

91st Congress }
2d Session }

COMMITTEE PRINT

CANADIAN AUTOMOBILE AGREEMENT

FOURTH 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*



NOVEMBER 10, 1970

Printed for the use of the Committee on Finance

U.S. GOVERNMENT PRINTING OFFICE

52-389 O

WASHINGTON : 1970

For sale by the Superintendent of Documents, U.S. Government Printing Office
Washington, D.C. 20402 - Price 36 cents

S 362 - 1

COMMITTEE ON FINANCE

RUSSELL B. LONG, Louisiana, *Chairman*

CLINTON P. ANDERSON, New Mexico

ALBERT GORE, Tennessee

HERMAN E. TALMADGE, Georgia

EUGENE J. McCARTHY, Minnesota

VANCE HARTKE, Indiana

J. W. FULBRIGHT, Arkansas

ABRAHAM RIBICOFF, Connecticut

FRED R. HARRIS, Oklahoma

HARRY F. BYRD, Jr., Virginia

JOHN J. WILLIAMS, Delaware

WALLACE F. BENNETT, Utah

CARL T. CURTIS, Nebraska

JACK MILLER, Iowa

LEN B. JORDAN, Idaho

PAUL J. FANNIN, Arizona

CLIFFORD P. HANSEN, Wyoming

TOM VAIL, *Chief Counsel*

EVELYN R. THOMPSON, *Assistant Chief Clerk*

LETTER OF TRANSMITTAL

To the Congress of the United States:

I hereby transmit the fourth annual report on the implementation of the Automotive Products Trade Act of 1965. The report contains information with respect to the United States-Canada Automotive Products Agreement, including automotive trade, production, prices, and employment in 1969. Also included is other information relating to the activities under the Act.

RICHARD NIXON.

THE WHITE HOUSE, *November 10, 1970.*

CONTENTS

	Page
I. INTRODUCTION AND SUMMARY.....	1
II. PRODUCTION IN THE MOTOR VEHICLE INDUSTRY, UNITED STATES AND CANADA	6
1. Expenditures by Automobile Manufacturers for Plants and Equipment in the United States and Canada.....	7
2. Retail Sales.....	7
III. RELATIVE PRICES OF AUTOMOBILES IN THE UNITED STATES AND CANADA.....	9
IV. EMPLOYMENT IN THE AUTOMOTIVE INDUSTRY, UNITED STATES AND CANADA.....	11
V. UNITED STATES AND CANADIAN AUTOMOTIVE TRADE.....	13
1. Trade in Motor Vehicles and Parts.....	13
2. United States - Canadian Automotive Trade Statistics.....	17
3. United States Automotive Trade with Countries Other Than Canada.....	20
4. Canadian Automotive Trade with Countries Other Than the United States.....	21
VI. IMPLEMENTATION OF THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965.....	22
1. United States Adjustment Assistance.....	23
2. Canadian Adjustment Assistance.....	23
3. Current Discussions.....	24
4. General Agreement on Tariffs and Trade (GATT) Waiver.....	26
5. Determination of "Bona Fide Motor Vehicle Manufacturer".....	27
VII. STATISTICAL TABLES.....	29
VIII. APPENDIXES.....	54

CANADIAN AUTOMOBILE AGREEMENT

I. INTRODUCTION AND SUMMARY

INTRODUCTION

During 1969, trade in automotive products between the United States and Canada continued to increase and automotive industry production was further integrated and rationalized as a result of operations under the United States-Canada Automotive Products Agreement of 1965.^{1/}

The Agreement sets forth three objectives: (1) the creation of a broader market for automotive products within which the full benefits of specialization and large-scale production can be achieved; (2) the liberalization of United States and Canadian automotive trade in respect 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; 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, approved by Congress on October 21, 1965,

^{1/} App. A.

resulted in removal of U. S. duties on certain Canadian motor vehicles and original equipment automotive parts.^{1/} The President proclaimed the entry into force of the tariff modifications retroactive to January 18, 1965.^{2/}

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

Individual Canadians who import motor vehicles from the United States must pay a duty while both individuals and firms in the United States may import vehicles covered by the Agreement duty-free. In both countries, only bona fide manufacturers may import original equipment parts and accessories duty-free under the Agreement. In addition to the limitations set forth in Annex A, the Canadian Government was given by the motor vehicle manufacturers certain Letters of Undertaking to increase Canadian value added. These letters expired on July 31, 1968.

1/ App. B

2/ App. C

SUMMARY

In 1969, as during previous years, the rapid expansion of automotive products trade between the United States and Canada continued under the stimulus of the Automotive Agreement. Considerable progress has been made toward the goal identified in the Agreement of a single integrated motor vehicle industry serving the needs of the combined United States - Canadian market.

Complete realization of the objectives of the Agreement has been impeded by the continued existence of the restrictions to the free flow of trade set forth in Annex A. As stated in the Third Annual Report, developments in the trade in automotive products between the two countries indicate these restrictions have served their purpose. Accordingly in 1969 the United States initiated discussions with Canada for the purpose of eliminating the restrictive measures.

United States and Canadian Government representatives met in Washington November 12-13, 1969, to discuss moving toward the elimination of the transitional restrictions on Canadian imports of motor vehicles and original equipment parts from the United States. To date the two governments have been unable to agree on the specific conditions under which the transitional restrictions in Annex A would be eliminated. However, the United States intends to pursue in continuing consultations with the Canadian Government the attainment of full freedom in the flow of automotive trade covered in the Agreement.

Canada continues to be the major customer for and supplier of automotive products to the United States, accounting for 68.8 percent of all United States automotive exports and 65.6 percent of United States automotive imports in 1969. Two-way trade in automotive products reached a total of \$6.3 billion in 1969 compared to \$4.8 billion in 1968 and \$731 million in 1964.^{1/}

United States automotive exports to Canada have increased substantially from \$660 million in 1964 to \$2.6 billion in 1968 and \$3.2 billion in 1969. Automotive imports from Canada grew even more rapidly from \$71 million in 1964 to nearly \$2.3 billion in 1968 and \$3.1 billion in 1969. The Agreement has also stimulated a substantial expansion of trade in allied products, such as machinery and equipment used in automotive production.

The net United States surplus in automotive trade with Canada increased from \$589 million in 1964 to \$704 million in 1965, but declined thereafter to \$586 million in 1966, \$561 million in 1967, \$320 million in 1968 and \$97 million in 1969 on an actual transaction value basis. Available data indicate that the United States will probably have a deficit in 1970. The trend toward a negative United States automotive trade balance with Canada resulted primarily from continued expansion of Canadian production together with less than anticipated growth of North American type car sales in Canada. Canadian production has been stimulated in part by the transitional arrangements in Annex A of the Agreement and

^{1/} Table, p. 14. based on transaction values. See discussion of trade statistics, p. 13.

related undertakings, but indications are that current production decisions are based on market factors.

Gradual integration of the United States and Canadian industries has continued to decrease the differential between higher Canadian prices and lower U. S. prices for comparable cars, but has not eliminated it.

Production of motor vehicles in the United States in 1969 was 10.2 million units, a decrease of 614,500 units from 10.8 million units in 1968. Motor vehicle production in Canada was 1.35 million units in 1969, an increase of 170,000 units from the 1968 level of 1.18 million units. Certain car models are no longer produced in Canada and Canadian demand for such models is supplied entirely from the United States. Similarly, Canadian assembly plants now specialize in 18 models with longer and more efficient production runs.

Employment in the U. S. automotive products industry grew from an annual average of 867,800 in 1968 to 905,900 in 1969. Canadian automotive industry employment expanded from 83,400 to 90,500 during the same period.

The period within which workers or firms in the United States adversely affected by the Agreement could apply for adjustment assistance under the Automotive Products Trade Act of 1965 expired July 1, 1968. During this period 21 groups of workers filed petitions, 14 of which (covering about 2,500 workers) were approved. No firms applied for adjustment assistance. Through December 1969, about \$4.1 million in benefits had been disbursed.

II. PRODUCTION IN THE MOTOR VEHICLE INDUSTRY, UNITED STATES AND CANADA

The United States and Canada combined produced 11,555,000 motor vehicles in 1969, a decrease of 3.7 percent from the 11,999,500 units produced in 1968. The United States produced 10,205,000 of this total, compared with 10,819,500 in 1968.^{1/} Canada produced 1,350,000 motor vehicles in 1969, an increase of 14.4 percent from the 1,180,000 units produced in 1968.^{2/} The United States produced 614,500 fewer units and Canada produced 170,000 more units in 1969 than in 1968. The decrease in production began in May in the United States and continued at lower rates through the end of the year. The United States share of total vehicle assembly was 92.9 percent in 1965, 90.2 percent in 1968, and 88.3 percent in 1969. Canadian vehicle assembly incorporated a significant quantity of parts and accessories manufactured in the United States.

The United States produced 8,224,300 passenger cars and 1,980,700 trucks and buses in 1969. This number of passenger cars was 7 percent below the 8,847,800 units produced in 1968, and the second lowest annual rate of production during the period 1965-69. Truck and bus production in 1969, however, reached an all-time high.

The total estimated value of U. S. factory sales (unduplicated) of automotive products in 1969 was \$35.2 billion,^{3/} a 2 percent increase

^{1/} Table 2, p. 30.

^{2/} Table 3, p. 31.

^{3/} Table 1, p. 29.

over 1968, and 13.9 percent above 1965. Automobiles were the major component in factory sales with a 1969 value of \$21.7 billion. Factory sales of replacement parts for domestic use and parts and accessories for export were \$6.9 billion, up 9.5 percent from 1968.

Canada produced 1,033,300 passenger cars and 316,700 trucks and buses in 1969, a 14.6 percent increase over the 900,900 passenger cars produced in 1968 and a 13.4 percent increase over the 279,100 trucks and buses produced in that year. Estimates of the value of Canadian factory sales (unduplicated) of automotive products are not available.

1. Expenditures by Automobile Manufacturers for Plants and Equipment in the United States and Canada

The four major automobile manufacturers reported expenditures in 1969 in excess of \$1,585 million for plants and equipment for motor vehicle assembly and parts production in the United States and Canada. Of this total \$1,507 million was invested in the United States (an increase of 13 percent over 1968) and \$78 million in Canada (a decrease of 4 percent over 1968). Other manufacturers of automotive products also made new investments, but data on these investments are not available.

2. Retail Sales

Retail sales of new motor vehicles from all sources increased in both the United States and Canada during 1969.^{1/} Retail sales in the U. S. market as a percent of the combined North American market dropped slightly from 92.8 percent in 1968 to 92.7 percent in 1969.

^{1/} Source: U. S. Automobile Manufacturers Association and Canadian Bureau of Statistics.

Total new motor vehicle retail sales in the United States in 1969 were 11.5 million units, of which 9.5 million were passenger cars and 2.0 million were trucks and buses. Total retail sales in Canada in 1969 were 914,100 units, of which 757,600 were passenger cars and 156,500 were trucks and buses.

a. North American Produced Vehicles

During 1969, U. S. retail sales of North American type cars decreased 1.9 percent from 1968 and Canadian sales of this type of vehicle remained almost constant with 638,000 units sold in 1969 versus 637,400 units sold in 1968.

b. Overseas Produced Vehicles

In 1969, sales of overseas manufactured cars continued to make inroads into both the U. S. and Canadian markets. Sales of such cars in the United States increased from 975,400 units in 1968 to 1,059,800 units in 1969, or 8.7 percent. Sales of these cars in Canada increased from 104,500 units in 1968 to 119,600 units in 1969, up 14.4 percent. Imported cars (excluding those from Canada) comprised 10.2 percent of the 1968 United States market; this market share increased to 11.1 in 1969. Sales of foreign cars (excluding imports from the United States) comprised 14.1 percent of the 1968 Canadian market; in 1969 the market penetration was 15.8 percent.

III. RELATIVE PRICES OF AUTOMOBILES IN THE UNITED STATES AND CANADA

While wholesale automotive prices of comparable automobiles remain higher in Canada than in the United States, the difference in the wholesale price, as shown in tables 6, 7, and 8, has decreased steadily from over 9 percent of the United States price in 1964 to approximately 4 percent of the United States price in 1969 (1970 models).

Tables 6-8 compare prices in the United States and Canada for three typical 1965, 1968 - 1970 passenger car models in different price ranges.^{1/} The two models in tables 6 and 7 are manufactured in both the United States and Canada; the third model (table 8) is manufactured only in the United States. The wholesale price differential of the higher-priced model (table 8) decreased from 10 percent over the United States price for the 1969 model to 9.6 percent above the United States price for the 1970 model. This change of 0.4 of a percentage point corresponded to a decrease of 0.3 of a percentage point for the lower-priced models.^{2/}

The retail price differential between the price of comparable cars in the United States and Canada has remained greater than the wholesale price differential during 1964-69, and has narrowed somewhat less due to

^{1/} Table 6, p. 34; table 7, p. 35; table 8, p. 36.

^{2/} Tables 6 and 7

different tax rates and other factors. For example, the United States excise tax on automobiles was reduced from 10 to 7 percent in 1965, while the manufacturer's sales tax in Canada was increased from 11 to 12 percent in 1967. The percentage by which Canadian retail prices exceeded United States retail prices decreased by 0.3 percentage points between the 1969 and 1970 models in the case of all three passenger cars shown in tables 6, 7, and 8.

Tables 6-8 are designed to show price differentials rather than year-to-year price movements. The price differentials from one year to the next result in part from option changes, added safety and emission control equipment and other competitive pricing actions. Year-to-year price movements are best followed by reference to the price indexes in tables 4 and 5.^{1/}

Both the wholesale and retail prices of automobiles, trucks, and parts rose in the United States and Canada in 1969. The price index for passenger cars and trucks in the United States rose more than the Canadian index. The price index for parts and accessories increased even more, again with a greater increase in the United States. The price indexes in tables 4 and 5 are annual averages and thus reflect both 1969 and 1970 model prices. Comparison between the two tables should be undertaken with caution since the indexes are not fully comparable for the two countries.

^{1/} Table 4, p. 32 ; table 5, p. 33.

IV. EMPLOYMENT IN THE AUTOMOTIVE INDUSTRY, UNITED STATES AND CANADA

The average annual employment in the United States automotive industry (SIC Code 371) was 905,900 in 1969, an increase of 4.4 percent over the 867,800 in 1968. The average annual automotive employment in Canada was 90,500 in 1969, an increase of 8.5 percent over the 83,400 in 1968. Tables 9 and 10 covering trends in employment in the United States and Canadian automotive industries show only aggregate employment averages and do not take into account the hours worked by individuals.^{1/}

Employment in the United States

Total motor vehicle and equipment industry employment in the United States was 842,700 (annual average) in 1965 and, with the exception of 1967, increased each year to a total of 905,900 in 1969.

Employment increased in all segments of the industry in 1969, led by motor vehicles (SIC 3711) with an increase of 14,400, and parts and accessories (SIC 3714) with an increase of 7,500. Employment in the passenger car body segment (SIC 3712) increased 1,300, and the truck and bus body segment (SIC 3713) increased by 3,700.

Employment in Canada

Total employment in the Canadian automotive products industry was 80,000 (annual average) in 1965 and increased to 90,500 in 1969.

Canadian employment in the automotive industry in 1969 also showed increases over 1968 in each segment. The assembling segment (SIC 323)

^{1/} Table 9, p. 37 ; table 10, p. 38.

increased from 41, 500 employees to 44, 400 employees. The increase in the parts and accessories segment was from 35, 400 employees in 1968 to 38, 400 employees in 1969.

V. UNITED STATES AND CANADIAN AUTOMOTIVE TRADE

1. Trade in Motor Vehicles and Parts

Total automotive trade between the United States and Canada, adjusted for transaction values, ^{1/} grew to \$6.3 billion in 1969, an increase of 29 percent over 1968 and about 8 times the level in 1964, the year prior to the Agreement. United States automotive exports to Canada were \$3,186 million and imports were \$3,089 million in 1969. The rapid expansion of automotive trade is due primarily to the Agreement.

These data, which are considered to be the best available (for a discussion of the alternate and previous series, see the next chapter), indicate that almost the entire net reduction of our trade balance with Canada occurred during the last two years. In 1967, the United States automotive trade surplus with Canada was \$561 million, as compared with \$589 million in 1964, a decline of only \$28 million over a three-year period. In 1968, there was a further decline of \$241 million; in 1969, the decline was \$223 million and available data indicates that the United States will probably have a deficit in 1970. The negative trend resulted from slow growth in the Canadian market combined with greatly expanding Canadian production which flowed predominantly to the United States.

The United States realized an export surplus of \$1,228 million in parts and accessories for 1969, up from a \$933 million surplus in 1968 and \$780 million in 1967. In motor vehicles the United States deficit in trade increased in 1969 to \$1,132 million from \$613 million in 1968 and \$219 million in 1967.

As United States motor vehicle imports from Canada have increased, United States exports of parts to Canada have also increased but to a lesser degree; parts sourced in the United States account for an estimated one-half of the value of all parts used in Canadian built vehicles.

^{1/} Table, p. 14 and section on United States-Canadian automotive trade statistics, p. 17.

UNITED STATES - CANADA TRADE IN AUTOMOTIVE PRODUCTS^{1/}
(millions of U.S. dollars)

Subject	1964	1965	1966	1967	1968	1969 ^{2/}
U.S. Exports to Canada						
Passenger Cars	45.4	114.0	275.6	563.0	703.6	748.8
Trucks, buses, chassis ^{2/}	17.4	45.5	83.6	138.3	166.6	249.7
Parts and accessories ^{2/}	597.1	771.7	1,037.9	1,254.3	1,716.0	2,187.4
Total Exports	659.9	931.1	1,397.1	1,955.6	2,586.2	3,185.9
U.S. Imports from Canada						
Passenger cars	17.9	68.5	316.0	692.1	1,114.2	1,550.3
Trucks, buses, chassis	3.8	19.3	135.0	228.3	369.2	580.0
Parts and accessories	49.3	139.2	360.2	474.1	783.0	958.9
Total Imports	71.0	227.0	811.2	1,394.5	2,266.4	3,089.2
U.S. Net Exports	588.9	704.1	585.9	561.1	319.8	96.7
Memo entry						
Snowmobiles included in exports of trucks, above	-	-	-	-	-	5.5
Snowmobiles included in imports of trucks, above	-	-	14.5	36.4	60.6	110.9

^{1/} As measured by actual transaction values.

Tires and tubes not included. Figures may not add to totals due to rounding.

^{2/} Preliminary and subject to revision.

^{3/} As measured by Canadian import statistics.

Source: U.S. exports. Cars, Trucks: U.S. Bureau of Census. Parts and accessories: Dominion Bureau of Statistics. (parts imports from U.S. used as measure of U.S. parts exports to Canada, converted to U.S. dollars, \$0.925).
U.S. imports. Cars, Trucks: U.S. Bureau of Census directly reported transaction values for 1969; prior years reported by industry. Parts and accessories: U.S. Bureau of Census.

U. S. imports of cars from Canada in 1969 rose 39 percent to \$1, 550 million; exports of cars to Canada increased 6 percent to \$749 million.

U. S. imports of passenger cars from Canada have exceeded exports since 1966. In general, imports from Canada are in the popular price range; exports to Canada are most often higher-priced low-volume models.

United States - Canada trade in trucks, buses and chassis also continued to increase in 1969. U. S. exports to Canada increased 50 percent to \$250 million and imports from Canada rose 57 percent over 1968 to \$580 million during 1969. In this category U. S. imports have exceeded exports since 1966. U. S. imports of snowmobiles from Canada (included in truck imports) in 1969 were \$111 million, an increase of 83 percent over 1968. Canadian imports of snowmobiles from the United States amounted to \$5. 5 million in 1969. Snowmobile exports were not reported separately prior to January 1969 in U. S. export data.

Exports of automotive parts and accessories to Canada grew 27 percent to \$2. 2 billion in 1969. Exports in 1964 amounted to \$597 million. Large export increases have occurred in such categories as miscellaneous parts and accessories for assembly, wheels and brakes for assembly, ball bearing parts, auto radios and toughened safety glass. Imports of parts and accessories increased 22 percent to \$959 million. Parts trade with Canada generated a U. S. surplus of \$1. 2 billion in 1969 and as in past years continued to more than offset the U. S. deficit in trade in motor vehicles.

In 1969 exports of parts and accessories accounted for 69 percent of total U. S. automotive exports, down from 90 percent in 1964.

Imports of parts and accessories in 1969 were 31 percent of total imports, down from 69 percent in 1964. Despite annual increases in the volume of parts trade, the percentage of total automotive trade represented by parts and accessories has declined due to the rationalization of motor vehicle assembly in the United States and Canada, resulting in increased transfers of finished vehicles between the two countries.

The Agreement provides for the duty-free entry into both countries of parts and accessories to be used as original equipment in the assembly of new vehicles; it excludes replacement parts from duty-free status. Import data for each of the duty-free tariff items established by the Automotive Products Trade Act of 1965 are presented in table 11. Imports from Canada of most of these items have increased since 1965. Particularly large growth has occurred in toughened glass, hinges, fittings, engines and engine parts, air conditioning machines and parts, wheels, radiators, and motor vehicle furniture. In 1969 the United States imported \$886 million of original equipment parts duty-free, and \$73 million of dutiable parts from Canada for replacement purposes.^{1/}

The foregoing data on United States-Canadian trade in automotive products do not include such ancillary items as tires and tubes, raw and semi-finished materials such as rubber and steel, nor the machinery and equipment used in the production of vehicles and components. Production and trade in these items have increased significantly under the influence of the Agreement, but determining the size of these increases has been statistically impracticable.

^{1/} Table 12, p. 45.

2. United States-Canadian Automotive Trade Statistics

In the Second and Third Annual Reports on the operation of the Automotive Products Trade Act of 1965^{1/} the export trade of each country was measured by the import data from the other country to present a more accurate measure of total automotive trade. This was desirable because the export parts classifications of both countries are not as detailed as are the import classifications and significant exports of automotive parts are not identified as automotive in U. S. export statistics. Hence both U. S. and Canadian automotive parts export figures are understated. The difference between the automotive export data of one country and the import data of the other has become greater as trade has increased.

In addition, import statistics are overstated in value because the U. S. Customs Bureau by law assesses value for customs purposes as the wholesale market value in the country of origin. In fact, inter-company transfers under the Agreement occur at prices approximately 15 percent lower than the wholesale market value.^{2/} Accordingly use of actual transaction values is desirable in order to obtain a more accurate measure of trade under the Agreement.

^{1/} Second Annual Report of the President to the Congress on the operation of the Automotive Products Trade Act, 1965, printed for use by the Senate Committee on Finance, May 21, 1968; Third Annual Report printed July 17, 1969.

^{2/} Canadian vehicle import statistics as used in the Third Annual Report also contain a valuation overstatement similar to that in the U. S. import statistics and therefore are not used in this report. Bureau of the Census vehicle export statistics are used and are on transaction value basis. No classification problem exists for vehicles. Although U. S. vehicle export numbers do not precisely agree with Canadian vehicle import numbers, when Canadian statistics are similarly corrected for valuation the results should not differ appreciably.

Both wholesale market values in Canada and transaction values are shown on import documents. However, prior to January 1, 1969, only the wholesale market values were readily available to the Bureau of the Census for tabulation. These values continue to be used by Census in tabulating import statistics. Because they reflect world-wide automotive trade, tables 12, 13, and 15 employ wholesale market values.

Effective January 1, 1969, Customs provided to Census transaction values for Canadian automotive trade along with the traditional wholesale market values. The table, UNITED STATES-CANADA TRADE IN AUTOMOTIVE PRODUCTS, on page 14 is based on transaction values. This table encompasses all automotive trade between the two countries including both duty-free trade under the provisions of the Agreement and dutiable automotive products such as replacement parts and special purpose vehicles not covered in the Agreement. ^{1/}

^{1/} The Third Annual Report contained on page 10 a table on United States Canada automotive trade using United States and Canada import data. While the trends shown by this table are quite similar to the trends shown by the table in this report on page 14, the absolute amounts differ in reflection of the correction for valuation. The 1969 numbers prepared on the same basis as the above-noted table in the Third Annual Report are given for comparison information as follows: U. S. exports to Canada as measured by Canadian import statistics, passenger cars \$813.5 million; trucks, buses and chassis \$254.1 million; parts and accessories \$2,187.4 million; total exports \$3,255 million. U. S. imports from Canada; passenger cars \$1,826.6 million; trucks, buses and chassis \$680.5 million; parts and accessories \$958.9 million; total imports \$3,466.0 million. The overall United States import deficit without adjustment for valuation was \$211 million.

The memo entry given in the table on page 14 shows the trade in snowmobiles which is contained within the automotive trade statistics. During the earlier years of the Automotive Agreement, snowmobiles, if known at all, were not recognized as a significant article of commerce. In the United States Tariff Schedules snowmobiles are grouped with trucks and as such have been accorded duty-free entry under the Agreement. While imports of snowmobiles into Canada are not covered by the Agreement, the Canadian Government has accorded reciprocal duty-free entry of snowmobiles into the Canadian market by administrative action. Prior to 1969 United States export statistics for snowmobiles were contained in a basket category and were not separately identifiable. In 1969 separate snowmobile export statistics show exports to Canada of \$5.5 million; the imports of snowmobiles amounted to \$111 million, or nearly 20 percent of the \$580 million truck, bus and chassis category. Snowmobile imports have been rising rapidly since 1966 when a value of \$14 million was recorded. The net deficit in 1969 for snowmobiles alone was \$105 million.

A sub-group on statistics, established by the group of officials of the United States and Canadian Governments concerned with discussions on the Automotive Agreement, have held two meetings to review the problem of establishing more comparable statistical reporting methods. The first meeting was held in Ottawa on December 15-16, 1969, and the second meeting in Washington on February 2-3, 1970. It was agreed in principle that each country would cooperate with the other in developing a more

uniform approach to statistical measurement of trade in automotive products between the two countries, based upon import statistics of each country and actual transaction values.

3. United States Automotive Trade with Countries Other Than Canada

Exports from the United States to countries other than Canada grew to \$1,261 million in 1969, up \$87.0 million from 1968. At the same time imports from such countries rose to \$1,819 million, up \$171 million from 1968. Imports of passenger cars, primarily subcompacts, accounted for 85.2 percent of the automotive products imports from countries other than Canada.

As indicated in table 15, West Germany has been consistently the principal source, other than Canada, of United States automotive imports. Total imports from that country rose from \$638 million in 1967 to \$993 million in 1968, but declined by 4 percent from the 1968 level to \$955 million in 1969. Japan took second place from the United Kingdom in 1968 with automotive exports to the United States valued at \$266 million. In 1969 Japanese exports to the United States increased to \$436 million.

Aside from Canada, Mexico has been the greatest single market for United States automotive exports since 1965. In 1968 the European communities imported less than half as much United States automotive merchandise by value as Mexico. While exports to the European Communities rose slightly in 1969, Mexico still held a substantial lead.

4. Canadian Automotive Trade With Countries Other Than the United States

In 1969 Canada exported \$195 million worth of automotive products to countries other than the United States, an increase of \$14 million over the \$181 million exports to such countries in 1968. Its imports of automotive products from countries other than the United States amounted to \$310 million in 1969, in comparison with imports of \$212 million in 1968.

Like the United States, Canada experienced an increase in its automotive trade deficit with third countries. The United Kingdom, traditionally the leading source of Canadian automotive imports (other than the United States) yielded first place among suppliers of automotive imports in 1968 to West Germany, but regained the lead in 1969. In that year 15.8 percent of all passenger cars sold in Canada were manufactured in third countries.

Canadian automotive exports to countries other than the United States are dispersed among a number of countries with relatively small concentrations in any one country. Venezuela, Australia, and South Africa were the principal markets for Canadian exports.

VI. IMPLEMENTATION OF THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965

The actions necessary to implement the Automotive Products Trade Act of 1965 were taken in 1965 and 1966. The Automotive Adjustment Assistance Board was established, the General Agreement on Tariffs and Trade (GATT) waivers essential to implementation of the Agreement were obtained, and a bona fide list of United States manufacturers was published. The two governments jointly reviewed operations in 1968 as required by the Agreement.^{1/} A further review begun in October 1969 continues. Current negotiations involve (1) the United States position with Canada that the transitional measures restrict exports of motor vehicles to Canada and should be terminated in order to achieve more fully the objectives of the Agreement (2) deliberations on additional automotive products that might be given duty-free treatment by the two governments and (3) the establishment of reporting procedures acceptable to all interested parties that would make an analysis of trade statistics pertinent to the Agreement more accurate.

^{1/} Article IV (c) of the Agreement provided that the two governments should, no later than January 1, 1968, jointly review the progress made toward achieving the objectives set forth in Article I of the Agreement. The review began in December 1967 and concluded in August 1968. A special report on this review was submitted by the President on September 4, 1968 and appears in House of Representatives Document No. 379, 90th Congress, second session.

1. United States Automotive Adjustment Assistance

The Automotive Products Trade Act of 1965 provided special transitional 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 the Act, petitions for adjustment assistance were filed by 21 groups of workers. Certifications were issued in 14 of the cases covering 2,500 workers in six states. Seven petitions were denied. Of the workers who were certified as eligible for assistance, approximately 1,950 actually received weekly payments. No petitions were submitted by firms.

In 1969, weekly payments of up to \$80 to workers certified before June 30, 1968, amounted to \$253,000. An average of less than 20 workers collected benefits in the first part of 1969 and by December benefit payments had ceased almost entirely. Total assistance allowance payments which had been made under the Act--from 1965 through December 1969--were about \$4.1 million.

2. Canadian Adjustment Assistance

The adjustment assistance program in Canada, which has been extended to June 30, 1971, provides transitional assistance benefits to workers laid off because of the implementation of the Agreement. The program also establishes a source of funds for firms which are adversely affected by the Agreement or would not otherwise be able to secure funds for expansion or conversion to take advantage of the opportunities resulting from the automotive program.

3. Current Discussions

United States and Canadian Government representatives met in Washington November 12-13, 1969, to discuss moving toward the elimination of the transitional restrictions on Canadian imports of motor vehicles and parts from the United States.

Because of the disparity in size of the automotive industries and relative costs of production in the two countries at the time the Agreement was negotiated, Canada requested special transitional arrangements until its smaller industry could adjust operations to the much larger North American market. Under Annex A of the Agreement, Canada accords duty-free treatment to motor vehicles and original equipment parts only when imported by qualified manufacturers.^{1/} These manufacturers are required to maintain at least the same ratio of production of vehicles in Canada to sales in Canada as prevailed during the model year 1964, and also maintain in automotive production a Canadian value added at least equal to that attained in vehicles of the same class in model year 1964.

In separate arrangements with the Government of Canada, Canadian motor vehicle manufacturers undertook, in addition, to increase by the end of 1968 vehicle model year (July 31, 1968) the dollar value of Canadian value added in the production of vehicles and parts by a stated amount above that achieved in model year 1964. The additional Canadian value added in these undertakings totaled \$241 million. In the 1965 separate undertakings, the Canadian manufacturer also agreed to increase annually Canadian value added by a percentage of growth in the Canadian market. These separate arrangements expired July 31, 1968. If the President finds that any manufacturer has entered into any other undertaking, by reason of Canadian governmental action, to increase Canadian value added to vehicles or original equipment parts, the

^{1/} Appendix E

President will report such findings to Congress with recommendations in accordance with Section 205 of the Automotive Products Trade Act.

The production requirements cited above have been met, and in fact exceeded, by motor vehicle manufacturers in Canada. Production in both the United States and Canada in 1969 reflected the increasing advantage of the rationalization objectives of the Agreement. Indications are that the industry has reached the stage where economic decisions based upon the North American market are, as a whole, determining where specific models of motor vehicles are to be produced and where facilities are to be constructed; and under the terms of the Agreement the industry should be permitted to continue to do so. The continued existence of the transitional measures, however, represents an unnecessary burden on the automotive industry, and is an obstacle to full realization of the Agreement objectives.

Retention of these measures as permanent features of the Agreement would be contrary to the premise on which the United States entered the Agreement, namely, that market forces would be allowed to determine the most economic pattern of investment production, and trade.

The means of progressing further toward full achievement of the objectives of the Agreement were first examined during the 1968 joint United States - Canadian review. The current consultations with the Government of Canada also have been held with a view toward working to achieve fully the objectives of the Automotive Agreement, particularly "the development of conditions in which market forces may operate effectively to attain the most economic pattern of investment, production and trade." The United States stressed that the three transitional restrictions in Annex A -- Canadian value added, production-sales ratio, and duty-free entry restricted to manufacturers - were

no longer warranted and that a timetable should be set for their elimination. However, Canadian representatives continue to express concern for the economic viability of the smaller Canadian industry.

The United States representatives pointed out that there was every indication that the companies are making decisions on an economic basis and would continue to do so.

Although some progress toward elimination of the transitional restrictions in Annex A now appears possible, to date the Governments of the United States and Canada have been unable to agree on the specific conditions under which the transitional restrictions in Annex A would be eliminated. The United States intends to pursue elimination of these restrictions in continuing consultations with the Canadian Government.

4. General Agreement on Tariffs and Trade (GATT) Waiver

Article I of the General Agreement on Tariffs and Trade (GATT) provides for the extension of unconditional most-favored-nation treatment with respect to customs duties levied on products imported from the GATT contracting parties. Under the Automotive Agreement certain automotive products are allowed duty-free entry into the United States only when imported from Canada. It was, therefore, necessary for the United States to obtain a waiver of its GATT obligations to the extent required to put the Agreement into effect. The waiver was approved on December 20, 1965, and provided for an annual report and a review by the GATT contracting parties after 2 years, and, if necessary, biennially thereafter. The United States reports to GATT have been based on the first three annual reports by the President to Congress on the operation of the Automotive Products Trade Act.

The GATT Council of Representatives took note of the Third Annual Report at a meeting in October 1969. The Council informed the GATT contracting parties of this action during the 26th session of the contracting parties in February 1970.

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

5. Determination of "Bona Fide Motor Vehicle Manufacturer"

Under the Automotive Products Trade Act of 1965 imports of duty-free Canadian original motor vehicle equipment are limited to imports made pursuant to an order, contract, or letter of intent from a bona fide motor vehicle manufacturer in the United States. The Act defines such a manufacturer as a person who, upon application to the Secretary of Commerce, is determined by the Secretary to have produced no fewer than 15 complete motor vehicles in the United States during the previous 12 months and to have installed capacity in the United States to produce 10 or more complete motor vehicles per 40-hour week.

The Secretary of Commerce delegated this responsibility to the Administrator, Business and Defense Services Administration.^{1/} Rules and regulations are published in Part 301 of Title 19 of the Code of Federal Regulations. These outline procedures for filing applications and

^{1/} The Business and Defense Services Administration is now the Bureau of Domestic Commerce

set out the qualifications of a bona fide motor vehicle manufacturer. They also provide for preparation, maintenance, and publication of a list of these manufacturers.

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

As of March 1, 1970, a total of 166 U. S. manufacturers had been certified as "bona fide motor vehicle manufacturers."^{1/} Certification of a manufacturer is valid for a 12-month period from the date the Administrator determines the manufacturer is qualified, and is renewable. The certified manufacturers are engaged in one or more of the following types of business: (1) manufacturer of motor vehicles, including motor vehicle chassis; (2) manufacture and assembly of motor vehicle bodies, trailer hitches known as fifth wheels on truck tractors, and other motor vehicle equipment on new chassis; and (3) assembly and installation of motor vehicle equipment on new chassis, including fifth wheels.

The 166 manufacturers are located in 38 states with Ohio, Michigan, Wisconsin, Minnesota, Illinois, California, Indiana, New Jersey, and Pennsylvania in that order, topping the list in number of establishments.

^{1/} App. D.

VII. STATISTICAL TABLES

TABLE 1.--ESTIMATED TOTAL VALUE ^{1/} (UNDULICATED) OF U.S. FACTORY SALES OF AUTOMOTIVE PRODUCTS, SIC 371, 1965-1969

(In billions of U.S. dollars)

Item	1965	1966	1967	1968	1969
Passenger cars, domestic and export ^{2/}	21.2	20.5	18.2	22.3	21.7
Trucks, buses, truck-tractors, etc., domestic and export ^{3/}	4.6	4.7	4.2	5.3	5.9
Truck trailers, domestic and export	.5	.6	.5	.6	.7
Replacement parts and accessories, domestic	3.4	3.6	3.8	4.2	4.5
Export of parts and accessories	1.2	1.5	1.6	2.1	2.4
Total domestic and export	30.9	30.9	28.3	34.5	35.2

^{1/} Value f.o.b. plants; excludes excise tax.

^{2/} Based on values with standard equipment, adjusted to include an estimate for optional equipment.

^{3/} Includes truck and bus chassis sold separately; also truck and bus bodies.

Source: BDSA based on Automobile Manufacturers Association and Bureau of Census data.

TABLE 2.--U.S. MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965-69

(In thousands of units)

Calendar years	Passenger cars	Trucks and buses	Total
1965	9,335.2	1,802.6	11,137.8
1966	8,604.7	1,791.6	10,396.3
1967	7,412.7	1,611.1	9,023.8
1968	8,847.8	1,971.7	10,819.5
1969 ^{1/}	8,224.3	1,980.7	10,205.0

^{1/} Subject to revision

Source: Automobile Manufacturers Association

TABLE 3.--CANADIAN MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965-69

(in thousands of units)

Calendar years	Passenger Cars	Trucks and buses	Total
1965	706.8	139.8	846.6
1966	701.5	200.6	902.1
1967	720.8	226.4	947.2
1968	900.9	279.1	1,180.0
1969 ^{1/}	1,033.3	316.7	1,350.0

^{1/} Preliminary

Source: Dominion Bureau of Statistics

**TABLE 4.--PRICE INDEXES FOR AUTOMOTIVE EQUIPMENT IN THE UNITED STATES,
ANNUAL AVERAGE, 1965-69**

(1964 = 100)

Period	Wholesale price index				Consumer Price Index
	Passenger cars	Motor trucks	Motor vehicle parts and accessories ^{1/}	Motor vehicle parts ^{2/}	New Passenger cars
Annual average:					
1965	99.3	101.0	102.2		97.8
1966	98.4	101.6	104.8		96.0
1967	99.2	103.7		101.5	96.9
1968	101.1	107.0		106.0	99.6
1969	102.4	109.9		110.0	101.2

^{1/} The index for "motor vehicle parts and accessories" was computed from a limited price sample and was discontinued in December 1966.

^{2/} The index for "motor vehicle parts" was first computed in January 1967. It is on a December 1966 = 100 base. It differs from the discontinued "motor vehicle parts and accessories" by being computed from a dissimilar and much larger sample of prices.

Source: U. S. Department of Labor

TABLE 5. - PRICE INDEXES FOR AUTOMOTIVE EQUIPMENT IN CANADA, ANNUAL AVERAGE, 1965-69
(1964 = 100)

	Industrial selling price indexes					Consumer price index
	Passenger cars		Motor trucks			New passenger cars
	2 door hard top	4 door sedan	5,000 lb. or less	5,000 to 10,000 lb.	Motor vehicle Parts	
Annual averages:						
1965	100.0	99.0	99.1	99.6	100.5	99.2
1966	99.7	97.8	99.7	99.6	100.8	97.3
1967	99.4	98.2	99.6	98.9	103.5	99.0
1968	100.7	100.3	102.4	101.4	105.2	100.3
1969	101.0	101.0	104.2 ^{1/}	102.0 ^{1/}	108.1 ^{1/}	101.3 ^{1/}

^{1/} Preliminary and also not entirely comparable with previous data.

Source: Dominion Bureau of Statistics

TABLE 6.--PRICE OF SAME POPULAR MODEL, 4-DOOR SEDAN, 6 CYLINDERS WITH COMPARABLE STANDARD EQUIPMENT, IN THE UNITED STATES AND CANADA, MODEL YEARS 1965, 1968-70

(In U.S. dollars)

	Price in United States	Price in Canada ^{1/}	Canadian price differential over (under) U.S. price	
			Amount	Percent
1965 model introduction:				
Factory list price	2,147	2,353	206	9.6
Sales/excise tax ^{2/}	178	205	27	-
Dealer's delivery and handling	25	23	(2)	-
Manufacturer's suggested retail price	2,350	2,581	231	9.8
1968 model introduction:				
Factory list price	2,337	2,470	133	5.7
Sales/excise tax ^{2/}	139	234	95	-
Dealer's delivery and handling	25	23	(2)	-
Manufacturer's suggested retail price	2,501	2,727	226	9.0
1969 model introduction:				
Factory list price	2,384	2,483	99	4.2
Sales/excise tax ^{2/}	141	235	94	-
Dealer's delivery and handling	25	23	(2)	-
Manufacturer's suggested retail price	2,550	2,741	191	7.5
1970 model introduction:				
Factory list price	2,511	2,609	98	3.9
Sales/excise tax ^{2/}	149	247	98	-
Dealer's delivery and handling	25	23	(2)	-
Manufacturer's suggested retail price	2,685	2,879	194	7.2

^{1/} Converted to U.S. dollars at official exchange rate of U.S. \$0.925=Can \$1.

^{2/} Canadian sales tax 11 percent 1965-67, 12 percent 1968-70; U.S. excise tax reduced from 10 percent to 7 percent, May 14, 1965

TABLE 7. - PRICE OF SAME POPULAR MODEL, 4-DOOR SEDAN, 8 CYLINDERS WITH COMPARABLE STANDARD EQUIPMENT, IN THE UNITED STATES AND CANADA, MODEL YEARS 1965, 1968-70

(In U.S. dollars)

	Price in United States	Price in Canada ^{1/}	Canadian price differential over (under) U.S. Price	
			Amount	Percent
1965 model introduction:				
Factory list price	2,565	2,812	247	9.6
Sales/excise tax ^{2/}	149	237	88	-
Dealer's delivery and handling	40	37	(3)	-
Manufacturer's suggested retail price	2,754	3,086	332	12.0
1968 model introduction:				
Factory list price	2,799	2,972	173	6.2
Sales/excise tax ^{2/}	156	265	109	-
Dealer's delivery and handling	40	37	(3)	-
Manufacturer's suggested retail price	2,995	3,274	279	9.3
1969 model introduction:				
Factory list price	2,868	3,027	159	5.6
Sales/excise tax ^{2/}	159	271	112	-
Dealer's delivery and handling	40	37	(3)	-
Manufacturer's suggested retail price	3,067	3,335	268	8.8
1970 model introduction:				
Factory list price	2,969	3,128	159	5.3
Sales/excise tax ^{2/}	165	280	115	-
Dealer's delivery and handling	40	37	(3)	-
Manufacturer's suggested retail price	3,174	3,445	271	8.5

^{1/} Converted to U.S. dollars at official exchange rate of U.S. \$0.925=Can. \$1.

^{2/} Canadian sales tax 11 percent 1965-67, 12 percent 1968-70; U.S. excise tax reduced from 10 percent to 7 percent May 14, 1965

TABLE 8. - PRICE OF SAME POPULAR MODEL, 2-DOOR HARDTOP, 8 CYLINDERS WITH COMPARABLE STANDARD EQUIPMENT, IN THE UNITED STATES AND CANADA, MODEL YEARS 1965, 1968-70

(In U.S. dollars)

Item	Price in United States	Price in Canada 1/	Canadian price differential over (under) U.S. price	
			Amount	Percent
1965 model introduction:				
Factory list price.....	4,103	5,379	1,276	31.1
Sales/excise tax 2/.....	333	409	76	-
Dealer's delivery and handling.....	50	37	(13)	-
Manufacturer's suggested retail price.....	4,486	5,825	1,339	29.8
1968 model introduction:				
Factory list price.....	4,423	4,830	407	9.2
Sales/excise tax 2/.....	243	409	166	-
Dealer's delivery and handling.....	50	37	(13)	-
Manufacturer's suggested retail price.....	4,716	5,276	560	11.9
1969 model introduction:				
Factory list price.....	4,526	4,977	451	10.0
Sales/excise tax 2/.....	248	417	169	-
Dealer's delivery and handling.....	50	37	(13)	-
Manufacturer's suggested retail price.....	4,824	5,431	607	12.6
1970 model introduction:				
Factory list price.....	4,656	5,103	447	9.6
Sales/excise tax 2/.....	255	430	175	-
Dealer's delivery and handling.....	50	37	(13)	-
Manufacturer's suggested retail price.....	4,961	5,570	609	12.3

1/ Converted to U.S. dollars at official exchange rate of U.S. \$0.925 = Can. \$1

2/ Canadian sales tax 11 percent 1965-67, 12 percent 1968-70; U.S. excise tax reduced from 10 percent to 7 percent May 14, 1965.

TABLE 9 - TOTAL EMPLOYMENT IN THE U.S. AUTOMOTIVE PRODUCTS INDUSTRY BASED ON U.S. 1957 STANDARD INDUSTRIAL CLASSIFICATION (SIC), ANNUAL AVERAGES, 1965-69 AND NOVEMBER 1965-69

(In thousands of employees)

Period	Total motor vehicle and equipment (SIC 371)	Motor vehicles (SIC 3711)	Passenger car bodies (SIC 3712)	Truck and bus bodies (SIC 3713)	Parts and accessories (SIC 3714)
Annual average:					
1965	842.7	352.9	66.4	34.5	362.8
1966	861.6	361.5	65.3	36.8	370.2
1967 1/	815.8	341.0	60.0	37.0	351.7
1968 1/	867.8	366.5	63.1	36.4	377.2
1969 2/	905.9	380.9	64.4	40.1	384.7
Monthly:					
November 1965	883.6	373.8	71.5	34.8	375.6
November 1966	899.4	379.6	72.0	35.3	384.0
November 1967	855.9	361.3	65.7	35.9	367.8
November 1968	905.2	386.1	64.5	37.8	388.3
November 1969	918.0	396.4	61.2	39.7	389.8

1/ 1967 and 1968 data have been revised to reflect Bureau of Labor Statistics 1968 bench mark count

2/ Preliminary.

Source: U.S. Department of Labor.

TABLE 10. - TOTAL EMPLOYMENT IN CANADIAN AUTOMOTIVE PRODUCTS INDUSTRY
 BASED ON CANADIAN 1960 STANDARD INDUSTRIAL CLASSIFICATION
 (SIC), ANNUAL AVERAGES, 1965-69 and NOVEMBER 1965-69

(In thousands of employees)

Period	Motor Vehicles (SIC 323-5)	Assembling (SIC 323)	Parts and accessories (SIC 325)
Annual average:			
1965	80.0	40.3	34.6
1966	84.9	40.4	38.8
1967	84.1	40.7	37.1
1968	83.4	41.5	35.4
1969	90.5	44.4	38.4
Monthly:			
November 1965	86.1	44.4	36.2
November 1966	86.5	39.8	41.1
November 1967	87.5	43.2	38.4
November 1968	90.7	45.5	38.7
November 1969	92.6	45.9	39.1

Source: Dominion Bureau of Statistics.

TABLE 11... VALUE OF CANADIAN MOTOR VEHICLES AND ORIGINAL MOTOR-VEHICLE EQUIPMENT (CANADIAN ARTICLES) IMPORTED DUTY-FREE FROM CANADA INTO THE UNITED STATES UNDER THE PROVISIONS OF THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965 (APTA), BY TSUSA NUMBER, 1967-69

(In U.S. dollars)

TSUSA Number (APTA)	Commodity	1967	1968	1969 ^{1/}
207.0100	Articles of wood, n.s.p.f.	2,355	1,785	2,330
220.4600	Articles of cork			
355.2700	Felt, batting, wadding	854,120	345,642	59,234
357.9100	Hose for liquids or gases, vegetable fibers	458		475
357.9600	Hoses for liquids or gases, manmade fibers			288
358.0300	V-belts, textile fibers and rubber	135,326	244,106	149,070
361.9000	Floor coverings and underlays, textiles	1,617,802	2,591,626	1,502,324
389.8000	Textile articles, n.s.p.f.	401,487	20,662	3,530
516.9800	Mica products			
517.8200	Brushes, graphite, for electric generators and motors	109,642	221,997	252,555
535.1500	Ceramic insulators		480	
540.7200	Glass fibers, bulk, pads, etc.	1,728	8,176	
544.1700	Glass, drawn, not containing netting			
544.2000	Glass	1,875		8,313
544.3200	Toughened glass	3,179,793	7,155,594	12,997,714
544.4200	Laminated glass	347,151	2,052,120	2,781,679
544.5200	Mirrors, not over 1 square foot in reflecting area	115,366	194,937	2,128,103
544.5500	Mirrors, over 1 square foot in reflecting area	754	2,777	2,882
545.6200	Glass lenses and filters and parts for lighting and signals	2,781	17,699	704
545.6400	Glass reflecting lenses for signs or signals		17,596	3,497
547.1600	Clock glasses and other protective glasses, with one or both surfaces curved	868		
610.8100	Pipe and tube fittings of iron or steel (other than cast-iron fittings)	110,244	135,875	51,522
613.1600	Pipe and tube fittings other than of copper, nickel silver and cupronickel	2,918	3,648	18,769
613.1900	Pipe and tube fittings of copper alloy, n.e.s.	744,232	1,169,598	1,130,998
618.4800	Pipe, tubes, blanks, and fittings of aluminum		17,692	12,512
620.4700	Pipes, tubes, blanks, and fittings of nickel			
642.2100	Ropes, cables, etc., with fittings	2,590	2,076	39,275

See footnotes at end of table, page 44

TABLE 11 - continued

TSUSA Number (APTA)	Commodity	1967	1968	1969 ^{1/}
642.8600	Copper wire cloth, etc., cut to shape		536	. . . . .
642.8800	Other wire cloth, etc., cut to shape		12,828	11,930
646.7900	Staples, rivets, bolts, and other fasteners	1,779,826	4,376,230	5,504,000
646.9300	Locks, parts, and keys, of base metal	138,071	470,967	220,703
647.0200	Hinges, fittings, and mountings of iron, steel, aluminum, or zinc designed for motor vehicles	7,708,252	14,739,824	16,841,407
647.0600	Other hinges, fittings, and mountings	2,021	77,448	195,997
652.1000	Flexible metal hose or tubing	4,096	25,853	202,735
652.3900	Chain and chains, and parts, of base metal	715	127,666	100,799
652.7600	Signplates, nameplates, numbers, etc., of base metal	38,465	67,631	105,810
652.8500	Springs and leaves for springs of base metal, suitable for motor vehicle suspension	25,624,841	34,947,331	33,160,315
652.8700	Hairsprings	999	7,145	452
652.8900	Other springs	722,314	1,292,218	1,575,179
658.1000	Articles of base metal, ns.p.f. not coated with precious metal	1,953,659	851,668	1,209,901
660.4300	Piston-type compression-ignition engines	43,560	121,229	2,794,426
660.4500	Piston-type engines, n.e.s. (auto truck and bus)	114,841,816	184,764,040	202,623,932
660.4700	Nonpiston type engines	231,900	. . . . .	. . . . .
660.5100	Cast iron parts, not advanced, etc., for internal combustion engines	5,483,474	8,276,417	10,249,811
660.5300	Parts of piston-type engines other than compression ignition engines	18,880,312	26,976,542	39,142,887
660.5500	Parts of internal combustion engines, n.e.s.	179,340	229,091	823,014
660.8600	Nonelectric engines, motors and parts, n.s.p.f. . . . .	. . . . .	. . . . .	3,592
660.9300	Fuel injection pumps for compression-ignition engines and parts	19,725	10,739	10,200
660.9500	Pumps for liquids, n.e.s., and parts	2,282,373	4,506,857	5,744,460
661.1100	Fans and blowers and parts	676,905	2,206,396	3,153,376
661.1300	Compressors and parts	27,950	182,453	751,147
661.1600	Air pumps and vacuum pumps and parts	78,466	133,071	81,982

See footnotes at end of table, page 44

TABLE 11 - continued

TSUSA Number (APTA)	Commodity	1967	1968	1969 ^{1/}
661.2100	Air-conditioning machines and parts . .	802,468	1,132,678	5,746,868
661.3600	Refrigerators, refrigerating equip- ment, and parts			
661.9300	Cast iron parts of filtering, etc., machines not alloyed, not advanced			
661.9600	Other parts for filtering and purifying machines, n.e.s.	1,397	1,136	315
662.3600	Simple piston pump sprays and parts		1,332	
662.5100	Other mechanical appliances n.e.s., for dispersing liquids, etc.	119,645	368,630	435,037
664.1100	Material handling equipment, n.e.s.	31,156	138,606	294,755
678.5100	Machines, n.s.p.f. and parts	24,397	1,285,620	3,346,452
680.2100	Taps, cocks, valves, and parts, hand operated and check, copper	22,333	16,001	3,085
680.2300	Taps, cocks, valves, and parts hand operated and check, of other metals	145,326	234,908	205,326
680.2800	Taps, cocks, valves, other	147,547	1,500,988	2,477,278
680.3100	Antifriction balls and rollers	195,496	386,777	425,196
680.3400	Ball bearings with integral shafts	875,458	1,294,700	1,503,426
680.3600	Other ball and roller bearings and parts	1,006,447	1,478,115	3,419,678
680.5800	Lubrication fittings	672	10,494	27,887
680.9100	Machinery parts not containing electrical features, n.s.p.f.	6,260		1,103
682.6500	Generators, motors, electric and parts, under 200 horsepower	1,032,203	1,383,492	3,681,361
682.7100	Permanent magnets		1,704	
682.9100	Magnetic chucks, etc., electromagnetic clutches, couplings, brakes, etc., n.e.s.	10,156	8,135	2,745
683.1100	Lead-acid type storage batteries and parts	545,082	1,612,852	1,762,503
683.1600	Other storage batteries and parts	45,415	36,871	6,481
683.6100	Electrical starting and ignition equip- ment for internal combustion engines	3,278,579	9,614,338	10,407,803
683.6600	Electric lighting equipment designed for motor vehicles and parts	2,513,295	5,808,275	6,907,718
684.4100	Electric furnaces, heaters, and ovens, and parts	114,295	205,289	443,020
684.6300	Telephonic apparatus, instruments, and parts			
684.7100	Microphones, loudspeakers, etc., and parts	64,585	33,665	87,626

See footnotes at end of table, page 44

TABLE 11 - continued

TSUSA Number (APTA)	Commodity	1967	1968	1969 ^{1/}
685.5520	Radio receivers ^{2/} . . . . .	. . .	17,780,624	17,368,790
685.5540	Other radiotelegraphic and radio-telephonic transmission and reception apparatus, radio, TV, and recording devices, etc., and parts ^{2/}	12,548,849 ^{3/}	4,657,877	5,917,694
685.7100	Electric sound and visual signaling apparatus and parts	237,632	434,037	727,405
685.8100	Electrical capacitors, fixed or variable	264,882	238,360	436,344
685.9100	Electrical switches, relays, etc., and parts	458,632	1,087,664	2,072,423
686.1100	Resistors, fixed or variable and parts (including potentiometers but not including heating elements)	666,811	1,236,686	1,489,359
686.2300	Automatic voltage regulators, etc., and parts for 6, 12 and 24-volt systems	350	1,025	3,556
686.6100	Sealed-beam lamps	335,637	476,180	631,487
686.8100	Electric filament lamps for operating under 100 volts, n.e.s.,	108,282	208,306	312,150
687.5100	Television picture tubes . . . . .	. . . . .	3,025	. . . . .
687.6100 ^{4/}	Other electronic tubes, etc., and parts	141,042	167,651	110,425
688.0500 ^{4/}	Insulated electrical conductors, without fittings	44,168	72,954	97,868
688.0700 ^{4/}	Insulated electrical conductors, other	752	719	4,573
688.1300 ^{4/}	Ignition wiring sets	6,794,713	11,795,322	12,283,050
688.1600 ^{4/}	Insulated electrical conductors, with fittings, other	1,768,998	2,424,772	2,117,583
688.4100	Electrical articles, and electrical parts of articles, n.s.p.f.	6,469	79,083	25,506
692.0300 ^{5/}	Automobile trucks valued at \$1,000 or more each, but not including electric trolley buses, 3-wheeled vehicles, or trailers accompanying automobile truck tractors	164,014,206 ^{6/}	253,383,167	347,548,187
692.0700 ^{5/}	Motorbuses, but not including any electric trolley bus or 3-wheeled vehicle . . . . .	. . . . .	925,087	1,391,467
692.11	Other motor vehicles, total, but not including any 3-wheeled vehicles . . . . .	. . . . .	. . . . .	. . . . .
692.1120	On-the-highway, 4-wheeled passenger automobiles, new	817,714,882	1,348,308,133	1,824,889,446

See footnotes at end of table, page 44

TABLE 11 - continued

TSUSA Number (APTA)	Commodity	1967	1968	1969 ^{1/}
692.1140	On-the-highway, 4-wheeled passenger automobiles, used	56,782	112,894	102,525
692.1160	Vehicles which operate in whole or in part on runners or skis	36,440,538	60,579,368	110,852,966
692.1180	Other motor vehicles	1,782,480	2,227,293	5,064,937
692.2100	Chassis for automobile trucks, and motorbuses, except for electric trolley buses or 3-wheeled vehicles	63,084,024	120,207,542	205,759,035
692.2300	Other chassis except chassis for special purpose vehicles or 3-wheeled vehicles	8,312	71,335	110,318
692.2500	Cast-iron parts of motor vehicles, not alloyed, not advanced	1,653,798	2,323,423	1,644,030
692.28	Automobile truck tractors and parts, n.e.s., of motor vehicles			
692.2810	Body stampings	5,746,622	9,369,859	5,184,942
692.2820	Bumpers	10,662,679	24,821,315	25,509,015
692.2830	Wheels designed to be mounted with pneumatic tires	11,245,823	16,461,698	19,356,812
692.2840	Hubcaps and wheel covers	7,094,744	9,890,856	11,136,203
692.2850	Radiators	8,537,294	17,689,256	26,833,086
692.2860	Mufflers and tailpipes	1,428,515	2,122,258	2,673,365
692.2870	Other including truck tractors . .	125,439,348	231,069,905	282,373,458
711.8500	Pressure gages, thermostat, etc. . .	13,876	327,434	751,909
711.9100	Taximeters and parts	301		
711.9900	Speedometers and parts and other revolution counters, etc. and parts	153,633	272,748	423,986
712.5100	Electrical measuring, etc., devices, n.s.p.f. and parts	750	5,164	33,897
721.2000	Clocks, clock movements, etc., and parts	216,944	83,575	186,602
727.0700	Furniture designed for motor vehicle use, and parts	24,468,155	44,633,302	71,546,077
728.3000	Nontextile floor coverings	1,665	3,180	43,065
745.8000	Buckles and buckle slides, slide fasteners, and other fastening devices, and parts	168,364	521,575	980,134
772.6600	Hose, pipe, and tubing, n.s.p.f., of rubber or plastics	926,725	1,610,646	1,078,966
772.8100	Handles and knobs, of rubber or plastics	81,040	96,357	124,248
772.8600	Closures, including caps, lids, etc., of rubber or plastics	137,847	1,063,710	120,473

See footnotes at end of table, page 44

TABLE 11 - continued

TSUSA Number (APTA)	Commodity	1967	1968	1969 ^{1/}
773.2600	Gaskets, of rubber or plastics . .	2,532,396	3,299,113	4,346,598
773.3100	Electric insulators of rubber or plastics	19,760	12,947	43,473
774.7000	Any articles n.s.p.f. of rubber or plastics	1,360,159	1,041,664	740,362
791.8100	Any article n.s.p.f. of reptile leather . . . . .	. . . .	. . . .	466
791.9100	Articles n.s.p.f. of other leather . . . . .	. . . .	339	. . . .
	Total, duty-free imports . . .	1,507,937,688	2,518,358,694	2,977,079,471

^{1/} Preliminary

^{2/} Established Jan. 1, 1968. Prior to Jan. 1, 1968, codes 685.5520 and 685.5540 were combined as code 685.5500.

^{3/} Includes radio receivers and transmission apparatus for years 1966 and 1967.

^{4/} Import figures available since September 1966. New codes established by Presidential Proclamation 3743 of Sept. 8, 1966.

^{5/} Code established Jan. 1, 1968. Prior to Jan. 1, 1968, included in code 692.0600 which is discontinued.

^{6/} Motorbuses included in 692.0300 for years 1966 and 1967.

TABLE 12.--U.S. AUTOMOTIVE PRODUCTS TRADE WITH CANADA ^{1/}
U.S. BUREAU OF CENSUS DATA

(In millions of U.S. dollars)

United States	1966	1967	1968	1969 ^{2/}
Automotive imports:				
Duty-free:				
Passenger cars	370.2	817.8	1,348.5	1,825.0
Trucks, buses, and chassis	154.0	265.3	437.4	670.8
Parts and accessories	285.3	424.9	732.5	885.6
Total, duty-free	809.5	1,508.0	2,518.4	3,381.4
Dutiable:				
Passenger cars	.5	.2	.4	1.6
Trucks, buses, and chassis	4.3	4.6	10.5	9.7
Parts and accessories	74.9	49.2	50.5	73.3
Total, dutiable	79.9	54.0	61.4	84.6
Total duty-free and dutiable:				
Passenger cars	370.7	818.0	1,348.9	1,826.6
Trucks, buses, and chassis	158.3	269.9	447.9	680.5 ^{3/}
Parts and accessories	360.2	474.1	783.0	958.9
Total automotive imports	889.1	1,562.0	2,579.8	3,466.0 ^{3/}
Automotive exports:				
Passenger cars	275.6	563.0	703.6	748.8
Trucks, buses, and chassis	83.6	138.3	166.6	249.7
Parts and accessories	952.1	1,099.9	1,550.3	1,781.7
Total automotive exports	1,311.4	1,801.2	2,420.5	2,780.2

^{1/} All duty-free imports from Canada under tariff items established by the Automotive Products Trade Act (APTA) are included in the duty-free import section above. Similarly, all "traditional" automotive products which do not qualify for free entry under APTA are shown in the dutiable section. However, not all corresponding exports to Canada are included. Excluded are products not traditionally identified as "automotive" in U.S. export statistics but which are allowed free entry into both the United States and Canada as original equipment parts and accessories. The coverage of the above import and export statistics is not fully comparable. See discussion of United States-Canadian automotive trade statistics in Section V for net exports.

^{2/} Preliminary.

^{3/} Snowmobiles included. See memo entry, table, p. 14.

Source: Compiled by BDSA from Bureau of Census data.

TABLE 13 - U.S. AUTOMOTIVE TRADE, ^{1/} TOTAL WITH ALL COUNTRIES, WITH CANADA, AND WITH ALL COUNTRIES EXCEPT CANADA, 1967-69

(In millions of U.S. dollars)

Item	Trade with all countries			Trade with Canada ^{2/}			Trade with all countries except Canada		
	1967	1968	1969 ^{3/}	1967	1968	1969 ^{3/}	1967	1968	1969 ^{3/}
U.S. Exports:									
Passenger cars	823.5	982.1	1,023.2	563.0	703.6	748.8	260.5	278.5	274.4
Trucks, buses, and chassis	468.7	487.1	587.6	138.3	166.6	249.7	330.4	320.5	337.9
Parts and accessories	1,541.0	2,125.0	2,430.1	1,099.9	1,550.3	1,781.7	541.1	574.7	648.4
Total	2,933.2	3,594.2	4,040.9	1,801.2	2,420.5	2,780.2	1,132.0	1,173.7	1,260.7
U.S. Imports:									
Passenger cars	1,700.9	2,795.8	3,376.5	818.0	1,348.9	1,826.6	882.9	1,446.9	1,549.9
Trucks, buses, and chassis	294.8	479.3	722.0	269.9	447.9	680.5	24.8	31.4	41.5
Parts and accessories	530.9	883.0	1,186.4	427.5	713.9	958.9	103.4	169.1	227.5
Total	2,526.5	4,158.1	5,284.9	1,515.4	2,510.7	3,466.0	1,011.1	1,647.4	1,818.9
U.S. Net Exports (-) ^{4/}	406.7	(563.9)	(1,244.0)	285.8	(90.2)	(685.8)	120.9	(473.7)	(558.2)

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

^{2/} The purpose of this table is to compare U.S. automotive trade balances with Canada and with the rest of the world. Therefore, imports of automotive products newly identified by the Automotive Products Trade Act of 1965 (APTA) are not included because similar items are not identifiable in the statistics of imports from other countries. See Table 15 for totals of these new APTA items from Canada.

^{3/} Preliminary.

^{4/} The net balances shown for U.S. automotive trade with Canada in the above table are the most representative figures possible on the basis of U.S. trade statistics. However, see discussion of United States - Canada automotive trade statistics in Section V.

Source: BDSA (based on Bureau of the Census data).

TABLE 14.--U.S. AUTOMOTIVE EXPORTS ^{1/}, CALENDAR YEARS 1967-69

(In millions of dollars)

Country of destination	Passenger cars			Trucks and buses ^{2/}			Parts and accessories			Total Exports		
	1967	1968	1969 ^{2/}	1967	1968	1969 ^{2/}	1967	1968	1969 ^{2/}	1967	1968	1969 ^{2/}
Canada	563.0	703.6	748.8	138.3	166.6	249.7	1,099.9	1,550.3	1,781.7	1,801.2	2,420.5	2,780.2
European Economic Community, total	26.1	25.3	22.0	10.9	11.1	19.0	69.9	70.1	89.1	107.0	106.6	130.1
Belgium and Luxembourg	5.3	9.5	5.6	2.1	1.3	2.5	18.2	21.4	24.3	25.6	32.2	32.4
France	3.4	1.8	1.3	4.7	4.7	8.1	12.3	12.0	19.6	20.4	18.6	29.0
West Germany	10.5	7.9	8.4	1.6	1.7	4.9	23.4	20.2	27.1	35.5	29.8	40.4
Italy	.9	.6	.6	.7	1.2	.5	7.8	8.2	9.1	9.4	10.0	10.2
Netherlands	6.0	5.5	6.1	1.8	2.2	3.0	8.2	8.3	9.0	16.0	16.0	18.1
Sweden	4.3	3.3	2.4	1.3	1.7	1.7	13.9	13.3	13.2	19.5	18.3	17.3
United Kingdom	1.7	1.4	1.6	3.1	3.5	1.3	26.7	29.3	36.9	31.5	34.2	39.8
Japan	8.6	13.5	15.5	.8	1.5	1.5	10.8	12.0	17.3	20.2	26.9	34.3
Mexico	54.4	79.1	71.4	30.8	38.7	33.0	92.4	97.3	110.3	177.6	215.1	214.7
Venezuela	19.5	22.1	22.6	15.5	21.1	20.9	36.9	40.1	41.3	71.9	83.2	84.8
Republic of South Africa	24.6	24.0	33.6	12.3	10.7	13.7	16.5	17.6	21.8	53.4	52.3	69.1
Philippines	4.4	2.9	2.4	20.2	15.5	14.0	21.6	23.0	20.2	46.2	41.4	36.6
Australia	24.4	16.5	5.9	13.6	16.7	17.3	37.2	43.9	55.9	75.2	77.1	79.1
Other countries	92.6	90.4	97.0	221.8	200.0	215.5	215.1	228.1	242.4	529.5	518.7	554.9
Total, all countries	823.5	982.1	1,023.2	468.7	487.1	587.6	1,641.0	2,125.0	2,430.1	2,933.2	3,594.2	4,040.9

^{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.

^{2/} Preliminary

Source: Bureau of the Census

TABLE 15.--U.S. AUTOMOTIVE IMPORTS, CALENDAR YEARS 1967-69

(In millions of dollars)

Country of origin	Passenger cars			Trucks and buses			Parts and accessories			Total imports		
	1967	1968	1969 ^{1/}	1967	1968	1969 ^{1/}	1967	1968	1969 ^{1/}	1967	1968	1969 ^{1/}
Canada												
Traditional automotive ^{2/}	818.0	1,348.9	1,826.6	269.9	447.9	680.5	427.5	713.9	856.0	1,515.4	2,510.7	3,363.1
New APTA ^{3/}	...	...	...	...	...	...	46.6	69.1	102.9	46.6	69.1	102.9
Total	818.0	1,348.9	1,826.6	269.9	447.9	680.5	474.1	783.0	958.9	1,562.0	2,579.8	3,466.0
European Economic Community, total	632.6	1,035.7	1,028.5	13.2	16.1	19.4	56.5	82.7	86.6	702.2	1,134.5	1,134.5
Belgium and Luxembourg	.5	28.3	60.9	9.6	10.7	10.8	1.1	1.1	1.9	11.1	40.8	73.6
France	23.2	39.9	26.5	.1	.1	.5	2.6	3.2	5.4	25.9	43.2	32.4
West Germany	584.6	915.7	874.0	3.5	4.0	6.4	50.0	73.5	74.3	638.1	993.2	954.7
Italy	23.9	51.5	66.6	.1	1.3	1.2	2.4	3.5	4.1	26.4	56.3	71.9
Netherlands	.3	.3	.5	...	...	.5	.4	.7	.9	.7	1.0	1.9
Sweden	73.2	92.0	76.5	.6	.3	.3	2.6	3.3	3.3	76.4	95.6	80.1
United Kingdom	103.6	125.0	138.9	.8	.9	1.3	15.8	18.7	19.1	120.2	144.6	159.3
Japan	73.2	194.0	305.8	10.2	14.0	20.3	20.4	58.5	109.7	103.8	266.5	435.8
Other countries	.3	.2	.1	.1	.1	.2	8.2	5.9	8.9	8.6	6.2	9.2
Total	1,700.9	2,795.8	3,376.4	294.8	479.3	722.0	577.5	952.1	1,186.5	2,573.1	4,277.2	5,284.9

^{1/} Preliminary^{2/} Traditional automotive imports from Canada include those imports identifiable as automotive products in import figures from all countries.^{3/} New APTA imports include those imports from Canada which were newly identified by the Automotive Products Trade Act of 1965 as automotive products. These items cannot be identified as automotive in the import data for any other country or in U.S. export data.

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

Source: Bureau of the Census

TABLE 16 - TOTAL U.S. TRADE^{1/} (ALL COMMODITIES) WITH THE WORLD AND WITH CANADA,
CALENDAR YEARS 1965-69 *

(In millions of U.S. dollars)

	1965	1966	1967	1968	1969 ^{2/}
Exports, including reexports:					
To all countries, total	27,530	30,430	31,622	34,660	37,314
To Canada	5,658	6,679	7,172	8,074	9,138
Canada's percent of total	19.9	21.9	22.7	23.3	24.5
Imports, general:					
From all countries, total	21,429	25,618	26,889	33,252	36,052
From Canada	4,858	6,152	7,140	9,007	10,390
Canada's percent of total	22.7	24.0	26.6	27.1	28.8

^{1/} Including special category

^{2/} Subject to revision

Source: Bureau of the Census

TABLE 17. - U.S. TOTAL TRADE (ALL COMMODITIES) WITH CANADA AND BALANCE OF MERCHANDISE TRADE, CALENDAR YEARS 1965-1969 *

(In millions of U.S. dollars)

Calendar years:	U.S. Exports to Canada ^{1/}	U.S. Imports from Canada	Net Exports
1965	5,658	4,858	800
1966	6,679	6,152	527
1967	7,172	7,140	32
1968	8,074	9,007	(933)
1969 ^{2/}	9,138	10,390	(1,252)

^{1/} Including special category

^{2/} Subject to revision

Source: Bureau of the Census

* Tables 16 and 17 are included in this report as background on overall trade. However, the reader is cautioned that the special tabulation of trade in the automotive sector, page 14, should not be directly compared with the above tables as the methods of compilation are significantly different.

TABLE 18.--CANADIAN AUTOMOTIVE EXPORTS, CALENDAR YEARS 1967-69

(In millions of U.S. dollars) ^{1/}

Country of destination	Passenger cars			Trucks and buses			Parts and accessories			1967	Total 1968	1969
	1967	1968	1969	1967	1968	1969	1967	1968	1969			
United States	760.3	1,174.5	1,587.1	268.7	399.0	602.2	435.8	686.3	864.6	1,464.8	2,258.8	3,053.9
West Germany	. . .	.3	. . . . .	. . . . .	. . . . .	. . . . .	1.5	1.0	. . .	1.5	1.3	. . . .
United Kingdom	.2	.3	. . . . .	. . . . .	.1	. . . . .	2.3	2.3	. . .	2.5	2.7	. . . .
Sweden	.4	.4	.1	.2	.4	.9	2.3	3.0	6.3	2.9	3.8	7.3
South Africa	8.8	11.3	6.4	3.4	6.3	5.1	3.5	3.6	5.2	15.7	21.2	16.7
West Indies	1.6	.7	. . . .	.3	.3	. . . . .	.2	.3	. . .	2.1	1.3	. . . .
Australia	2.7	4.1	.5	2.8	3.1	2.4	22.1	25.7	24.1	27.6	32.9	27.0
Other countries	39.6	63.9	65.9	25.8	31.4	31.1	18.9	22.6	46.9	84.3	117.9	143.9
Total	813.6	1,255.5	1,660.0	301.2	440.6	641.7	486.6	744.8	947.1	1,601.4	2,440.9	3,248.8

^{1/} Converted to U.S. dollars at the official exchange rate of U.S. \$0.925 = Can\$1

Source: Dominion Bureau of Statistics

TABLE 19.--CANADIAN AUTOMOTIVE IMPORTS, CALENDAR YEARS 1967-69

(In millions of U.S. dollars)^{1/}

Country of origin	Passenger cars			Trucks and buses			Parts and accessories			Total		
	1967	1968	1969	1967	1968	1969	1967	1968	1969	1967	1968	1969
United States	607.8	829.5	813.5	133.8	181.4	254.0	1,200.5	1,630.9	2,135.0	1,942.1	2,641.8	3,202.5
West Germany	33.0	50.2	52.5	.6	2.9	7.2	9.8	15.8	26.5	43.4	68.9	86.2
France	9.6	13.1	16.8	. . .	. . .	.1	1.1	1.1	5.1	10.7	14.2	22.0
Italy	2.3	4.7	. . .	. . .	.2	. . .	.2	.2	. . .	2.5	5.1	. . .
United Kingdom	35.0	54.2	69.7	1.0	1.4	1.0	10.4	10.5	17.1	46.4	66.1	87.8
Sweden	8.6	12.3	12.1	.2	.5	.1	1.7	1.9	3.0	10.5	14.7	15.2
Japan	5.7	20.3	52.0	.7	3.1	4.7	1.4	3.0	8.7	7.8	26.4	65.4
Other countries	.2	.2	9.3	.1	.5	. . .	9.3	15.5	24.6	9.6	16.2	33.9
Total	702.2	984.5	1,025.9	136.4	1,000	267.1	1,234.4	1,678.9	2,220.0	2,073.0	2,853.4	3,513.0

^{1/} Converted to U.S. dollars at the official rate of U.S. \$0.923=Can \$1.

Source: Dominion Bureau of Statistics

TABLE 20. - CANADIAN AUTOMOTIVE TRADE, TOTAL WITH ALL COUNTRIES, WITH UNITED STATES, AND WITH ALL OTHER COUNTRIES EXCEPT THE UNITED STATES, 1967-1969

(In millions of U.S. dollars^{1/})

Item	Trade with all countries			Trade with United States			Trade with all countries except the United States		
	1967	1968	1969	1967	1968	1969	1967	1968	1969
Canadian exports:									
Passenger cars	813.6	1,255.5	1,660.0	760.3	1,174.5	1,587.1	53.3	81.0	72.9
Trucks and buses	301.2	440.6	641.7	268.7	399.0	602.2	32.5	41.6	39.5
Parts and accessories	486.6	744.8	947.1	435.8	686.3	864.6	50.8	58.5	82.5
Total	1,601.4	2,440.9	3,248.8	1,464.8	2,259.8	3,053.9	136.6	181.1	194.9
Canadian imports:									
Passenger cars	702.2	984.5	1,025.9	607.8	829.5	813.5	94.4	155.0	212.4
Trucks and buses	136.4	190.0	267.1	133.8	181.4	254.0	2.6	8.6	13.1
Parts and accessories	1,234.4	1,678.9	2,220.0	1,200.5	1,630.9	2,135.0	33.9	48.0	85.0
Total	2,073.0	2,853.4	3,513.0	1,942.1	2,641.8	3,202.5	130.9	211.6	310.5
Canadian net Exports (-)	(471.6)	(412.5)	(264.2)	(477.3)	(382.0)	(148.6)	5.7	(30.5)	(115.6)

^{1/} Converted to U.S. dollars at official exchange rate of U.S. \$0.925 = Can. \$1

Source: Dominion Bureau of Statistics

APPENDICES

APPENDIX A

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

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

Determined to strengthen the economic relations between their two countries;

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

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

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

Agreed as follows:

ARTICLE I

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

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

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

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

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

ARTICLE II

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

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

ARTICLE III

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

ARTICLE IV

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

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

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

ARTICLE V

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

ARTICLE VI

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

ARTICLE VII

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

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

Done in duplicate at Johnson City, Texas, this 16th day of January 1965, in English and French, the two texts being equally authentic.

For the Government of the United States of America:

For the Government of Canada:

ANNEX A

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

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

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

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

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

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

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

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

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

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

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

ANNEX B

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

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

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

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

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

APPENDIX B

Public Law 89-283

89th Congress, H.R. 9042

October 21, 1965

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

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

TITLE I—SHORT TITLE AND PURPOSES

SHORT TITLE

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

PURPOSES

SEC. 102. The purposes of this Act are—

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

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

TITLE II—BASIC AUTHORITIES

IMPLEMENTATION OF THE AGREEMENT

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

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

IMPLEMENTATION OF OTHER AGREEMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

EFFECTIVE DATE OF PROCLAMATIONS

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

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

TERMINATION OF PROCLAMATIONS

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

SPECIAL REPORTS TO CONGRESS

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

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

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

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

TITLE III—TARIFF ADJUSTMENT AND OTHER ADJUSTMENT ASSISTANCE

GENERAL AUTHORITY

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

SPECIAL AUTHORITY DURING TRANSITIONAL PERIOD UNDER THE AGREEMENT

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

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

or

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(l) For purposes of this section—

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

(2) The term "dislocation" means—

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

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

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

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

ADJUSTMENT ASSISTANCE RELATED TO OTHER AGREEMENTS

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

AUTHORIZATION OF APPROPRIATIONS

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

TITLE IV—MODIFICATIONS OF TARIFF SCHEDULES OF THE UNITED STATES

ENTRY INTO FORCE AND STATUS OF MODIFICATIONS

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

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

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

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

REFERENCES TO TARIFF SCHEDULES

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

DEFINITION OF CANADIAN ARTICLE

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

“(d) Products of Canada.

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

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

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

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

DEFINITION OF ORIGINAL MOTOR-VEHICLE EQUIPMENT

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

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

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

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

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

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

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

IDENTIFICATION OF AUTOMOTIVE PRODUCTS

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

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

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

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

(o) 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
--	------

(d) Redesignate item 613.16 as 613.18, item 652.85 as 652.84, item 652.87 as 652.88, item 680.54 as 680.33, item 680.58 as 680.60, item 680.59 as 680.70, item 680.60 as 680.90, and item 711.91 as 711.93; and insert in proper numerical sequence new items as follows:

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

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

TITLE V—GENERAL PROVISIONS

AUTHORITIES

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

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

ANNUAL REPORT

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

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

APPLICABILITY OF ANTIDUMPING AND ANTITRUST LAWS

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

"... 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. 557 (Committee on Ways and Means) and No. 1115 (committee of conference).

Senate Report No. 752 (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

Bona Fide Motor-Vehicle Manufacturers List
March 1, 1970

Action-Age, Inc. 18780 Cranwood Parkway Cleveland, Ohio 44128 September 11, 1969	Ariens Company 655 West Ryan Street Brillion, Wisconsin 54110 August 10, 1969
Haywood Adams Brake Service 116 Carroll Street Thomasville, Georgia 31792 January 18, 1970	ATV Manufacturing Co. 1215 William Flynn Highway Route 8 Glenshaw, Pennsylvania 15110 October 1, 1969
Advanced Equipment Corporation 260-09 Hillside Avenue Floral Park, New York 11004 May 31, 1969	Aurora Engineering 9717 West M-21 Ovid, Michigan 48866 January 6, 1970
Allis-Chalmers Manufacturing Co. Outdoor Products Division P.O. Box 128 Lexington, South Carolina 29072 December 1, 1969	Automotive Safety, Inc. 725 Dowd Avenue Elizabeth, New Jersey 07201 January 18, 1970
American Machine & Foundry Co. York Division Whiteford Road York, Pennsylvania 17402 May 2, 1969	Automotive Service Company 111-113 N. Waterloo Jackson, Michigan 49204 January 18, 1970
American Motors Corporation 14250 Plymouth Road Detroit, Michigan 48232 January 18, 1970	Avanti Motor Corporation 765 South Lafayette Blvd. South Bend, Indiana 46623 January 11, 1970
American Trailer Service, Inc. 2814 N. Cleveland Avenue St. Paul, Minnesota 55113 January 18, 1970	Adam Black & Sons, Inc. 276-300 Tonnele Avenue Jersey City, New Jersey 07306 January 18, 1970
American Trailers, Inc. 1500 Exchange Avenue Oklahoma City, Oklahoma 73101 January 18, 1970	Blue Bird Body Co. P.O. Box 397 Fort Valley, Georgia 31030 January 18, 1970
Antietam Equipment P.O. Box 91 Hagerstown, Maryland 21740 January 1, 1970	Boatel Company, Inc. 24 North Walnut Mora, Minnesota 55051 October 10, 1969
Arctic Enterprises, Inc. Zeh and So. LaBree Thief River Falls, Minnesota 56701 August 1, 1969	Boyertown Auto Body Works, Inc. 3rd and Walnut St. Boyertown, Pennsylvania 19512 September 1, 1969

Brake & Equipment Service, Co., Inc. 1801 N. Mayfair Road Milwaukee, Wisconsin 53226 January 10, 1970	Comet Corporation Spokane Industrial Park Spokane, Washington 99216 January 18, 1970
Brake Service and Parts, Inc. 170 Washington St. P.O. Box 774 Bangor, Maine 04401 January 18, 1970	Commercial Truck & Trailer, Inc. 313 N. State St. Girard, Ohio 44420 January 18, 1970
Bristol-Donald Co., Inc. 50 Roanoke Avenue Newark, New Jersey 07105 January 1, 1970	Connell Motor Truck Co. Of Fresno 2832 Church Avenue Fresno, California 93766 January 15, 1970
The Carnegie Body Co. 9500 Brookpark Road Cleveland, Ohio 44129 January 18, 1970	Coot Industries, Inc. Suite 291 Ferry Building San Francisco, California 94111 September 22, 1969
Capitol Trailer & Body Co. 3420 E. Broadway N. Little Rock, Arkansas 72117 April 22, 1969	Couparral Co., Inc. 1460 Sibley Memorial Highway St. Paul, Minnesota 55118 October 7, 1969
Checker Motor Corporation 2016 N. Pitcher Street Kalamazoo, Michigan 49007 January 1, 1970	Crenshaw Corporation 1700 Commerce Road P.O. Box 4217 Richmond, Virginia 23224 April 1, 1969
Chrysler Corporation 341 Massachusetts Avenue Highland Park, Michigan 48203 January 18, 1970	Critzer Equipment Co. E. 3804 Front Avenue P.O. Box 152 Spokane, Washington 99210 January 10, 1970
B. M. Clark Co., Inc. Route 17 Union, Maine 04862 January 14, 1970	Cross Truck Equipment Co., Inc. 1801 Perry Drive, S.W. Canton, Ohio 44706 January 11, 1970
Cloverleaf Equipment & Sales, Inc. 7801 Old Granger Road Garfield Heights, Ohio 44125 January 18, 1970	Cummins Engine Co. 1000 Fifth Street Columbus, Indiana 47201 March 1, 1970
Coder Service, Inc. 420 Hopkins Street Buffalo, New York 14220 February 17, 1970	Daleiden Auto Body & Mfg. Corporation 425 E. Vine Street Kalamazoo, Michigan 49001 January 12, 1970

Dealers Truck Equipment Co., Inc.
P.O. Box 1435
2460 Midway Street
Shreveport, Louisiana 71102
January 17, 1970

Dealers Truckstell Sales, Inc.
653 Beale Street, P.O. Box 1020
Memphis, Tennessee 38101
December 31, 1969

Chet Decker Auto Sales
300 Lincoln Avenue
Hawthorne, New Jersey 07506
November 3, 1969

Roy F. Drake Body & Equipment Co.
1501 N. Minnesota Avenue
Sioux Falls, South Dakota 57101
January 18, 1970

Drake-Scruggs Equipment, Inc.
600 South 31st St.
Springfield, Illinois 62703
January 9, 1970

Dyna-Truck Division
Dynamics Corp. of America
217 Kossuth Street
Bridgeport, Connecticut 06608
January 18, 1970

Eastern Tank Corporation
290 Pennsylvania Avenue
Paterson, New Jersey 07503
January 1, 1970

Eight Point Trailer Corporation
6100 E. Washington Blvd.
Los Angeles, California 90022
January 18, 1970

Emmert Trailer Inc.
614 Mahawaka St.
Elkhart, Indiana 46514
January 18, 1970

John Evans Manufacturing Co.
P.O. Box 669
Sumter, South Carolina 29150
January 1, 1970

The Flexible Co.
326-332 N. Water St.
Loudonville, Ohio 44842
January 18, 1970

FMC Corporation
Riverside Division
3075 14th Street
Riverside, California 92502
January 1, 1970

Ford Motor Company
The American Road
Dearborn, Michigan 48121
January 18, 1970

Fox Corporation
1111 W. Racine St.
Janesville, Wisconsin 53545
January 18, 1970

Freightliner Corporation
5400 North Basin Avenue
Portland, Oregon 97208
December 13, 1969

F.T.S. Corporation
5995 N. Washington Street
Denver, Colorado 80216
July 8, 1969

FWD Corporation
105 E. 12th Street
Clintonville, Wisconsin 54929
January 1, 1970

Gar-Wood Detroit Truck Equipment Inc.
21083 Mound Road
Warren, Michigan 48091
January 18, 1970

General Motors Corporation
3044 West Grand Blvd.
Detroit, Michigan 48202
January 18, 1970

General Trailer Co., Inc.
546 W. Wilkins St.
Indianapolis, Indiana 46225
January 18, 1970

The Gerstenslager Co. 1425 East Bowman Street Wooster, Ohio 44691 July 1, 1969	The Hess & Eisenhardt Co. 8959 Blue Ash Road Cincinnati, Ohio 45242 January 9, 1970
Gibbes Machinery Co. Wheat & Assembly Streets Columbia, South Carolina 29202 January 19, 1970	Hobbs Trailers 609 North Main Street P.O. Box 1568 Fort Worth, Texas 76101 April 23, 1969
Gidley-Eschenheimer Corporation 858 Providence Highway Dedham, Massachusetts 02026 July 14, 1969	Hudsonville Truck & Trailer Service Co. 5210 36th Avenue Hudsonville, Michigan 49426 January 31, 1970
Gilson Bros. Co. P.O. Box 152 Laack Street Plymouth, Wisconsin 53073 September 26, 1969	O. G. Hughes & Sons, Inc. 312 S. Central Avenue Knoxville, Tennessee 37902 April 16, 1969
Gooch Brake and Equipment Co., Inc. 512 Grand Avenue Kansas City, Missouri 64106 January 11, 1970	IMP Boats, A Division of American Photocopy Equipment Co. 500 W. Lincoln Road Iola, Kansas 66749 October 1, 1969
Grand Rapids Brake Service, Inc. 1935 Century Avenue, S.W. Grand Rapids, Michigan 49509 January 18, 1970	Indiana Trailer Supply Inc. Transport Equipment Division 2600 S. Nappaner St. Elkhart, Indiana 46514 August 1, 1969
Harris Rim and Wheel, Inc. 525 Peters Street, N.W. Atlanta, Georgia 30310 January 1, 1970	International Harvester Co. 401 North Michigan Avenue Chicago, Illinois 60611 January 18, 1970
Hawkeye Truck Equipment Co. 4101 East 14th Street Des Moines, Iowa 50313 January 18, 1970	Kaiser Jeep Corporation 940 North Cove Blvd. Toledo, Ohio 43601 January 18, 1970
Hercules-Galion Products, Inc. P.O. Box 607 500 Sherman St. Galion, Ohio 44433 August 24, 1969	Kar-Kraft Brighton, Inc. 800 Whitney Brighton, Michigan 48116 October 1, 1969
Herter's Inc. Route 1 Wesaca, Minnesota 59093 May 15, 1969	Kay Wheel Sales Co. Tacony and Van Kirk Streets Philadelphia, Pennsylvania 19135 December 31, 1969

Kencar Equipment Co.
1906 Lakeview Avenue
Dayton, Ohio 45408
January 18, 1970

Kenworth Motor Truck Co.
8801 East Marginal Way
Seattle, Washington 98108
January 18, 1970

Kinetics International Division
LTV Aerospace Corporation
1000 South Point Circle
P.O. Box 493
Tyler, Texas 75701
February 4, 1970

KW-Dart Truck Company
1301 N. Manchester Trafficway
Kansas City, Missouri 64120
January 18, 1970

Ledwell & Son, Inc.
P.O. Box 1106
Texarkana, Texas 75501
January 18, 1970

Leland Equipment Co.
7777 E. 42nd Place South
Tulsa, Oklahoma 74101
January 18, 1970

Machine Products & Tool, Inc.
6600 S. City Road 18
Eden Prairie, Minnesota 55343
October 7, 1969

Mack Trucks, Inc.
Executive Offices, Box M
Allentown, Pennsylvania 18105
January 18, 1970

Jay Madsen Corporation
132 South 12th Street
Newark, New Jersey 07107
January 18, 1970

Mallard Coach Corporation
603 Hi Mount Road
West Bend, Wisconsin 53095
January 11, 1970

Manning Equipment, Inc.
3709 Bishop Lane
Louisville, Kentucky 40218
April 16, 1969

Marion Metal Products Co.
1765 E. 18th Street
P.O. Box 6954
Marion, Ohio 43302
January 18, 1970

Massart Supply, Inc.
211 West Third Street
Lafayette, Louisiana 70501
January 18, 1970

Merit Tank & Body, Inc.
707 Gilman Street
Berkeley, California 94710
January 18, 1970

Middlehauff, Inc.
1615 Ketcham Avenue
Toledo, Ohio 43608
January 18, 1970

Mid West Truck & Equipment Co.
640 East Pershing Road
Decatur, Illinois 62526
January 18, 1970

Mille Lacs Industries, Inc.
P.O. Box 8
Ogilvie, Minnesota 56358
November 1, 1969

Moline Body Co.
222 52nd Street
Moline, Illinois 61265
January 10, 1970

Monon Trailer and Body Co.
P.O. Box 446
Monon, Indiana 47959
January 18, 1970

Edward G. Moody & Son
Spitbrook Road
Nashua, New Hampshire 03060
January 1, 1970

Moore and Sons, Inc.
2900 Airways Blvd.
Memphis, Tennessee 38130
December 31, 1969

Motor Coach Industries, Inc.
Pembina, North Dakota 58271
January 18, 1970

Motor Truck Equipment Corp.
2950 Irving Blvd.
P.O. Box 47385
Dallas, Texas 75247
January 18, 1970

Muscat Corporation
56 East Broadway
Forest Lake, Minnesota 55025
February 10, 1970

Mutual Truck Parts, Inc.
2000 S. Wabash Avenue
Chicago, Illinois 60616
April 16, 1969

Neil's Automotive Service, Inc.
167 E. Kalamazoo Avenue
Kalamazoo, Michigan 49006
January 1, 1970

Nelson Mfg. Co.
Route #1
Ottawa, Ohio 45875
January 18, 1970

New England Oil Burner Co.
Rt. 2-A Main Street
Colchester, Vermont 05446
January 10, 1970

New Frontier Corp.
4030 South Division Avenue
Grand Rapids, Michigan 49508
January 31, 1970

Nye Implement Co., Inc. NKA NYE, INC.
250 E. 4th Street
Fostoria, Ohio 44830
January 18, 1970

Ohio Body Mfg. Co.
New London, Ohio 44851
January 1, 1970

Ohio Truck Equipment, Inc.
4100 Rev Drive
Cincinnati, Ohio 45232
May 1, 1969

Olson Bodies, Inc.
600 Old Country Road
Garden City, New Jersey 11530
November 1, 1969

Olson Trailer & Body Builders Co.
2740 S. Ashland
Green Bay, Wisconsin 54306
January 18, 1970

Oshkosh Truck Corporation
2307 Oregon Street
Oshkosh, Wisconsin 54901
January 18, 1970

Ottawa Steel Products Daybrook-
Ottawa Corporation
P.O. Box 49
Ottawa, Kansas 66067
January 17, 1970

Outboard Marine Corporation
100 Pershing Road
Waukegan, Illinois 60085
January 18, 1970

Pacific Car & Foundry Co.
777 106th Avenue, N.E.
P.O. Box 1518
Bellevue, Washington 98004
January 18, 1970

Palmer Spring Co.
355 Forest Avenue
Portland, Maine 04101
January 18, 1970

Palmer Trailer Sales Co., Inc.
162 Park Street, Route 20 East
Palmer, Massachusetts 01069
January 18, 1970

Peerless Trailer & Truck Service, Inc. 18205 S.W. Boones Ferry Road P.O. Box 447 Tualatin, Oregon 97062 January 8, 1970	Reliable Spring Co., Inc. 10557 South Michigan Avenue Chicago, Illinois 60628 January 20, 1970
Perfection Equipment Co. 7 South Pennsylvania Oklahoma City, Oklahoma 73107 January 5, 1970	Rupp Manufacturing Inc. 1776 Airport Road Mansfield, Ohio 44903 October 3, 1969
Perfection Truck Equipment Co. 347 N. James Kansas City, Missouri 64108 January 18, 1970	S.S. Automobiles, Inc. 161 W. Wisconsin Avenue Milwaukee, Wisconsin 53203 May 22, 1969
Peterbilt Motors Co. 38801 Cherry St. P.O. Box 404 Newark, California 94560 January 16, 1970	Safety Sales & Service Corp. 50-92 S. Cameron St. P.O. Box 1439 Harrisburg, Pennsylvania 17105 January 18, 1970
Pezzani & Reid Equipment Co. 3960 W. Fort Street Detroit, Michigan 48216 January 18, 1970	Schien Body & Equipment Co. North on University Carlinville, Illinois 62626 January 18, 1970
Polaris Industries Div. of Textron Inc. Roseau, Minnesota 56751 August 2, 1969	Schweigers, Inc. South Highway 81 Watertown, South Dakota 57201 January 18, 1970
Poloron Products of Pa., Inc. East Corey Street Scranton, Pennsylvania 18505 November 1, 1969	Scientific Brake & Equipment Co. 314 W. Genesee Avenue Saginaw, Michigan 48602 January 18, 1970
Power Brake Company, Inc. 1506 W. Morehead St. Box 838 Charlotte, North Carolina 28208 January 17, 1970	Shasta Truck & Equipment, Inc. 3333 South Market Street Redding, California 96001 January 18, 1970
Power Brake Service & Equipment Co., Inc. 1307 Carnegie Avenue Cleveland, Ohio 44115 January 18, 1970	A.O. Smith-Inland, Inc. P.O. Box 584 Milwaukee, Wisconsin 53201 March 5, 1969
Providence Body Co. P.O. Box 2783 Elmwood Station Providence, Rhode Island 02907 June 2, 1969	Smith-Moore Body Company, Inc. Brook Road at Lombardy Richmond, Virginia 23220 January 18, 1970

Paul Stutler, Inc. 3397 E. Waterloo Road Akron, Ohio 44312 January 2, 1970	Travco Corporation 6894 Maple Valley Road Brown City, Michigan 48416 May 1, 1969
South Florida Engineers, Inc. 5911 E. Buffalo Avenue P.O. Box 11927 Tampa, Florida 33610 July 2, 1969	Truck Equipment Co. 260 Industrial Avenue New Orleans, Louisiana 70121 January 18, 1970
Sport King, Inc. 28650 Grand River Avenue Farmington, Michigan 48024 August 19, 1969	Truck Equipment Co. 1911 S.W. Washington Street Peoria, Illinois 61602 January 18, 1970
Swab Wagon Company, Inc. 21 S. Callowhill Street Elizabethville, Pennsylvania 17023 May 7, 1969	Truck Equipment, Inc. P.O. Box 3280 Green Bay, Wisconsin 54303 January 18, 1970
Syracuse Auto Parts, Inc. 120 N. Geddes Street Syracuse, New York 13204 January 18, 1970	Tuff Boy, Inc. 5151 E. Almondwood Drive Manteca, California 95336 December 31, 1969
P. A. Thomas Car Works, Inc. 1408 Courtesy Road High Point, North Carolina 27261 August 1, 1969	Union City Body Co., Inc. 1015 West Pearl Street Union City, Indiana 47390 August 15, 1969
Thiokol Chemical Corporation Logan Division 2503 N. Main Street Logan, Utah 84321 January 18, 1970	Unit Rig & Equipment Co. 5400 South 49th West Avenue Tulsa, Oklahoma 74101 January 1, 1970
Trade Winds Co., Inc. Depot Street Manawa, Wisconsin 54949 January 15, 1970	Utility Trailer & Equipment Co., Inc. 4771 S. E. 17th Avenue Portland, Oregon 97202 January 1, 1970
Trail-A-Sled, Inc. Box 300 Crosby, Minnesota 56441 April 29, 1969	Vesely Company 2101 N. Lapeer Road Lapeer, Michigan 48446 April 24, 1969
Transport Equipment Co. 3400 6th Avenue Seattle, Washington 98134 January 18, 1970	Viking Snowmobiles, Inc. P.O. Box 37 Twin Valley, Minnesota 56584 August 1, 1969

Wayne Corporation
c/o Indian Head, Inc.
111 W. 40th Street
New York, New York 10018
October 31, 1969

The Treco Corporation, dba.,
Weaver Trailer & Body Company
1355 West Mound Street
Columbus, Ohio 43223
January 18, 1970

Walter Motor Truck Company
School Road
Voorheesville, New York 12186
April 29, 1969

Weigand GMC Truck Sales, Inc.
1008 N. Tuscarawas Avenue
Dover, Ohio 44622
January 18, 1970

Wheel Horse, Inc.
2001 East Maple St.
Des Moines, Iowa 50317
July 1, 1969

White Motor Corporation
P.O. Box 6979
Cleveland, Ohio 44114
January 18, 1970

APPENDIX E

Companies listed by the Canadian Government as vehicle manufacturers under the vehicle tariff order, 1965, as of Dec. 31, 1969

Name and location	Considered as manufacturers of --
Almac Metalcraft Inc., Ville D'Anjou, Quebec	Specified commercial vehicles.
Amalgamated Metal Industries Ltd., Toronto, Ontario.	Do.
American Motors (Canada) Limited, Brampton, Ontario.	Automobiles
Atlas Hoist & Body Incorporated, Montreal, Ontario.	Specified commercial vehicles.
B.K. & B. Truck Bodies Limited, London, Ontario.	Do.
Babcock, J. H. & Sons Limited, Odessa, Ontario.	Do.
Canadian Blue Bird Coach Ltd., Brantford, Ontario.	Buses.
Chrysler Canada Ltd., Windsor, Ontario --	Automobiles, buses, and specified commercial vehicles.
Diesel Equipment Limited, Toronto, Ontario	Specified commercial vehicles.
Eastern Steel Products Company, Preston, Ontario.	Do.
Elco-Wood Industries Limited, Windsor, Ontario.	Do.
The Electric & Gas Welding Co. Limited, Chambly, Quebec.	Do.
Fawcett Van & Stake Ltd., Hamilton, Ontario	Do.
Ford Motor Company of Canada, Limited, Oakville, Ontario.	Automobiles, buses, and specified commercial vehicles.
Freightliner of Canada Limited, Burnaby, B.C.	Specified commercial vehicles
F.W.D. Corporation (Canada) Ltd., Kitchener, Ontario.	Do.
General Motors of Canada, Limited, Oshawa, Ontario.	Automobiles, buses, and specified commercial vehicles.
Hayes Manufacturing Company Limited, Vancouver, B.C.	Specified commercial vehicles.
Ideal Body Ltd., Quebec, P.Q.	Do.
International Harvester Company of Canada, Limited, Hamilton, Ontario.	Buses and specified commercial vehicles.
Jauvin Truck Bodies Limited, Ottawa, Ontario.	Specified commercial vehicles.
Lacasse, V. Ltee., Montreal, Quebec --	Do.
Larochelle, Phil Equipment Inc., Quebec, P.Q.	Do.
Mond Industries Limited, Toronto, Ontario -	Do.
Multi-Vans Limited, Woodbridge, Ontario --	Do.
Olsen, W.H. Manufacturing Company Ltd., Tilbury, Ontario.	Do.

Prevost Car Inc., Ste. Claire, (Dorchester Co.) Quebec.		Buses
Reliance Truck & Equipment Ltd., Vancouver, B.C.		Specified commercial vehicles
Sicard Inc., Montreal, Quebec,	--	Do.
Thomas Built Buses of Canada Ltd., Woodstock, Ontario.		Buses.
Volvo (Canada) Ltd., Toronto, Ontario	--	Automobiles.
Walinga Body and Coach Ltd., Guelph, Ontario.		Specified commercial vehicles
Welles Corporation Ltd., Windsor, Ontario		Buses.
Western Flyer Coach (1964) Ltd., Winnipeg, Manitoba.		Buses.
Wilson Motor Bodies Limited, Burlington, Ontario.		Specified commercial vehicles
Wilson's Truck Body Shop Ltd., Truro, N.S.		Do.

Name and location of persons designated under par. 2(3) of the Motor Vehicles
Tariff Order of 1965

Designated by --

Canadian Kenworth Ltd., Burnaby, B.C.	Sicard Inc., Montreal, Quebec.
Sicard Equipment Limited, New Toronto, Ontario.	Sicard Inc., Montreal, Quebec.
The White Motor Company of Canada Limited, Toronto, Ontario.	Freightliner of Canada Limited, Burnaby, B.C.
White Truck Manufacturing Ltd., Kelowna, B.C.	Freightliner of Canada Limited, Burnaby, B.C.
Universal Handling Equipment Co., Hamilton, Ontario.	Fawcett Van & Stake Ltd., Hamilton, Ontario.

