports rose from 15 percent in 1975 to 16 percent in 1976. Imports of trucks from overseas declined by nearly 18 percent to 14 thousand

units in 1976 and their market share declined from 5 to 4 percent of the Canadian truck market.

Expenditures by Automobile Manufacturers for Plant and Equipment. Expenditures for plant and equipment by the major motor vehicle producers in the United States and Canada were \$1,341 million in 1976, a decline of 3 percent from 1975. The Canadian share was \$89 million or 7 percent of the total and was a 7 percent increase over 1975. The United States share was \$1,252 million, nearly 4 percent less than 1975.

Relative Prices of Automobiles. Automobile price comparisons in this section are based on factory list prices because the manufacturer's suggested retail prices in the United States and Canada are not comparable, due to the existence of different tax structures in each country, see table 6, 7 and 8.^{7/} The U.S. and Canadian prices in each table are of identical, popular model cars with comparable standard equipment.

Factory list prices for 1977 models in Canada ranged from 4.2 to 8.3 percent higher than in the United States. The price differences were somewhat greater than the 1976 range of 3.2 to 7.1 percent. Price controls were in force in Canada from late 1975 through the time of the 1977 model introduction; for the 1977 models the Canadian price used for comparison is that listed by the manufacturer after the lifting of the controls in January 1977.

^{7/} Table 6 page 33; Table 7 page 34 ; Table 8 page 35

In 1976 the U.S. wholesale and consumer price indexes for automotive equipment continued to rise but at a slower rate than in 1975. The annual average wholesale price index increases for 1975 and 1976 were: passenger cars, 6.0 percent for 1976, and 9.0 percent for 1975; trucks 7.9 percent for 1976 and 11.3 percent for 1975; parts, 5.7 percent for 1976 and 20.2 percent for 1975. The annual average consumer price index for passenger cars rose 6.4 percent in 1976 compared to 8.6 percent in 1975.^{8/}

The Canadian average annual price indexes^{9/} also increased in 1976 but at a rate below 1975. The passenger car index rose 2.7 percent in 1976 compared to 6.9 percent in 1975; the truck index rose 7.1 percent in 1976 compared to 10.0 percent in 1975; and the parts index rose 9.2 percent in 1976 compared to 14.1 percent in 1975. The Canadian consumer price index for passenger cars rose 5.7 percent in 1976 as compared to 6.4 percent in 1975.

Note: In reviewing the U.S. 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.

Employment in the Automotive Industry. Average annual employment in the motor vehicle and equipment industry in the United States rose nearly 10 percent in 1976 after declining 13 percent in 1975.^{10/} Average industry employment was 851 thousand in 1976 compared to 774 thousand in 1975. All segments shared in the increase with the parts segment having the largest increase, 11 percent.^{11/}

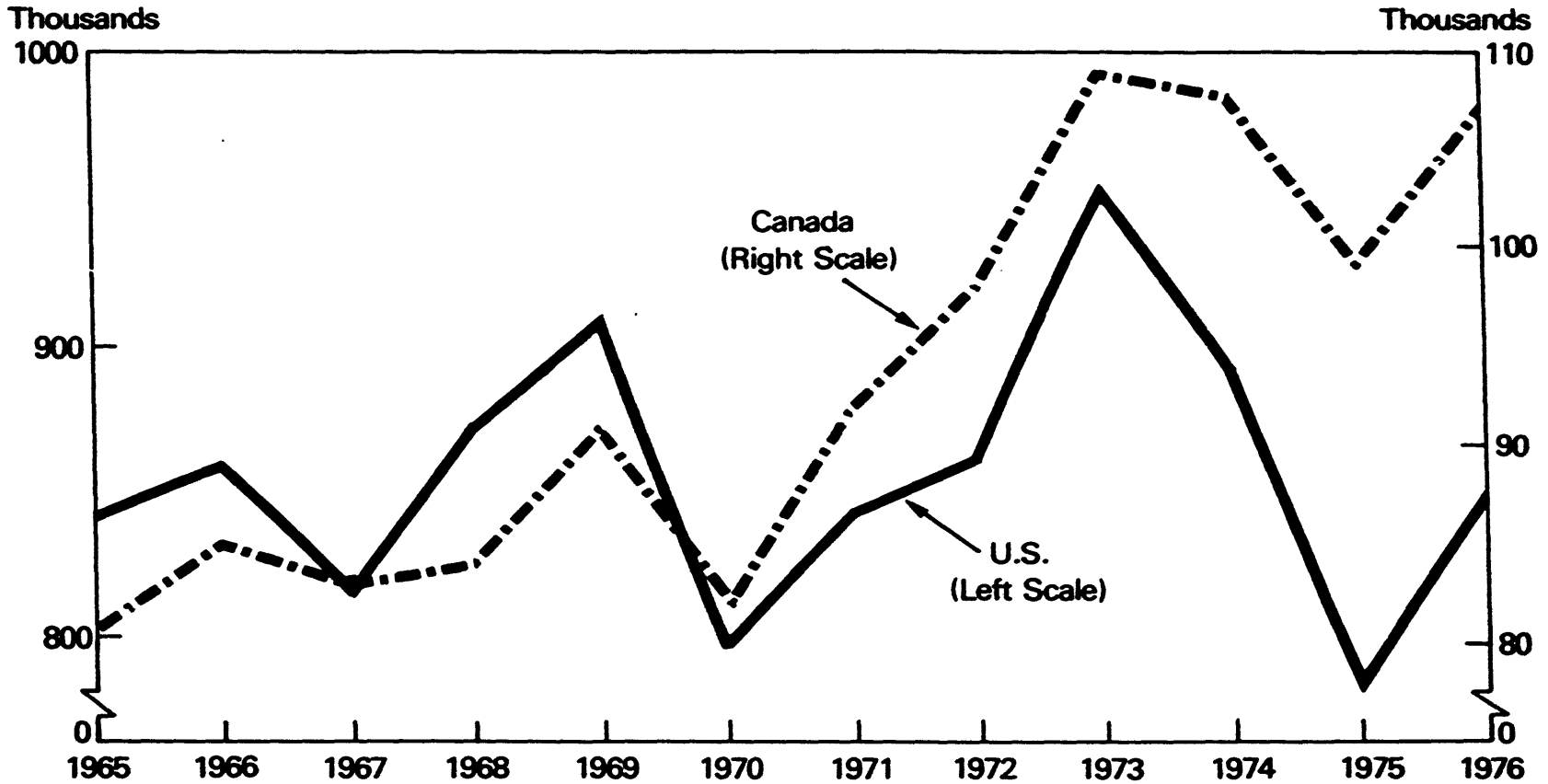
Employment in the Canadian motor vehicle industry increased nearly 8 percent in 1976 after declining over 8 percent in 1975. Employment in the Canadian industry was 107 thousand in 1976 up from 99 thousand in 1975.^{12/}

Trade in Motor Vehicles and Parts between the United States and Canada.^{13/} Total United States-Canadian automotive trade in 1976 was \$17 billion, an increase of 26 percent over 1975. The trade table on the following page gives US-Canadian automotive trade for the years 1964 and 1970-76.

United States shipments of automotive products north to Canada increased 18 percent to \$9 billion while Canadian shipments south increased 38 percent to nearly \$8 billion. The balance resulting from trade in 1976 was a United States surplus of \$1 billion, down from the \$1.8 billion surplus in 1975.^{14/}

<u>10/</u>	Chart 1 page	12
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Chart 1
Employment in the United States and Canada,
Automotive Industries, 1965-76



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

United States - Canada Trade Automotive Products, 1964, 1970-76
U. S. Imports - Canadian Imports

	Millions of U. S. Dollars							
	1964	1970	1971	1972	1973	1974	1975	1976 ^{1/}
U. S. exports^{2/}								
Cars	34	631	985	1,075	1,439	1,657	2,142	2,354
Trucks	23	263	334	504	643	916	922	985
Parts	577	2,019	2,448	2,866	3,552	3,980	4,409	5,550
Sub total	634	2,913	3,767	4,445	5,634	6,554	7,472	8,889
Tires and tubes	6	23	36	51	92	223	170	116
Total exports	640	2,936	3,803	4,496	5,726	6,777	7,643	9,005
U. S. imports								
Cars	18	1,474	1,924	2,065	2,272	2,595	2,809	3,477
Trucks	4	564	587	713	789	887	917	1,363
Parts	49	1,080	1,481	1,795	2,172	1,997	2,008	2,983
Sub total	71	3,118	3,992	4,573	5,233	5,479	5,734	7,823
Tires and tubes	5	14	8	22	68	65	67	166
Total imports	76	3,132	4,000	4,595	5,301	5,544	5,801	7,989
Net balance	+563	-196	-197	-99	+426	+1,233	+1,842	+1,016

^{1/} Preliminary

^{2/} Canadian import data. Parts exports (Canadian imports) adjusted to exclude tooling charges in millions of U.S. dollars as follows: 1970-\$93; 1971-\$80; 1972-\$85; 1973-\$68; 1974-\$188; 1975-\$110; 1976-\$43.

Note: Data exclude U.S.-Canadian trade in materials for use in the manufacture of automotive parts.

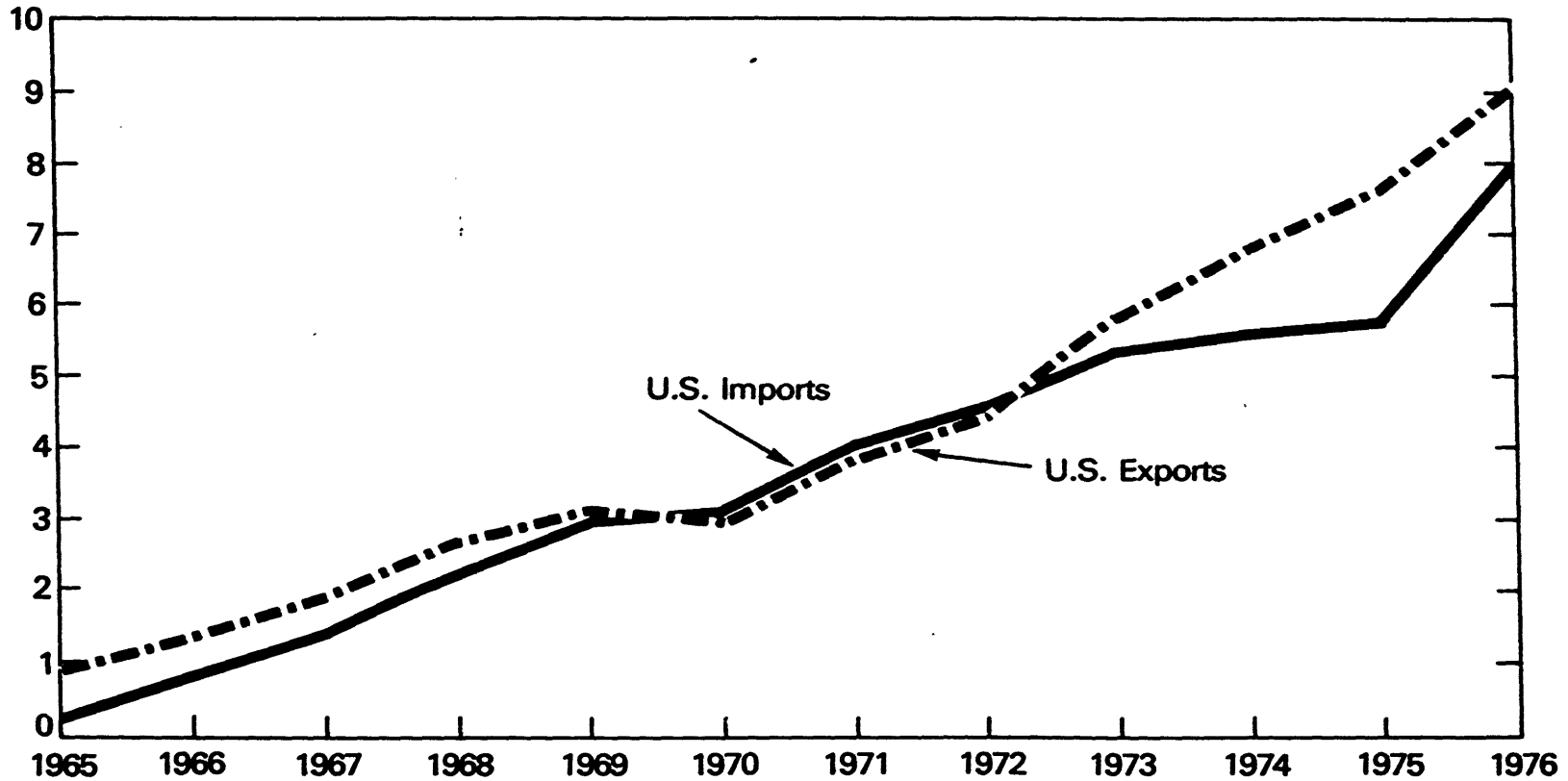
Data are adjusted to reflect transaction values for vehicles.

\$1.00 Canadian = \$0.925 U.S., 1964; \$0.958 U.S., 1970; \$0.990 U.S., 1971; \$1.009 U.S., 1972; \$0.9997 U.S., 1973; \$1.02246, U.S., 1974; \$.984001, U.S. 1975; \$101.41, U.S. 1976.

Source: U.S. Department of Commerce

Chart 2 United States-Canada Trade in Automotive Products, 1965-76

Billion Dollars



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

The \$8 billion of automotive shipments south in 1976 included \$3.5 billion of cars, up 24 percent, \$1.4 billion of trucks up 49 percent and \$3.0 billion of parts up 49 percent from 1975. Factors contributing to the increase in shipments south were the 28 percent increase in U.S. vehicle production (consuming more parts) and the continuing growth of the market for light trucks in the U.S., as well as expanded passenger car sales.

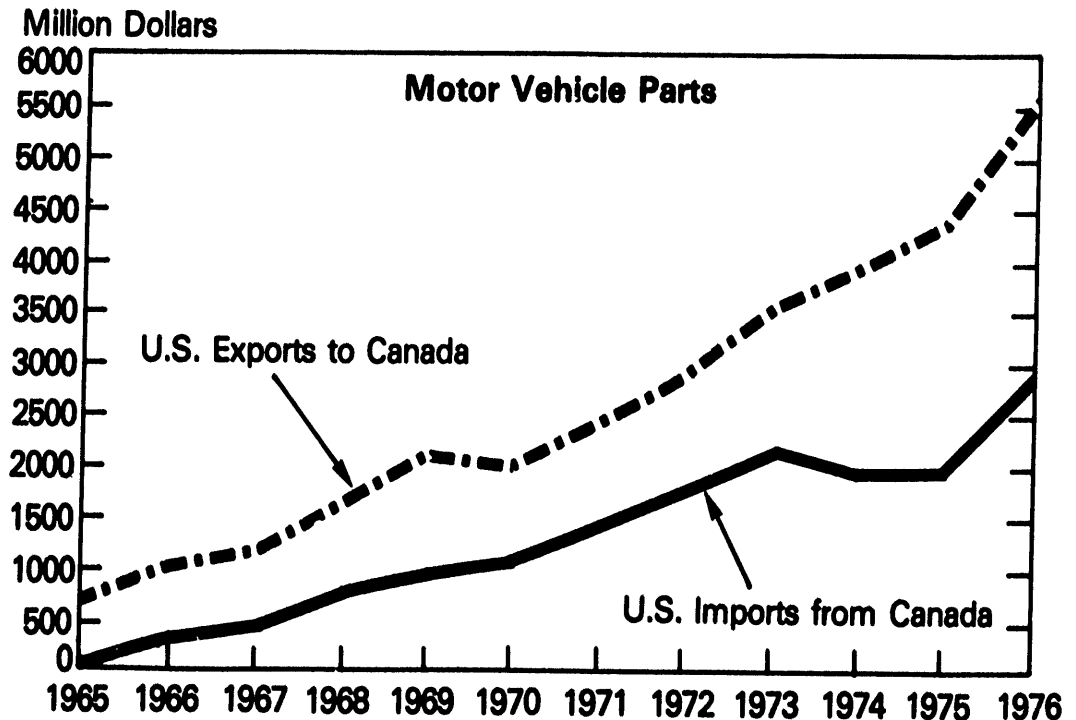
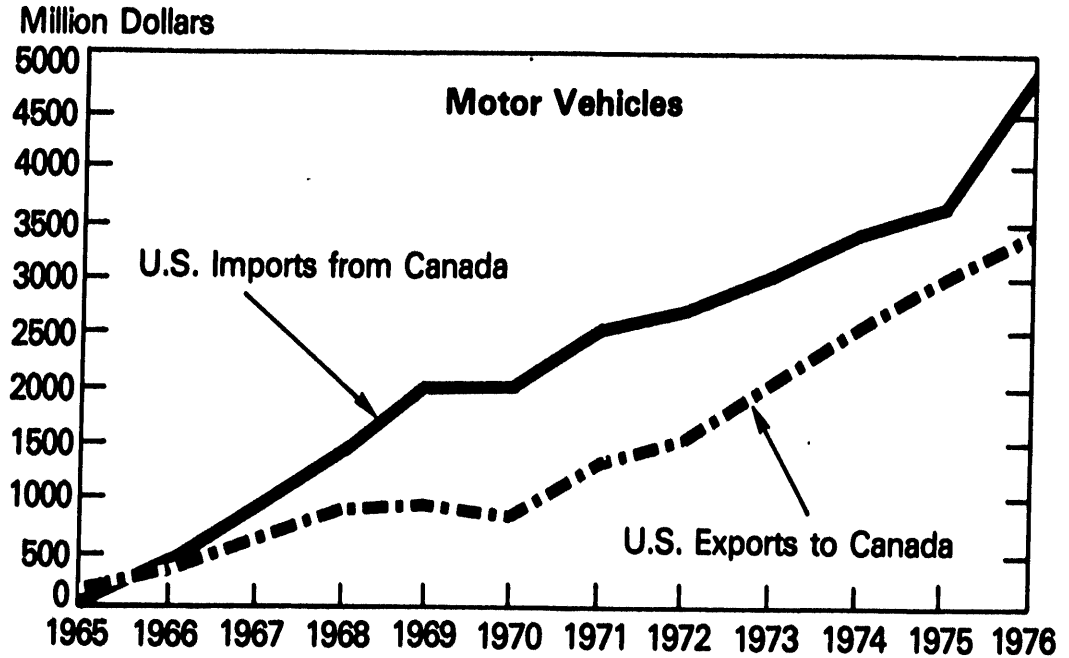
During 1976 the number of cars shipped from Canada rose 13 percent from 1975 to 825,631 while the number of trucks shipped south increased 34 percent to 162,794. The unit value of the passenger car shipped south was \$4,200 up 10 percent while the unit value of the trucks was \$4,800 up 5 percent over 1975.

The Canadian wholesale price index for parts was 9 percent higher for 1976 than for 1975. The 49 percent increase in the value of parts imported compared with the 9 percent increase in the price index indicates a substantial increase in the physical volume of parts imports.

As a percent of total automotive imports from Canada in 1976, cars were 43 percent, trucks 17 percent, parts 37 percent tires and tubes 2 percent.

United States imports of duty free automotive products classified by Tariff Schedule of the United States Annotated (TSUSA) number are shown in table 11.^{15/} The value of duty free imports of parts was \$927 million greater in 1976 than in 1975. Most (71 percent) of this increase was accounted for

Chart 3 Trade in Automotive Products, United States and Canada, 1965-76



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

by increases in imports under two tariff codes, 660.4500 piston engines and 692.2870 a basket category designated "other parts including truck tractors."

Shipments of U.S. automotive products north to Canada included \$2.3 billion of cars, nearly \$1 billion of trucks and \$5.5 billion worth of parts.^{16/} These values were increases over 1975 of 10 percent for cars, 7 percent for trucks and 26 percent for parts. The number of cars shipped to Canada was 573,470 in 1976 an increase of 4 percent over 1975. Truck and bus shipments north were 117,519 units compared to 127,165 in 1975. Parts shipments registered a gain of \$1.1 billion over the \$4.4 billion shipped in 1975.

As a percent of total automotive shipments north to Canada in 1976 cars were 26 percent, trucks 11 percent, parts 61 percent and tires and tubes 1 percent. In 1975 the same categories were 25, 14, 58 and 3 percent respectively.

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 automotive trade. Neither U.S. nor Canadian export statistics are sufficiently detailed to reflect accurately all trade covered by the Agreement, particularly in components that are

^{16/} About two-thirds of the \$5.5 billion of U.S. source parts shipped to Canada were returned to the United States very quickly in motor vehicles produced in Canada.

not necessarily exclusively automotive (e.g., 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.^{17/} 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 13 was prepared using the method described in the previous paragraph and represents the most accurate way of measuring trade under the Automotive Agreement.

The U.S. imports for 1974 thru 1976 in the table on page were compiled using f.a.s. import values as now published by the Bureau of the Census. The f.a.s. values represent the transaction value of imports at the foreign port of exportation. The U.S. f.a.s. values are comparable to the Canadian automotive import figures which are compiled using actual transaction values. Prior to 1974 the U.S. transaction values for imports were calculated from unpublished data collected by the Bureau of the Census. The f.a.s. values are not comparable to the frequently used customs value basis import statistics, in which imports are valued (for duty) at prices constructed by the Bureau of Customs for duty purposes.

17/ 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.

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 the Census statistics. Consequently the figures from tables 12, 13 and 14^{18/} used in this section are not comparable with data given on United States-Canada trade in automotive products in the table on page 13.

Imports in 1976 of automotive products from countries other than Canada were 49 percent of all automotive imports including Canada down slightly from 50 percent in 1975. Exports of automotive products to countries other than Canada were 35 percent of all automotive exports including Canada in 1976 compared to 37 percent in 1975.

Imports (excluding Canada) of automotive products were valued at \$8.0 billion in 1976 an increase of 42 percent compared to a 7 percent decline in 1975. Japan is our largest overseas supplier and in 1976 was the source of \$4.7 billion or 58 percent of our automotive imports from overseas an increase from the 43 percent supplied in 1975. West Germany is the second largest overseas source of automotive products. In 1976 West Germany supplied \$1.9 billion or 23 percent of our imports from overseas compared to 32 percent in 1975. In 1976 together Japan and West Germany provided 81 percent of automotive imports excluding Canada, an increase from their combined market share of 75 percent in 1975.

18/ Table 12 page 45; Table 13 page 46; Table 14 page 47

Most imports of automotive products from countries other than Canada are motor vehicles and parts for their maintenance and repairs. The absolute value of imports of parts for assembly, excluding Canada, is not identifiable in U.S. import statistics but is estimated to be very small compared to U.S. parts production.

Excluding Canada the value of passenger car imports rose 23 percent, truck imports rose 76 percent and imports of parts 113 percent. Japan is the source of much of that increase. Imports of parts from Japan rose from \$300 million worth in 1975 to a value of \$1.1 billion in 1976. The major portion of that total are the imports of parts for maintenance and repair of the growing fleet of Japanese built cars in the United States and \$518 million worth of Citizen Band (CB) radios designed for use in motor vehicles. The sale of CB radios in the United States has grown remarkably and imports from Japan captured 70 percent of the U.S. market in 1976.

Exports of automotive products to countries other than Canada rose 3 percent in 1976 as compared to 1975. Passenger car exports rose 20 percent to \$819 million, parts exports rose 7 percent to \$1,852 million, but exports of trucks declined 10 percent to \$1,408 million. Mexico and Venezuela remained among the three largest automotive export markets in 1976 while Saudi Arabia replaced Iran in the group.

Automotive products, were 10 percent of all U.S. exports in 1976 the same percentage as 1975 and 14 percent of all U.S. imports compared to 12 percent in 1975. 19/

Canadian Automotive Trade With Countries Other Than the United States. Canadian exports of automotive products to countries other than the U.S. amounted to 7 percent of Canada's automotive exports total including the United States in 1976.^{20/} In 1975 the figure was 9 percent. Exports in 1976 to overseas destination were: passenger cars \$225 million, trucks \$211 million and parts \$167 million. The 1976 total of \$603 million was 3 percent above exports in 1975. South Africa which took \$29 million worth of automotive exports remained Canada's largest export market in 1976.^{21/}

In 1976 Canada imported \$800 million worth of automotive products from countries other than the United States. The imports included \$488 million worth of cars \$101 million worth of trucks and \$209 million worth of parts. Compared to 1975, imports in 1976 increased 36 percent for cars, decreased 5 percent for trucks and increased 11 percent for parts. Among overseas suppliers Japan is the largest automotive supplier and in 1976 was the source of 48 percent of the Canadian import market (excluding the U.S.). West Germany is the next largest supplier with a 20 percent share of that market.^{22/}

^{20/} Table 18 page 51
^{21/} Table 16 page 49
^{22/} Table 17 page 50

Changes in the Agreement. No negotiations concerning the Agreement took place in 1975 between the governments of the United States and Canada.

A separate but related development concerning the automotive industry are studies recently made by the two governments. During 1976 the United States and Canada had in process separate but parallel studies resulting from an agreement between President Ford and Prime Minister Trudeau to exchange information concerning the impact of government regulations on the automotive industries in their respective countries. The U.S. study presents the problems of the industry in meeting regulations dealing with environmental, safety and fuel efficiency concerns but is not directly related to the US-Canadian automotive agreement.

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, and 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 Waiver. Article 1 of the General Agreement on Tariffs and Trade 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 U.S. 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 U.S. customs duties on imports of an automotive product from Canada has created a significant diversion of U.S. 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 by 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 of a chassis) to create a new motor vehicle ready for use.

As of May 1, 1977 a total of 222 U.S. manufacturers were certified as "bona fide motor vehicle manufacturers."^{23/} Certification of a manufacturer is valid for a 12-month period from the date the Secretary determines the manufacturer is qualified and is renewable. The certified manufacturers are engaged in one or more of the following types of business:

(1) manufacture of motor vehicles, including motor vehicle chassis; (2) manufacture and 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 vehicles 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 75 firms which it considers to be motor vehicle manufacturers as of February 28, 1977.^{24/}

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TABLE 1.--RETAIL SALES OF MOTOR VEHICLES, 1965-76

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	9,676	1,763	11,439	2,916	228	3,144	14,583
1974	7,454	1,413	8,867	2,512	171	2,683	11,550
1975	7,053	1,587	8,640	2,249	231	2,480	11,120
1976	8,611	1,498	10,109	2,944	237	3,181	13,290

Source: Motor Vehicle 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	783	188	971	235	20	256	1,227
1974	797	146	943	288	19	307	1,249
1975	836	154	989	310	17	327	1,317
1976	793	153	946	331	14	345	1,291

Source: Statistics Canada

TABLE 2.—U.S. MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965-76

(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	9,667.1	3,014.4	12,681.5
1974	7,324.5	2,746.5	10,071.0
1975	6,716.9	2,269.6	8,986.5
1976	8,497.9	2,993.4	11,491.3

Source: Motor Vehicle Manufacturers Association

TABLE 3.--CANADIAN MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965-76
(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	1,227.5	347.4	1,574.9
1974	1,165.6	361.7	1,527.3
1975	1,044.8	379.2	1,424.5
1976	1,137.3	502.8	1,640.1

Source: Statistics Canada

TABLE 4.—PRICE INDEXES FOR AUTOMOTIVE EQUIPMENT
IN THE UNITED STATES
ANNUAL AVERAGE, 1965-76 (1967=100)

Year	Wholesale price index			Consumer price index
	Passenger cars	Motor Trucks	Motor vehicle parts ^{1/}	New passenger cars
1965.....	100.1	97.5	---	100.0
1966.....	99.2	98.0	---	99.1
1967.....	100.0	100.0	100.0	100.0
1968.....	102.0	103.3	105.1	102.8
1969.....	103.3	106.1	108.4	104.4
1970.....	106.6	110.9	112.9	107.6
1971.....	112.2	118.5	120.2	112.0
1972.....	114.9	121.1	126.0	111.0
1973.....	115.4	123.0	127.5	111.1
1974.....	123.1	136.9	143.8	117.5
1975.....	134.2	152.4	172.8	127.6
1976.....	142.2	164.5	182.7	135.7

^{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 1965-76 (1967=100)

Year	Industrial selling price index 1/				Consumer price index	
	Passenger cars 2/			Motor trucks	New passenger cars	
	Total 3/	Hardtop	4-door sedan	Motor vehicle parts and accessories		
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	100.0	103.6	105.8	113.6	107.3	107.9
1972	101.7	105.5	107.8	116.3	109.9	110.1
1973	100.7			117.9	113.4	110.5
1974	106.8			129.9	123.3	118.4
1975	114.2			143.0	140.7	126.0
1976	4/ 117.3			4/ 153.2	4/ 153.6	133.2

1/ The industrial selling price indexes were revised in 1969 and in 1976. The classifications shown here are the new series. 1965 is not entirely comparable with later data.

2/ The average index for passenger cars was introduced in January 1971; the indexes for individual passenger car models were discontinued in October 1973.

3/ 1971=100

4/ Preliminary

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, 1975-77

ITEM	Price in United States (U.S. dollars)	Price in Canada		Canadian Price Differential Over (under) U.S. Price	
		Canadian dollars	United States dollars 3/	Amount U.S. dollars	Percent
1965 Model Introduction					
Factory List Price					
Sales/Excise Tax 1/					
Dealers Delivery & Handling					
Manufacturer's suggested retail price 2/					
N O T P R O D U C E D					
1975 Model Introduction					
Factory List Price	2,957	3,043	3,111	154	5.2
Sales/Excise Tax 1/	11 4/	317	324	313	-
Dealers Delivery & Handling	-	-	-	-	-
Manufacturer's suggested retail price 2/	2,968	3,360	3,436	468	15.8
1976 Model Introduction					
Factory List Price	2,975	3,112	3,069	94	3.2
Sales/Excise Tax 1/	9 4/	321	316	307	-
Dealers Delivery & Handling	-	-	-	-	-
Manufacturer's suggested retail price 2/	2,984	3,433	3,386	402	13.1
1977 Model Introduction					
Factory List Price	3,240	3,412 5/	3,377	137	4.2
Sales/Excise Tax 1/	9 4/	368	364	355	-
Dealers Delivery & Handling	-	-	-	-	-
Manufacturer's suggested retail price 2/	3,249	3,780	3,742	493	15.2

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 rates: \$C1.00= \$U.S. Model years 1965, 92.5; 1975, 1.02 246; 1976, .98627; 1977, 0.98985.

4/ Excise Tax on Tires and Tubes.

5/ Canadian price following end of Canadian price controls Jan 10, 1977.

TABLE 7.—PRICE OF TYPICAL POPULAR MODEL; 4-DOOR SEDAN, WITH COMPARABLE STANDARD EQUIPMENT
IN THE UNITED STATES AND CANADA, MODEL YEARS 1965, 1975-77

ITEM	Price in United States (U.S. dollars)	Price in Canada		Canadian Price Differential Over (under) U.S. Price	
		Canadian dollars	United States dollars 3/	Amount U.S. dollars	Percent
1965 Model Introduction					
Factory List Price	2,565	3,040	2,812	247	9.6
Sales/Excise Tax 1/	149	256	237	88	-
Dealers Delivery & Handling	40	40	37	(3)	-
Manufacturer's suggested retail price 2/	2,754	3,336	3,086	322	12.1
1975 Model Introduction					
Factory List Price	4,702	5,005	5,117	415	8.8
Sales/Excise Tax 1/	19 4/	429	439	420	-
Dealers Delivery & Handling	40	0	-	(40)	-
Manufacturer's suggested retail price 2/	4,761	5,434	5,556	795	16.7
1976 Model Introduction					
Factory List Price	4,656	4,935	4,867	211	4.5
Sales/Excise Tax 1/	19 4/	455	449	430	-
Dealers Delivery & Handling	40	0	-	(39)	-
Manufacturer's suggested retail price 2/	4,715	5,399	5,325	610	12.9
1977 Model Introduction 5/					
Factory List Price	3,567	3,799 6/	3,760	184	5.1
Sales/Excise Tax 1/	8 4/	375	371	363	-
Dealers Delivery & Handling	35	-	-	-	-
Manufacturer's suggested retail price 2/	3,619	4,154	4,112	493	13.6

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 rates: \$C1.00= \$U.S. Model years 1965, 92.5; 1975, 1.02 246; 1976, .98627; 1977, 0.98985.

4/ Excise Tax on Tires and Tubes.

5/ Canadian price following end of Canadian price controls Jan 10, 1977.

TABLE 8.—PRICE OF TYPICAL POPULAR MODEL, 2-DOOR SEDAN, 8 CYLINDER WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS 1965, 1975-77

ITEM	Price in United States (U.S. dollars)	Price in Canada		Canadian Price Differential Over (under) U.S. Price	
		Canadian dollars	United States dollars 3/	Amount U.S. dollars	Percent
1965 Model Introduction					
Factory List Price	4,103	5,815	5,379	1,276	31.1
Sales/Excise Tax 1/	333	442	409	76	
Dealers Delivery & Handling	50	40	37	(13)	
Manufacturer's suggested retail price 2/	4,486	6,297	5,825	1,339	29.8
1975 Model Introduction					
Factory List Price	7,633	8,355	8,543	910	11.9
Sales/Excise Tax 1/	18 4/	713	729	711	-
Dealers Delivery & Handling	50	40	41	(9)	-
Manufacturer's suggested retail price 2/	7,701	9,108	9,313	1,612	20.9
1976 Model Introduction					
Factory List Price	7,869	8,549	8,432	563	7.1
Sales/Excise Tax 1/	17 4/	780	769	752	-
Dealers Delivery & Handling	12		-	(12)	-
Manufacturer's suggested retail price 2/	7,898	9,329	9,201	1,303	16.5
1977 Model Introduction 5/					
Factory List Price	11,380	12,455 6/	12,329	949	8.3
Sales/Excise Tax 1/	16 4/	1,316	1,303	1,287	-
Dealers Delivery & Handling					-
Manufacturer's suggested retail price 2/	11,396	13,771	13,632	2,236	19.6

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 rates: \$C1.00= \$U.S. Model years 1965, 92.5; 1975, 1.02246; 1976, .98627; 1977, 0.98985.

4/ Excise Tax on Tires and Tubes.

5/ Change of model because model used for years 1965-75 not representative for 1977.

6/ Canadian price following end of Canadian price controls Jan 10, 1977.

TABLE 9.--TOTAL EMPLOYMENT IN THE U.S. AUTOMOTIVE PRODUCTS INDUSTRY BASED ON U.S. 1967 STANDARD INDUSTRIAL CLASSIFICATION (SIC), ANNUAL AVERAGE, 1965-76

(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 & 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	842.6	369.6	50.6	37.7	361.1
1972	862.8	373.5	42.6	41.0	378.5
1973	955.3	408.5	46.8	45.9	422.2
1974	890.8	367.4	44.0	46.9	400.6
1975	774.1	322.9	42.9	38.5	351.5
1976	850.6	353.9	46.0	39.0	390.2

Source: Bureau of Labor Statistics

TABLE 10.—TOTAL EMPLOYMENT IN CANADIAN AUTOMOTIVE PRODUCTS INDUSTRY BASED ON CANADIAN STANDARD INDUSTRIAL CLASSIFICATION (SIC), ANNUAL AVERAGES, 1965-76 ^{1/}

YEAR	Estimated employment ^{2/} (Thousands of Employees)		
	Motor Vehicles (SIC 323-5)	Assembling (SIC 323)	Parts & Accessories (SIC 325)
Annual average:			
1965	80.9	39.8	35.3
1966	84.6	40.7	37.6
1967	83.1	38.7	37.7
1968	83.7	39.6	37.3
1969	90.9	42.3	40.4
1970	82.3	37.5	36.4
1971	92.4	41.0	41.3
1972	97.5	41.9	41.4
1973	108.8	45.2	48.8
1974	108.2	47.1	45.9
1975	99.0	43.4	41.2
1976	106.8	46.6	46.2

^{1/} Establishments with 20 or more workers.

^{2/} The employment figures in this table are estimates based on Statistics Canada's employment indexes.

Source: Statistics Canada

TABLE 11.—VALUE OF CANADIAN MOTOR VEHICLES AND ORIGINAL MOTORVEHICLE EQUIPMENT (CANADIAN ARTICLES) IMPORTED DUTY-FREE FROM CANADA INTO THE UNITED STATES UNDER THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965 (APTA), BY TSUSA NUMBER, 1974-1976

(Thousands dollars)

TSUSA Number (APTA)	Commodity	1974	1975	1976
<u>MOTOR VEHICLES</u>				
692.0300	Automobile trucks valued at \$1,000 or more each, but not including electric trolley buses, 3-wheeled vehicles, or trailers accompanying automobile truck tractors....	584,773	484,144	691,997
692.0700	Motorbuses, but not including any electric trolley bus or 3-wheeled vehicle.....	6,861	7,412	11,382
692.1120	On-the-highway, 4-wheeled passenger automobiles, new.....	3,089,961	2,777,737	3,453,217
692.1140	On-the-highway, 4-wheeled passenger automobiles, used.....	19	86	92
692.1160	Vehicles which operate in whole or in part on runners or skis.....	34,875	28,499	31,851
692.1180	Other motor vehicles.....	6,547	3,100	1,098
692.2100	Chassis for automobile trucks & motorbuses except for electric trolley buses or 3-wheeled vehicles.....	430,325	364,933	580,151
692.2300	Other chassis except chassis for special purpose vehicles or 3-wheeled vehicles....	5,532	539	86
	Total, duty-free passenger cars.....	3,089,980	2,777,823	3,453,309
	Total, duty-free truck-bus sp.veh.....	1,032,913	888,627	1,316,565
	Total, duty-free motor vehicles.....	4,122,893	3,666,450	4,769,874

TABLE 11 - Continued

TSUSA Number (APTA)	Commodity	1974	1975	1976
	<u>PARTS</u>			
207.0100	Article of wood, n.s.p.f.....	303	279	50
220.4600	Articles of cork.....	12	-	neg.
355.2700	Felt, batting, wadding.....	279	293	423
357.9600	Hoses for liquids or gases, of manmade fibers.....	1,729	1,262	1,975
358.0300	V-belts, textile fibers and rubber.....	259	-	8
361.9000	Floor coverings and underlays, textile....	1,186	895	619
389.8000	Textile articles, n.s.p.f.....	6	200	254
517.8200	Brushes, graphite, for electric generators and motors.....	156	153	256
535.1500	Ceramic insulators.....	-	-	11
540.7200	Glass fibers, bulk, pads, etc.....	21	neg.	34
544.2000	Glass.....	1	9	11
544.3200	Toughened glass.....	18,670	18,567	24,003
544.4200	Laminated glass.....	-	-	-
544.5200	Mirrors, not over 1 square foot in reflecting area.....	2,684	3,108	5,796
544.5500	Mirrors, over 1 square foot in reflecting area.....	15	neg.	1
545.6200	Glass lenses and filters and parts for lighting and signals.....	-	17	123
545.6400	Glass reflecting lenses for signs or signals.....	3	28	4
547.1600	Clock glass and other protective glasses curved.....	15	11	19
610.8100	Pipe and tube fittings of iron or steel (other than cast-iron fittings.....	104	242	121
613.1600	Pipe and tube fittings other than alloys of copper, nickel silver and cupronickel..	10	29	4
613.1900	Pipe and tube fittings of copper alloy, n.e.s.....	58	233	50

TABLE 11 - Continued

TSUSA Number (APTA)	Commodity	1974	1975	1976
618.4800	Pipe, tubes, blanks & fittings of aluminum	63	16	-
642.2100	Ropes, cables, etc., with fittings.....	894	822	3,397
642.8800	Other wire cloth, etc., cut to shape.....	-	6	-
646.7900	Staples, rivets, bolts, & other fasteners.	18,104	18,751	31,589
646.9300	Locks, parts, and keys, of base metal.....	544	605	154
647.0200	Hinges, fittings, and mountings of iron, steel, aluminum, or zinc designed for motor vehicles.....	19,165	19,974	33,768
647.0600	Other hinges, fittings, and mountings.....	23	23	321
652.1000	Flexible metal hose or tubing.....	1,110	336	340
652.3900	Chain and chains, and parts, of base metal	20	15	41
652.7600	Signplates, nameplates, numbers, etc., of base metal.....	671	597	562
652.8500	Springs & leaves for springs of base metal suitable for motor vehicle suspension.....	80,462	82,275	123,714
652.8700	Hairsprings.....	31	-	-
652.8900	Other springs.....	6,473	6,660	7,068
658.1000	Articles of base metal, n.s.p.f not coated with precious metal.....	3,542	4,079	10,530
660.4300	Piston-type compression-ignition engines..	64	10	76
660.4500	Piston-type engines, n.e.s. (auto truck and bus).....	404,478	423,874	665,671
660.4700	Nonpiston type engines.....	-	7	-
660.6100	Cast iron parts, not advanced, etc., for internal combustion engines.....	13,584	16,546	13,742
660.5300	Parts of piston-type engines other than compression ignition engines.....	64,944	68,721	105,318
660.5500	Parts internal combustion engines, n.e.s..	3,244	1,041	297
660.8600	Nonelectric engines, motors and parts, n.s.p.f.....	4	2	6

TABLE 11 - Continued

TSUSA Number (APTA)	Commodity	1974	1975	1976
660.9300	Fuel injection pumps for compressor- ignition engines and parts.....	84	35	38
660.9500	Pumps for liquid, n.e.s., and parts.....	19,544	13,007	20,807
661.1100	Fans and blowers and parts.....	11,546	12,317	18,328
661.1300	Compressors and parts.....	7,861	1,760	1,991
661.1600	Air pumps and vacuum pumps and parts.....	-	32	82
661.2100	Air conditioning machines and parts.....	1,602	2,258	3,527
661.3600	Refrigerators, refrigerating equipment, and parts.....	-	-	-
661.9600	Other parts for filtering and purifying machines, n.e.s.....	677	-	-
662.5100	Other mechanical appliances, n.e.s., for dispersing liquids, etc.....	1,157	1,342	2,364
664.1100	Material handling equipment, n.e.s.....	2,772	3,563	5,390
678.5100	Machines, n.s.p.f. and parts.....	-	46	112
680.2100	Taps, cocks valves, parts, hand operated and check, copper.....	22	6	106
680.2300	Taps, cocks, valves, & hand operated and check, of other metals.....	4,370	6,392	12,548
680.2800	Taps, cocks, valves, other.....	10,495	4,966	11,194
680.3100	Antifriction balls and rollers.....	516	591	1,107
680.3400	Ball bearings with integral shafts.....	2,729	1,989	3,524
680.3620	Ball bearings, origin Canada.....	5,253	1,820	2,208
680.3630	Part ball bearings.....	-	-	209
680.3640	Roller bearings, origin Canada.....	695	293	-
680.3650	Tapered bearings	-	-	3,784
680.3660	Bearings, n.e.s. incl. parts, origin Canada	8,053	5,890	-
680.3670	Other bearings.....	-	-	4,349
680.5800	Lubrication fittings.....	15	36	9

TABLE 11 - Continued

TSUSA Number (APTA)	Commodity	1974	1975	1976
680.9100	Machinery parts not containing electrical features, n.s.p.f.....	39	11	10
682.6500	Generators, motors, electric and parts under 200 horsepower.....	3,493	3,337	3,528
682.9100	Magnetic chucks, etc. electromagnetic clutches, couplings brakes, etc., n.e.s...	4	2	14
683.1100	Lead-acid type storage batteries & parts..	4,573	3,051	3,184
683.1600	Other storage batteries and parts.....	24	9	-
683.6100	Electrical starting and ignition equipment for internal combustion engines.....	9,775	2,486	4,860
683.6600	Electrical lighting equipment designed for motor vehicles and parts.....	4,075	2,610	2,979
684.4100	Electric furnaces, heaters, and ovens, and parts.....	570	706	2,070
684.7100	Microphones, loudspeakers, etc & parts....	705	608	211
685.5520	Radio receivers.....	30,636	24,228	19,513
685.5540	Other radiotelegraphic & radiotelephonic transmission & reception apparatus, radio, TV, & recording devices, etc., & parts....	8,179	5,225	6,719
685.7100	Electric sound & visual signaling apparatus parts.....	1,185	909	1,662
685.8100	Electrical capacitors, fixed or variable..	1,575	1,611	1,787
685.9100	Electrical switches, relays, etc. & parts.	9,868	8,962	8,870
686.1100	Resistors, fixed or variable & parts (including potentiometers but not including heating elements.....	110	621	1,812
686.2300	Automatic voltage regulators, etc., & parts for 6, 12, & 24-volt systems.....	14	-	7
686.6100	Sealed-beam lamps.....	315	250	332
686.8100	Electric filament lamps for operating under 100 volts, n.e.s.....	445	258	1,119
687.5100	Television Picture Tubes.....	13	-	-

TABLE 11 - Continued

TSUSA Number (APTA)	Commodity	1974	1975	1976
688.0500	Insulated electrical conductors, without fittings.....	32	19	3
688.0700	Insulated electrical conductors, other....	170	-	-
688.1300	Ignition wiring sets.....	11,585	15,552	16,724
688.1600	Insulated electrical conductors with fittings, other.....	9,252	6,273	6,712
688.4100	Electrical articles, & electrical parts of articles, n.s.p.f.....	91	37	30
692.2500	Cast-iron parts of motor vehicles, not alloyed, not advanced.....	159	158	25
692.2810	Body stampings.....	874	105	190
692.2820	Bumpers.....	34,114	35,102	69,722
692.2830	Wheels designed to be mounted with pneumatic tires.....	52,899	51,890	73,048
692.2840	Hubcaps & wheel covers.....	13,480	14,602	17,197
692.2850	Radiators.....	41,989	39,942	52,893
692.2860	Mufflers and tailpipes.....	10,828	10,926	11,557
692.2870	Other including trucks tractors.....	737,392	770,869	1,189,603
711.8500	Pressure gages, thermostat, etc.....	4,116	2,110	4,033
711.9100	Taximeters and parts.....	5	-	-
711.9900	Speedometer & parts & other revolution counters, etc. & parts.....	1,593	1,346	1,754
712.5100	Electrical measuring, etc., & parts, n.s.p.f. and parts.....	63	52	110
721.2000	Clocks, clock movements, etc. & parts....	351	328	569
727.0700	Furniture designed for motor vehicle use and parts.....	128,256	131,524	166,244
728.3000	Nontextile floor coverings.....	402	302	313

TABLE 11 - Continued

TSUSA Number (APTA)	Commodity	1974	1975	1976
745.8000	Buckles & buckle slides, slide fasteners, & other fastening devices, & parts.....	534	55	1,030
772.6600	Hose, pipe, & tubing , n.s.p.f. of rubber or plastics.....	1,895	2,617	3,138
772.8100	Handles & knobs, of rubber or plastics....	887	859	929
772.8600	Closures, including caps, lids, etc., of rubber or plastics.....	141	90	51
773.2600	Gaskets, of rubber or plastics.....	4,746	6,248	8,811
773.3100	Electric insulators of rubber or plastics.	1,111	1,428	3,181
774.7000	Any articles n.s.p.f. of rubber or plastics.....	4,933	5,383	5,955
791.9100	Articles n.s.p.f. of other leather.....	7	-	5
	<u>1/</u> Total, duty-free parts.....	1,857,835	1,878,749	2,805,636
	Grand Total, all duty-free motor vehicles and parts.....	5,980,728	5,545,199	7,575,510

1/ Figures may not add to total due to rounding.
neg. - negligible. Values for 1975 and 1976 are FAS values.

TABLE 12.--U.S. AUTOMOTIVE TRADE,^{1/} TOTAL WITH ALL COUNTRIES, WITH CANADA, AND WITH ALL COUNTRIES EXCEPT CANADA, 1974-1976

(Millions of U.S. Dollars)

Item	Trade with all countries			Trade with Canada ^{2/}			Trade with all countries except Canada		
	1974	1975	1976	1974	1975	1976	1974	1975	1976
U.S. Exports:									
Passenger cars	2,334	2,884	3,263	1,770	2,199	2,444	564	685	819
Trucks, buses, and chassis	1,489	2,406	2,258	837	844	850	652	1,562	1,408
Parts and accessories	4,698	5,322	6,209	3,226	3,590	4,357	1,472	1,732	1,852
Total	8,521	10,612	11,730	5,833	6,633	7,651	2,688	3,978	4,079
U.S. Imports:									
Passenger cars	7,553	7,141	9,417	3,090	2,809	4,072	4,463	4,332	5,345
Trucks, buses, and chassis	1,600	1,305	2,252	1,055	916	1,552	545	389	700
Parts and accessories	2,825	2,743	4,653	1,776	1,820	2,684	1,050	922	1,969
Total	11,978	11,189	16,322	5,921	5,546	8,306	6,057	5,643	8,016
U.S. Net Exports (-)^{3/}	(3,457)	(577)	(4,592)	(88)	1,087	(657)	(3,369)	(1,634)	(3,935)

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

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

^{3/} The net balance shown for U.S. automotive trade with Canada in the above table are the most representative figures possible on the basis of U.S. trade statistics. However, see discussion of United States - Canada automotive trade statistics in Section II. Totals may not add due to rounding.

Source: Bureau of the Census.

TABLE 13.--U.S. AUTOMOTIVE EXPORTS ^{1/}, CALENDAR YEARS 1974-1976
(Millions of U.S. Dollars)

Country of Destination	Passenger Cars			Trucks and buses			Parts and accessories			Total Exports		
	1974	1975	1976	1974	1975	1976	1974	1975	1976	1974	1975	1976
Canada	1,770	2,199	2,444	837	844	850	3,226	3,590	4,357	5,833	6,633	7,651
Belgium and Luxembourg	22	14	20	8	9	8	53	64	79	82	86	106
France	2	4	7	7	13	17	36	43	52	45	60	76
West Germany	21	37	38	4	10	10	54	53	73	79	99	120
Italy	1	1	1	1	1	2	18	20	20	20	22	23
Netherlands	12	16	17	4	10	9	18	21	22	35	46	48
United Kingdom	3	3	4	6	12	13	75	70	86	85	84	104
Sweden	4	11	18	5	4	5	27	34	34	36	50	57
Japan	71	81	77	7	4	1	35	40	59	113	126	136
Mexico	136	150	131	31	61	48	298	360	354	465	571	533
Iran	3	8	9	53	353	69	55	140	45	112	501	123
Kuwait	42	81	84	9	59	38	8	10	17	58	149	140
Saudi Arabia	44	64	162	29	150	261	26	32	63	99	247	486
Nigeria	-	2	3	2	9	103	2	4	20	4	14	126
Colombia	7	6	8	39	76	63	40	49	52	86	131	123
Venezuela	39	66	75	42	79	197	106	126	161	187	272	433
Republic of South Africa	1	1	-	22	46	48	44	52	51	67	98	99
Australia	3	1	1	18	23	25	125	102	153	147	126	179
Other countries	153	133	164	365	643	489	452	511	511	967	1,296	1,167
Total; all countries	2,334	2,884	3,263	1,487	2,406	2,258	4,698	5,322	6,209	8,520	10,612	11,730

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

TABLE 14.--U.S. AUTOMOTIVE IMPORTS,^{3/} CALENDAR YEARS 1974-1976

(Millions of U.S. Dollars)

Country of origin	Passenger cars			Truck and buses			Parts and accessories			Total imports		
	1974	1975	1976	1974	1975	1976	1974	1975	1976	1974	1975	1976
Canada												
Traditional automotive ^{1/}	3,090	2,809	4,072	1,055	917	1,552	1,776	1,819	2,502	5,921	5,545	8,126
New APTA ^{2/}	-	-	-	-	-	-	221	199	182	221	199	182
	3,090	2,809	4,072	1,055	917	1,552	1,997	2,018	2,684	6,142	5,744	8,308
Belgium and Luxembourg	217	157	69	13	8	2	6	6	6	237	171	77
France	46	48	59	-	2	-	60	46	54	106	97	113
West Germany	1,876	1,568	1,610	10	4	3	328	202	252	2,214	1,774	1,865
Italy	241	301	252	-	2	1	19	23	22	260	326	275
Sweden	228	238	194	-	2	4	16	15	14	244	255	212
United Kingdom	159	257	302	2	3	4	59	62	55	219	321	361
Japan	1,685	1,762	2,856	483	346	668	370	300	1,146	2,539	2,408	4,670
Other countries	12	-	-	36	19	-	188	190	-	236	209	441
Total	7,552	7,141	9,417	1,600	1,305	2,252	3,046	2,863	4,653	12,199	11,309	16,322

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

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

^{3/} Value for customs.

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

Source: Bureau of the Census.

TABLE 15.--TOTAL U.S. TRADE ^{1/} (ALL COMMODITIES) WITH THE WORLD
AND WITH CANADA, CALENDAR YEARS 1965 and 1973-1976

	1965	1973	1974	1975	1976
Exports, including reexports:					
To all countries, total	27,530	71,339	98,506	107,592	114,997
To Canada	5,658	15,104	19,932	21,744	24,109
Canada's percent of total	19.9	21.2	20.2	20.2	21.0
Imports, general:					
From all countries, total	21,429	69,476	100,972	96,116	120,677
From Canada, total	4,858	17,715	22,282	21,747	25,238
Canada's percent of total	22.7	25.5	22.1	22.6	21.7

^{1/} Including special category. 1975 and 1976 FAS Values

Source: Bureau of the Census.

TABLE 16.—CANADIAN AUTOMOTIVE EXPORTS, CALENDAR YEARS 1974-76
(Millions of U.S. Dollars) 1/

Country of Destination	Passenger cars			Trucks & buses			Parts & accessories			Total		
	1974	1975	1976	1974	1975	1976	1974	1975	1976	1974	1975	1976
United States	2,689	2,857	3,464	920	947	1,372	1,884	1,933	2,841	5,492	5,737	7,677
West Germany	-	2	2	2	-	-	4	6	5	6	8	7
United Kingdom	-	-	-	3	1	2	4	3	4	7	4	6
Sweden	-	-	-	2	3	3	6	8	7	8	11	10
South Africa	0	0	0	15	44	20	8	14	9	23	58	29
West Indies	4	3	2	2	1	1	1	1	2	7	5	6
Australia	-	-	-	4	10	21	24	29	51	29	39	72
Other countries	99	158	220	80	194	163	8	108	88	68	460	471
Total	2,793	3,020	3,689	1,029	1,200	1,583	2,019	2,102	3,008	5,841	6,322	8,280

1/ Converted to U.S. dollars at the following exchange rates: 1974 U.S. \$1.02246=C\$1.00; for 1975 U.S. \$0.984001=C\$1.00; for 1976 U.S. \$1.0141=C\$1.00.

Source: Statistics Canada

TABLE 17.—CANADIAN AUTOMOTIVE IMPORTS, CALENDAR YEARS 1974-76.
(Millions of U.S. Dollars) ^{1/}

Country of Origin	Passenger cars			Trucks & buses			Parts & accessories			Total ^{2/}		
	1974	1975	1976	1974	1975	1976	1974	1975	1976	1974	1975	1976
United States	1,669	2,148	2,354	927	936	999	3,877	4,199	5,223	6,462	7,283	8,576
West Germany	92	110	123	14	11	7	39	22	25	145	143	156
France	15	15	22	4	6	1	18	13	20	37	35	42
Italy	33	30	9	2	3	1	4	4	3	39	38	13
United Kingdom	32	39	43	3	5	2	21	20	21	57	63	67
Sweden	10	6	11	1	1	1	33	43	48	44	50	60
Japan	215	156	274	105	71	83	25	20	25	345	247	382
Other countries	2	3	6	6	9	6	32	64	67	40	76	80
Total	2,068	2,507	2,842	1,062	1,042	1,100	4,050	4,385	5,432	7,179	7,935	9,376

^{1/} Converted to U.S. dollars at the following exchange rates: 1974 U.S. \$1.02246=C\$1.00; for 1975 U.S. \$0.984001=C\$1.00; for 1976 U.S. \$1.0141=C\$1.00.

^{2/} Totals may not add due to rounding.

Source: Statistics Canada

TABLE 18.—CANADIAN AUTOMOTIVE TRADE, TOTAL WITH ALL COUNTRIES, WITH UNITED STATES, AND WITH ALL OTHER COUNTRIES EXCEPT THE UNITED STATES 1974-76

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

	Trade With All Countries			Trade With United States			Trade With All Countries		
	1974	1975	1976	1974	1975	1976	1974	1975	1976
Canadian exports:									
Passenger cars	2,793	3,020	3,689	2,689	2,814	3,464	104	206	225
Trucks & buses	1,029	1,200	1,583	920	939	1,372	109	261	211
Parts & accessories	2,019	2,102	3,008	1,884	1,933	2,841	135	169	167
Total	5,841	6,322	8,280	5,493	5,686	7,677	348	636	603
Canadian imports:									
Passenger cars	2,068	2,507	2,842	1,669	2,148	2,354	399	359	488
Trucks & buses	1,062	1,043	1,100	927	936	999	135	107	101
Parts & accessories	4,050	4,384	5,432	3,877	4,199	5,223	173	185	209
Total ^{2/}	7,179	7,934	9,374	6,472	7,283	8,576	707	651	798
Canadian net Exports (-)	(1,338)	(1,612)	(1,094)	(979)	(1,597)	(899)	(359)	(15)	(195)

^{1/} Converted to U.S. dollars, (the exchange rate for 1973 the rate was \$0.9997=C\$1.00;) for 1974 the rate was \$1.02246=C\$1.00; for 1975 the rate was \$.98700.=C\$1.00; for 1976 the rate was 1.0141 = C\$1.00

^{2/} Totals may not add due to rounding.

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 was seriously injured by the operation of the Agreement.

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

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

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

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

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

(l) For purposes of this section—

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

(2) The term "dislocation" means—

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

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

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

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

ADJUSTMENT ASSISTANCE RELATED TO OTHER AGREEMENTS

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

AUTHORIZATION OF APPROPRIATIONS

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

TITLE IV—MODIFICATIONS OF TARIFF SCHEDULES OF THE UNITED STATES

ENTRY INTO FORCE AND STATUS OF MODIFICATIONS

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

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

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

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

REFERENCES TO TARIFF SCHEDULES

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

DEFINITION OF CANADIAN ARTICLE

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

"(d) Products of Canada.

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

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

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

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

DEFINITION OF ORIGINAL MOTOR-VEHICLE EQUIPMENT

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

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

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

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

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

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

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

IDENTIFICATION OF AUTOMOTIVE PRODUCTS

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

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

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

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

(c) Insert in proper numerical sequence new items 355.27, 359.80, 728.30 745.80, and 774.70, each having an article description and rate as follows:

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

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

each such item having the article description "If Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 0) * * *" 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. 732 (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.

United States Bona Fide Motor Vehicle Manufacturers List
May 1, 1977 with Date of Certification

Adams International Truck Co., Inc. 116 Carroll Street P.O. Box 1556 Thomasville, Georgia 31792 January 18, 1977	Antietam Equipment Corporation P.O. Box '91 Hagerstown, Maryland 21740 January 1, 1977
Allentown Brake & Wheel Service, Inc. R.D. 3 - P.O. Box 2088 Allentown, Pennsylvania 18001 October 19, 1976	ARBE Products Inc. 225 South Street Rochester, Michigan 48063 September 15, 1976
AM General Corporation 32500 Van Born Road Wayne, Michigan 48184 April 1, 1977	Arctic Enterprises, Inc. P.O. Box 635 Thief River Falls, Minnesota 56701 August 1, 1976
American La France Div. of A-T-O, Inc. 100 East La France Street Elmira, New York 14902 July 8, 1976	Arrow Trailer & Equipment Co. 140 North Dirksen Parkway Springfield, Illinois 62702 April 1, 1977
American Motors Corporation 27777 Franklin Road Southfield, Michigan 48034 January 1, 1977	Ateco Equipment, Inc. 1241 Rodi Road Pittsburgh, Pennsylvania 15145 April 1, 1977
American Trailers, Inc. 1500 Exchange Avenue Oklahoma City, Oklahoma 73126 January 1, 1977	ATTEX, Inc. 55th Street and A.V.R.R. Pittsburgh, Pennsylvania 15201 August 1, 1976
American Trailer Service, Inc. 2814 North Cleveland Avenue St. Paul, Minnesota 55113 January 18, 1977	Automated Waste Equipment Co., Inc. Box 708 Trenton, New Jersey 08604 September 1, 1976
Amthor Welding Service, Inc. 307 State Route 52 East Walden, New York 12586 July 9, 1976	Automotive Service Company 111-113 North Waterloo Jackson, Michigan 49204 January 18, 1977
Harold G. Anderson Equipment Corp. One Anderson Drive Albany, New York 12205 October 4, 1976	Avanti Motor Corporation 765 South Lafayette Blvd. P.O. Box 1916 South Bend, Indiana 46634 January 10, 1977

Bethlehem Fabricators, Inc.
1700 Riverside Drive
P.O. Box 70
Bethlehem, Pennsylvania 18016
January 20, 1977

Allan U. Bevier, Inc.
1201 Ridgely Street
Baltimore, Maryland 21230
April 1, 1977

Binghamton Equipment Corp.
3209 Vestal Parkway East
(N.Y. Route 434)
Vestal, New York 13850
March 5, 1977

Blue Bird Body Company
P.O. Box 937
Fort Valley, Georgia 31030
January 18, 1977

Bock Products, Inc.
1901 W. Hively Avenue
Elkhart, Indiana 46514
January 1, 1977

Boyertown Auto Body Works, Inc.
Boyertown, Pennsylvania 19512
September 1, 1976

Brake & Equipment Co., Inc.
1801 North Mayfair Road
Milwaukee, Wisconsin 53226
January 1, 1977

Brake Service & Parts, Inc.
170 Washington Street
Bangor, Maine 04401
January 18, 1977

Bristol-Donald Company, Inc.
Bristol-Donald Manufacturing Corp.
50 Roanoke Avenue
Newark, New Jersey 07105
January 1, 1977

Brockway-St. Louis, Inc.
104 Elam Drive
Valley Park, Missouri 63088
December 15, 1976

Bus Andrews Equipment
Sales & Service, Inc.
2828 E. Kearney Street
Springfield, Missouri 65803
January 1, 1977

The Carnegie Body Company
9500 Brookpark Road
Cleveland, Ohio 44129
January 1, 1977

Carpenter Body Works, Inc.
West Main Street
Mitchell, Indiana 47446
January 1, 1977

Champion Carriers, Inc.
2321 E. Pioneer Drive
Irving, Texas 75061
October 20, 1976

Checker Motors Corporation
2016 N. Pitcher Street
Kalamazoo, Michigan 49007
January 1, 1977

Cherry Valley Tank Div., Inc.
75 Cantiague Road
Westbury, New York 11590
April 1, 1977

Chrysler Corporation
CIMS 416-16-06
Chrysler Center
12000 Oakland Avenue
Highland Park, Michigan 48231
January 18, 1977

B.M. Clark Company, Inc.
Route 17 - P.O. Box 185
Union, Maine 04862
January 14, 1977

D.W. Clark Road Equipment, Inc.
434 E. Brighton Avenue
Syracuse, New York 13205
May 1, 1977

Clark Truck Equipment Company
2371 Aztec Road, N.E.
P.O. Box 826
Albuquerque, New Mexico 87103
January 1, 1977

Fred Clemett & Company, Inc.
2020 Lemoyne Street
Syracuse, New York 13211
July 1, 1976

Clement Industries, Inc.
P.O. Box 914, Sibley Road
Minden, Louisiana 71055
January 1, 1977

Collins Industries, Inc.
P.O. Box 58
Hutchinson, Kansas 67501
December 1, 1976

Comet Corporation
N. 3808 Sullivan Road
Spokane, Washington 99216
January 18, 1977

Cook Body Company
3701 Harlee Avenue
Charlotte, North Carolina 28208
October 22, 1976

Correct Manufacturing Corp.
London Road Extension
Delaware, Ohio 43015
July 1, 1976

Cortez Enterprises, Inc.
777 Stow Street
Kent, Ohio 44240
February 1, 1977

Crane Carrier Company
1925 N. Sheridan
P.O. Box 51191
Tulsa, Oklahoma 74151
September 19, 1976

Crenshaw Corporation
1700 Commerce Road
Richmond, Virginia 23224
July 1, 1976

Cross Truck Equipment Co., Inc.
1801 Perry Drive, S.W.
Canton, Ohio 44706
August 23, 1976

Crown Coach Corporation
2428 East 12th Street
Los Angeles, California 90021
March 20, 1977

Daleiden Auto Body & Mfg. Corp.
425 E. Vine Street
Kalamazoo, Michigan 49001
January 12, 1977

Dealers Truck Equipment Co., Inc.
2460 Midway Street
Shreveport, Louisiana 71130
January 1, 1977

Dealers Truckstell Sales, Inc.
653 Beale Street
P.O. Box 502
Memphis, Tennessee 38101
January 1, 1977

Decker Tank Co., Div. of
Chet Decker Auto Sales
300 Lincoln Avenue
Hawthorne, New Jersey 07506
November 3, 1976

John Deere Horicon Works
of Deere & Company
220 E. Lake Street
Horicon, Wisconsin 53032
June 1, 1977

Delevan Industries
1560 Harlem Road
Buffalo, New York 14206
January 1, 1977

Dufrane Motor Distributors, Inc.
417 E. Main Street
Malone, New York 12953
January 1, 1977

Dunham Manufacturing Company, Inc.
P.O. Box 430
Minden, Louisiana 71055
January 1, 1977

Eastern Tank Corporation
290 Pennsylvania Avenue
Paterson, New Jersey 07503
January 1, 1977

Eight Point Trailer Corporation
6100 E. Washington Blvd.
Los Angeles, California 90040
January 18, 1977

Elder International, Inc.
5875 North Loop
P.O. Box 2061
Houston, Texas 77001
December 1, 1976

Equipment Service, Inc.
40 Airport Road
Hartford, Connecticut 06114
April 1, 1977

E. D. Etnyre and Company
200 Jefferson Street
Oregon, Illinois 61061
October 1, 1976

E. & R. Trailer Sales, Inc.
RFD #1
Middle Point, Ohio 45863
January 1, 1977

Ewell Equipment Company, Inc.
307 N. Timberland Drive
Lufkin, Texas 75901
February 1, 1977

Excalibur Automobile Corporation
1735 South 106th Street
Milwaukee, Wisconsin 53214
May 22, 1977

Fifth Wheel, Inc.
Box 15706
Tulsa, Oklahoma 74115
January 1, 1977

Fleet Equipment Company
10605 Harry Hines
P.O. Box 20578
Dallas, Texas 75220
December 31, 1976

The Flexible Company
A Subsidiary of Rohr Industries
970 Pittsburgh Avenue
Delaware, Ohio 43015
January 1, 1977

Ford Motor Company
The American Road
Dearborn, Michigan 48121
January 18, 1977

Fox Corporation
1111 W. Racine Street
Janesville, Wisconsin 53545
January 18, 1977

F & P Truck & Trailer Equip. Div.
254-266 Central Avenue
Newark, New Jersey 07103
October 12, 1976

Freightliner Corporation
4747 N. Channel Avenue
Portland, Oregon 97217
December 14, 1976

Frost Trailer Company, Inc.
Well Road, P.O. Box 847
West Monroe, Louisiana 71291
January 1, 1977

Fruehauf Corporation
10900 Harper Avenue
Detroit, Michigan 48213
December 1, 1976

FWD Corporation
105 East 12th Street
Clintonville, Wisconsin 54929
January 1, 1977

Peter Garafano & Son, Inc.
264 Wabash Avenue
Paterson, New Jersey 07503
June 4, 1977

General Motors Corporation
3044 West Grand Blvd.
Detroit, Michigan 48202
January 19, 1977

General Trailer Company, Inc.
546 W. Wilkins Street
Indianapolis, Indiana 46225
January 27, 1977

Gidley-Eshenheimer Corporation
P.O. Box 567
858 Providence Highway
Dedham, Massachusetts 02026
January 15, 1977

Gillig Brothers
25800 Clawiter Road
Hayward, California 94545
January 1, 1977

Gilson Brothers Company
P.O. Box 152
Plymouth, Wisconsin 53073
September 26, 1976

Gooch Brake and Equipment Company
506 Grand Avenue
Kansas City, Missouri
January 1, 1977

Granning Service Corporation
2471 Wyoming Avenue
Dearborn, Michigan 48121
January 1, 1977

The Greyhound Corporation
Greyhound Tower
Phoenix, Arizona 85077
(doing business as)
Motor Coach Industries, Inc.
Pembina, North Dakota 58271
& Transportation Manufacturing Corp.
Roswell, New Mexico 88201
August 1, 1976

Hackney and Sons
400 Hackney Avenue
Washington, North Carolina 27889
January 1, 1977

Harley-Davidson Motor Co., Inc.
3700 West Juneau Avenue
Milwaukee, Wisconsin 53201
April 1, 1977

Harris Truck and Trailer Sales Inc.
2145 Independence
Cape Girardeau, Missouri 63701
January 1, 1977

Harval Truck Equipment, Inc.
1000 E. 8th Street
Los Angeles, California 90021
January 1 1977

Haygood Incorporated
999 Channel Avenue
Memphis, Tennessee 38113
January 1, 1977

H-C-L Equipment Inc.
105 N. 13th Street
Billings, Montana 59103
January 1, 1977

Heil Equipment Company of
Philadelphia, Inc.
1223 Ridge Pike
Conshohocken, Pennsylvania 19428
January 1, 1977

Herter's, Inc.
Route 1
Waseca, Minnesota 56093
May 16, 1977

The Hess & Eisenhardt Company
8959 Blue Ash Road
Cincinnati, Ohio 45242
January 9, 1977

Hews Body Company
190 Rumery Street
South Portland, Maine 04106
January 18, 1977

Hobbs Equipment Company, Inc.
Keeler Avenue, P.O. Box 59
Norwalk, Connecticut 06954
August 9, 1976

H.M. Howe Co. of New England, Inc.
93 Bucklin Street
Providence, Rhode Island 02907
December 12, 1976

O.G. Hughes & Sons, Inc.
4816 Rutledge Pike
P.O. Box 6277
Knoxville, Tennessee 37914
January 1, 1977

Hustler Corporation
P.O. Box 1283
Jonesboro, Arkansas 72401
November 1, 1976

Illinois Auto Central, Inc.
4750 South Central Avenue
Chicago, Illinois 60638
January 1, 1977

International Harvester Company
401 North Michigan Avenue
Chicago, Illinois 60611
January 18, 1977

Iroquois Manufacturing Co., Inc.
Richmond Road
Hinesburg, Vermont 05461
July 1, 1976

Jaymore Corporation
Jacksonville, Vermont 05432
or
Jamie E. Jacobs
Route 2-A Main Street
Colchester, Vermont 05446
January 8, 1977

Jeep Corporation
27777 Franklin Road
Southfield, Michigan 48034
January 1, 1977

Kaffenbarger Welding Co.
10100 Ballentine Pike
New Carisle, Ohio 45344
January 1, 1977

Kawasaki Motors Corporation
2009 E. Edinger Avenue
Santa Ana, California 92711
January 1, 1977

Kay Wheel Sales Company
Van Kirk Street at State Road
Philadelphia, Pennsylvania 19135
January 1, 1977

L.W. Ledwell & Son, Inc.
P.O. Box 1106
Texarkana, Texas 75501
January 18, 1977

Leland Equipment Company
7777 E. 42nd Place South
P.O. Box 45128
Tulsa, Oklahoma 74145
January 18, 1977

Long Trailer Service, Inc.
P.O. Box 5105
Greenville, South Carolina 29606
January 1, 1977

Mack Trucks, Inc.
P.O. Box M
Allentown, Pennsylvania 18105
January 18, 1977

Maday Body & Equipment Corp.
575 Howard Street
Buffalo, New York 14206
January 1, 1977

Madison Truck Equipment, Inc.
2410 S. Stoughton Road
Madison, Wisconsin 53716
October 22, 1976

Manning Equipment, Inc.
12000 Westport Road
P.O. Box 22266
Louisville, Kentucky 40222
April 16, 1977

Maxon Industries, Inc.
1960 E. Slauson Avenue
Huntington Park, California 90255
August 16, 1976

Memphis Brake Service, Inc.
600 Hernando Street
P.O. Box 86
Memphis, Tennessee 38101
January 1, 1977

Merit Tank & Body, Inc.
707 Gilman Street
Berkeley, California 94710
January 18, 1977

Mickey Truck Bodies, Inc.
1305 Trinity Avenue
High Point, North Carolina 27261
June 30, 1976

Middlehauff, Inc.
1615 Ketcham Avenue
Toledo, Ohio 43608
January 18, 1977

Mid West Truck Equipment Sales
Corporation
640 East Pershing Road
Decatur, Illinois 62526
February 22, 1977

Moline Body Company
222 - 52nd Street
Moline, Illinois 61265
January 6, 1977

Monon Trail
(a Div. of Evans Products Co.)
P.O. Box 655
Monon, Indiana 47959
April 8, 1977

Moore and Sons, Inc.
P.O. Box 30091
2900 Airways Blvd.
Memphis, Tennessee 38130
January 1, 1977

Motor Truck Equipment Corporation
2950 Irving Blvd.
P.O. Box 47385
Brookhollow Station
Dallas, Texas 75247
January 1, 1977

Mutual Wheel Company
2345 - 4th Avenue
Moline, Illinois 61265
February 20, 1977

Nabors Trailers, Inc.
P.O. Box 979
Mansfield, Louisiana 71052
January 1, 1977

Neil's Automotive Service, Inc.
167 E. Kalamazoo Avenue
Kalamazoo, Michigan 49006
January 1, 1977

Nelson Manufacturing Company
Route 1, Box 90
Ottawa, Ohio 45875
January 1, 1977

Newark Truck Parts, Inc.
560 Market Street
Newark, New Jersey 07105
January 1, 1977

Novi Manufacturing Company
P.O. Box 324
Novi, Michigan 48050
November 1, 1976

Ohio Body Manufacturing Company
North Main Street
New London, Ohio 44851
January 1, 1977

Ohio Truck Equipment, Inc.
4100 Rev Drive
Cincinnati, Ohio 45232
January 1, 1977

Olson Bodies, Inc.
600 Old Country Road
Garden City, New York 11530
November 1, 1976

Olson Trailer & Body Builders Co.
2740 South Ashland Avenue
P.O. Box 2445
Green Bay, Wisconsin 54306
January 1, 1977

Omaha Standard, Inc.
2401 W. Broadway
Council Bluffs, Iowa 51501
January 1, 1977

Oshkosh Truck Corporation
2307 Oregon Street
Oshkosh, Wisconsin 54901
January 18, 1977

Ottawa Truck Division
Gulf & Western Manufacturing Co.
415 East Dundee Street
Ottawa, Kansas 66067
January 1, 1977

Outboard Marine Corporation
100 Sea Horse Drive
Waukegan, Illinois 60085
January 18, 1977

PACCAR, Inc.
d/b/a Kenworth Truck Company
Peterbilt Motors Company
P.O. Box 1518
Bellevue, Washington 98009
January 18, 1977

Palmer Spring Company
355 Forest Avenue
Portland, Maine 04101
January 18, 1977

Palmer Trailer Sales Co., Inc.
162 Park Street
Palmer, Massachusetts 01069
January 18, 1977

Peabody Galion Corporation
500 Sherman Street
Galion, Ohio 44833
November 1, 1976

Peerless Division
Royal Industries, Inc.
18205 S.W. Boones Ferry Road
Tualatin, Oregon 97062
January 8, 1977

Perfection Equipment Company
5100 West Reno - Box 75540
Oklahoma City, Oklahoma 73107
January 12, 1977

Petroleum Equipment & Supply Co., Inc.
321 Forbes Avenue
New Haven, Connecticut 06512
September 27, 1976

Phoenix Manufacturing, Inc.
375 West Union Street
Nanticoke, Pennsylvania 18634
February 20, 1977

Pointer Truck Trailer Co., Inc.
801 Houser Way North
Renton, Washington 98055
January 1, 1977

Polaris E-Z-Go Div. of Textron, Inc.
1225 N. County Road 18
Minneapolis, Minnesota 55427
August 3, 1976

C.E. Pollard Company
13575 Auburn Avenue
Detroit, Michigan 48223
July 27, 1976

Progress Industries, Inc.
400 East Progress Street
Arthur, Illinois 61911
October 1, 1976

Quality Truck Equipment Company
Route 66 By-Pass & Mercer Avenue
P.O. Box 102
Bloomington, Illinois 61701
November 15, 1976

Recreatives Industries, Inc.
60 Depot Street
Buffalo, New York 14206
July 13, 1976

Reliable Spring Company, Inc.
10557 S. Michigan Avenue
Chicago, Illinois 60628
January 20, 1977

Roanoke Welding Company
P.O. Box 4373
Roanoke, Virginia 24015
January 1, 1977

Rowland Truck Equipment, Inc.
2900 N.W. 73rd Street
Miami, Florida 33147
November 19, 1976

R/S Truck Body Company
P.O. Box 420
Allen, Kentucky 41601
January 1, 1977

Schien Body and Equipment Co., Inc.
North on University
Carlinville, Illinois 62626
January 18, 1977

Scientific Brake & Equipment Co.
314 W. Genesee Avenue
Saginaw, Michigan 48602
January 19, 1977

Scorpion, Inc.
Box 300
Crosby, Minnesota 56441
April 29, 1977

Sharpsville Steel Equipment Co.
6th & Main Streets
Sharpsville, Pennsylvania 16150
January 2, 1977

Smith-Moore Body Company, Inc.
P.O. Box 27287
Richmond, Virginia 23261
January 18, 1977

Somerset Welding & Steel, Inc.
P.O. Box 628
733 South Center Avenue
Somerset, Pennsylvania 15501
January 1, 1977

South Florida Engineers, Inc.
5911 E. Buffalo Avenue
P.O. Box 11927
Tampa, Florida 33610
July 2, 1976

Southwest Truck Body Company
200 Sidney Street
St. Louis, Missouri 63104
February 11, 1977

Spring Valley Dodge, Inc.
19 South Main Street
Spring Valley, New York 10977
April 1, 1977

Spurgeon Design
Route 1, Box 204
Dassel, Minnesota 55325
April 18, 1977

Steffen, Inc.
623 West 7th Street
Sioux City, Iowa 51103
October 19, 1976

Superior Lima Division
Sheller-Globe Corporation
1200 East Kibby Street
Lima, Ohio 45802
March 20, 1977

Thiokol Corporation
Logan Division
2503 North Main Street
Logan, Utah 84321
January 15, 1977

Thomas Built Buses, Inc.
1408 Courtesy Road
P.O. Box 2450
High Point, North Carolina 27261
August 1, 1976

Traffic Transport Engineering, Inc.
28900 Goddard Road
Romulus, Michigan 48174
January 1, 1977

Transport Equipment Company
3400 - 6th Avenue, South
P.O. Box 3817
Seattle, Washington 98124
January 18, 1977

Truck Equipment Company, Inc.
1911 S.W. Washington Street
Peoria, Illinois 61602
January 18, 1977

Truck Equipment, Inc.
680 Potts Avenue
Green Bay, Wisconsin 54304
January 18, 1977

Truck Equipment Service Company
800 Oak Street
Lincoln, Nebraska 68521
January 1, 1977

Truck Parts & Equipment, Inc.
4501 West Esthner
Wichita, Kansas 67209
November 11, 1976

Truck and Trailer Equipment Co.
4214 W. Mt. Hope Road
Lansing, Michigan 48917
January 1, 1977

Truck & Transportation
Equipment Co., Inc.
260 Industrial Avenue
P.O. Box 10455
Jefferson, Louisiana 70181
January 1, 1977

Union City Body Company, Inc.
1015 West Pearl Street
Union City, Indiana 47390
August 15, 1976

Unit Rig & Equipment Company
P.O. Box 3107
Tulsa, Oklahoma 74101
January 1, 1977

Vulcan Trailer Manufacturing Co.
1321 - 3rd Street, Ensley
Birmingham, Alabama 35214
December 1, 1976

Wollard Aircraft Equipment, Inc.
6950 N.W. 77th Court
Miami, Florida 33166
December 1, 1976

Walter Motor Truck Company
School Road
Voorheesville, New York 12186
April 29, 1977

Wyman's Inc.
Northfield Road
Box 541
Montpelier, Vermont 05602
July 1, 1976

Ward School Bus Manufacturing, Inc.
Highway 65, South
Conway, Arkansas 72032
April 19, 1977

Wayne Corporation
An Indian Head Company
P.O. Box 1447
Industries Road
Richmond, Indiana 47374
October 31, 1976

Westinghouse Air Brake Company
Construction & Mining Equip. Group
2300 N.E. Adams Street
Peoria, Illinois 61639
February 1, 1977

Weston Equipment Company, Inc.
130 Railroad Hill Street
Waterbury, Connecticut 06708
January 3, 1977

White Motor Corporation
35129 Curtis Boulevard
Eastlake, Ohio 44094
January 18, 1977

White Trucks & Equipment Sales, Inc.
2401 Dinneen Avenue
Orlando, Florida 32804
December 1, 1976

Winnebago Industries, Inc.
P.O. Box 152
Jct. Highways 9 & 69
Forest City, Iowa 50436
March 19, 1977

APPENDIX E

COMPANIES LISTED BY THE CANADIAN GOVERNMENT AS MOTOR VEHICLE
MANUFACTURERS as of February 28, 1977

<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
B.K.&B. Truck Bodies Limited, London, Ont.	Specified Commercial Vehicles
Babcock J.H. & Sons Limited, Odessa, Ont.	Specified Commercial Vehicles
Belgium Standard Industries (Ontario Ltd.), Waterloo, 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 Kenworth Ltd., Burnaby, B.C.	Specified Commercial Vehicles
Canadian Trailmobile Limited, Brantford, Ont.	Specified Commercial Vehicles
Chrysler Canada Ltd., Windsor, Ont.	Automobiles, Buses and Specified Commercial Vehicles
Collins Manufacturing Co. Ltd., Burnaby, B.C.	Specified Commercial Vehicles
Diesel Equipment Limited, Toronto, Ont.	Specified Commercial Vehicles
Eastern Steel Products Company, Preston, Ont.	Specified Commercial Vehicles

<u>Name and Location</u>	<u>Considered as Manufacturers of:</u>
Edmonton Truck Body Ltd., Edmonton, Alta.	Specified Commercial Vehicles
EGW Limited, Chambly, P.Q.	Specified Commercial Vehicles
Fleet Truck Bodies Inc., Montreal, P.Q.	Specified Commercial Vehicles
Flyer Industries Ltd., Winnipeg, Man.	Buses
Ford Motor Company of Canada, Ltd., Oakville, Ont.	Automobiles, Buses and Specified Commercial Vehicles
Forman Tank & Welding Ltd., St. Marys, Ont.	Specified Commercial Vehicles
Fort Garry Industries, Winnipeg, Man.	Specified Commercial Vehicles
Freightliner of Canada Limited, Burnaby, B.A.	Specified Commercial Vehicles
G & G Welding Ltd., Ville St. Leonard, P.Q.	Specified Commercial Vehicles
General Motors of Canada, Limited, Oshawa, Ont.	Automobiles, Buses and Specified Commercial Vehicles
Hutchinson Industries, Downsview, Ont.	Specified Commercial Vehicles
Ideal Body Ltd., Quebec, P.Q.	Specified Commercial Vehicles
International Harvester Co. of Canada, Limited, Hamilton, Ont.	Buses
Jauvin Truck Center Limited, Ottawa, Ont.	Specified Commercial Vehicles
Lacasse, V. Ltée., Montreal, P.Q.	Specified Commercial Vehicles
Larochelle, Phil Equipment Inc., Quebec, P.Q.	Specified Commercial Vehicles

<u>Name and Location</u>	<u>Considered as Manufacturers of:</u>
Mond Industries Limited, Toronto, Ont.	Specified Commercial Vehicles
Multi-Vans Limited, Woodbridge, Ont.	Specified Commercial Vehicles
Prevost Car Inc., Ste. Claire, (Dorchester Co.) P.Q.	Buses
Reliance Truck & Equipment Ltd., Vancouver, B.C.	Specified Commercial Vehicles
Smith Bros. Motor Bodies Ltd., 7400 Woodbine Ave., Markham, 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
Volve (Canada) Ltd., Toronto, Ont.	Automobiles
Welles Corporation Ltd., Windsor, Ont.	Buses
Wilson's Truck Body Shop Ltd., Truro, N.S.	Specified Commercial Vehicles

PERSONS DESIGNATED UNDER PARAGRAPH 2(3) OF THE
MOTOR VEHICLES TARIFF ORDER OF 1965

<u>Name and Location</u>	<u>Designated by:</u>
Blue Bird Quebec, St. Lin, Quebec	Canadian Blue Bird Coach Ltd., Brantford, Ont.
Canadian Blue Bird Sales Co., Hartford, Ont.	Canadian Blue Bird Coach Ltd., Brantford, Ont.
Canadian Road Tankers Ltd., Toronto, Ont.	Forman Tank and Welding Ltd., St. Marys, Ont.
Chrysler Truck Centre Ltd., Rexdale, Ont.	Chrysler Canada Ltd., Windsor, Ont.
Chrysler Truck Centre Ltd., Hamilton, Ont.	Chrysler Canada Ltd., Windsor, Ont.
Chrysler Truck Centre Ltd., Dorval, P.Q.	Chrysler Canada Ltd., Windsor, Ont.
Chrysler Truck Centre Ltd., Winnipeg, Man.	Chrysler Canada Ltd., Windsor, Ont.
Eastway, Tank, Pump Meter Co.Ltd., Ottawa, Ont.	E.G.W. Limited, Chambly, P.Q.
Edinburgh Electric Ltd., Toronto, Ont.	Diesel Equipment Ltd., Toronto, Ont.
E.G.W. Montreal Limitee, Chambly, P.Q.	E.G.W. Limited, Chambly, P.Q.
Paccar of Canada Limited, Montreal, Quebec	Canadian Kenworth Ltd., Burnaby, B.C.
Plasti-Vans Ltd., Concord, Ont.	Diesel Equipment Ltd., Toronto, Ont.
Scot Trucks Ltd., Debert, N.S.	Universal Sales Limited, Saint John, N.B.
S.J. Thompson Truck Equipment Ltd., Calgary, Alta.	Edmonton Truck Body Ltd., Edmonton, Alta.
The Electric and Gas Welding (Ontario) Limited Weston, Ont.	The Electric and Gas Welding Co., Ltd., Chambly, Quebec
White Motor Corporation of Canada Ltd., Toronto, Ont.	Freightliner of Canada Limited, Burnaby, B.C.

COMPANIES OPERATING UNDER SPECIAL ORDERS-IN-COUNCIL

<u>Name and Location</u>	<u>Considered as Manufacturers of:</u>
American Motors (Canada) Ltd., Brampton, Ontario	Automobiles
Canadian Motor Industries Ltd., Scarborough, Ontario	Automobiles
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
Teal Manufacturing Ltd., Windsor, Ontario	Specified Commercial Vehicles
Truck Equipment & Service Co., Agincourt, 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

Companies Operating Under Special Orders-in-Council - continued

<u>Name and Location</u>	<u>Considered as Manufacturers of:</u>
Hal-Vey Industries Ltd., Calgary, Alberta	Specified Commercial Vehicles
Sheller-Globe Manitoba Limited Morris, Manitoba	Specified Commercial Vehicles
Pettibone Canada Limited Mississauga, Ontario	Specified Commercial Vehicles
Roberts Truck Equipment Ltd., North Vancouver, B.C.	Specified Commercial Vehicles
S.M.I. Industries Limited, Montreal, Quebec	Specified Commercial Vehicles
Ontario Bus Industries Ltd., Mississauga, Ontario	Buses

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