

CANADIAN AUTOMOBILE AGREEMENT

THIRTEENTH 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

For the second consecutive year employment in the U.S. motor vehicle industry and motor vehicle production and sales were at record highs in 1978. Employment numbered 1.1 million, up 4 percent; retail sales of motor vehicles were 15.4 million units, up 4 percent; and production was 12.9 million vehicles, up 1.5 percent over 1977.

Employment in the Canadian automotive products industry was 116,000, up 4 percent; retail sales of motor vehicles approached 1.4 million units, up 1.5 percent; and Canadian motor vehicle production was 1.8 million units, up 2 percent over 1977.

Investment in 1978 by the four major motor vehicle manufacturers was \$4,569 million in the United States, an increase of 72 percent, and \$262 million in Canada, an increase of 14 percent over 1977. Motor vehicle retail price differentials between the two countries continue to narrow and Canadian wholesale prices are sometimes less than those in the United States. The U.S. share of the combined 1978 retail market was 92 percent while its share of total North American Automotive Industry vehicle production was 88 percent, both shares virtually unchanged from 1977

Total automotive shipments from Canada to the United States increased to \$10.5 billion while automotive shipments from the United States to Canada rose to \$11 billion, giving the United States a favorable balance of nearly half a billion dollars.

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

^{1/} Appendix A page 63

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

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

^{2/} Appendix B, page 66

^{3/} Appendix C, page 75

waiver of its General Agreement on Tariffs and Trade (GATT) obligations concerning most-favored-nation (MTN) tariff treatment in order to put the Agreement into effect. The waiver was approved by the GATT in December 1965.

Canada implemented its side of the Agreement somewhat differently, by according duty-free treatment to specified new motor vehicles and original equipment parts on an MFN 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 vehicle manufacturers may import automotive products duty-free; and (2) in order to be considered "bona fide", manufacturers must meet certain minimum Canadian value-added and Canadian production-to-sales ratio requirements.

Since the duty-free import privilege in Canada is limited to vehicle manufacturers, individual Canadians who import motor vehicles from the United States must pay the Canadian duty of 15 percent ad valorem. In contrast, anyone in the United States may import a finished vehicle covered by the Agreement duty-free. This restriction on duty-free import privileges in Canada has contributed in part to the persistence of higher prices in Canada since it eliminated 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 vehicle manufacturers certain Letters of Understanding 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 increase further the Canadian value-added annually by a proportion of any increase in sales in the Canadian market. 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 1978

Production in the North American Automotive Industry

Total 1978 motor vehicle production in the North American Automotive Industry was 14.7 million units. The U.S. share of the combined total in 1978 was 87.6 percent, almost the same as in 1977 when it was 87.7 percent. The 1978 increase in unit production in the United States was slightly less than the 2 percent increase in Canada.

U.S. motor vehicle production in 1978 was a record high of 12,892,000 units, 1.5 percent greater than the previous record set in 1977.^{4/}

In 1978, about 9.2 million passenger cars were built, slightly less than previous year while truck production was up 6 percent to 3.7 million vehicles. The rate of annual increase in truck production has been substantially above that of passenger cars since 1976.

Motor vehicle production in Canada in 1978 was 1,817,000 units, somewhat above 1977 production, the previous high.^{5/} The Canadian rate of increase in unit production was 15 percent in 1976, and 8 percent in 1977 compared to a 2 percent increase in 1978.

^{4/} Table 2, page 35

^{5/} Table 3, page 36

Passenger car production in Canada was 1,140 thousand in 1978 or about two percent less than 1977. Canadian truck production rose 11 percent to 678,000 trucks and buses. The rate of growth of truck production has been much greater than that of passenger cars since 1976.

Retail Sales.^{6/} During 1978, total retail sales of motor vehicles in the United States and Canada totaled about 16,791,000. The 1978 increase in unit sales over 1977 was 3 percent compared to annual increases of 17 percent in 1976 and 11 percent in 1977. The U.S. share of the total market was 92 percent, the same as in 1977.

United States. Retail sales of passenger cars in 1978 were 11.3 million, only 1 percent more than in 1977. Sales of imports from overseas were 2 million units or about 18 percent of the total market, the same as in 1977.

In contrast to the slight gain in passenger car sales, truck sales rose almost 12 percent to 4,113,000 trucks, a record high. The boom in truck sales has been paced by the growth in the use of light trucks and vans as passenger and recreational vehicles. Light truck retail sales have grown from 2.2 million vehicles in 1975 to 3.7 million in 1978, a 68 percent increase. In 1978, sales of North American Automotive Industry-built trucks rose nearly 13 percent to 3,776,000 vehicles while sales of imported

^{6/} Table 1, page 34

trucks rose a little over 4 percent to 337,000 units and the market share of imports declined from nearly 9 percent in 1977 to a little over 8 percent in 1978.

Canada. Retail sales of motor vehicles in Canada grew a bit less than 2 percent in 1978 compared to 4 percent in 1977. Total passenger car sales were almost the same as last year's, 989,000 as compared to 991,000 in 1977. Sales of North American-built cars were up two percent to 816,000 while sales of cars imported from overseas declined 11 percent to 173,000 units or 18 percent of the 1978 passenger car market.

Total truck sales in Canada in 1978 were 377,000 units, less than 1 percent above 1977 sales of 354,000. Sales of North American-built trucks were 364,000, up 8 percent from 1977 while sales of trucks imported from overseas were 13,000, a decline of 19 percent from the previous year. The market share of imported trucks declined 32 percent to a little more than 3 percent of the Canadian retail truck market in 1978.

Expenditures by Automobile Manufacturers for Plant and Equipment. Expenditures for plant and equipment in 1978 by the major motor vehicle manufacturers in the North American Automotive Industry were \$4,831 million, an increase of 68 percent over 1977. The Canadian share was \$262 million or 5 percent of the total. The U.S. share amounted to \$4,569 million. The increase in investment in 1978 as compared to 1977 was 72 percent in the U.S. and 14 percent in Canada. The large increase in investment in the United States was required to meet increasingly strict government regulations concerning fuel economy, safety and emissions.

Relative Prices of Automobiles. Automobile price comparisons in this section are based on factory list prices because the manufacturers suggested retail prices in the United States and Canada are not comparable, due to the existence of different tax structures in each country (see Tables 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 at model introduction for the 1979 models were lower in Canada than in the United States. The percentage difference (U.S. list compared to Canadian factory list converted to U.S. dollars) between the two

^{7/} Table 6, page 39
Table 7, page 40
Table 8, page 41

countries ranged from 11.9 percent lower in Canada for a typical low-priced model to 3.3 percent lower for a typical high priced model. The effect of the U.S.-Canada exchange rate should be noted, as Canadian car prices before conversion to U.S. dollars are consistently higher than their U.S. counterparts.

The producer and consumer price indexes for automotive products continued to rise in the United States and Canada.

The U.S. indices for motor vehicles rose more than in the previous year. In 1978, the producer price index for passenger cars rose 7.3 percent compared to 5.9 percent in 1977; the index for trucks rose 8.8 percent compared to 7.9 percent; and the consumer price index for passenger cars rose 7.6 percent compared to 5.3 percent.^{8/}

The 1978 producer price index for motor vehicle parts did not rise as much as during the prior year. The 1978 parts index increased 6.6 percent compared to 7.0 percent in 1977.

All of the comparable Canadian automotive indices rose more than the U.S. indices and more than in 1977. The Canadian industrial selling price index for cars rose

8/ Table 4, page 37

8.1 percent compared to 7.8 percent in 1977; the index for trucks rose 9.6 percent compared to 9.0 percent in and the parts and accessories index rose 11.6 percent compared to 9.9 percent. The consumer price index for new passenger cars was up 8.9 percent in 1978 compared to an increase of 6.8 percent in 1977.^{9/}

Employment in the Automotive Industry. Employment in the North American Automotive Industry rose in 1978 but at a lower rate than in 1977. ^{10/}

Average annual employment in the motor vehicle and equipment industry in the United States rose 4 percent to 1,091,000 employees in 1978.^{11/} The 1978 level was only slightly above the previous high of 1,087,000 in 1973. Employment in 1978 in the assembly sector rose 3 percent while in the parts and accessories sector the increase was 5 percent.

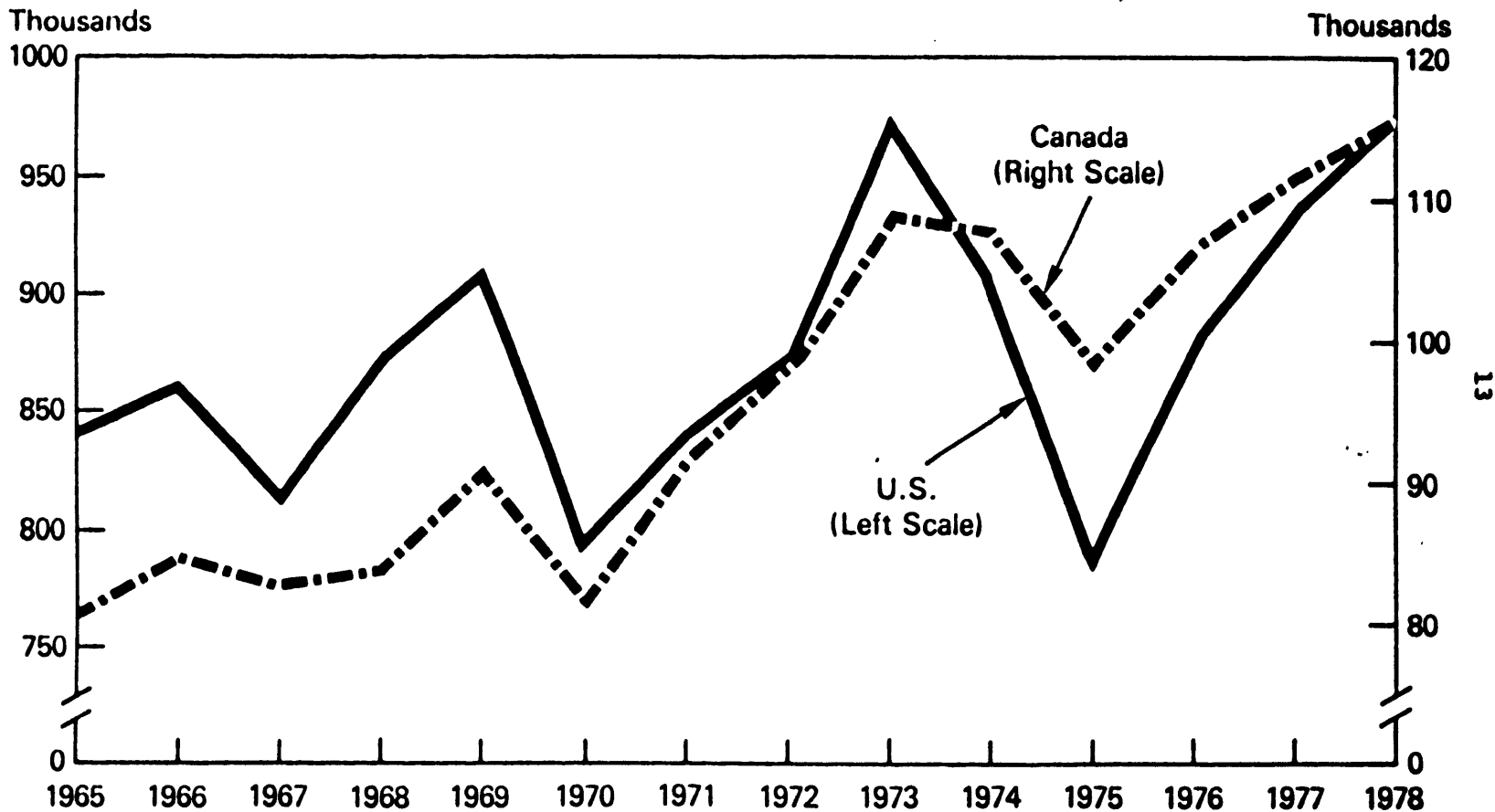
Employment in the Canadian motor vehicle and equipment industry also rose a little more than 4 percent in 1978 to a new Canadian high of 116,000 employees. Employment in the assembly sector rose 4 percent to 53,000

^{9/} Table 5, page 38

^{10/} Chart 1, page 13

^{11/} Table 9, page 42

Chart 1
Employment in the United States and Canada,
Automotive Industries, 1965-1978



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

workers and employment in the parts and accessories sector rose somewhat less than 6 percent to 51,000 employees.^{12/ 13/}

Trade in Motor Vehicles and Parts between the United States and Canada. Total trade in automotive products between the United States and Canada in 1978 amounted to \$21.5 billion an increase of 9.7 percent over 1977. The increase in the physical volume of trade is not nearly as great as indicated by the increase in the value of trade because the rate of increase of total trade is not much more than the increase in the wholesale price indices in each country (except for the parts sector in Canada). Table A on page 15 gives total U.S.-Canadian automotive trade for the years 1964 and 1973-78. Table A is comparable to the tables on trade presented in previous annual reports.

This Annual Report includes two additional tables - Tables B and C, pages 17 and 18 - not included previously.

^{12/} Table 10, page 43

^{13/} In 1978 the Department of Labor shifted classification of industrial employment data to the 1972 Standard Industrial Classification (SIC) manual. Table 9 includes employment in the automotive stamping industry (SIC-3465) which became available as the result of the shift to the 1972 SIC. Total coverages of employment in tables 9 and 10 are believed comparable.

Tables B and C give a breakdown of total automotive imports into each country into dutiable and duty free categories. The purpose for the inclusion of the new tables is to give a more detailed picture of duty free trade under the Automotive Products Agreement.

The balance of total automotive trade in 1978 was a U.S. surplus of \$472 million, down substantially from the \$1.0 billion surplus the previous year. The change in the balance was due to the fact that though U.S. shipments to Canada grew 6.5 percent, shipments into this country from Canada grew at twice that rate, reflecting the high demand for vehicles and parts for assembly in the United States.^{14/}

The U.S. trade surplus in duty free automotive products was \$439 million in 1978, about half as large as the 1977 surplus. The 1978 U.S. surplus in trade of dutiable automotive products was \$31 million, substantially less than the 1977 surplus of \$182 million.^{15/}

^{14/} Chart 2, page 19

^{15/} Tables B and C, pages 17 and 18

Table A

U.S. - Canada Trade in Automotive Products, 1964, 1973-78

U.S. Imports - Canadian Imports
Millions of U.S. Dollars

	1964	1973	1974	1975	1976	1977	1978 ^{1/}
U.S. exports ^{2/}							
Cars	34	1,439	1,657	2,142	2,354	2,655	2,613
Trucks	23	643	916	922	985	1,057	1,158
Parts	577	3,552	3,980	4,409	5,550	6,434	7,080
Subtotal	634	5,634	6,554	7,472	8,889	10,146	10,851
Tires and tubes	6	92	223	170	116	144	113
TOTAL EXPORTS	640	5,726	6,777	7,643	9,005	10,290	10,964
U.S imports							
Cars	18	2,272	2,595	2,809	3,477	3,795	4,129
Trucks	4	789	887	917	1,363	1,841	2,036
Parts	49	2,172	1,997	2,008	2,983	3,496	4,160
Subtotal	71	5,233	5,479	5,734	7,823	9,132	10,325
Tires and tubes	5	68	65	67	166	135	167
TOTAL IMPORTS	76	5,301	5,544	5,801	7,989	9,267	10,492
Net balance	+563	+426	+1,233	+1,842	+1,016	+1,023	+472

\$1

^{1/} Preliminary^{2/} Canadian import data. Parts exports (Canadian imports) adjusted to exclude tooling charges in millions of U.S. dollars as follows: 1973-\$68; 1974-\$188; 1975-\$110; 1976-\$105; 1977-\$72; 1978-\$325.

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

Canadian dollars converted to U.S. dollars at following exchange rates:

\$1.00 Canadian = \$0.925 U.S., 1964; \$0.9997; U.S., 1973; \$1.02246, U.S., 1974; \$0.984001, U.S. 1975; \$1.0141, U.S. 1976; \$0.94095, U.S. 1977; \$0.8871, 1978

Source: U.S. Department of Commerce

Table B
U.S. Automotive Exports to Canada ^{1/}
(In millions of U.S. dollars)

	1978	1977
Automotive exports:		
Duty free:		
Passenger cars	2,611	2,647
Trucks, buses, and chassis	1,092	969
Parts and accessories	6,724	6,092
Total, duty free	10,427	9,708
Dutiable:		
Passenger cars	3	8
Trucks, buses, and chassis	65	87
Parts and accessories	356	342
Tires and tubes	113	144
Total, dutiable	537	582
Total duty-free and dutiable:		
Passenger cars	2,613	2,655
Trucks, buses, and chassis	1,158	1,057
Parts and accessories	7,080	6,434
Tires and tubes	113	144
Total, automotive exports	10,964	10,290

^{1/} Canadian import data converted to U.S. dollars:

Source: Statistics Canada.

Table C
U.S. Automotive Imports from Canada
(In millions of U.S. dollars)

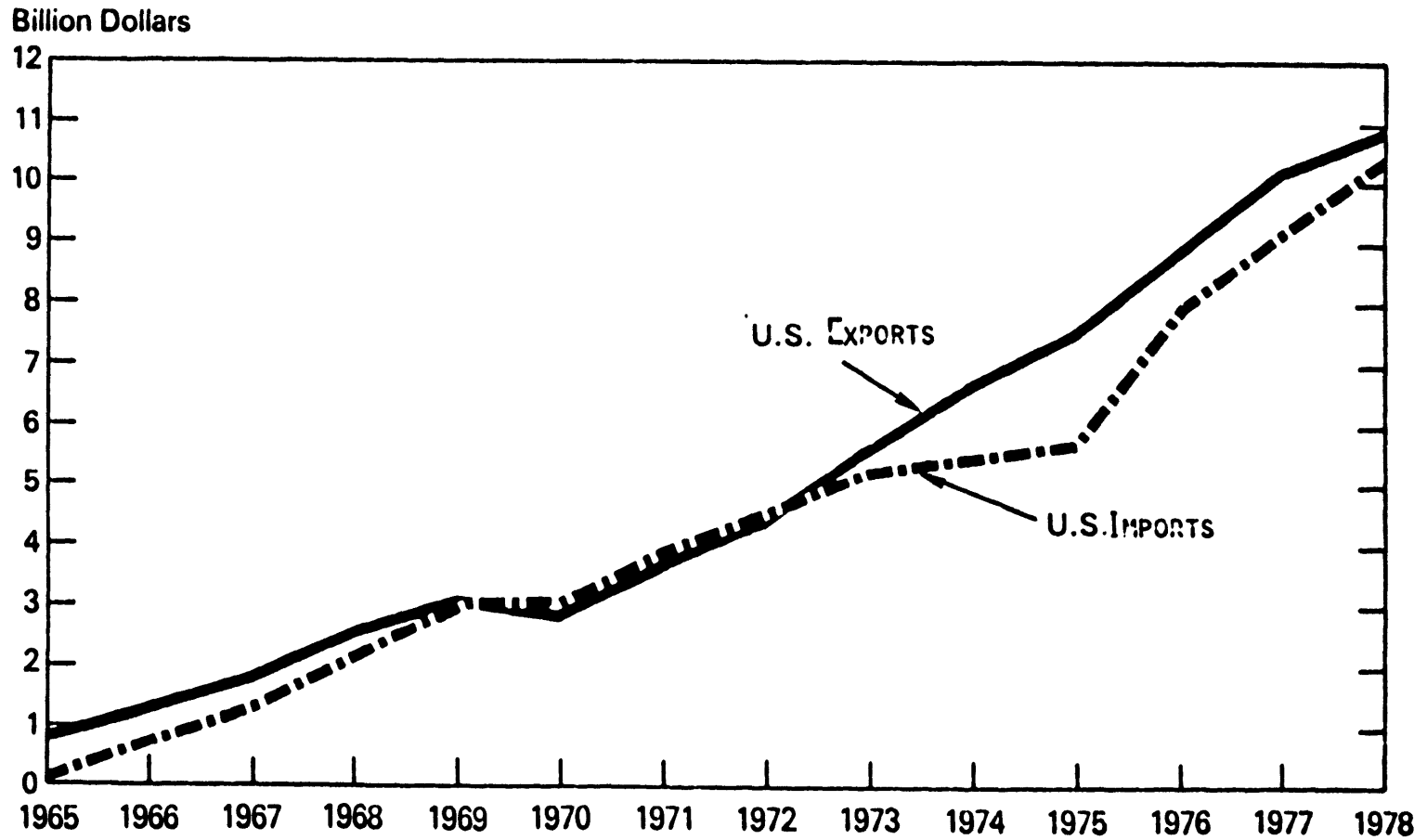
	1978 ^{1/}	1977
Automotive imports:		
Duty free:^{2/}		
Passenger cars	4,109	3,782
Trucks, buses, and chassis	2,003	1,805
Parts and accessories	3,876	3,280
Total, duty free	9,988	8,867
Dutiable:		
Passenger cars	20	13
Trucks, buses, and chassis	33	35
Parts and accessories	285	216
Tires and tubes	167	135
Total, dutiable	506	400
Total duty-free and dutiable:		
Passenger cars	4,129	3,795
Trucks, buses, and chassis	2,036	1,841
Parts and accessories	4,160	3,496
Tires and tubes	167	135
Total, automotive imports	10,492	9,267

^{1/} Preliminary and subject to revision.
U.S. Imports are FAS or transaction values as published by the U.S. Bureau of the Census. Canadian automotive imports are valued on a similar basis.

^{2/} U.S. automotive product imports from Canada duty free under the United States Canada Automotive Agreement.

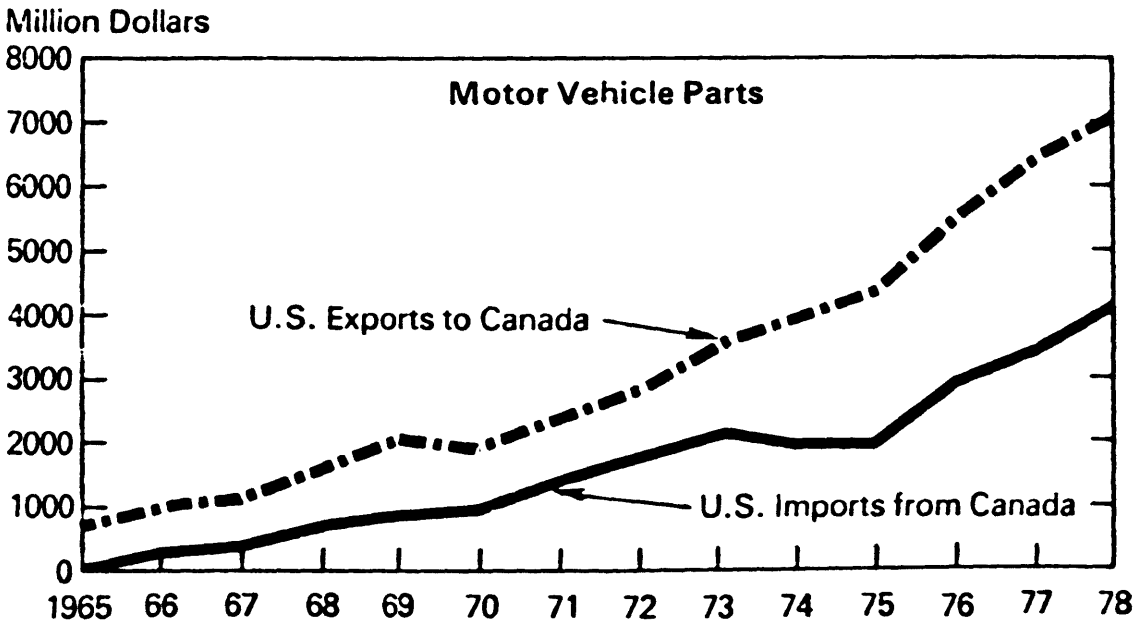
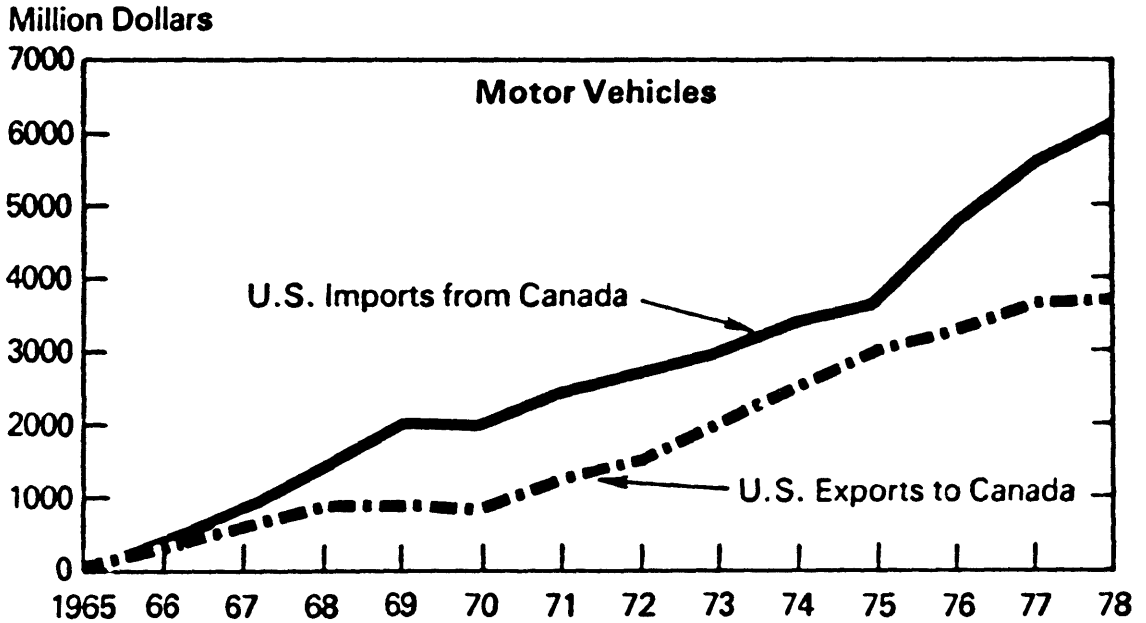
Source: U.S. Bureau of the Census

Chart 2
United States-Canada Trade in Automotive
Products, 1965-1978



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

Chart 3
Trade in Automotive Products, United States
and Canada, 1965-1978



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

Automotive shipments south from Canada in 1978 included cars valued at \$4.1 billion, trucks valued at \$2.0 billion, parts valued at \$4.2 billion, and tires at \$0.2 billion for a total of \$10.5 billion, up 13 percent from 1977. The 1978 rate of increase in imports of cars was 9 percent; trucks, 11 percent; and parts, 19 percent. ^{16/}

As a percent of total automotive imports from Canada cars were 39 percent; trucks, 19 percent; parts, 40 percent; and tires and tubes, 2 percent. The pattern continues the trend of a gradual decrease in the proportion of imports of cars and an increase in the proportion of parts.

U.S. imports of duty free automotive products classified by Tariff Schedules of the United States (TSUSA) number are shown in Table 11. ^{17/} The value of duty free imports in 1978 was \$9,987.7 million or 13 percent greater than the previous year. From 1970 through 1978 duty free automotive imports as a percent of total automotive imports have been 95 or 96 percent annually.

Following a considerable revision in 1978 the TSUSA now provides more detailed commodity classifications for automotive products. However, the revisions do not change the comparability of the totals between 1978 and earlier years.

^{16/} Chart 3 page 20

^{17/} Table 11, page 44

U. S. automotive shipments to Canada in 1978 included: cars valued at \$2.6 billion; trucks, \$1.2 billion; parts, \$7.1 billion; and tires and tubes at \$0.1 billion. The percent change over 1977 in exports of cars was minus 2 percent; trucks, up 10 percent; parts, up 10 percent; and tires and tubes, a minus 22 percent.

As a percent of total automotive exports to Canada cars were 24 percent; trucks, 11 percent; parts, 65 percent; and tires and tubes, 1 percent. Since 1974 vehicles have been slowly decreasing and parts slowly increasing their percentage of total exports.

Canadian imports of duty free automotive products from the United States were \$10,427 million in 1979, an increase of 7 percent over 1977. From 1970 through 1978 duty free Canadian automotive imports as a percent of total automotive imports have ranged from 94 to 96 percent.

During 1978, the number of cars shipped from Canada to the United States declined 2 percent to 832,700 units while the number of U.S.-built cars shipped to Canada declined 9 percent to 540,900 units.

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 not necessarily exclusively automotive (e.g., pipe fittings, engine parts, fabric for seat covers, etc.). In addition, a joint U.S.-Canadian 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.^{18/} 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.

Tables A, B, and C (pages 16, 17, and 18) were prepared using the method described in the previous paragraph and represent the most accurate way of measuring trade under the Automotive Products Agreement.

The U.S. imports for 1974 through 1977 in Tables A, B, and C were compiled using f.a.s. import values as now published by the Bureau of the Census. Prior to 1974 the

^{18/} 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.

U.S. transaction or f.a.s. 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.

U.S. 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 ^{19/} used in this section are not comparable with data given on U.S.-Canada trade in automotive products in Table A on page 16.

U.S. imports in 1978 of automotive products from countries other than Canada were 58 percent of all automotive imports, up from 53 percent in 1977. Imports in 1978 continued the trend of an increasing proportion of automotive products being imported from countries other than Canada.

Imports (excluding Canada) in 1978 of automotive products were valued at \$13.5 billion, up 38 percent over 1977. Japan is the dominant supplier after Canada, supplying 34 percent of total automotive product imports, followed by West

19/ Table 12, page 56, Table 13, page 57, Table 14, page 58

Germany which supplied 15 percent. Together, in 1978, Japan and West Germany supplied 85 percent of U.S. automotive imports, excluding Canada, about the same percentage as the previous year.

Excluding Canada the 1978 value of passenger car imports rose 39 percent, truck imports doubled and parts imports rose 10 percent as compared to 1977. The identification of parts imports, excluding Canada, as parts for assembly or parts for maintenance and repair is not possible in the statistical data. Though the proportion of parts for assembly is estimated to have been a relatively small part of the total in the past, the opening of the Volkswagen plant in Pennsylvania has increased imports of parts from Germany. In 1978, parts imports from Germany were valued at \$612 million, double the \$301 million imported in 1977. Imports from Japan declined somewhat but the decline is a reflection of the revision of the TSUSA and the elimination of CB radios from the automotive products import data.

Exports of automotive products to all countries except Canada rose 27 percent to \$5.2 billion in 1978. Car exports were \$0.96 billion, up 10 percent; truck exports were \$1.5 billion, up 20 percent, and parts exports were \$2.7 billion, up 39 percent over 1977. Mexico, which took \$776 million worth of exports, is the United States largest export market after Canada. The next largest market is Venezuela, which imported \$579 million of U.S. automotive products in 1978.

Automotive products in 1978 were 10 percent of total U.S. exports of all commodities, unchanged from 1977.^{20/} Imports of automotive products in 1978 were 14 percent of total commodity imports also unchanged from 1977.

Canadian Automotive Trade With Countries Other Than The United States

Canadian exports of automotive products to countries other than the United States were \$906 million, up nearly 20 percent over 1977, and amounted to a little over 8 percent of Canadian total automotive exports in 1978.^{21/} The 1978 total was divided: passenger cars, \$409 million; trucks, \$222 million; and parts, \$275 million. Australia remained the largest single Canadian market, other than the U.S., totaling \$57 million or 6 percent of non-U.S. automotive exports from Canada in 1978.^{22/}

In 1978 Canadian imports of automotive products from countries other than the United States were valued at \$1,089 million, up 32 percent over the previous year. Non-U.S. automotive product imports for 1978 remained about 9 percent of total Canadian automotive imports including the United States. Imports excluding the U.S. are: autos, \$712 million or 65 percent of the total; trucks, \$177 million,

20/ Table 15, page 59

21/ Table 18, page 62

22/ Table 16, page 60

16 percent of the total; and parts, \$201 million, 18 percent of the total.

West Germany and Japan are the largest offshore automotive product suppliers to Canada and together supplied 78 percent of total automotive imports in 1978.^{23/}

Changes in the Agreement. No formal negotiations concerning the Agreement took place in 1978 between the United States and Canada. The general economic issues of the relative health and productivity of their respective sectors of the North American Automotive Industry remain part of continuing discussions between U.S. and Canadian officials.

United States Adjustment Assistance. The Automotive Products Trade Act of 1965 provided special adjustment assistance procedures for individual firms or groups of workers dislocated primarily because of the operation of the Agreement. These provisions expired June 30, 1968. Prior to the expiration of these provisions, petitions for adjustment assistance were filed by 21 groups of workers. Certifications were issued in 14 cases and weekly allowance payments totaling about \$4.1 million were made to approximately 1,950 workers.

^{23/} Table 17, page 61

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 Products 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, approved on December 20, 1965, provided for an annual report, 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 Business Development. Rules and Regulations published in Part 315, Chapter III, Title 15 of the Code of Federal Regulations, outline procedures for filing by motor vehicle manufacturers. 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 their operations include the assembly of two or more major components (e.g., the attachment of a body to a chassis) to create a new motor vehicle ready for use.

As of May 1, 1979, a total of 198 U.S. manufacturers were certified as "bona fide motor vehicle manufacturers."^{24/} 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 vehicle equipment on new chassis.

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

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Motor Vehicle Manufacturers Listed by Canada. The Canadian Government lists 64 firms which it considered to be motor vehicle manufacturers as of July 3, 1979.^{25/}

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TABLE 1.--RETAIL SALES OF MOTOR VEHICLES, 1965 and 1970-78

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
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	1,456	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	2,693	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
1977	9,109	2,075	11,184	3,353	323	3,676	14,860
1978	9,312	2,000	11,312	3,776	337	4,113	15,425

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
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
1977	798	194	991	338	16	354	1,345
1978	816	173	989	364	13	377	1,366

Source: Statistics Canada

TABLE 2.--U.S. MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965 and 1970-78
(Thousands of Units)

Year	Passenger cars	Trucks and buses	Total
1965	9,335.2	1,802.6	11,137.8
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	2,999.7	11,497.6
1977	9,213.6	3,489.1	12,702.8
1978	9,175.8	3,715.9	12,891.7

Source: Motor Vehicle Manufacturers Association

TABLE 3.--CANADIAN MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965 and 1970-78
(Thousands of Units)

Year	Passenger cars	Trucks and buses	Total
1965	706.8	139.8	846.2
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
1977	1,162.5	612.9	1,775.4
1978	1,139.6	677.9	1,817.5

Source: Statistics Canada

TABLE 4.--PRICE INDEXES FOR AUTOMOTIVE EQUIPMENT
 IN THE UNITED STATES
 Annual average 1965 and 1970-78 (1967=100)

Year	Producer price index			Consumer price index
	Passenger cars	Motor Trucks	Motor vehicle parts ^{1/}	New passenger cars
1965	100.1	97.5	--	100.0
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	164.6	182.7	135.7
1977	150.6	177.5	195.4	142.9
1978	161.6	193.2	208.3	153.8

^{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 and 1970-78 (1967=100)

Year	Industrial selling price index ^{1/}				Consumer price index	
	Passenger cars ^{2/}			Motor trucks	Motor vehicle parts and accessories	New passenger cars
	Total ^{3/}	Hardtop	4-door sedan			
1965		100.4	101.0	99.6	98.1	100.3
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	117.3			153.2 ¹	153.6	133.1
1977	126.4			167.8	169.1	142.1
1978	136.6 ^{4/}			183.0 ^{4/}	188.4	154.7

^{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, 1977-79

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/}	U.S. dollars	Percent
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
1978 Model Introduction ^{6/}					
Factory List Price	3,347	3,481	3,168	(179)	(5.3)
Sales/Excise Tax ^{1/}	7	355	323	316	
Dealers Delivery & Handling					
Manufacturer's suggested retail price ^{2/}	3,354	3,836	3,491	137	4.1
1979 Model Introduction					
Factory List Price	3,787	3,947	3,337	(450)	(11.9)
Sales Excise Tax ^{1/}	7	413	349	342	
Dealers Delivery & Handling					
Manufacturer's suggested retail price ^{2/}	3,794	4,360	3,686	(108)	(2.8)

^{1/} Canadian sales tax 11 percent 1964-67, 12 percent 1968; 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 1977, 0.98985.; 1978, 0.91010; 1979, 0.84546

^{4/} Excise tax on tires and tubes.

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

^{6/} New model subcompact as subcompacts used 1975-77 discontinued.

TABLE 7.--PRICE OF TYPICAL POPULAR MODEL; 4-DOOR SEDAN, WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS, 1977-79

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
1977 Model Introduction					
Factory List Price	3,567	3,799 ^{5/}	3,760	184	5.1
Sales/Excise Tax ^{1/}	84 ^{4/}	375	371	363	-
Dealers Delivery & Handling	35	-	-	-	-
Manufacturer's suggested retail price ^{2/}	3,619	4,154	4,112	493	13.6
1978 Model Introduction					
Factory List Price	3,845	4,126	3,755	(90)	(2.3)
Sales/Excise Tax ^{1/}		409	372	364	
Dealers Delivery & Handling	8				
Manufacturers's sugg suggested retail price ^{2/}	3,853	4,535	4,127	274	7.1
1979 Model Introduction					
Factory List Price	4,049	4,467	3,777	(272)	(6.7)
Sales/Excise Tax ^{1/}		428	362	354	
Dealers Delivery & Handling	8				
Manufacturers's suggested retail price ^{2/}	4,057	4,895	4,139	82	2.0

^{1/} Canadian sales tax 11 percent 1964-67, 12 percent 1968; 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; 1977, 0.98985; 1978, 0.91010; 1979 0.81546.

^{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, 1977-79

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
1977 Model Introduction					
Factory List	11,380	12,455 ^{5/}	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
1978 Model Introduction					
Factory List Price	12,084	13,351	12,151	67	0.6
Sales/Excise Tax ^{1/}	33	1,214	1,105	1,072	
Dealers Delivery & Handling	15				
Manufacturer's suggested retail price ^{2/}	12,132	14,565	13,255	1,123	9.3
1979 Model Introduction					
Factory List	13,087	14,961	12,649	(438)	(3.3)
Sales/Excise Tax	15	1,449	1,225	1,210	
Dealers Delivery & Handling					
Manufacturer's suggested retail price ^{2/}	13,102	16,410	13,874	772	5.9

^{1/} Canadian sales tax 11 percent 1964-67, 12 percent 1968; 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: \$C.1.00=U.S. Model years 1965, 92.5; 1976, .98627; 1977, 0.98985; 1978, 0.91010; 1979, 84546

^{4/} Excise tax on tires and tubes.

^{5/} 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.
1972 STANDARD INDUSTRIAL CLASSIFICATION (SIC), ANNUAL AVERAGE 1972-78

(Thousands of Employees)

YEAR	Total Motor Vehicles and Equipment (SIC 371)	Motor Vehicles (SIC 3711)	Trucks and Bus Bodies (SIC 3713)	Parts & Accessories (SIC 3714)	Automotive Stampings (SIC 3465)
Annual Average					
1972	874.8	415.2	46.1	383.0	104.5
1973	976.5	461.6	51.3	429.9	110.9
1974	907.7	416.2	54.8	402.7	95.5
1975	792.4	375.3	45.5	352.5	82.1
1976	881.0	415.9	43.7	399.0	99.5
1977	938.0	439.8	47.5	424.3	110.0
1978	977.1	451.5	51.4	443.6	114.0

Source: Bureau of Labor Statistics

**TABLE 10.--TOTAL EMPLOYMENT IN CANADIAN AUTOMOTIVE PRODUCTS INDUSTRY
BASED ON CANADIAN STANDARD INDUSTRIAL CLASSIFICATION (SIC)
ANNUAL AVERAGE 1972-78 ^{1/}**

YEAR	Estimated employment ^{2/} (Thousands of Employees)		
	Motor Vehicles (SIC 323-5)	Assembling (SIC 323)	Parts & Accessories (SIC 325)
Annual average:			
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
1977	111.8	50.8	48.5
1978	116.4	52.6	51.2

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

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

TABLE 11.--FAS VALUE OF CANADIAN MOTOR VEHICLES AND ORIGINAL MOTOR VEHICLE EQUIPMENT
(CANADIAN ARTICLES) IMPORTED DUTY-FREE FROM CANADA INTO THE UNITED STATES UNDER
THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965 (APTA), BY TSUSA NUMBER 1976-1978

(Thousands of US Dollars)

TSUSA Number (APTA)	Commodity	1976	1977	1978/
	<u>MOTOR VEHICLES</u>			
692.0300	Automobile trucks valued at \$1,000 or more each, but not including electric buses, 3-wheeler vehicles, or trailers accompanying automobile truck tractors...	691,997	1,056,661	--
692.0310	Automobile trucks, exc truck tractors, gasoline.....	--	--	1,555,107
692.0320	Automobile trucks, exc truck tractors, diesel.....	--	--	191,579
692.0330	Automobile trucks, tractors gasoline.....	--	--	3,750
692.0350	Automobile trucks, tractors exc gasoline (diesel).....	--	--	12,392
692.0700	Motorbuses, but not including any electric trolley bus or three-wheeled vehicle	11,382	19,778	
692.0720	Motor buses, gasoline.....	--	--	35,241
692.0740	Motor buses, exc gasoline.....	--	--	10,346
692.1120	On-the-highway, 4-wheeled passenger automobiles, new.....	3,453,217	3,782,037	
692.1110	Four Wheel Passenger cars, new, not over 4 cyl.....	--	--	123,686

TABLE 11. CONTINUED

TSUSA Number (APTA)	Commodity	1976	1977	1978
692.1115	Four-wheel passenger cars, new, not over 6 cyl.....	--	--	974,097
692.1130	Four Wheel Passenger cars, new, over 6 cyl	--	--	3,003,941
692.1135	Four Wheel Passenger cars, new NSPF.....	--	--	162
692.1140	On-the-highway, four-wheeled automobiles, used.....	92	214	6,903
692.1160	Vehicles which operate in whole or in part on runners or skis.....	31,851	23,442	37,354
692.1180	Motor vehicles, n.e.s., exc. motor- cycles.....	1,098	4,001	49,207
692.2100	Chassis for automobile trucks & motor buses except for electric trolley buses or 3-wheeled vehicles.....	580,151	700,522	
692.2170	Chassis for motor buses.....			523
692.2180	Chassis for automobile trucks & truck tractors	--	--	105,966
692.2380	Chassis for motor vehicles n.s.p.f.	--	--	1,796
692.2300	Other chassis except chassis for special purpose vehicles or three-wheeled vehicles.....	86	1,081	--
	Total, duty-free passenger cars.....	3,543,309	3,782,351	4,108,789
	Total, duty-free truck,bus, sp. veh ...	1,316,565	1,805,485	2,003,261
	Total, duty-free motor vehicles	4,769,874	5,587,736	6,112,050

TABLE 11. CONTINUED

TSUSA Number (APTA)	Commodity	1976	1977	1978
PARTS				
207.0100	Articles of wood, n.s.p.f.....	50	67	3
220.4600	Articles of cork.....	neg.	0	-
220.4900	Cork disks, wafers etc., exc. tapered.	-	-	2
355.2700	Felt, batting, wadding.....	423	693	525
357.9100	Hoses of veg. fiber.....	-	-	-
357.9600	Hoses for liquids or gases, or manmade	1,975	2,713	1,304
358.0300	V-belts, textile fibers & rubber.....	8	209	50
361.9000	Floor coverings and underlays, textile.....	619	1,934	3,286
389.8000	Textile articles n.s.p.f.....	254	1,467	437
517.8200	Brushes for elec. generators, etc.	256	304	353
535.1500	Ceramic magnet & elec. wares n.e.c. Ceramic insulators.....	11	3	-
540.7200	Glass fibers, bulk, pads, etc.....	34	21	41
544.2000	Glass processed, n.e.s.....	11	16	-

TABLE 11. CONTINUED

TSUSA Number (APTA)	Commodity	1976	1977	1978
544.3200	Toughened glass, shaped or formed...	24,003	33,486	31,860
544.4200	Laminated glass not, veh equip.....	--	24,783	21,008
544.5200	Mirrors, not ov 1sq.ft. reflecting area.....	5,796	2,709	4,732
544.5500	Mirrors ov 1 sq. ft. reflecting area.....	1	8	1
545.6200	Glass lens & filters and parts.....	123	56	15
545.6400	Glass reflecting lenses, buttons n.e.s.....	4	3	3
547.1600	Clock glass, curved surface, n.e.s..	19	18	11
610.8100	Pipe & tube fittings, n.e.s.....	121	82	320
613.1600	Pipe & tube fittings, copper.....	4	5	-
613.1900	Pipe & tube fittings, other.....	50	155	162
618.4800	Pipe, tubes, blanks & fittings of aluminum.....	--	2	6
620.4700	Nickel pipe & tube fittings.....	--	5	477
642.2100	Ropes, cables, etc...with fittings..	--	5,224	6,368

TABLE 11. CONTINUED

TSUSA Number (APTA)	Commodity	1976	1977	1978
642.8800	Other wire cloth etc...cut to shape..	--	33	26
646.7900	Staples, rivets, bolts & other fasteners.....	31,589	39,317	--
646.7910	Bolts, if Canadian article & orig. mtr. veh. equip.....	--	--	10,402
646.7920	Nuts, if Canadian article & orig. mtr. veh. equip.....	--	--	9,098
646.7930	Screws if Canadian article & orig. mtr. veh. equip.....	--	--	21,259
646.7940	Bolts, nuts, screws, etc... n.s.p.f. Canadian art. or orig. MV equip.....	--	--	4,566
646.9300	Locks and padlocks, n.e.s.....	154	122	391
647.0200	Hinges, fittings, mountings of iron, steel, alum. or zinc for mtr. veh....	33,768	34,379	42,779
647.0600	Other hinges, fittings & mountings....	321	377	494
652.1000	Flex metal hose or tubing.....	340	731	1,799
652.3900	Chains and parts of base metal.....	41	85	102
652.7600	Sign plates, name plates, numbers, etc. of base metal.....	562	394	499
652.8500	Springs & leaves for motor vehicle suspension.....	123,714	135,374	161,629

TABLE 11. CONTINUED

TSUSA Number (APTA)	Commodity	1976	1977	1978
652.8700	Hairsprings.....	--	1	--
652.8900	Other springs.....	7,068	12,809	8,897
658.1000	Metal articles n.s.p.f.....	10,530	12,434	13,519
660.4300	Piston type compression-ignition engines.....	76	379	--
660.4500	Piston type engines n.e.c.....	665,671	735,856	847,751
660.5100	Cast iron parts not advanced for internal combustion engines.....	13,742	25,650	22,711
660.5300	Parts of piston type engines other than compression ignition engines....	105,318	101,369	107,351
660.5500	Parts internal combustion engine n.e.s.....	297	789	5,374
660.8600	Non electric engines, motors & parts n.s.p.f.	6	5	71
660.9300	Fuel injection pumps for compression. ignition engines and parts.....	38	195	34
660.9500	Pumps for liquids n.e.s. and parts...	20,807	18,407	23,022
661.1100	Fans blowers and parts.....	18,328	21,315	21,505
661.1300	Compressors and parts.....	1,991	250	506
661.1600	Air pumps, vacuum pumps and parts....	82	4	20
661.2100	Air conditioning machines and parts..	3,527	3,323	4,038

TABLE 6.--PRICE OF TYPICAL MODEL, SUBCOMPACT 2-DOOR SEDAN WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS, 1977-79

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
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
1978 Model Introduction^{6/}					
Factory List Price	3,347	3,481	3,168	(179)	(5.3)
Sales/Excise Tax ^{1/}	7	355	323	316	
Dealers Delivery & Handling					
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1979 Model Introduction					
Factory List Price	3,787	3,947	3,337	(450)	(11.9)
Sales Excise Tax ^{1/}	7	413	349	342	
Dealers Delivery & Handling					
Manufacturer's suggested retail price ^{2/}	3,794	4,360	3,686	(108)	(2.8)

^{1/} Canadian sales tax 11 percent 1964-67, 12 percent 1968; 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 1977, 0.98985.; 1978, 0.91010; 1979, 0.84546

^{4/} Excise tax on tires and tubes.

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

^{6/} New model subcompact as subcompacts used 1975-77 discontinued.

TABLE 7.--PRICE OF TYPICAL POPULAR MODEL; 4-DOOR SEDAN, WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS, 1977-79

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
1977 Model Introduction					
Factory List Price	3,567	3,799 ^{5/}	3,760	184	5.1
Sales/Excise Tax ^{1/}	84 ^{4/}	375	371	363	-
Dealers Delivery & Handling	35	-	-	-	-
Manufacturer's suggested retail price ^{2/}	3,619	4,154	4,112	493	13.6
1978 Model Introduction					
Factory List Price	3,845	4,126	3,755	(90)	(2.3)
Sales/Excise Tax ^{1/}		409	372	364	
Dealers Delivery & Handling	8				
Manufacturers's sugg suggested retail price ^{2/}	3,853	4,535	4,127	274	7.1
1979 Model Introduction					
Factory List Price	4,049	4,467	3,777	(272)	(6.7)
Sales/Excise Tax ^{1/}		428	362	354	
Dealers Delivery & Handling	8				
Manufacturers's suggested retail price ^{2/}	4,057	4,895	4,139	82	2.0

^{1/} Canadian sales tax 11 percent 1964-67, 12 percent 1968; 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; 1977, 0.98985; 1978, 0.91010; 1979 0.81546.

^{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, 1977-79

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
1977 Model Introduction					
Factory List	11,380	12,455 ^{5/}	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
1978 Model Introduction					
Factory List Price	12,084	13,351	12,151	67	0.6
Sales/Excise Tax ^{1/}	33	1,214	1,105	1,072	
Dealers Delivery & Handling	15				
Manufacturer's suggested retail price ^{2/}	12,132	14,565	13,255	1,123	9.3
1979 Model Introduction					
Factory List	13,087	14,961	12,649	(438)	(3.3)
Sales/Excise Tax	15	1,449	1,225	1,210	
Dealers Delivery & Handling					
Manufacturer's suggested retail price ^{2/}	13,102	16,410	13,874	772	5.9

^{1/} Canadian sales tax 11 percent 1964-67, 12 percent 1968; 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: \$C.1.00=U.S. Model years 1965, 92.5; 1976, .98627; 1977, 0.98985; 1978, 0.91010; 1979, 84546

^{4/} Excise tax on tires and tubes.

^{5/} 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.
1972 STANDARD INDUSTRIAL CLASSIFICATION (SIC), ANNUAL AVERAGE 1972-78

(Thousands of Employees)

YEAR	Total Motor Vehicles and Equipment (SIC 371)	Motor Vehicles (SIC 3711)	Trucks and Bus Bodies (SIC 3713)	Parts & Accessories (SIC 3714)	Automotive Stampings (SIC 3465)
Annual Average					
1972	874.8	415.2	46.1	383.0	104.5
1973	976.5	461.6	51.3	429.9	110.9
1974	907.7	416.2	54.8	402.7	95.5
1975	792.4	375.3	45.5	352.5	82.1
1976	881.0	415.9	43.7	399.0	99.5
1977	938.0	439.8	47.5	424.3	110.0
1978	977.1	451.5	51.4	443.6	114.0

Source: Bureau of Labor Statistics

TABLE 11.--FAS VALUE OF CANADIAN MOTOR VEHICLES AND ORIGINAL MOTOR VEHICLE EQUIPMENT
(CANADIAN ARTICLES) IMPORTED DUTY-FREE FROM CANADA INTO THE UNITED STATES UNDER
THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965 (APTA), BY TSUSA NUMBER 1976-1978

(Thousands of US Dollars)

TSUSA Number (APTA)	Commodity	1976	1977	1978/
	<u>MOTOR VEHICLES</u>			
692.0300	Automobile trucks valued at \$1,000 or more each, but not including electric buses, 3-wheeler vehicles, or trailers accompanying automobile truck tractors...	691,997	1,056,661	--
692.0310	Automobile trucks, exc truck tractors, gasoline.....	--	--	1,555,107
692.0320	Automobile trucks, exc truck tractors, diesel.....	--	--	191,579
692.0330	Automobile trucks, tractors gasoline.....	--	--	3,750
692.0350	Automobile trucks, tractors exc gasoline (diesel).....	--	--	12,392
692.0700	Motorbuses, but not including any electric trolley bus or three-wheeled vehicle	11,382	19,778	
692.0720	Motor buses, gasoline.....	--	--	35,241
692.0740	Motor buses, exc gasoline.....	--	--	10,346
692.1120	On-the-highway, 4-wheeled passenger automobiles, new.....	3,453,217	3,782,037	
692.1110	Four Wheel Passenger cars, new, not over 4 cyl.....	--	--	123,686

TABLE 11. CONTINUED

TSUSA Number (APTA)	Commodity	1976	1977	1978
692.1115	Four-wheel passenger cars, new, not over 6 cyl.....	--	--	974,097
692.1130	Four Wheel Passenger cars, new, over 6 cyl	--	--	3,003,941
692.1135	Four Wheel Passenger cars, new NSPF.....	--	--	162
692.1140	On-the-highway, four-wheeled automobiles, used.....	92	214	6,903
692.1160	Vehicles which operate in whole or in part on runners or skis.....	31,851	23,442	37,354
692.1180	Motor vehicles, n.e.s., exc. motor- cycles.....	1,098	4,001	49,207
692.2100	Chassis for automobile trucks & motor buses except for electric trolley buses or 3-wheeled vehicles.....	580,151	700,522	
692.2170	Chassis for motor buses.....			523
692.2180	Chassis for automobile trucks & truck tractors	--	--	105,966
692.2380	Chassis for motor vehicles n.s.p.f.	--	--	1,796
692.2300	Other chassis except chassis for special purpose vehicles or three-wheeled vehicles.....	86	1,081	--
	Total, duty-free passenger cars.....	3,543,309	3,782,351	4,108,789
	Total, duty-free truck,bus, sp. veh ...	1,316,565	1,805,485	2,003,261
	Total, duty-free motor vehicles	4,769,874	5,587,736	6,112,050

TABLE 11. CONTINUED

TSUSA Number (APTA)	Commodity	1976	1977	1978
PARTS				
207.0100	Articles of wood, n.s.p.f.....	50	67	3
220.4600	Articles of cork.....	neg.	0	-
220.4900	Cork disks, wafers etc., exc. tapered.	-	-	2
355.2700	Felt, batting, wadding.....	423	693	525
357.9100	Hoses of veg. fiber.....	-	-	-
357.9600	Hoses for liquids or gases, or manmade	1,975	2,713	1,304
358.0300	V-belts, textile fibers & rubber.....	8	209	50
361.9000	Floor coverings and underlays, textile.....	619	1,934	3,286
389.8000	Textile articles n.s.p.f.....	254	1,467	437
517.8200	Brushes for elec. generators, etc.	256	304	353
535.1500	Ceramic magnet & elec. wares n.e.c. Ceramic insulators.....	11	3	-
540.7200	Glass fibers, bulk, pads, etc.....	34	21	41
544.2000	Glass processed, n.e.s.....	11	16	-

TABLE 11. CONTINUED

TSUSA Number (APTA)	Commodity	1976	1977	1978
544.3200	Toughened glass, shaped or formed...	24,003	33,486	31,860
544.4200	Laminated glass not, veh equip.....	--	24,783	21,008
544.5200	Mirrors, not ov 1sq.ft. reflecting area.....	5,796	2,709	4,732
544.5500	Mirrors ov 1 sq. ft. reflecting area.....	1	8	1
545.6200	Glass lens & filters and parts.....	123	56	15
545.6400	Glass reflecting lenses, buttons n.e.s.....	4	3	3
547.1600	Clock glass, curved surface, n.e.s..	19	18	11
610.8100	Pipe & tube fittings, n.e.s.....	121	82	320
613.1600	Pipe & tube fittings, copper.....	4	5	-
613.1900	Pipe & tube fittings, other.....	50	155	162
618.4800	Pipe, tubes, blanks & fittings of aluminum.....	--	2	6
620.4700	Nickel pipe & tube fittings.....	--	5	477
642.2100	Ropes, cables, etc...with fittings..	--	5,224	6,368

TABLE 11. CONTINUED

TSUSA Number (APTA)	Commodity	1976	1977	1978
642.8800	Other wire cloth etc...cut to shape..	--	33	26
646.7900	Staples, rivets, bolts & other fasteners.....	31,589	39,317	--
646.7910	Bolts, if Canadian article & orig. mtr. veh. equip.....	--	--	10,402
646.7920	Nuts, if Canadian article & orig. mtr. veh. equip.....	--	--	9,098
646.7930	Screws if Canadian article & orig. mtr. veh. equip.....	--	--	21,259
646.7940	Bolts, nuts, screws, etc... n.s.p.f. Canadian art. or orig. MV equip.....	--	--	4,566
646.9300	Locks and padlocks, n.e.s.....	154	122	391
647.0200	Hinges, fittings, mountings of iron, steel, alum. or zinc for mtr. veh....	33,768	34,379	42,779
647.0600	Other hinges, fittings & mountings....	321	377	494
652.1000	Flex metal hose or tubing.....	340	731	1,799
652.3900	Chains and parts of base metal.....	41	85	102
652.7600	Sign plates, name plates, numbers, etc. of base metal.....	562	394	499
652.8500	Springs & leaves for motor vehicle suspension.....	123,714	135,374	161,629

TABLE 11. CONTINUED

TSUSA Number (APTA)	Commodity	1976	1977	1978
661.9300	Other cast iron parts.....	--	2	55
661.9600	Other parts for filtering machines n.e.s.	--	17	2
662.3600	Piston pump sprays and parts.....	--	--	203
662.5100	Other mechanical appliances n.e.s. for dispersing liquids.....	2,364	1,865	1,738
664.1100	Material handling equip. n.e.s.....	5,390	7,574	11,250
678.5100	Machines n.s.p.f. & parts.....	112	137	129
680.2100	Taps, cocks, valves and parts, copper.....	106	2	11
680.2300	Taps, cocks, valves and parts, other metal.....	12,548	10,639	10,264
680.2800	Taps, cocks, valves and parts, other.	11,194	17,360	25,540
680.3100	Anti friction balls and rollers.....	1,107	1,240	2,179
680.3400	Ball bearings with integral shafts...	3,524	2,236	4,005
680.3620	Ball bearings.....	2,208	2,706	4,403
680.3630	Parts of ball bearings.....	209	234	128
680.3640	Tapered roller bearings.....	--	--	162
680.3644	Tapered roller bearing cup assemblies	--	--	2579

TABLE 11. CONTINUED

TSUSA Number (APTA)	Commodity	1976	1977	1978
680.3648	Tapered roller bearing cone assemblies.	--	--	4,845
680.3650	Tapered roller bearing	--	4	--
680.3652	Tapered roller bearing parts n.e.s.....	--	--	98
680.3670	Other bearings.....	--	--	3,832
680.5800	Lubrication fittings.....	9	7	13
680.9100	Machinery parts not containing electrical features n.s.p.f.....	10	15	43
682.6500	Generators, motors, and parts under 200 hp.....	3,528	4,593	6,340
682.7100	Permanent magnets.....	--	5	11
682.9100	Electro magnetic couplings etc.....	14	67	20
683.1100	Lead acid type storage batteries.....	3,184	4,638	4,952
683.1600	Other storage batteries and parts....	--	--	5
683.6100	Electrical starting and ignition.... equipment for internal combustion engines.....	4,860	5,725	5,871
683.6600	Electrical lighting equip designed for motor vehicles and parts.....	2,979	3,797	6,326
684.4100	Electric heaters and parts.....	2,070	2,273	3,215

TABLE 11. CONTINUED

TSUSA Number (APTA)	Commodity	1976	1977	1978
688.1600	Insulated electrical conductors with fittings other.....	6,712	5,189	8,591
688.4100	Electrical articles & parts n.s.p.f.	30	14	19
692.2110	Bodies (incl cabs) for auto trucks..	--	--	183,767
692.2120	Bodies (incl cabs) for truck tractors.....	--	--	422
692.2130	Bodies for motorbuses.....	--	--	18,712
692.2320	Bodies for pass automobiles.....	--	--	3
692.2340	Bodies for motor vehicles n.s.p.f...	--	--	487
692.2500	Cast iron parts for motor vehicles not alloyed, not advanced.....	25	125	46
692.2810	Body stampings.....	190	5,295	9,249
692.2820	Bumpers.....	69,722	64,078	46,915
692.2830	Wheels designed to be mounted with pneumatic tires.....	73,048	91,148	91,058
692.2840	Hubcaps and wheelcovers.....	17,197	13,221	5,678
692.2850	Radiators.....	52,893	53,457	50,618
692.2860	Mufflers & tailpipes.....	11,557	17,782	21,712
692.2870	Other, incl truck tractors.....	1,189,603	1,422,432	--
692.2872	Brakes and parts.....	--	--	99,627
692.2874	Transmissions for trucks and buses..	--	--	103

TABLE 11. CONTINUED

TSUSA Number (APTA)	Commodity	1976	1977	1978
692.2876	Transmissions for passenger auto.....	--	--	106,465
692.2878	Transmissions for motor vehicles n.s.p.f.....	--	--	463
692.2880	Shock absorbers for motor vehicles...	--	--	7,061
692.2885	Auto truck tractors gas.....	--	--	902
692.2888	Auto truck tractors n.s.p.f.....	--	--	49,718
692.2890	Parts n.s.p.f. of motor vehicles.....	--	--	1,345,376
711.8500	Pressure gauges, thermostats, etc. .	4,033	6,172	8,213
711.9900	Speedometers and parts	1,754	968	332
712.5100	Test record measuring instruments....	110	458	316
721.2000	Clocks, clock movements and parts....	569	798	629
727.0700	Furniture for motor vehicles.....	166,244	181,956	203,076
728.3000	Non textile floor coverings	313	142	2
745.8000	Buckles, buckle slides, fasteners and parts.....	1,030	1,123	2,806
772.6600	Hose, pipe and tubing n.s.p.f. of rubber or plastic.....	3,138	5,467	9,013
772.8100	Handles and knobs of rubber or plastic.....	929	5,875	6,633
772.8600	Closures, including caps lids etc. of rubber or plastic.....	51	142	368

TABLE 11. CONTINUED

TSUSA Number (APTA)	Commodity	1976	1977	1978
773.2600	Gaskets of rubber plastic.....	8,811	8,901	12,766
773.3100	Electrical insulators of rubber or plastics.....	3,181	2,383	3,074
774.7000	Articles n.s.p.f. of rubber or plastics.....	5,955	10,014	14,407
791.9100	Other leather articles n.s.p.f.....	5	120	--
	<u>2/</u> Total duty-free parts.....	2,805,636	3,279,956	3,875,649
	Grand total all duty-free motor vehicles and parts.....	7,575,510	8,867,692	9,987,701

1/ TSUSA numbers revised 1978

2/ Figures may not add due to rounding
Values are F.A.S.

TABLE 12. -- U.S. AUTOMOTIVE TRADE ^{1/} TOTAL WITH ALL COUNTRIES, WITH CANADA, AND WITH ALL COUNTRIES EXCEPT CANADA, 1976-1978

(Millions of U.S. Dollars)

ITEM	Trade with all countries			Trade with Canada ^{2/}			Trade with all countries except Canada		
	1976	1977	1978	1976	1977	1978	1976	1977	1978
U.S. Exports:									
Passenger cars	3,263	3,268	3,573	2,444	2,762	2,617	819	866	956
Truck, buses, and chassis	2,258	2,192	2,610	850	905	1,065	1,408	1,287	1,545
Parts and accessories	6,209	6,744	8,288	4,357	4,805	5,586	1,852	1,939	2,702
Total	11,730	12,564	14,471	7,651	8,472	9,268	4,079	4,092	5,203
U.S. Imports:									
Passenger cars	8,945	10,647	13,674	3,477	3,795	4,129	5,468	6,852	9,545
Truck, buses, and chassis	2,064	2,632	3,678	1,363	1,841	2,036	701	791	1,642
Parts and accessories	4,644	5,293	6,086	2,677	3,147	3,729	1,967	2,146	2,357
Total	15,653	18,572	23,438	7,517	8,783	9,894	8,136	9,789	13,544
U.S. Net Exports (-) ^{3/}	(3,923)	(6,008)	(8,697)	134	(311)	(626)	(4,057)	(5,697)	(8,342)

^{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 due to rounding. Import values are F.A.S. values.

^{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 is the most representative figure possible on the basis of U.S. trade statistics. However, see discussion of U.S.-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 1976-1978
(Million of U.S. Dollars)

Country of Destination	Passenger cars			Trucks and buses			Parts and accessories			Total exports		
	1976	1977	1978	1976	1977	1978	1976	1977	1978	1976	1977	1978
Canada	2,444	2,762	2,617	850	904	1,065	4,357	4,805	5,586	7,651	8,472	9,268
Belgium and Luxembourg	20	22	45	8	5	14	79	81	99	106	109	158
France	7	6	7	17	10	14	52	61	81	76	77	102
West Germany	38	48	85	10	12	25	73	90	132	120	149	242
United Kingdom	4	8	10	13	22	22	86	107	141	104	136	173
Japan	77	90	91	1	3	18	59	52	88	136	145	197
Mexico	131	119	75	48	42	61	354	351	640	533	512	776
Iran	9	15	8	69	29	44	45	43	48	123	87	100
Kuwait	84	102	96	38	56	45	17	20	35	140	178	176
Saudi Arabia	162	111	176	261	196	240	63	76	112	486	383	528
Colombia	8	8	17	63	52	81	52	56	98	123	116	196
Venezuela	75	93	60	197	165	239	161	188	280	433	447	579
Australia	1	1	1	25	30	40	153	137	149	179	168	190
Other countries	203	234	285	608	666	702	607	677	799	1,421	1,585	1,787
Total	3,302	3,668	3,575	2,377	2,236	2,610	6,305	6,821	8,288	11,984	12,721	14,471

^{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 ^{1/} CALENDAR YEARS 1976-1978
(Millions of U.S. Dollars)

Country of origin	Passenger cars			Trucks and buses			Parts and accessories			Total imports		
	1976	1977	1978	1976	1977	1978	1976	1977	1978	1976	1977	1978
Canada												
Traditional automotive ^{2/}	3,477	3,795	4,129	1,363	1,841	2,036	2,777	3,147	3,729	7,517	8,783	9,894
New APTA ^{3/}	-	-	-	-	-	-	306	349	431	306	349	431
Total	3,477	3,795	4,129	1,363	1,841	2,036	2,983	3,496	4,160	7,822	9,132	10,325
Belgium and Luxembourg	69	16	7	2	2	4	5	7	10	76	25	21
France	69	69	96	-	-	-	54	92	174	123	161	270
West Germany	1,620	2,233	2,793	3	5	50	244	301	612	1,867	2,539	3,455
Italy	273	190	274	1	1	-	22	20	27	296	211	301
Sweden	195	199	317	4	4	10	14	12	15	213	215	342
United Kingdom	337	252	310	4	3	15	60	73	123	401	328	448
Japan	2,905	3,890	5,736	699	754	1,308	1,146	1,066	948	4,720	5,710	7,992
Other countries	-	3	12	18	22	51	422	575	201	440	600	264
Total	8,945	10,647	13,674	2,064	2,632	3,678	4,950	5,642	6,086	15,958	18,921	21,438

^{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 the U.S. export data.

^{3/} F.A.O. Values.

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 1975-78

	1965	1975	1976	1977	1978
Exports, including reexports:					
To all countries, total	27,630	107,592	114,997	121,242	143,660
To Canada	5,658	21,744	24,109	25,788	28,372
Canada's percent of total	19.9	20.2	21.0	21.3	19.7
Imports, general:					
From all countries, total	21,429	96,116	120,678	146,670	172,025
From Canada, total	4,858	21,747	26,237	29,599	33,529
Canada's percent of total	22.7	22.6	21.7	20.2	19.5

^{1/} Including special category. F.A.S. values, 1975-78.

Source: Bureau of the Census.

TABLE 16.--CANADIAN AUTOMOTIVE EXPORTS, CALENDAR YEARS 1976-78^{2/}
(Millions of U.S. Dollars) ^{1/}

Country of Destination	Passenger cars			Trucks and buses			Parts and accessories			Total		
	1976	1977	1978	1976	1977	1978	1976	1977	1978	1976	1977	1978
United States	3,513	3,882	4,033	1,379	1,933	2,390	2,841	3,228	3,698	7,733	9,044	10,122
West Germany	2	6	9	-	0	-	5	4	7	7	10	16
United Kingdom	-	1	1	2	-	2	4	4	5	6	5	8
Sweden	-	1	1	3	3	3	7	4	5	10	8	8
South Africa	0	0	0	20	18	15	9	3	12	29	27	27
West Indies	2	4	1	1	-	1	2	2	4	6	6	5
Australia	-	0	0	21	23	7	51	52	50	72	75	57
Other countries	220	316	397	163	210	195	88	108	193	471	633	785
Total	3,738	4,210	4,442	1,590	2,188	2,613	3,008	3,405	3,973	8,337	9,803	11,028

^{1/} Converted to U.S. dollars at the following exchange rates: 1975 US \$0.984001 = C \$1.; for 1976 U.S. \$1.0141 = C \$1.; for 1977 U.S. \$0.94095 = C \$1; 1978 U.S. \$0.8071 = C\$1.

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

Source: Statistics Canada

TABLE 17.--CANADIAN AUTOMOTIVE IMPORTS, CALENDAR YEARS 1976-78 ^{2/}
(Millions of U.S. Dollars) ^{1/}

Country of Origin	Passenger cars			Trucks and buses			Parts and accessories			Total		
	1976	1977	1978	1976	1977	1978	1976	1977	1978	1976	1977	1978
United States	2,350	2,667	2,674	998	1,064	1,186	5,292	6,260	6,760	8,639	9,991	10,619
West Germany	123	155	222	7	9	3	25	24	24	156	186	248
France	22	22	25	1	-	1	20	24	23	42	46	49
Italy	9	6	12	1	-	1	3	1	2	13	8	15
United Kingdom	43	24	33	2	2	3	21	21	28	67	47	64
Sweden	11	3	13	1	2	3	48	30	41	60	36	57
Japan	274	288	403	83	108	156	25	26	37	382	423	596
Other countries	6	2	3	6	5	10	67	70	47	80	77	59
Total	2,840	3,168	3,386	1,099	1,190	1,362	5,501	6,455	6,961	9,439	10,815	11,709

^{1/} Converted to U.S. dollars at the following exchange rates: 1975 U.S. \$0.984001 = C \$1.; for 1976 U.S. \$1.0141 = C \$1.; for 1977 U.S. \$0.94095 = C \$1. 1978 U.S. \$0.8971 = C \$1.

^{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 1976-1978

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

	Trade with all countries			Trade with United States			Trade with all countries except the United States		
	1976	1977	1978	1976	1977	1978	1976	1977	1978
Canadian exports:									
Passenger cars	3,738	4,210	4,442	3,513	3,882	4,033	225	328	409
Trucks &	1,590	2,188	2,613	1,379	1,933	2,390	211	254	222
Parts & accessories	3,008	3,405	3,973	2,841	3,228	3,698	167	177	275
Total	8,337	9,803	11,028	7,733	9,044	10,122	604	758	906
Canadian imports:									
Passenger cars	2,840	3,168	3,386	2,350	2,667	2,674	490	501	712
Trucks & buses	1,099	1,191	1,362	998	1,064	1,186	101	127	177
Parts & accessories	5,501	6,455	6,961	5,292	6,260	6,760	209	195	201
Total	9,439	10,815	11,709	8,639	9,991	10,619	800	824	1,089
Canadian net Exports (-)									
	(1,102)	(1,012)	(681)	(906)	(946)	(497)	(196)	(65)	(183)

^{1/} Converted to U.S. dollars, at the following exchange rates: 1975 US \$0.984001 = C \$1.; for 1976 the rate was US \$1.0141 = C \$1.; for 1977 U.S. \$0.94095 = C \$1.; 1978 U.S. \$0.8771 = C \$1.

^{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, track 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 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 "page" 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 27, 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 657.99 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, 725.30 745.80, and 774.70, each having an article description and rate as follows:

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

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

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

TITLE V—GENERAL PROVISIONS

AUTHORITIES

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

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

ANNUAL REPORT

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

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

APPLICABILITY OF ANTIDUMPING AND ANTITRUST LAWS

SEC. 503. Nothing contained in this Act shall be construed to affect or modify the provisions of the Anti-Dumping Act, 1921 (19 U.S.C. 160-173), or of any of the antitrust laws as designated in section 1 of the Act entitled "An Act to supplement existing laws against unlawful restraints and monopolies, and for other purposes", approved October 13, 1914 (15 U.S.C. 12).

TITLE VI—MISCELLANEOUS PROVISIONS**JOINT COMMITTEE ON REDUCTION OF NONESSENTIAL FEDERAL EXPENDITURES**

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

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

Approved October 21, 1965.

LEGISLATIVE HISTORY

House Reports No. 537 (Committee on Ways and Means) and No. 1115 (committee of conference).
Senate Report No. 782 (Committee on Finance).
Congressional Record, vol. 111 (1965)

Aug. 31: Considered and passed House.

Sept. 28, 29: Considered in Senate.

Sept. 30: Considered and passed Senate, amended.

Oct. 5: Senate agreed to conference report.

Oct. 8: House agreed to conference report.

APPENDIX C
PRESIDENTIAL DOCUMENTS

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

TITLE 3—THE PRESIDENT

PROCLAMATION 3682

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

By the President of the United States of America

A PROCLAMATION

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

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

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

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

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

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

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

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

LYNDON B. JOHNSON

By the President:

DEAN RUSK,
Secretary of State.

Appendix D

United States Bona Fide Motor Vehicle Manufacturers List
May 1, 1979 with Date of Certification

Adams International Truck Co., Inc. 116 Carroll Street P.O. Box 1556 Thomasville, Georgia 31792 January 18, 1979	Harold G. Anderson Equip. Corp. One Anderson Drive Albany, New York 12205 October 4, 1978
Adolph Truck Equipment, Inc. 1701 Fairfax Trfwy. Kansas City, Kansas 66115 January 1, 1979	Antietam Equipment Corporation P.O. Box 91 Hagerstown, Maryland 21740 January 1, 1979
Allentown Brake & Wheel Service, Inc. R.D. 3 - P.O. Box 2088 Allentown, Pennsylvania 18001 October 19, 1978	Arctic Enterprises, Inc. P.O. Box 635 Thief River Falls, Minnesota 56701 August 1, 1978
Allied Truck Equipment 4524 Clyde Park Avenue Grand Rapids, Michigan 45909 January 1, 1979	Arkansas Trailer Mfg., Inc. P.O. Box 4056, Asher Ave. Station 32nd & Elm Street Little Rock, Arkansas 72204 January 1, 1979
American La France Div. of A-T-O, Inc. 100 East La France Street Elmira, New York 14902 July 8, 1978	Arrow Trailer & Equipment Co. 140 North Dirksen Parkway Springfield, Illinois 62702 April 1, 1979
American Motors Corporation 27777 Franklin Road Southfield, Michigan 48034 January 1, 1979	Ateco Equipment, Inc. 1241 Rodi Road Turtle Creek, Pennsylvania 15145 April 1, 1979
American Trailer, Inc. 1500 Exchange Avenue Oklahoma City, Oklahoma 73126 January 1, 1979	ATTEX, Inc. 870 West Main Street East Palestine, Ohio 44413 August 1, 1978
American Trailer Service, Inc. 2814 North Cleveland Avenue St. Paul, Minnesota 55113 January 18, 1979	Automated Waste Equipment Co., Inc. 328 - 4th Street Trenton, New Jersey 08638 September 1, 1978

AM General Corporation
14250 Plymouth Road
Detroit, Michigan 48232
April 1, 1979

Amthor's Welding Service, Inc.
307 State Route 52 East
Walden, New York 12586
July 9, 1978

Bethlehem Fabricators, Inc.
1700 Riverside Drive
P.O. Box 70
Bethlehem, Pennsylvania 18015
January 20, 1979

Allan U. Bevier, Inc.
1201 Ridgely Street
Baltimore, Maryland 21230
April 1, 1979

Blue Bird Body Company
P.O. Box 937
Fort Valley, Georgia 31030
January 18, 1979

Boone Heavy Duty Trailer, Inc.
Route 20 (east)
Palmer, Massachusetts 01069
January 1, 1979

Boyertown Auto Body Works, Inc.
Boyertown, Pennsylvania 19512
September 1, 1978

Brake & Equipment Co., Inc.
1801 North Mayfair Road
Milwaukee, Wisconsin 53226
January 1, 1979

Brake Service & Parts, Inc.
170 Washington Street
Bangor, Maine 04401
January 18, 1979

Bristol-Donald Company, Inc.
Bristol-Donald Manufacturing Corp.
50 Roanoke Avenue
Newark, New Jersey 07105
January 1, 1979

Automotive Service Company
11-113 North Waterloo
Jackson, Michigan 49204
January 18, 1979

B.E.C. Truck Equipment, Inc.
3209 Vestal Parkway E.
Vestal, New York 13850
March 6, 1979

Bush Hog Loadcraft
P.O. Box 431
Brady, Texas 76825
January 1, 1979

Caelter Industries, Inc.
Purdy Avenue
Watertown, New York 13601
April 1, 1979

The Carnegie Body Company
9500 Brookpark Road
Cleveland, Ohio 44129
January 1, 1979

Champion Carriers, Inc.
2321 E. Pioneer Drive
Irving, Texas 75061
October 20, 1978

Champion Home Builders Company
5573 E. North Street
Dryden, Michigan 48428
August 1, 1978

Checker Motors Corporation
2016 N. Pitcher Street
Kalamazoo, Michigan 49007
January 1, 1979

Cherry Valley Tank Div., Inc.
75 Cantiague Road
Westbury, New York 11590
April 1, 1979

Chrysler Corporation
CIMS 416-16-06
Chrysler Center
12000 Oakland Avenue
Highland Park, Michigan 48288
January 18, 1979

Brown Cargo Van Inc.
807 East 29th Street
Lawrence, Kansas 66044
April 30, 1979

Bus Andrews Equipment
Sales & Service, Inc.
2828 E. Kearney Street
Springfield, Missouri 65803
January 1, 1979

Clark Truck Equipment Company
6821 Academy Parkway West, N.E.
Albuquerque, New Mexico 87103
January 1, 1979

Fred Clemett and Co., Inc.
2020 Lemoyne Street
Syracuse, New York 13211
July 1, 1978

Commercial Truck & Trailer, Inc.
313 N. State Street
Girard, Ohio 44420
January 1, 1979

Consolidated Utility Equipment
Service, Inc.
Caldwell Drive
Amherst, New Hampshire 03031
April 30, 1979

Cook Body Company
3701 Harlee Avenue
Charlotte, North Carolina 28208
October 22, 1978

Correct Manufacturing Corp.
London Road Extension
Delaware, Ohio 43015
July 1, 1979

Cortez Enterprises, Inc.
777 Stow Street
Kent, Ohio 44240
February 1, 1979

B.M. Clark Company, Inc.
Route 17 - P.O. Box 185
Union, Maine 04862
January 14, 1979

D.W. Clark Road Equipment, Inc.
448 E. Brighton Avenue
Syracuse, New York 13205
May 1, 1978

Darby Equipment Company
P. O. Box 5698
Longview, Texas 76501
January 1, 1979

Dealers Truck Equipment Co., Inc.
2460 Midway Street
P.O. Box 31435
Shreveport, Louisiana 71130
January 1, 1979

Dealers Truckstell Sales, Inc.
653 Beale Street
P.O. Box 502
Memphis, Tennessee 38101
January 1, 1979

Decker Tank Co., Div. of
Chet Decker Auto Sales
300 Lincoln Avenue
Hawthorne, New Jersey 07506
November 3, 1978

John Deere Horicon Works
of Deere & Company
2202 E. Lake Street
Haricon, Wisconsin 53032
June 1, 1978

Downs Clark
P. O. Drawer 1386
Brownwood, Texas 76801
January 19, 1979

Dunham Manufacturing Co., Inc.
P. O. Box 430
Minden, Louisiana 71055

Crenshaw Corporation
1700 Commerce Road
Richmond, Virginia 23224
July 1, 1978

Crown Coach Corporation
2428 East 12th Street
Los Angeles, California 90021
March 20, 1979

Daleiden Auto Body & Mfg. Corp.
425 E. Vine Street
Kalamazoo, Michigan 49001
January 12, 1979

Eastern Tank Corporation
290 Pennsylvania Avenue
Paterson, New Jersey 07503
January 1, 1979

Eggimann Motor & Equipment
Sales Inc.
1813 W. Beltline Hwy.
Madison, Wisconsin 53713
January 1, 1979

Eight Pint Trailer Corporation
6100 E. Washington Blvd.
Los Angeles, California 90040
January 18, 1979

Equipment Industries
100 Pavonia Avenue
Jersey City, New Jersey 07032
January 1, 1979

Equipment Service, Inc.
40 Airport Road
Hartford, Connecticut 06114
April 1, 1979

E. & R. Trailer Sales, Inc.
RFD #1
Middle Point, Ohio 45863
January 1, 1979

Duralite Truck Body and
Container Corporation
1300 Bush Street
Baltimore, Maryland 21230
December 31, 1979

Dutec, Inc.
60 Lumber Street
Hopkinton, Massachusetts 01748
January 15, 1979

Fasino's Power Brake Inc.
291 Jay Street
Rochester, New York 14608
January 1, 1979

Fifth Wheel, Inc.
Box 15706
Tulsa, Oklahoma 74115
January 1, 1979

Ford Motor Company
The American Road
Dearborn, Michigan 48121
January 18, 1979

F & P Truck & Trailer Equip. Div.
254-266 Central Avenue
Newark, New Jersey 07103
October 12, 1978

FWD Corporation
150 East 12th Street
Clintonville, Wisconsin 54920
January 1, 1979

Peter Garafano & Son, Inc.
264 Wabash Avenue
Paterson, New Jersey 07503
June 4, 1978

Garnon Truck Equipment Co.
1617 Peninsula Drive
Erie, Pennsylvania 16505
January 1, 1979

E. D. Etnyre and Company
200 Jefferson Street
Oregon, Illinois 61061
October 1, 1978

Euclid, Inc.
2221 St. Clair Avenue
Cleveland, Ohio 44117
August 1, 1978

Ewell Equipment Company
307 N. Timberland Drive
Lufkin, Texas 75901
February 1, 1979

Excalibur Automobile Corporation
1735 South 106th Street
Milwaukee, Wisconsin 53214
May 22, 1979

Granning Service Corporation
2471 Wyoming Avenue
Dearborn, Michigan 48121
January 1, 1979

The Greyhound Corporation
Greyhound Tower
Phoenix, Arizona 85077
(doing business through)
Motor Coach Industries, Inc.
Pembina, North Dakota 58271
& Transportation Manufacturing
Corporation
Roswell, New Mexico 88201
August 1, 1979

Grumman Flexible Corporation
970 Pittsburgh Drive
Delaware, Ohio 43015
January 1, 1979

Hackney and Sons
400 Hackney Avenue
Washington, North Carolina 27889
January 1, 1979

Hallenberger, Inc.
5716 Boonville Hwy.
P.C. Box 5085
Evansville, Indiana 47715
January 1, 1979

General Motors Corporation
3044 West Grand Blvd.
Detroit, Michigan 48202
January 19, 1979

General Truck Equipment
& Trailer Sales
5310 Broadway Avenue
Jacksonville, Florida 32205

Gooch Brake and Equipment Co.
506 Grand Avenue
Kansas City, Missouri 64106
January 6, 1979

Hendrickson Manufacturing Co.
P.O. Box 249
Burr Ridge, Illinois 60521
January 1, 1979

The Hess & Eisenhardt Company
8959 Blue Ash Road
Cincinnati, Ohio 45242
January 9, 1979

Hews Body Company
190 Rumery Street
South Portland, Maine 04106
January 18, 1979

Hill Equipment Co., Inc.
Route 7, Box 5089
Benton, Arkansas 72015
January 1, 1979

O. G. Hughes & Sons, Inc.
4816 Rutledge Pike
P.O. Box 6277
Knoxville, Tennessee 37914
January 1, 1979

Huntington Brake Service, Inc.
448 E. Jericho Tpke.
Huntington Station, New York 11746
January 1, 1979

Illinois Auto Central, Inc.
4750 South Central Avenue
Chicago, Illinois 66038
January 1, 1979

Harley-Davidson Motor Co., Inc.
3700 West Juneau Avenue
Milwaukee, Wisconsin 53201
April 1, 1979

Harris Truck and Trailer Sales, Inc.
2145 Independence
Cape Girardeau, Missouri 63701
January 1, 1979

Harvel Truck Equipment, Inc.
1000 E. 8th Street
Los Angeles, California 90021
January 1, 1979

Heil Equipment Company of
Philadelphia Inc.
1223 Ridge Pike
Conshohocken, Pennsylvania 19428
January 1, 1979

Isometrics, Inc.
1402 N. Scales Street
Reidsville, North Carolina 27320
March 31, 1979

Jeep Corporation
27777 Franklin Road
Southfield, Michigan 48034
January 1, 1979

Kaffenbarger Welding Co.
10100 Ballentine Pike
New Carlisle, Ohio 45344
January 1, 1979

Kawasaki Motors Corporation
2009 E. Edinger Avenue
Santa Ana, California 92711
January 1, 1979

Kencar Equipment Company
1906 Lakeview Avenue
Dayton, Ohio 45408
January 19, 1979

Leland Equipment Company
7777 E. 42nd Place South
P.O. Box 45128
Tulsa, Oklahoma 74145
January 18, 1979

Indiana Truck & Trailer
2017 Hwy, 41 North
Evansville, Indiana 47727
January 1, 1979

International Harvester Company
401 North Michigan Avenue
Chicago, Illinois 60611
January 18, 1979

Iroquois Manufacturing Co., Inc.
Richmond Road
Hinesburg, Vermont 05461
July 1, 1978

Manning Equipment, Inc.
1200 Westport Road
P.O. Box 23229
Louisville, Kentucky 40223
April 16, 1979

Mark Body Division
Core Industries
50625 Richard W. Blvd.
Mt. Clement, Michigan 48045
March 21, 1979

Maxon Industries, Inc.
1960 E. Slauson Avenue
Huntington Park, California 90255
August 16, 1978

Middlehauff, Inc.
1615 Ketcham Avenue
Toledo, Ohio 43608
January 18, 1979

Mid West Truck Equipment Sales
Corporation
4041 No. Brush College Road
Decatur, Illinois 62521
February 22, 1979

M & M Equipment, Inc.
Plaza Heights
W. Lebanon, New Hampshire 03784

Moline Body Company
222 - 52nd Street
Moline, Illinois 61265
January 6, 1979

Long Trailer Service, Inc.
P.O. Box 5105
Greenville, South Carolina 29696
January 1, 1979

Mack Trucks, Inc.
P.O. Box M
Allentown, Pennsylvania 18105
January 1, 1979

Maday Body & Equipment Corp.
575 Howard Street
Buffalo, New York 14206
January 1, 1979

Madison Truck Equip. Inc.
2410 S. Stoughton Road
Madison, Wisconsin 53716
October 22, 1978

Morgan Trailer
Box 258 Joanna Road
Morgantown, Pennsylvania 19543
January 1, 1979

Motor Truck Equipment Corporation
2950 Irving Blvd.
P.O. Box 47385
Dallas, Texas 75247
January 1, 1979

Mutual Wheel Company
2345 - 4th Avenue
Moline, Illinois 61265
February 20, 1979

Nabors Trailers, Inc.
P.O. Box 979
Mansfield, Louisiana 71052
January 1, 1979

Neil's Automotive Service, Inc.
167 E. Kalamazoo Avenue
Kalamazoo, Michigan 49007
January 1, 1979

Nelson Manufacturing Company
Route 1, Box 90
Ottawa, Ohio
January 1, 1979

Monon Trailer
(a Div. of Evans Transportation
Co.)
P.O. Box 655
Monon, Indiana 47959
April 8, 1979

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

Ohio Truck Equipment, Inc.
4100 Rev Drive
Cincinnati, Ohio 45232
January 1, 1979

Olson Bodies, Inc.
600 Old Country Road
Garden City, New York 11530
November 1, 1978

Olson Trailer & Body Builders Co.
2740 South Ashland Avenue
P.O. Box 2445
Green Bay, Wisconsin 54306
January 18, 1979

Omaha Standard Inc.
2401 W. Broadway
Council Bluffs, Iowa 51501
January 31, 1979

Oshkosh Truck Corporation
2307 Oregon Street
Oshkosh, Wisconsin 54901
January 18, 1979

Ottawa Truck Division
Gulf & Western Manufacturing Co.
415 Dundee Street
Ottawa, Kansas 66067
January 1, 1979

Outboard Marine Corporation
100 Sea Horse Drive
Waukegan, Illinois 60035
January 18, 1979

The Ness Company
P.O. Box 365
York, Pennsylvania 17405
January 1, 1979

Novi Manufacturing Company
P.O. Box 324
Novi, Michigan 48050
November 1, 1978

Ohio Body Manufacturing Co.
Northern Main Street
New London, Ohio 44851
January 1, 1979

Peabody Galion Corporation
500 Sherman Street
Galion, Ohio 44833
November 1, 1978

Peerless Division
Royal Industries, Inc.
18205 S.W. Boones Ferry Road
Tualatin, Oregon 97062
January 8, 1979

Perfection Equipment Co.
5100 West Reno - Box 75540
Oklahoma City, Oklahoma 73107
January 12, 1979

Petroleum Equipment &
Supply Co., Inc.
321 Forbes Avenue
New Haven, Connecticut 06512
September 28, 1978

Phoenix Manufacturing, Inc.
375 West Union Street
Nanticoke, Pennsylvania 18634
February 20, 1979

Polar Manufacturing Co.
Route 1
Holdingford, Minnesota 56340
September 31, 1978

C.E. Pollard Company
13575 Auburn Avenue
Detroit, Michigan 48223
July 27, 1978

PACCAR, Inc.
d/b/a/ Kenworth Truck Company
Peterbilt Motors Company
P.O. Box 1518
Bellevue, Washington 98009
January 18, 1979

Palmer Spring Company
355 Forest Avenue
Portland, Maine 04101
January 18, 1979

Progress Industries, Inc.
400 East Progress Street
Arthur, Illinois 61911
October 1, 1978

PSI Mobile Products, Inc.
25 Rutledge
Mt. Clements, Michigan 48043
June 30, 1979

Quality Truck Equipment Co.
Route 66 By-Pass & Mercer Ave.
P.O. Box 102
Bloomington, Illinois 61701
November 15, 1978

Recreative Industries, Inc.
60 Depot Street
Buffalo, New York 14206
July 13, 1978

Remke Western
713 West Pennway at Summit Streets
Kansas City, Missouri 64108
December 10, 1979

Rhode Island Petroleum Equip. Co.
464 Broadway
Pawtucket, Rhode Island 0286
July 31, 1979

Rowland Truck Equipment Inc.
2900 N.W. 73rd Street
Miami, Florida 33147
November 19, 1978

Power Brake Service & Equipment
Company
1022 Carnegie Avenue
Cleveland, Ohio 44115
January 1, 1979

Premier Inc.
4709 West 6th Street
Indianapolis, Indiana 46268
April 25, 1979

Sanitary Equipment Co., Inc.
P.O. Box 836
Orange, Connecticut 96477
March 17, 1979

Schien Body and Equipment Co., Inc.
North on University
Carlinville, Illinois 62626
January 18, 1979

Scientific Brake and Equipment Co.
314 W. Genesee Avenue
Saginaw, Michigan 48602
January 19, 1979

Scorpion, Inc.
Box 300
Crosby, Minnesota 56441
April 29, 1979

Scruggs-Drake Equipment, Inc.
North Twenty-Second and Olive
Decatur, Illinois 62525
January 1, 1979

Sharpsville Steel Equip. Co.
6th & Main Streets
Sharpsville, Pennsylvania 16150
January 2, 1979

Smith-Moore Body Company, Inc.
P.O. Box 27287
Richmond, Virginia 23261
January 18, 1979

Somerset Welding & Steel, Inc.
P.O. Box 628
Somerset, Pennsylvania 15501
January 1, 1979

R/S Truck Body Company, Inc.
P.O. Box 420
Allen, Kentucky 41601
January 1, 1979

Ryder Truck Rental
P.O. Box 5
Red Hill, Pennsylvania 18076
January 1, 1979

Ryder Truck Rental
2770 Bluff Road
Indianapolis, Indiana 46225
January 1, 1979

Spring Valley Dodge, Inc.
19 South Main Street
Spring Valley, New York 10977
April 1, 1979

Steffen, Inc.
623 West 7th Street
Sioux City, Iowa 51103
November 4, 1978

Superior Lima Division
Sheller-Globe Corporation
1200 E. Kibby Street
Lima, Ohio 45802
March 20, 1979

George Swanson & Son, Inc.
5400 Marshall
Arvada, Colorado 80002
November 1, 1978

Thiokol Corporation
Logan Division
2503 North Main Street
Logan, Utah 84321
January 15, 1979

Three R. Industries, Inc.
80380 Scotch Settlement Road
Romeo, Michigan 48065
March 31, 1979

Timpte
5075 East 74th Avenue
Commerce City, Colorado 80022
January 1, 1979

South Florida Engineers, Inc.
5911 E. Buffalo Avenue
P.O. Box 11927
Tampa, Florida 33680
July 2, 1978

Spitt's Welding
RD #5
Steel City Bethlehem, Penn. 18015
May 21, 1979

Triangle Fleet Service
801 Coliseum Blvd. West
Fort Wayne, Indiana 46808
January 11, 1979

Truck Equipment Co.
2900 Wheeler
P.O. Box 837
Fort Smith, Arkansas 72901
January 1, 1979

Truck Equipment Company, Inc.
1911 S.W. Washington Street
Peoria, Illinois 61602
January 18, 1979

Truck Equipment, Inc.
680 Potts Avenue
Green Bay, Wisconsin 54303
January 18, 1979

Truck Equipment, Inc.
1560 N.E. 44th Avenue
P.O. Box 3265
Des Moines, Iowa 50316
January 1, 1979

Truck Equipment Service Co.
800 Oak Street
Lincoln, Nebraska 68521
January 1, 1979

Truck Parts & Equipment, Inc.
4501 West Esthner
Wichita, Kansas 67209
November 11, 1978

Traffic Transport Engineering, Inc.
28900 Goddard Road
Romulus, Michigan 48174
January 1, 1979

Transport Equipment Company
3400-6th Avenue, South
P.O. Box 3817
Seattle, Washington 98124
January 18, 1979

Universal Go Tract of
Georgia Ltd.
Suite 2
5020 South Atlanta Road
Smyrna, Georgia 30080

U.S. Truck Body Co., Inc.
37-21 24th Street
Long Island City, New York 11101
March 30, 1979

Varniman International, Inc.
30 Central Avenue
Farmingdale, New York 11735
January 1, 1979

Vernon Blvd. Truck Equip., Inc.
32-03 Vernon Blvd.
Long Island, New York 11106
June 1, 1978

Volkswagen of America Inc.
27621 Parkview Blvd.
Warren, Michigan 48092
October 11, 1978

Walter Motor Truck Company
School Road
Voorheesville, New York 12186
April 29, 1979

Ward School Bus Manufacturing, Inc.
Highway 65, South
Conway, Arkansas 72032
April 19, 1979

Union City Body Company, Inc.
1015 West Pearl Street
Union City, Indiana 47390
August 15, 1978

Unit Rig & Equipment Company
P.O. Box 3107
Tulsa, Oklahoma 74101
January 1, 1979

Wayne Engineering Corporation
P.O. Box 648
Cedar Falls, Iowa 50613
January 1, 1979

Weston Equipment Company, Inc.
130 Railroad Hill Street
Waterbury, Connecticut 06708
January 3, 1979

Winnebago Industries, Inc.
P.O. Box 152
Forest City, Iowa 50436
March 19, 1979

D.P. Way Corporation
P.O. Box 09336
3822 W. Elm Street
Milwaukee, Wisconsin 53209
December 31, 1979

Wayne Corporation
An Indian Head Company
Industries Road
Richmond, Indiana 47374
October 31, 1978

Westinghouse Aire Brake Company
Construction & Mining Equipment
Group
2300 N.E. Adams Street
Peoria, Illinois 61639

White Motor Corporation
35129 Curtis Boulevard
Eastlake, Ohio 44094
January 18, 1979

Wyman's Inc.
Box 541
Montpelier, Vermont 05602
July 1, 1978

APPENDIX E

COMPANIES LISTED BY THE CANADIAN GOVERNMENT AS MOTOR
VEHICLE MANUFACTURERS as of February 28, 1978

<u>Name and Location</u>	<u>Considered as Manufacturers of:</u>
Almas Metalcraft Inc. Ville D'Anjor, 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
Belgium Standard Industries (Ontario Ltd.), Waterloo, Ont.	Specified Commercial Vehicles
Bobcock Motor Bodies Limited Toronto, Ont.	Specified Commercial Vehicles
Brown H.E. Supply Co., Ltd. North Bay, Ont.	Specified Commercial Vehicles
Canadian Blue Bird Coach Ltd. Brantford, Ont.	Specified Commercial Vehicles
Canadian Kenworth Ltd., Div. Paccar Can. Ltd. Burnaby, B.C.	Specified Commercial Vehicles
Chrysler Canada Ltd. Windsor, Ont.	Specified Commercial Vehicles
Central Truck Body Co. Ltd. Weston, Ontario	Automobiles, Buses and Specified Commercial Vehicles
Collins Manufacturing Co. Ltd. Burnaby B.C.	Specified Commercial Vehicles
Commercial Truck Bodies Ltd. Toronto, Ont.	Specified Commercial Vehicles

<u>Name and Location</u>	<u>Considered as Manufacturers of:</u>
Diesel Equipment Limited Toronto, Ont.	Specified Commercial Vehicles
Eastern Steel Products Company Preston, Ont.	Specified Commercial Vehicles
Edmonton Truck Body Ltd. Edmonton, Alta.	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
Lacasse, V. Ltee. Montreal, P.Q.	Specified Commercial Vehicles

<u>Name and Location</u>	<u>Considered as Manufacturers of:</u>
Larochelle, Phil Equipment Inc. Quebec, P.Q.	Specified Commercial Vehicles
Mond Industries Limited Toronto, Ont.	Specified Commercial Vehicles
Multi-Vans Limited Woodbridge, Ont.	Specified Commercial Vehicles
Prevost Car Inc. Ste. Claire, (Dorchester Co.) P.Q.	Buses
Pullman Trailmobile Canada Limited Brantford, Ont.	Specified Commercial Vehicles
Reliance Truck & Equipment Ltd. Vancouver, B.C.	Specified Commercial Vehicles
Swartz Motor Bodies Ltd. Toronto, Ont.	Specified Commercial Vehicles
Thomas Built Buses of Canada Ltd. Woodstock, Ont.	Buses
Universal Sales Limited Saint, John, N.B.	Specified Commercial Vehicles
Volvo (Canada) Ltd. Toronto, Ont.	Automobiles
Welles Corporation Ltd. Windsor, Ont.	Buses
Wilson's Truck Body Shop Ltd. Truro, N.S.	Specified Commercial Vehicles

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

Name and LocationDesignated by:

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.

Chrysler Truck Centre Ltd.
Rexdale, Ont.

Chrysler Canada Ltd.
Windsor, Ont.

Del Hydraulics Limited
Toronto, Ont.

Diesel Equipment Ltd.
Toronto, Ont.

Edinburgh Electric Ltd.
Toronto, Ont.

Diesel Equipment Ltd.
Toronto, Ont.

Mobile Tank Industries Ltd. ,
Agincourt, Ont.

Almac Metalcraft Inc.
Pointe aux Trembles P.Q.

Pacific Truck and Trailer Ltd.
North Vancouver, B.C.

International Harvester Company
of Canada Ltd.
Hamilton, Ont.

Scot Trucks Ltd.
Debert, N.S.

Universal Sales Limited
Saint John, N.B.

J. J. Taylor and Sons Limited
Concord, Ont.

Diesel Equipment Ltd.
Toronto, Ont.

COMPANIES OPERATING UNDER SPECIAL ORDERS-IN-COUNCIL

<u>Names and Location</u>	<u>Considered as Manufacturers of:</u>
American Motors (Canada) Ltd. Brampton, Ontario	Automobiles
Care Equipment Mfg. Co., Ltd. Ereslan, Ontario	Specified Commercial Vehicles
D & G Roussy Industries, Ltd. London, Ontario	Specified Commercial Vehicles
Dominion Truck Bodies, Ltd. Mississauga, Ontario	Specified Commercial Vehicles
International Harvester Co. of Canada Ltd. Hamilton, Ontario	Automobiles (Travelalls) Specified Commercial Vehicles
McEwan Tougard Industries Bracevridge, Ontario	Specified Commercial Vehicles
Morrison & Co. Ltd. Dorval, Quebec	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, Quebec	Specified Commercial Vehicles
Walter Motor Trucks of Canada Ltd. Almonte, Ontario	Specified Commercial Vehicles
Westank Industries Ltd. Regina, Saskatchewan	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 Ltd. Morris, Manitoba	Specified Commercial Vehicles
Pettibone Canada Ltd. Mississauga, Ontario	Specified Commercial Vehicles
Roberts Truck Equipment Ltd. North Vancouver, B.C.	Specified Commercial Vehicles
S.M.I. Industries Ltd. Montreal, Quebec	Specified Commercial Vehicles
Ontario Bus Industries Ltd. Mississauga, Ontario	Buses
B.T.L. Body Inc. Portneuf, Quebec	Truck Bodies
Sturdy Truck Bodies Kitchener, Ontario	Truck Bodies
Wells Corp Ltd. Windsor, Ontario	Truck Bodies
Thermo-King Western Ltd. Edmonton, Alberta	Specified Commercial Vehicles
White Western Stor Div. of White Motor Co. of Canada Ltd.	Specified Commercial Vehicles