

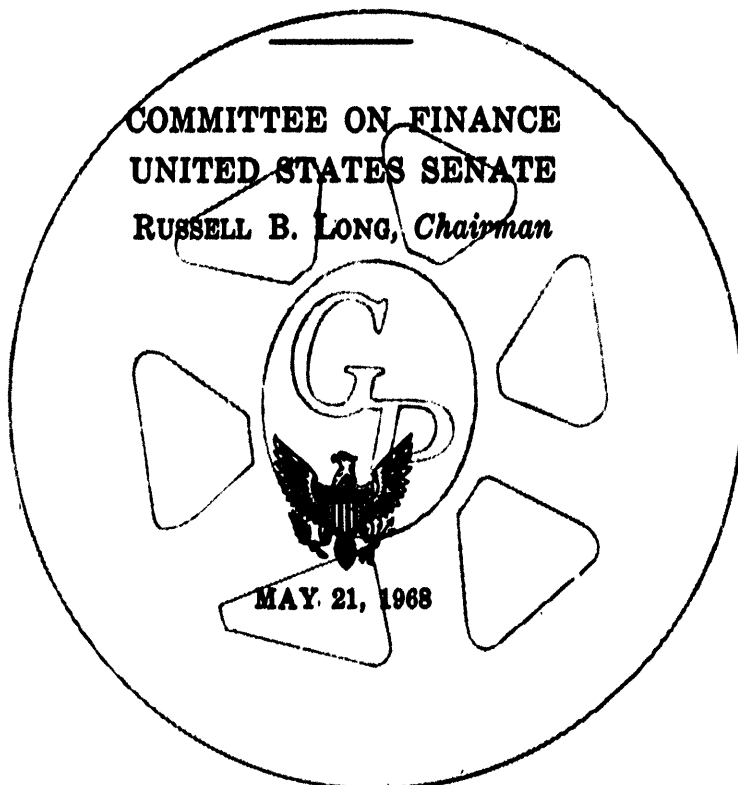
CANADIAN AUTOMOBILE AGREEMENT

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SECOND ANNUAL REPORT  
OF THE PRESIDENT TO THE CONGRESS  
ON THE OPERATION OF  
THE AUTOMOBILE PRODUCTS TRADE ACT  
OF 1965

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



Printed for the use of the Committee on Finance

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(II)

## LETTER OF TRANSMITTAL

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THE WHITE HOUSE, *May 17, 1968.*

*To the Congress of the United States:*

I am pleased to transmit to the Congress the second annual report on the operation of the Automotive Products Trade Act of 1965. By this Act Congress authorized implementation of the United States-Canada Automotive Products Agreement.

The Agreement was designed to create a broader U.S.-Canadian market for automotive products to obtain for both countries and both industries the benefits of specialization and large-scale production. We have moved far toward this goal.

Automotive trade between the United States and Canada was \$730 million in 1964, the year before the Agreement went into force. Trade in 1967 was over \$3.3 billion. The Agreement has also stimulated increased trade in allied products.

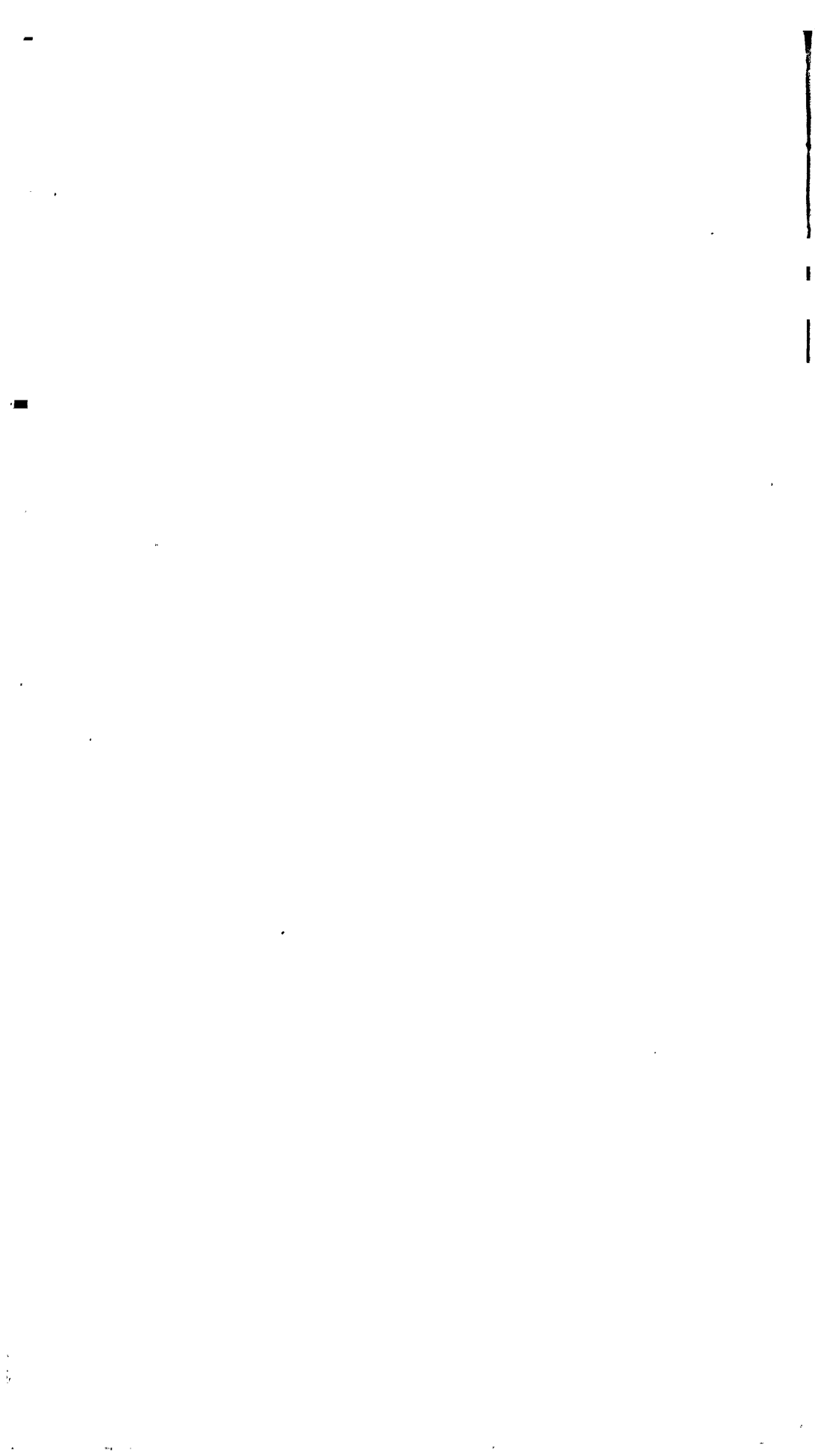
Industry, labor and consumers in both countries continue to benefit from this growth in commerce and from the increased efficiency made possible by the Agreement. It is dramatic proof of what can be accomplished when friends and neighbors choose the path of cooperation.

LYNDON B. JOHNSON.



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## 1. Introduction

The United States-Canada Automotive Products Agreement was signed by President Johnson and Prime Minister Pearson on January 16, 1965.<sup>1/</sup>

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

Canada accorded duty-free treatment to specified motor vehicles and original equipment parts imported by Canadian manufacturers by order in council effective January 18, 1965. The Automotive Products Trade Act of 1965, enacted by the Congress and approved on October 21, 1965, authorized duty-free importation into the United States of certain Canadian motor vehicles and original equipment parts.<sup>2/</sup> The President proclaimed the entry into force of the tariff modifications retroactive to January 18, 1965<sup>3/</sup> and issued an Executive Order establishing the Automotive Agreement Adjustment Assistance Board on October 21, 1965.

This report covers the period January 1, 1967 through December 31, 1967 or to the most recent date for which data is available. The Report records administrative actions taken to implement the Act during 1967; provides information on automotive production, prices, and employment in the United States and Canada; reviews the record of trade in automotive

<sup>1/</sup> Appendix A

<sup>2/</sup> Appendix B

<sup>3/</sup> Appendix C

products between the two countries and with the rest of the world during 1967 and immediately preceding years; and summarizes adjustment assistance authorized under provisions of the Act.



Summary

The Agreement has stimulated a great expansion of automotive products trade between the two countries, promoted rationalization and production efficiencies, helped to narrow the differential between higher Canadian and lower U.S. prices, and strengthened the economic and commercial ties between the two friendly neighbors.

Automotive products trade between the United States and Canada continued to increase in 1967 reaching a total two-way level of more than \$3.3 billion compared with \$730 million in 1964. Both United States imports and exports have expanded rapidly, with exports growing from \$654 million in 1964 to \$1.8 billion in 1967. Imports during the same period rose from \$76 million to \$1.5 billion. These figures are derived from U.S. trade statistics. However, the export figures in both U.S. and Canadian statistics are understated since automotive exports, particularly of semi-fabricated parts, cannot be clearly separated from non-automotive exports. Automotive import statistics, on the other hand, are more comprehensive and are comparable since every item imported duty-free into either country under the Agreement must be identified as "automotive."

Based on the import statistics of both countries, the U.S. net export surplus in automotive products with Canada increased substantially from \$583 million in 1964 to \$682 million in 1965. Thereafter it declined in 1966 to \$527 million and in 1967 to about \$439 million. The high level of the surplus in 1965 reflected the exceptionally rapid growth of the North American automotive market that year. The lower surpluses in 1966 and 1967 resulted partly from a decline in the market in those years.

Retail sales of North American vehicles in the United States and Canada declined by 4.1 percent from 1965 to 1966 and by 9.3 percent from 1966 to 1967.

The Agreement has led to increased specialization with longer and more efficient production runs. Some Canadian-assembled vehicles are exported to the United States, while other models which are no longer manufactured in Canada are imported from the United States. The gap between higher production costs in Canada and lower U.S. costs has narrowed. Canadian productivity has also improved. Canada now exports more vehicles to the United States than it imports. However, the United States exports substantially more parts and accessories to Canada than it imports. Exports of parts and accessories totalled \$1.1 billion in 1967 compared with imports of \$474 million.

Canada is our major customer and supplier of automotive products, accounting for 61 percent of all U.S. automotive exports and 60 percent of U.S. automotive imports. There has also been a substantial expansion of trade in the products of allied industries, such as machinery and raw and semi-processed materials used in automotive production, but it is not possible to identify statistically the growth in this trade derived from operation of the Agreement.

United States production in 1964 was 9.3 million vehicles, increased to 11.1 million in 1965, but has since declined primarily because of market factors to 10.4 million in 1966, and 9.0 million in 1967.

Automotive production in Canada has steadily increased since the Agreement entered into force, rising from 671,000 motor vehicles in 1964 to 847,000 in 1965, 902,000 in 1966 and 947,000 in 1967. Increased assembly of vehicles in Canada incorporated substantially greater amounts of U.S. produced parts and accessories.

In the United States, employment in the motor vehicle and equipment industry has grown from 797,700 in November 1964 (prior to the Agreement) to 849,400 in November 1967. Employment in Canada has expanded during the same period from 75,200 to 87,500 in November 1967.

Gradual rationalization of the North American industry has resulted in a narrowing of the price differential, particularly at the manufacturer's level, for comparable cars in the United States and Canada.

The Automotive Products Trade Act provides special transitional procedures for certification of firms and groups of workers to apply for adjustment assistance. Through December 1967 petitions have been filed on behalf of 20 groups of workers and 2,486 individual workers have been certified eligible to apply for adjustment assistance. About \$3.1 million in benefits has been disbursed.

The two Governments are presently conducting a joint review of experience under the Agreement and are considering whether any further steps are now necessary or desirable for the full achievement of the Agreement objectives. The review will be completed by the summer of 1968. A special report will be submitted to the Congress in accordance with Section 205(a) and (c) of the Act.

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

Market conditions and strikes resulted in a decline of about 1.3 million vehicles produced in the combined U.S.-Canadian industry in 1967 compared with 1966. Total North American production of motor vehicles in 1967 was 9,971,000. Motor vehicle production in the United States alone of 9,023,800 units in 1967 was about 284,000 units under the production figure of 1964 and substantially below the totals for 1965 and 1966.<sup>1/</sup> Canada produced 947,200 vehicles -- an increase of 45,000 over 1966.<sup>2/</sup> While Canada assembled slightly over 9 percent of North American cars, trucks, and buses in 1967, its share of total automotive production by value is below that level since Canadian-assembled vehicles incorporate an average of approximately 50 percent of parts imported from the United States. The rationalization stimulated by the Agreement has resulted in longer production runs of fewer models in Canada.

### United States production

U.S. production of 7.4 million passenger cars in 1967 was considerably below the 8.6 million achieved in 1966. Unforeseen factors accounting for the 13 percent production decline in 1967 included adverse weather conditions and lagging sales in the early part of the year, and prolonged strikes in the fall. Strikes prevented some dealers from having a balanced model inventory of 1968 cars at introduction time. The industry estimated a loss of 500,000 units of production may be attributed to work stoppages.

The total estimated value of U.S. factory sales of automotive products in 1967 was \$28.3 billion, a decline of \$2.6 billion from 1966.<sup>3/</sup> Factory

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<sup>1/</sup> Table 2

<sup>2/</sup> Table 4

<sup>3/</sup> Table 1

sales of passenger cars totaled \$18.2 billion, with parts and accessories accounting for \$5.4 billion, and trucks and buses \$4.2 billion.

In 1967 passenger cars incorporated several new safety features. In addition, consumers expressed an increased preference for such optional equipment as air conditioners, power brakes, power steering, and automatic transmissions. The result was higher average unit prices. In 1964 the U.S. industry produced 7.7 million passenger cars valued at \$16.8 billion, whereas as noted above, in 1967, 7.4 million automobiles were produced with a total value of \$18.2 billion -- an increase of \$1.4 billion.

In 1967, the United States produced 1.6 million trucks and buses. This represented a decrease of 180,000 units, or slightly more than 10 percent from 1966. It is estimated that at least 100,000 units of this reduction were attributable to strikes. The value of truck and bus sales declined to \$4.2 billion from the \$4.7 billion in 1966. Compared with the pre-Agreement year 1964, units shipped were up about 3 percent in 1967, but the \$4.2 billion value in 1967 was 14 percent higher than the \$3.7 billion of 1964. This resulted in part from increased prices and increased sales of options, particularly air conditioning.

In 1967, the wholesale value of automotive parts sold for the replacement market in the United States was \$3.8 billion. An additional \$1.6 billion of parts and accessories were exported. The total value of \$5.4 billion for parts and accessories was up 6 percent over the \$5.1 billion value of production in 1966, and represented a 20 percent increase compared with the \$4.5 billion of 1964.

Canadian production

Canada produced 720,800 passenger cars in 1967, an increase of 2.8 percent over the 701,500 produced in 1966. The Canadian wholesale value of these cars, including the value of original equipment parts imported from the United States and incorporated in Canadian vehicles, is estimated at \$1.5 billion in 1967 and \$1.4 billion in 1966.<sup>4/</sup> Production of trucks and buses reached a total of 226,400 in 1967, or 13 percent above the 200,600 units manufactured in 1966. The value of Canadian factory shipments of trucks, buses, truck-tractors, and chassis is estimated at \$538 million in 1967 and \$476 million in 1966.

Factors influencing the growth in Canadian production are the interim arrangements for the Canadian auto industry contained in the Agreement and in separate undertakings of the Canadian manufacturers with the Canadian Government. Because of the disparity in size of the automotive industries and relative costs of production in the two countries, 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 only to motor vehicles and original equipment parts when imported by qualified manufacturers.<sup>5/</sup> 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.

<sup>4/</sup> Source: BDSA based on DBS data converted to U.S. dollars

<sup>5/</sup> App. E

In separate arrangements with the Government of Canada, Canadian motor vehicle manufacturers undertook, in addition, to increase by the end of the 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. They also agreed to increase Canadian value added by a percentage of growth in the Canadian market. The stated additional Canadian value added in the undertakings by all the Canadian companies totaled Can. \$260 million (U.S. \$241 million).

Expenditures for plant and equipment by automobile manufacturers in the United States and Canada

Expenditures by the four major automobile producers for plant and equipment for both car assembly and parts production in the United States and Canada totaled \$1.3 billion in 1967.<sup>6/</sup> This represented a decrease of 32 percent from the average annual rate of \$1.9 billion for the years 1965-66. Net new investments in the United States in 1967 were \$1,245 million and in Canada \$90 million. The plant and equipment expenditures in Canada in 1967 were down substantially from an annual average of \$168 million for 1965-66 and represented 7 percent of total new investment in the combined U.S.-Canada automobile industry in 1967. The four automobile producers accounted for a very high percentage of automobile production and a substantial share of truck production in North America in 1967. While other companies in the automotive industry in addition to the major automobile producers also undertook new investment, information on such firms is not complete.

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<sup>6/</sup> Source: Data compiled by BDSA

Retail Sales

United States retail sales of new North American cars in 1965 achieved a record level of almost 8.8 million but declined to 8.4 million in 1966 and further fell to 7.6 million in 1967. Canadian sales of North American vehicles, as measured by new-car registrations, totalled about 609,000 in 1965 and 1966 but declined to 585,000 in 1967.



### III. RELATIVE PRICE LEVELS OF AUTOMOBILES PRODUCED AND SOLD IN THE NORTH AMERICAN MARKET

Gradual rationalization of the North American automobile industry during the three years the Agreement has been in effect has narrowed the price differential at the manufacturer's level for comparable cars in the United States and Canada. The differential at the retail level is also less now than before the Agreement, but tax rates, different discounting practices, and other factors tend to offset somewhat the reduced wholesale differential.

Based on data provided by manufacturers, a comparison is presented in Table 9 of relative price trends in the United States and Canada of similar models for each year 1964 through model year 1968. Three examples are presented of models in different price ranges. The first two models (a) and (b) are manufactured in both the United States and Canada but the third model (c) is produced only in the United States. In comparing price changes from year to year for any one model it should be emphasized that these price changes result in part from option changes, safety and emission control equipment, dealer discount changes, and other competitive pricing actions.

#### Table 9(a)

In 1964 the factory list price in Canada of a four-door 6-cylinder sedan was 9.6 percent more than the U.S. factory list price for the identical automobile. For the 1968 model the price differential had narrowed to 5.7 percent. In 1964 the suggested retail price for the same vehicle in Canada was 9.9 percent higher and in 1968 the differential was 9.0 percent.

Table 9(b)

A 1964 four-door 8-cylinder sedan had a manufacturer's list price in Canada 9.2 percent higher than in the United States. The comparable 1968 model had a 5.9 percent higher list price in Canada. On the retail level the differential was 9.0 percent for the 1968 model as compared with 9.6 percent in 1964.

Table 9(c)

In 1964 a two-door 8-cylinder hardtop produced only in the United States had a manufacturer's list price 30.4 percent higher in Canada than in the United States. At the retail level the differential was 29.7 percent in 1964. The 1968 price differential was substantially less at 8.7 percent at the list price level, and 11.5 percent at retail.

Automotive price indexes

Price indexes for both the United States and Canada presented in tables 6-8 indicate that most automotive prices rose in 1967. Comparisons between the price indexes of the two countries must be undertaken with caution since the indexes are constructed on different bases. However, the year to year trend, particularly at the wholesale level, indicates that Canadian automotive price indexes have declined at a greater rate or increased at a slower rate than comparable U.S. indexes since 1964. The Canadian consumer price index for new passenger cars rose slightly more from November 1966 to November 1967 than did the comparable U.S. index.

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

The tables on trends in employment in the United States and Canadian automotive industries show only aggregate employment averages and do not take into account changes in hours worked by individuals. In both Canada and the United States average annual automotive industry employment declined in 1967. <sup>1/</sup>

##### Employment in the United States

Reflecting production and sales patterns, employment in the U.S. automotive products industry fell 5.7 percent in 1967 to an average annual employment level of 810,000 as compared with 859,000 in 1966. The 1967 decline reversed a trend of increasing employment which had continued from 1963 to 1966. However, employment in 1967 of 810,000 was considerably above the total of 753,000 in 1964. Among the industry segments, the greatest decrease in 1967 compared to 1966 was in passenger car bodies (SIC 3712), and parts and accessories (SIC 3714), where declines of 7.7 and 5.7 percent respectively took place. Employment in the production of truck and bus bodies declined only 0.3 percent. The decline in employment during 1967 reflected the effect of the strike at Ford Motor Co. during September and October and the 13 percent decline in U.S. motor vehicle production for the year.

##### Employment in Canada

Employment in the automotive industry in Canada declined 1.3 percent to an annual average of 83,800 in 1967 from 84,900 in 1966. The lower

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<sup>1/</sup> Tables 10 and 11

1967 employment figure was the first decline in several years but was still 20.9 percent above the 1964 average. A decline of 4 percent took place in the parts and accessories sector of the industry but employment in motor vehicle assembly remained substantially unchanged in 1967 from 1966.

#### V. UNITED STATES AND CANADIAN AUTOMOTIVE TRADE

Canada is the single most important trading partner of the United States. Total two-way trade between the two countries exceeded \$14 billion in 1967. U.S. exports to Canada totaled \$7.2 billion, while imports from Canada amounted to \$7.1 billion. Canada in 1967 accounted for 23.5 percent of total U.S. exports and 26.5 percent of total U.S. imports.<sup>1/</sup> In 1967, the United States received 64.2 percent of Canadian exports and supplied 72.4 percent of Canadian imports.<sup>2/</sup>

#### Trade in motor vehicles and motor vehicle parts between the United States and Canada

A rapid expansion of automotive trade between the United States and Canada has occurred since the Agreement became effective. Firms are taking advantage of the Agreement to rationalize and specialize their productive facilities.

Total automotive product trade between the two countries was \$730 million in 1964. During 1965, the first year of the Agreement, total two-way automotive trade increased to \$1.1 billion and to \$2.2 billion in 1966. In 1967, total automotive trade amounted to over \$3.3 billion, a 352 percent increase over 1964.<sup>3/</sup> These figures are based on U.S. trade statistics. (See discussion below of problems encountered with U.S. and Canadian automotive trade statistics.)

This trade expansion is largely attributable to the Agreement, although contributing factors include increased prosperity and continuing business expansion in both countries. Manufacturers have also modified production programs, revised marketing plans, and changed sourcing of parts to take advantage of opportunities provided by the Agreement. There

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<sup>1/</sup> See Table 17

<sup>2/</sup> See Table 22

<sup>3/</sup> See Table 13

has been an increasing movement of assembled vehicles to the United States, offset in part, by increased U.S. exports of parts to Canada. It is estimated that on an average approximately 50 percent of the parts in passenger cars coming into the United States from Canada were produced in the United States. Exports of U.S. parts to Canada exceeded \$1 billion in 1967.

The Canadian and United States automotive markets are natural extensions of each other and together increasingly form what is in most respects a single North American market. Consumption patterns in both Canada and the United States are similar. Consumers in both markets predominately choose automobiles of North American design and make, and these are produced primarily by the same four companies in both countries.

Since 1965, Canada has become the major foreign supplier of automotive products to the United States. In 1967, Canada supplied \$1.5 billion or 60 percent of all U.S. automotive imports. Germany was the second leading automotive exporter to the United States with \$638 million or 25 percent of total imports.<sup>4/</sup>

Canada is also the major foreign market for U.S. automotive products. Its share of U.S. exports increased from \$860 million in 1965 to \$1.8 billion or 61 percent of total automotive exports in 1967.<sup>4/</sup>

The United States net surplus of trade in automotive products with Canada in 1967 was \$439.1 million, compared with \$526.8 million in 1966, and \$583.4 million in 1964, prior to the Agreement. (See discussion on U.S.-Canada trade statistics below.) Both the total level and the balance of

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<sup>4/</sup> See Table 15 and 16

automotive trade are sensitive, inter alia, to variations in the level of sales in the Canadian market. The unexpectedly reduced level of motor vehicle sales in 1966 and 1967 in Canada was a significant influence in reducing the U.S. net surplus while record sales in 1964 and 1965 contributed to the high surpluses those years.

#### Passenger cars

North American passenger car trade has risen steadily for the past three years. The year before the Agreement, 1964, \$45.4 million or 7 percent of total U.S. automotive exports to Canada were passenger cars. In 1967, \$563 million or 31 percent of our automotive products exports were automobiles. An even greater increase is noted in imports from Canada of passenger cars. In 1964, \$21.9 million or 29 percent of our automotive imports from Canada were passenger cars. In 1967, automobile imports from Canada amounted to \$818 million, or 52 percent of total automotive imports.

#### Trucks, buses and chassis

U.S. truck and bus exports to Canada have increased every year since 1964; during the same period imports from Canada of these vehicles have also increased substantially. In 1965, U.S. truck and bus exports to Canada amounted to \$45.4 million or 5 percent of total automotive exports to Canada, while imports from Canada totaled \$23.7 million or 10 percent of automotive imports. In 1967, U.S. exports reached \$138.3 million, 8 percent of our exports, while imports were \$269.9 million, 17 percent of our automotive imports.

#### Parts and accessories

Shipments of parts and accessories to Canada continue to increase. In 1964, \$591.1 million of U.S. parts and accessories were shipped to Canada,

increasing to \$700.5 million in 1965, to \$952.1 million in 1966, and to \$1.1 billion in 1967. In turn, the United States received from Canada shipments worth \$49.3 million in 1964, \$139.2 million in 1965, \$360.2 million in 1966, and \$474.1 million in 1967. Parts and accessories have come to represent a less substantial portion of total U.S. automotive trade with Canada each year. This is due primarily to rationalization of motor vehicle assembly in the United States and Canada and the ensuing transfers across the border in both directions of finished vehicles. In 1964, parts and accessories accounted for 90 percent of total automotive exports to Canada, but in 1967, only 61 percent. In 1964, parts and accessories represented 65 percent of all automotive product imports from Canada, and in 1967, only 31 percent.

The terms of the Agreement cover only parts, accessories and equipment intended for use in the assembly of new motor vehicles, but not for replacement purposes. In 1967, the United States imported \$425 million of original equipment parts duty-free under the Automotive Products Trade Act and \$49 million of dutiable parts for replacement purposes.<sup>5/</sup>

#### Allied industries

The Automotive Agreement has influenced not only the automotive industry but several closely allied industries. Increases in trade of non-automotive items have occurred as a consequence of plant expansions and increased automotive output. Increased trade and production have occurred in companion industries which provide such items as machinery, tires and tubes, paint and chemicals, and metals. Unfortunately statistical data which directly relate increases in trade and production in one industry with another is not available.

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<sup>5/</sup> See Table 13



U.S.-Canada automotive trade statistics

Serious statistical problems arise in compiling U.S.-Canadian automotive trade figures. All imports from Canada of vehicles and original equipment automotive parts are precisely identified in our trade data as a result of the import classifications established by the Automotive Products Trade Act. These figures are shown in Table 12. The difficulty is that our export classes are not so detailed and do not identify as automotive substantial exports, particularly of parts, which enter Canada duty-free as a result of the Automotive Agreement. Thus, U.S. export statistics are not fully comparable with U.S. import statistics. Canada faces a similar problem with its trade data and both U.S. and Canadian automotive export figures are understated relative to automotive imports. Canadian automotive trade figures are shown in Table 21. This difficulty has become more serious as the North American automotive industries become progressively rationalized and integrated, resulting in increased shipments of automotive components and semi-fabricated parts. Because of this problem there is an increasing divergence between U.S. and Canadian trade figures. United States data show relatively low U.S. automotive exports while Canadian import data show substantially higher levels of automotive imports from the United States.

Careful investigation has indicated that the most accurate and comprehensive measure of total automotive trade between the United States and Canada in the period 1964-67 would be the two country's import statistics. The following table has been constructed on the basis of U.S. Bureau of Census and Canadian Dominion Bureau of Statistics data to assure as comparable coverage as possible. This table encompasses all automotive trade between

the two countries — both duty-free trade under the provisions of the Agreement and dutiable, i.e., replacement parts or other automotive products not included under the Agreement.

United States - Canadian Automotive Trade  
based on U.S. and Canadian Import Data<sup>1/</sup>

(millions of U.S. dollars)

Subject	1964	1965	1966	1967 <sup>2/</sup>
<b>U.S. exports to Canada<sup>3/</sup>:</b>				
Passenger cars	41.0	116.0	291.8	613.0
Trucks, buses, chassis	21.2	41.7	86.1	133.8
Parts and accessories	597.1	771.7	1,037.9 <sup>4/</sup>	1,254.3 <sup>4/</sup>
<b>Total Exports</b>	<b>659.3</b>	<b>929.4</b>	<b>1,415.9</b>	<b>2,001.1</b>
<b>U.S. imports from Canada:</b>				
Passenger cars	21.9	84.1	370.7	818.0
Trucks, buses, chassis	4.7	23.7	158.3	269.9
Parts and accessories	49.3	139.2	360.2	474.1
<b>Total Imports</b>	<b>75.9</b>	<b>247.0</b>	<b>889.1</b>	<b>1,562.0</b>
<b>U.S. net exports</b>	<b>583.4</b>	<b>682.4</b>	<b>526.8</b>	<b>439.1</b>

<sup>1/</sup> Tires and tubes not included. Figures may not add to totals due to rounding.

<sup>2/</sup> As measured by Canadian import statistics.

<sup>3/</sup> Preliminary and subject to revision.

<sup>4/</sup> Canadian imports of parts and accessories in 1966 and 1967 adjusted to include coverage of products comparable to U.S. automotive parts imports from Canada.

Source: U.S. exports - BDSA (Based on DBS data of Canadian imports from the United States, converted to U.S. dollars, exchange rate \$.925).

U.S. imports - BDSA (Based on Bureau of the Census data).

U.S. trade in motor vehicles and motor vehicle parts with countries other than Canada

U.S. automotive imports from countries other than Canada increased from \$670 million in 1965, to \$975 million in 1966, and \$1 billion in 1967. Imports of passenger cars alone represented over \$880 million in 1967. Exports to countries other than Canada have remained relatively stable over the same period, totaling \$1.1 billion in 1965, \$1.2 billion in 1966, and \$1.1 billion in 1967.

Exports of trucks, buses, parts and accessories were substantially greater than our imports of these products.

The decline in the U.S. balance of automotive trade with countries other than Canada from \$438 million in 1965 to about \$121 million in 1967 was due to the sharp increase in U.S. imports of automobiles, and the leveling off of U.S. exports in the period since 1964. Imports of cars from West Germany represented 66 percent of total passenger car imports from countries other than Canada in 1967.<sup>6/</sup>

Automotive trade with principal motor vehicle producing countries

Besides the United States and Canada, the other major motor vehicle producing countries are West Germany, United Kingdom, France, Italy, Sweden and Japan.

U.S. total automotive imports from West Germany were \$434 million in 1965, \$649 million in 1966, and \$638 million in 1967. More than 90 percent of these imports were passenger cars. Exports of U.S. automotive products to West Germany were \$31 million, \$32 million and \$35 million in the corresponding years.

Total automotive imports from the United Kingdom, of which more than 85 percent were passenger cars, were \$105 million in 1965, \$132 million in

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<sup>6/</sup> See Table 14.

1966, and \$120 million in 1967, making the United Kingdom our third largest supplier of automotive imports. Imports from Japan, mainly passenger cars, rose rapidly from \$36 million in 1965 to \$104 million in 1967. Automotive exports to the United Kingdom, consisting almost entirely of parts and accessories, totaled \$30 million in 1965, \$35 million in 1966, and \$32 million in 1967. Automotive exports for the same years to Japan, consisting almost equally of passenger cars and parts and accessories, were \$17 million, \$19 million, and \$20 million respectively.

U.S. automotive imports from France, Italy, and Sweden combined were \$81 million in 1965, \$110 million in 1966, and \$128 million in 1967, predominantly passenger cars. Automotive exports to these three countries were \$58 million in 1965, \$57 million in 1966, and \$49 million in 1967.<sup>7/</sup>

#### Automotive trade with remaining countries

The "remaining countries"<sup>8/</sup> accounted for 33 percent of total U.S. exports of automotive products in 1967, but less than one percent of total U.S. imports.<sup>9/</sup> The three leading markets, following Canada, for U.S. automotive exports in 1967 were Mexico, \$178 million; Australia, \$75 million; and Venezuela, \$72 million.

#### Canadian trade in motor vehicles and motor vehicle parts with countries other than the United States

Total automotive imports into Canada from countries other than the United States increased marginally from \$109 million in 1964 to \$116 million in 1966 (statistics for 1967 not available).<sup>10/</sup> Total exports to these countries during 1966 amounted to \$143 million, compared to the 1964 total of \$75 million.<sup>11/</sup>

<sup>7/</sup> Tables 15 and 16.

<sup>8/</sup> The term "remaining countries" excludes Canada, Sweden, United Kingdom, Japan and the European Economic Community, the principal motor vehicle producing countries.

<sup>9/</sup> Derived from Tables 15 and 16.

<sup>10/</sup> Table 20.

<sup>11/</sup> Table 19.

Canadian automotive imports from non-U.S. sources came primarily from the United Kingdom and West Germany. Imports in 1966 from these two countries of \$50 million and \$38 million, respectively, accounted for 76 percent of total Canadian automotive imports from countries other than the United States. Exports in 1966 to the United Kingdom amounted to \$2.6 million and to West Germany \$1.8 million. Canada's three major export markets, other than the United States, in 1966 were Venezuela, \$30 million; Peru, \$23 million; and South Africa, \$22 million.

## VI. IMPLEMENTATION OF THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965

The major steps required for implementation of the Automotive Products Trade Act of 1965 occurred in 1965 and 1966. However, in 1967 various additional actions were taken relating to the Agreement. Duty-free entry for snowmobiles was provided by Canada. The two Governments began the joint comprehensive review required by the Agreement. Additional cases were handled by the Automotive Adjustment Assistance Board, and additional determinations of bona fide manufacturers were made. The GATT waiver continued in effect.

### Snowmobiles

As a result of the Agreement and the Automotive Products Trade Act of 1965, Canadian snowmobiles and original parts were accorded duty-free entry into the United States under TSUSA No. 692.11. However, due to the different structure of the U.S. and Canadian tariffs, snowmobiles were not granted free entry into Canada. Simultaneously, the popularity and demand for small, sport snowmobiles rapidly increased and a substantially greater volume of imports from Canada occurred. Following discussions with the Government of Canada, notes were exchanged in Washington on January 20, 1967 as a result of which Canada undertook to provide reciprocal duty-free entry for snowmobiles and original equipment parts retroactive to November 1, 1966, with the exception of special purpose snowmobiles equipped for such tasks as ski slope maintenance. Prior to this action, Canada had a 17½ percent duty on imports of snowmobiles. U.S. imports of snowmobiles from Canada reached a total of 82,000 vehicles valued at \$36.4 million in 1967. Exports to Canada have also increased, particularly of

engines and other snowmobile parts. However, U.S. export statistical categories do not permit an indication of the total number or value of snowmobile exports.

Automotive Agreement Adjustment Assistance

In implementing the U.S.-Canadian Automotive Products Agreement, it was recognized that although the Agreement would benefit the automotive industry and automotive workers in both the United States and Canada, some dislocations could result. It was anticipated that individual firms or groups of workers could be adversely affected by either increased imports or by internal shifts within the industry as firms rationalized their operations. Special provisions for adjustment assistance to dislocated firms and workers were, therefore, included in the Automotive Products Trade Act of 1965.

The Act provides that until June 30, 1968, firms or groups of workers may petition the President for a certification of eligibility to apply for adjustment assistance. The Automotive Adjustment Assistance Board, established by Executive Order 11254, was delegated the responsibility for determining the eligibility of petitioning firms or groups or workers for adjustment assistance. The Board is composed of the Secretary of Commerce, the Secretary of the Treasury, and the Secretary of Labor, who was selected as Chairman. Determinations are based on an investigation and report by the Tariff Commission, and upon advice from the Departments of Commerce, Treasury, Labor, and the Small Business Administration.

The relief provided to certified firms and workers is the same as that available under the Trade Expansion Act of 1962. A worker who is eligible for assistance may receive weekly payments equalling 65 percent of his average weekly wage, but not exceeding 65 percent of the national average weekly wage in manufacturing. In 1967, the maximum was \$73 per week. Other benefits are training opportunities, including travel and subsistence payments, and relocation allowances. Firms certified may obtain loans for land, plant, equipment, and in some cases working capital, technical assistance, and a certain form of tax relief.

The number of workers who actually receive adjustment assistance depends on how many of the group described in the certification actually file claims and on how many meet the individual qualifications required under the Trade Expansion Act.

#### Petition Record

During calendar year 1967 there were 15 petitions for adjustment assistance filed by groups of workers. Action was completed on 13 of the petitions and 9 certifications of eligibility were issued. In 4 cases the Board found that the operation of the U.S.-Canadian Automotive Products Agreement had not been the primary factor in causing the dislocations. No petitions were submitted by firms.

Four of the certifications involved workers who became unemployed when operations in relatively small plants of major independent parts manufacturers were transferred to Canada. Two groups of workers from Eaton Yale and Towne, Inc. were dislocated when Eaton transferred its leaf spring operations from Lackawanna, N.Y. and Detroit, Mich. to Canada.



The other two cases involved Rockwell-Standard Corporation and Borg-Warner Corporation. In each case in which a certification was issued, the Board decided that the decisions to transfer production to Canada and not to other U.S. locations were primarily based on factors related to the operation of the Agreement.

Dislocations in assembly plants of three of the major automobile companies were determined to have resulted from the rationalization made possible by the Agreement. For example, beginning in model year 1967, American Motors sharply reduced the number of different models produced in Canada, and thereby improved the efficiency of its Canadian operations and increased its effective capacity. Because of the added efficiency, the Canadian plant was able to increase its share of AMC's production, thereby causing decreased production and consequent loss of jobs at the U.S. facility. Similarly, layoffs occurred at Chrysler's Jefferson plant at Detroit and General Motor's North Tarrytown, New York plant. The severity of these layoffs was compounded by the generally depressed rate of automobile sales in both the United States and Canada, but the Board found that only a portion of the dislocation could be attributed to the Agreement. The companies each stated that in planning their rationalized North American operations they had anticipated that continued high car sales would offset any losses due to production transfers.

North American rationalization also increased job opportunities at some domestic plants. Beginning in model year 1967, General Motors Corporation decided to reduce the number of models produced at its Canadian plants. Because Canadian production of certain Buicks was

eliminated, the Wilmington assembly plant had a substantially increased share of Buick production. This increase was more than enough to offset cutbacks of Wilmington's Chevrolet production as a result of Canadian imports.

From the inception of the program through 1967, nearly 2,500 workers have been certified as eligible to apply, and 2,064 of these were found eligible for weekly benefits; total payments have amounted to \$3.1 million.

During the calendar year 1967, weekly cash assistance benefits totaling just under \$2.5 million were paid to workers. This total included payments made to workers who were certified during the previous year, but were still eligible to receive benefits into 1967. Payments also included reimbursements to the States for unemployment insurance those particular workers received. Approximately 1,800 workers filed claims for adjustment assistance at their local unemployment insurance offices and over 1,200 of these met the individual requirements and were determined to be eligible for benefits. Payments to persons in training, including travel and subsistence allowances, were approximately \$32,500.

Many of the dislocated workers were either recalled to their former jobs, found new jobs, or left the labor force, according to information provided by local offices affiliated with the U.S. Employment Service. Their records indicate that over 400 were recalled to their former jobs and 600 others were either employed in new jobs or have withdrawn from the work force. As a result, only about 325 auto workers of those covered by the program were registered as unemployed as of January 1, 1968.

During the year local employment service offices provided placement, counseling, or testing services to over 850 dislocated workers. Nearly 300 were referred to job openings, 60 placed, and 20 referred to training. These data do not include the services to or reemployment experiences of dislocated workers certified in 1966.

Michigan has been the most active State in the adjustment assistance program. Four petitions were approved for Michigan workers during the year and over 500 workers met the individual requirements and were found eligible for benefits. Payments in 1967 to these workers and to some of those found eligible in 1966 totaled \$1.1 million. Substantial allowances have also been paid to dislocated workers in Ohio (\$520,000), Wisconsin (\$324,000), and New York (\$239,000).

#### Canadian transitional assistance benefits

The Canadian Government also provides assistance benefits for workers and firms affected by the Agreement.

Since the program began operation through March 31, 1967, certifications relating to 23 companies have been issued. By these certifications 5,601 employees were declared eligible to apply for transitional assistance benefits.

The entitlement to benefits is determined by the Unemployment Insurance Commission under the Transitional Assistance Benefit Regulations.

Through December 31, 1967 a total of 2,534 individuals filed claims to receive benefits and 936 were allowed.

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. Rules and regulations were published in the Federal Register, volume 30, No. 238, on December 10, 1965. These outline procedures for filing applications, and set out the qualifications of a bona fide motor-vehicle manufacturer. They also provide for preparing, maintaining, and publishing a list of these manufacturers.

These rules and regulations state that a person shall only be regarded as having had the capacity to produce a complete motor-vehicle 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 December 31, 1967, a total of 148 manufacturers had been certified as "bona fide motor-vehicle manufacturers."<sup>1/</sup> Certification of manufacturers are valid for a 12-month period from the date the Administrator determines they are qualified, and are renewable. The certified manufacturers can be grouped in three classes according to their type of business: (1) manufacturers of motor vehicles, including motor-vehicle chassis; (2) manufacturers of motor-vehicle bodies, assembly and

<sup>1/</sup> Appendix D

installation of bodies, trailer hitches known as fifth wheels on truck tractors, and other motor-vehicle equipment on new chassis; and (3) manufacturers in the assembly and installation of motor-vehicle equipment on new chassis, including fifth wheels.

The 148 manufacturers are located from coast to coast, operating in 33 states with Ohio, Michigan, Illinois, California, Wisconsin, Indiana, New Jersey and Washington, in that order, topping the list in number of establishments.

#### GATT Waiver

Under the Automotive Agreement only certain automotive products of Canada are allowed free entry into the United States. It was, therefore, necessary for the United States to obtain a GATT waiver to permit this technical inconsistency with the obligation under Article I of the General Agreement on Tariffs and Trade (GATT) to accord unconditional most-favored-nation treatment to products of the GATT contracting parties. The similarity of market conditions in the two countries and the close relationship which existed and could be further developed in production facilities were special factors which offered unusual opportunities to rationalize the production of automotive products. Accordingly, and because of these exceptional circumstances, the United States sought and obtained a waiver of its GATT obligation to the extent required to put the agreement into effect. The waiver, approved on December 20, 1965, provided for the United States to submit an annual report and for the Contracting Parties to review the operation of the waiver in December 1967 and, if necessary, biennially thereafter.

The GATT Council of Representatives took note of the first U.S. annual report at a meeting in November 1967. The report to the Contracting Parties was based on the First Annual Report of the President to the Congress on the Implementation of the Automotive Products Trade Act of 1965. The U.S. report to GATT concluded that through the end of 1966 traditional automotive exporters to the United States had experienced no significant trade diversion as a result of the Agreement.

The United States had indicated it would, on request, enter into consultations with any contracting party which believed that elimination of U.S. customs duties on an automotive product from Canada created a significant diversion of imports of that automotive product from the requesting country to Canada. No requests for consultations have been received by the United States.

The GATT Council of Representatives agreed in November 1967 that it would arrange for the conduct of the required review of the operation of the waiver in the spring of 1968 when trade statistics for the first two full years under the Agreement (1966 and 1967) will be available. This GATT review will take into account the President's Second Annual Report and the current discussions between the United States and Canada concerning their experience under the Agreement.

Joint comprehensive review

Article IV (c) of the Agreement provides that the two Governments should, no later than January 1, 1968, jointly undertake a comprehensive review of progress made toward achieving the objectives of the Agreement. During the review the Governments were also to consider such further steps

as might be necessary or desirable for the full achievement of these objectives.

The joint comprehensive review began at a meeting in Washington on December 13, 1967. At that meeting a joint working party was appointed to examine in detail experience under the Agreement and to consider carefully whether it was necessary or desirable for further steps to be taken toward full achievement of the Agreement objectives. Included on the working party for the United States are representatives from the Departments of State, Commerce, Labor, and the Treasury, and the Office of the Special Representative for Trade Negotiations. Canadian representatives are from the Departments of External Affairs, Industry, Trade and Commerce, Finance, National Revenue, and the Privy Council Office.

In accordance with section 203(a) and (c) of the Automotive Products Trade Act of 1965, the President will submit by August 31, 1968, a special report to the Senate and House of Representatives on the comprehensive review and the progress made toward achievement of the objectives of the Agreement.

TABLE 1.--Estimated total value<sup>1/</sup> (unduplicated) of U. S. factory sales of automotive products, SIC 371, 1964-67

(Billions of U. S. Dollars)

Item	1964	1965	1966	1967
Passenger cars, domestic and export <sup>2/</sup> .....	16.8	21.2	20.5	18.2
Trucks, buses, truck-tractors, etc. domestic and export <sup>3/</sup> .....	3.7	4.6	4.7	4.2
Truck trailers, domestic and export .....	.5	.5	.6	.5
Replacement parts and accessories, domestic .....	3.2	3.4	3.6	3.8
Export of parts and accessories .....	1.3	1.2	1.5	1.6
<b>Total, domestic and export .....</b>	<b>25.5</b>	<b>30.9</b>	<b>30.9</b>	<b>28.3</b>

<sup>1/</sup> Value f.o.b. plants; excludes excise tax.

<sup>2/</sup> Based on values with standard equipment, adjusted to include an estimate for optional equipment.

<sup>3/</sup> 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 1963-67  
(Thousands of units)

Calendar years	Passenger Cars	Trucks and buses	Total
1963	7,644.4	1,464.4	9,108.8
1964	7,745.5	1,562.4	9,307.9
1965	9,335.2	1,802.6	11,137.8
1966	8,604.7	1,791.6	10,396.3
1967 <sup>1/</sup>	7,412.7	1,611.1	9,023.8

<sup>1/</sup> Subject to revision.

Source: Automobile Manufacturers Association



Table 3. -- U.S. Factory sales of motor vehicles, calendar years 1963-67  
(Thousands of units)

Calendar Years	Passenger cars	Trucks and buses	Total
1963	7,637.7	1,462.7	9,100.4
1964	7,751.8	1,540.5	9,292.3
1965	9,305.6	1,751.8	11,057.4
1966	8,598.3	1,731.1	10,329.4
1967 <sup>1/</sup>	7,436.8	1,539.5	8,976.3

<sup>1/</sup> Subject to revision.

Source: Automobile Manufacturers Association

TABLE 4.--Canadian motor vehicle production, calendar years 1963-67

(Thousands of units)

Calendar years	Passenger cars	Trucks and buses	Total
1963 .....	532.2	99.1	631.4
1964 .....	559.6	111.4	671.0
1965 .....	706.8	139.8	846.6
1966 .....	701.5	200.6	902.1
1967 <sup>1/</sup> .....	720.8	226.4	947.2

<sup>1/</sup> Preliminary

Source: Dominion Bureau of Statistics

**TABLE 5.--Factory shipments of made-in-Canada motor vehicles,  
calendar years 1963-67**

(Thousands of units)

Calendar years	Passenger cars	Trucks and buses	Total
1963 .....	532.0	98.5	630.4
1964 .....	558.9	110.6	669.5
1965 .....	709.5	143.3	852.8
1966 .....	699.6	199.9	899.5
1967 <sup>1/</sup> .....	725.5	227.0	952.4

<sup>1/</sup> Preliminary

Source: Dominion Bureau of Statistics

TABLE 6.--Retail price indexes for new passenger cars, United States and Canada, November 1963-67 (1957-59 equals 100)

Period	U. S. <sup>1/</sup> price index	Canadian <sup>2/</sup> price index
November 1963 .....	103.2	99.6
November 1964 .....	102.5	95.7
November 1965 .....	98.7	95.3
November 1966 .....	99.3	93.2
November 1967 .....	101.4	95.7 <sup>3/</sup>

<sup>1/</sup> During the actual new model introduction period for approximately 3 months, prices used in the calculations of the Bureau's index are a mixture of those for both old and new models. The November indexes reflect an approximately even mix of the outgoing and new model prices.

<sup>2/</sup> The November Canadian price index for new passenger cars is based on models for the previous model year, e.g. the November 1967 price index is based on prices of 1967, not 1968, models.

<sup>3/</sup> Preliminary.

Sources: U. S. index is from the U. S. Department of Labor, Bureau of Labor Statistics, Consumer Price Index. Canadian Consumer Price Index for new passenger cars is from "Prices and Price Indexes" for various months, published by the Dominion Bureau of Statistics. The Canadian index was converted to 1957-59 equals 100 base by U. S. Department of Labor, Bureau of Labor Statistics.

TABLE 7.--Price Indexes for automotive equipment in the United States, annual averages 1963-67 and November 1963-67

$\overline{1957-59=100}$

Period	Wholesale Price Index					Consumer price index new passenger cars
	Passenger cars	Motor trucks	Motor coaches	Motor vehicle parts and accessories <sup>1/</sup>	Motor vehicle parts <sup>2/</sup>	
Annual average:						
1963 .....	99.0	99.8	103.7	103.7		101.5
1964 .....	98.8	98.6	103.8	107.0		101.2
1965 .....	98.1	99.6	103.8	109.3		99.0
1966 .....	97.2	100.2	104.7	112.1		97.2
1967 (11 mos.)	97.9	102.0	106.2	----	101.0	97.8
Monthly:						
Nov. 1963..	99.3	98.9	103.8	102.4		103.2
Nov. 1964..	98.5	98.7	103.8	109.1		102.5
Nov. 1965..	97.8	99.9	103.9	109.3		98.7
Nov. 1966..	98.0	100.7	106.2	113.5		99.3
Nov. 1967..	99.9	104.4	106.2	----	102.5	101.4

<sup>1/</sup> The index for "motor vehicle parts and accessories" was computed from a limited price sample and was discontinued in December 1966.

<sup>2/</sup> 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, Bureau of Labor Statistics

TABLE 8--Price indexes for automotive equipment in Canada, annual average 1963-66, and November 1963-67

(1957-59=100 except as noted)<sup>1</sup>

Period	Industry selling price indexes					Consumer price index new passenger cars
	Motor vehicles industry				Motor vehicle parts industry	
	Passenger cars (1959=100) <sup>2/</sup>		Motor trucks, gross vehicle weight			
	2-door <sup>3/</sup> sedans	4-door sedans	5,000 pounds or less	5,001 to 10,000 pounds		
Annual average:						
1963 .....	104.7	103.7	105.3	106.8	106.8	99.7
1964 .....	104.3	104.4	104.9	107.2	106.6	96.8
1965 .....	103.0	103.4	104.0	106.8	107.1	96.1
1966 .....	102.6	102.2	104.6	106.8	107.5	94.2
1967 (11 mos.)	102.0	101.7	104.1	105.7	107.8	95.6
Monthly:						
Nov. 1963	104.2	101.8	104.8	106.7	106.9	99.6
Nov. 1964	103.1	103.5	103.3	106.9	106.2	95.7
Nov. 1965	100.9	101.8	104.2	106.4	107.6	95.3
Nov. 1966	101.6	101.6	103.6	105.4	108.0	93.2
Nov. 1967 <sup>4/</sup>	102.0	101.7	104.5	106.4	109.9	95.7

1/ Industry selling prices are published on a 1956 base; consumer price indexes are published on a 1959 base. For purpose of comparison with the United States index, all Canadian indexes have been converted to a 1957-59 base except the industry selling price index for passenger cars which was converted to a 1959 base.

2/ 1957 and 1958 indexes are not available.

3/ At some point between December 1966 and June 1967 the index for 2-door sedans became an index for "hard-top" cars.

4/ Preliminary

Source: Dominion Bureau of Statistics, "Prices and Price Indexes," and "Industry Selling Price Indexes, 1956-59," a reference paper published in January 1961.

Table 9(a) Price of same popular model, 4-Door sedan, 6 cylinder with comparable standard equipment in the United States and Canada, model years 1964-68.

ITEM	Price in United States (U.S. Dollars)	Price in Canada		Canadian Price Differential Over (under) U.S. Price	
		Canadian Dollars	United States Dollars <sup>3/</sup>	Amount (U.S. Dollars)	Percent
<b>1964 Model Introduction (9/26/63)</b>					
Factory List Price	2,137	2,532	2,342	205	9.6
Sales/Excise Tax <sup>1/</sup>	176	220	204	28	-
Dealers Delivery & Handling	25	25	23	(2)	-
Manufacturer's suggested retail price <sup>2/</sup>	2,338	2,777	2,569	251	9.9
<b>1965 Model Introduction (9/24/64)</b>					
Factory List Price	2,147	2,544	2,353	206	9.6
Sales/Excise Tax <sup>1/</sup>	178	221	205	27	-
Dealers Delivery & Handling	25	25	23	(2)	-
Manufacturer's suggested retail price <sup>2/</sup>	2,350	2,790	2,581	231	9.8
<b>1966 Model Introduction (10/7/65)</b>					
Factory List Price	2,197	2,547	2,356	159	7.2
Sales/Excise Tax <sup>1/</sup>	130	221	205	75	-
Dealers Delivery & Handling	25	25	23	(2)	-
Manufacturer's suggested retail price <sup>2/</sup>	2,352	2,793	2,584	252	9.9
<b>1967 Model Introduction (9/29/66)</b>					
Factory List Price	2,242	2,588	2,394	152	6.8
Sales/Excise Tax <sup>1/</sup>	133	225	208	75	-
Dealers Delivery & Handling	25	25	23	(2)	-
Manufacturer's suggested retail price <sup>2/</sup>	2,400	2,838	2,625	225	9.4
<b>1968 Model Introduction (9/21/67)</b>					
Factory List Price	2,337	2,670	2,470	133	5.7
Sales/Excise Tax <sup>1/</sup>	139	253	234	95	-
Dealers Delivery & Handling	25	25	23	(2)	-
Manufacturer's suggested retail price <sup>2/</sup>	2,501	2,948	2,727	226	9.0

<sup>1/</sup> Canadian sales tax 11 percent 1964-67, 12 percent 1968; U.S. excise tax 10 percent 1964-65, 7 percent 1966-68.

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

<sup>3/</sup> Based on conversion rate of .925 U.S.\$ = C\$1.00.

Table 9(b) Price of same popular model, 4-door sedan, 8 cylinder with comparable standard equipment in the United States and Canada, model years 1964-68.

ITEM	Price in United States (U.S. Dollars)	Price in Canada		Canadian Price Differential Over (under) U.S. Price	
		Canadian Dollars	United States Dollars <sup>2/</sup>	Amount (U.S. Dollars)	Percent
<b>1964 Model Introduction (9/26/63)</b>					
Factory List Price	2,529	2,986	2,762	233	9.2
Sales/Excise Tax <sup>1/</sup>	199	253	234	35	-
Dealers Delivery & Handling	40	40	37	(3)	-
Manufacturer's suggested retail price <sup>2/</sup>	2,768	3,279	3,033	265	9.6
<b>1965 Model Introduction (9/24/64)</b>					
Factory List Price	2,539	2,998	2,773	234	9.2
Sales/Excise Tax <sup>1/</sup>	200	254	235	35	-
Dealers Delivery & Handling	40	40	37	(3)	-
Manufacturer's suggested retail price <sup>2/</sup>	2,779	3,292	3,045	266	9.6
<b>1966 Model Introduction (10/7/65)</b>					
Factory List Price	2,597	2,994	2,769	172	6.6
Sales/Excise Tax <sup>1/</sup>	146	254	235	89	-
Dealers Delivery & Handling	40	40	37	(3)	-
Manufacturer's suggested retail price <sup>2/</sup>	2,783	3,288	3,041	258	9.3
<b>1967 Model Introduction (9/29/66)</b>					
Factory List Price	2,639	3,034	2,806	167	6.3
Sales/Excise Tax <sup>1/</sup>	149	257	238	89	-
Dealers Delivery & Handling	40	40	37	(3)	-
Manufacturer's suggested retail price <sup>2/</sup>	2,828	3,331	3,081	253	8.9
<b>1968 Model Introduction (9/21/67)</b>					
Factory List Price	2,734	3,129	2,894	160	5.9
Sales/Excise Tax <sup>1/</sup>	154	282	261	107	-
Dealers Delivery & Handling	40	40	37	(3)	-
Manufacturer's suggested retail price <sup>2/</sup>	2,928	3,451	3,192	264	9.0

<sup>1/</sup> Canadian sales tax 11 percent 1964-67, 12 percent 1968; U.S. excise tax 10 percent 1964-65, 7 percent 1966-68.

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

<sup>3/</sup> Converted to U.S. dollars at official exchange rate of .925 U.S.\$ = C\$1.00.

Table 9(e) Price of same popular model, 2-door hardtop, 8 cylinder with comparable standard equipment in the United States and Canada, model years 1964-68.

ITEM	Price in United States (U.S. Dollars)	Price in Canada		Canadian Price Differential Over (under) U.S. Price	
		Canadian Dollars	United States Dollars	Amount (U.S. Dollars)	Percent
<b>1964 Model Introduction (10/4/63)</b>					
Factory List Price	3,995	5,632	5,209	1,214	30.4
Sales/Excise Tax <sup>1/</sup>	309	430	398	89	-
Dealers Delivery & Handling	70	70	65	(5)	-
Manufacturer's suggested retail price <sup>2/</sup>	4,374	6,132	5,672	1,298	29.7
<b>1965 Model Introduction (9/24/64)</b>					
Factory List Price	4,026	5,682	5,256	1,230	30.6
Sales/Excise Tax <sup>1/</sup>	312	433	400	88	-
Dealers Delivery & Handling	70	70	65	(5)	-
Manufacturer's suggested retail price <sup>2/</sup>	4,408	6,185	5,721	1,313	29.8
<b>1966 Model Introduction (10/14/65)</b>					
Factory List Price	4,127	5,562	5,145	1,018	24.7
Sales/Excise Tax <sup>1/</sup>	227	378	349	122	-
Dealers Delivery & Handling	70	70	65	(5)	-
Manufacturer's suggested retail price <sup>2/</sup>	4,424	6,010	5,559	1,135	25.7
<b>1967 Model Introduction (9/29/66)</b>					
Factory List Price	4,169	5,604	5,184	1,015	24.3
Sales/Excise Tax <sup>1/</sup>	230	381	352	122	-
Dealers Delivery & Handling	70	70	65	(5)	-
Manufacturer's suggested retail price <sup>2/</sup>	4,469	6,055	5,601	1,132	25.3
<b>1968 Model Introduction (9/21/67)</b>					
Factory List Price	4,283	5,033	4,655	372	8.7
Sales/Excise Tax <sup>1/</sup>	236	427	395	159	-
Dealers Delivery & Handling	70	70	65	(5)	-
Manufacturer's suggested retail price <sup>2/</sup>	4,589	5,530	5,115	526	11.5

<sup>1/</sup> Canadian sales tax 11 percent 1964-67, 12 percent 1968; U.S. excise tax 10 percent 1964-65, 7 percent 1966-68.

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

<sup>3/</sup> Based on conversion rate of .925 U.S.\$ = C\$1.00.



TABLE 10.--Employment in the U. S. automotive products industry based on U. S. 1957 standard industrial classification (SIC), annual averages 1963-67 and November 1963-67.

(Thousands)

Period	Total motor vehicles and equipment (SIC 371)	Motor Vehicles (SIC 3711)	Passenger car bodies (SIC 3712)	Trucks and bus bodies (SIC 3713)	Parts & accessories (SIC 3714)
<b>Annual average:</b>					
1963 <sup>1/</sup> .....	741.3	299.9	60.6	32.4	326.9
1964 <sup>1/</sup> .....	752.9	306.1	55.7	32.0	336.7
1965 <sup>1/</sup> .....	842.7	352.9	66.4	34.5	362.8
1966 <sup>2/</sup> .....	859.2 <sup>3/</sup>	361.5 <sup>3/</sup>	65.3	36.8	368.4
1967 <sup>2/</sup> .....	809.5 <sup>3/</sup>	341.4 <sup>3/</sup>	60.3	36.7	347.5
<b>Monthly:</b>					
November 1963..	776.1	320.2	62.6	31.8	339.2
November 1964..	797.7	334.6	64.9	31.1	346.9
November 1965..	883.6	373.8	71.5	34.8	375.9
November 1966..	894.2	379.6	72.0	35.4	380.0
November 1967..	849.4	361.5	66.5	35.2	364.4

<sup>1/</sup> 1964 and 1965 data have been revised to reflect Bureau of Labor Statistics 1966 benchmark count.

<sup>2/</sup> Preliminary

<sup>3/</sup> Data reflect the effect of strike at Ford Motor Co. during September and October

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

TABLE 11--Employment in Canadian automotive products industry based on Canadian 1960 standard industrial classification (SIC) annual average 1963-67, and November 1963-67

(Thousands)

Date	Motor vehicles (SIC 323-5)	Assembling (SIC 323)	Parts and accessories (SIC 325)
<b>Annual average:</b>			
1963 . . . . .	60.3	29.9	26.1
1964 . . . . .	69.3	34.3	30.5
1965 . . . . .	80.0	40.3	34.6
1966 . . . . .	84.9	40.4	38.8
1967 <sup>1/</sup> . . . . .	83.8	40.4	37.1
<b>Monthly:</b>			
November 1963 . .	66.7	34.3	28.6
November 1964 . .	75.2	39.0	32.1
November 1965 . .	86.1	44.4	36.2
November 1966 . .	86.5	39.8	41.1
November 1967 . .	87.5	43.2	38.4

<sup>1/</sup> Preliminary average of 11 months

Source: Dominion Bureau of Statistics

Table 12.--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 Jan. 18-Dec. 31, 1965, total, and 1966-67.

(U.S. dollars)

TSUSA No. (APTA)	Commodity	1965 <sup>1</sup> / Jan. 18-Dec. 31	1966	1967 <sup>2</sup> / 
207.0100	Articles of wood, nsf . . . . .	. . . .	1,816	2,355
220.4600	Articles of cork . . . . .	. . . .	. . . .	. . . .
355.2700	Felt, batts, wadding . . . . .	8,065	147,972	854,120
357.9100	Hose for liquids or gases, vegetable fibers . . . . .	. . . .	. . . .	458
357.9600	Hose for liquids or gases, man-made fibers . . . . .	. . . .	. . . .	. . . .
358.0300	V-belts, textile or rubber fibers . . . . .	. . . .	314,096	135,326
361.9000	Floor coverings and underlays, textiles . . . . .	705,002	2,216,560	1,617,802
389.8000	Textile articles, nsf . . . . .	25,494	64,365	401,487
516.9800	Mica products . . . . .	. . . .	. . . .	. . . .
517.8200	Brushes, graphite, for electric generators and motors . . . . .	9,225	90,850	109,642
535.1500	Ceramic insulators . . . . .	. . . .	. . . .	. . . .
540.7200	Glass fibers, bulk, pads, etc. . . . .	. . . .	7,010	1,728
544.1800	Glass . . . . .	. . . .	4,515	1,875
544.3200	Toughened glass . . . . .	35,539	1,656,975	3,179,793
544.4200	Laminated glass . . . . .	4,724	299,851	347,151
544.5200	Mirrors, not over 1 square foot in reflecting area . . . . .	11,689	56,176	115,366
544.5500	Mirrors, over 1 square foot in reflecting area . . . . .	1,581	. . . .	754
545.6200	Glass lenses and filters and parts for lighting and signals . . . . .	. . . .	4,625	2,781
545.6400	Glass reflecting lenses for signs or signals . . . . .	. . . .	. . . .	. . . .
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) . . . . .	. . . .	44,999	110,244
613.1600	Pipe and tube fittings of copper, nickel silver and cupro-nickel . . . . .	. . . .	1,010	2,918
613.1900	Pipe and tube fittings of copper alloy, n.e.s. . . . .	2,525	44,412	724,232
618.4800	Pipe, tubes, blanks, and fittings of aluminum . . . . .	. . . .	. . . .	. . . .
620.4700	Pipes, tubes, blanks, and fittings of nickel . . . . .	. . . .	. . . .	. . . .

Table 12.--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 Jan. 18-Dec. 31, 1965, total, and 1966-67--Continued

(U.S. dollars)

TSUSA No. (APTA)	Commodity	1965 <sup>1</sup> / Jan. 18-Dec. 31	1966	1967 <sup>2</sup>
642.2100	Ropes, cables, etc., with fittings . . . . .	606	2,064	2,590
642.8600	Copper wire cloth, etc., cut to shape . . . . .	.....	.....	.....
642.8800	Other wire cloth, etc., cut to shape . . . . .	.....	.....	.....
646.7900	Staples, rivets, bolts, and other fasteners . . . . .	227,758	831,149	1,779,826
646.9300	Locks, parts, and keys, of base metal . . . . .	.....	200,506	138,071
647.0200	Hinges, fittings, and mountings designed for motor vehicles . .	1,488,579	4,303,327	7,780,252
647.0600	Other hinges, fittings, and mountings . . . . .	2,323	10,579	2,021
652.1000	Flexible metal hose or tubing . .	281	1,159	4,096
652.3900	Chain and chains, and parts of base metal . . . . .	261	1,886	715
652.7600	Sign-plates, name-plates, numbers, etc., of base metal . . . . .	.....	29,318	38,465
652.8500	Springs and leaves for springs of base metal, suitable for motor vehicle suspension . . .	11,298,442	14,078,510	25,624,841
652.8700	Hairsprings . . . . .	1,063	8,874	999
652.8900	Other springs . . . . .	.....	202,280	722,314
658.1000	Articles of base metal, nspf, not coated with precious metal.	651,701	1,608,312	1,953,659
660.4300	Piston-type compression-ignition engines . . . . .	.....	.....	43,560
660.4500	Piston-type engines, nes (automobile, truck, and bus) . . . .	15,767,772	94,853,473	114,841,816
660.4700	Non-piston type engines other than aircraft engines . . . . .	.....	250,400	231,900
660.5100	Cast-iron parts, not advanced, etc., for internal combustion engines . . . . .	6,675,633	7,126,618	5,483,474
660.5300	Parts of piston-type engines other than compression ignition engines . . . . .	18,933,101	22,519,884	18,880,312
660.5500	Parts of internal combustion engines, nes . . . . .	23,810	119,668	179,340
660.8600	Non-electric engines, motors and parts, nspf . . . . .	.....	.....	.....
660.9300	Fuel injection pumps for compression-ignition engines and parts . . . . .	552	43,507	19,725

Table 12.--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 Jan. 18-Dec. 31, 1965, total, and 1966-67--Continued

(U.S. dollars)

TSUSA No. (APTA)	Commodity	1965/ Jan. 18-Dec. 31	1966	1967/ 1967
660.9500	Pumps for liquids, n.e.s., and parts . . . . .	1,895,670	2,053,688	2,282,373
661.1100	Fans and blowers and parts . . . . .	82,733	403,691	676,905
661.1300	Compressors and parts . . . . .	64,587	13,276	27,950
661.1600	Air pumps and vacuum pumps and parts . . . . .	.....	.....	78,466
661.2100	Air-conditioning machines and parts . . . . .	297,074	879,863	802,468
661.3600	Refrigerators, refrigerating equipment, and parts . . . . .	.....	.....	.....
661.9300	Cast-iron parts of filtering, etc., machines not alloyed, not advanced . . . . .	14,944	16,791	.....
661.9600	Filtering and purifying machines, n.e.s. . . . .	1,878,341	.....	1,397
662.3600	Simple piston pump sprays and parts . . . . .	.....	4,632	.....
662.5100	Mechanical appliances n.e.s., for dispersing liquids, etc. . . . .	20,486	30,285	119,645
664.1100	Material handling equipment, n.e.s. . . . .	413	.....	31,156
678.5100	Machines, nsf, and parts . . . . .	.....	2,956	24,397
680.2100	Taps, cocks, valves, and parts, hand operated and check, copper . . . . .	.....	1,375	22,333
680.2300	Taps, cocks, valves, and parts, hand operated and check, of other metals . . . . .	2,025	12,997	145,326
680.2800	Taps, cocks, valves, other . . . . .	76,658	202,558	147,547
680.3100	Antifriction balls and rollers . . . . .	.....	58,423	195,496
680.3400	Ball bearings with integral shafts . . . . .	177,748	838,884	875,458
680.3600	Other ball and roller bearings and parts . . . . .	262,430	507,829	1,006,447
680.5800	Lubrication fittings . . . . .	995	.....	672
680.9100	Machinery parts not containing electrical features, nsf . . . . .	.....	.....	6,260
682.6500	Generators, motors, electric and parts . . . . .	31,256	564,871	1,032,203
682.7100	Permanent magnets . . . . .	.....	.....	.....
682.9100	Magnetic chucks, etc., electromagnetic clutches, couplings, brakes, etc., nes . . . . .	.....	1,151	10,156
683.1100	Lead-acid type storage batteries and parts . . . . .	52,036	301,912	545,082

Table 12.--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 Jan. 18-Dec. 31, 1965, total, and 1966-67--Continued

(U.S. dollars)

TSUSA No. (APTA)	Commodity	1965 <sup>1/</sup> Jan. 18-Dec. 31	1966	1967 <sup>2/</sup>
683.1600	Other storage batteries and parts . . . . .	47,898	5,816	45,415
683.6100	Electrical starting and ignition equipment for internal combustion engines . . . . .	696,468	2,140,636	3,278,579
683.6600	Electric lighting equipment designed for motor vehicles, and parts . . . . .	518,319	1,134,905	2,513,295
684.4100	Electric furnaces, heaters, and ovens and parts . . . . .	19,964	45,799	114,295
684.6300	Telephonic apparatus, instruments and parts . . . . .	.....	.....	.....
684.7100	Microphones, loud speakers, etc., and parts . . . . .	.....	25,287	64,585
685.5500	Radiotelegraphic and radiotelephonic transmission and reception apparatus, radio, TV, and recording devices, etc., and parts . . . . .	2,235,981	4,598,749	12,548,849
685.7100	Electric sound and visual signaling apparatus and parts . . . . .	24,883	393,561	237,632
685.8100	Electrical capacitors, fixed or variable . . . . .	6,000	125,064	264,882
685.9100	Electrical switches, relays, etc., and parts . . . . .	63,012	205,821	458,632
686.1100	Resistors, fixed or variable (including potentiometers but not including heating elements and parts) . . . . .	.....	496,537	666,811
686.2300	Automatic voltage regulators, etc., and parts for 6, 12, and 24 volt systems . . . . .	.....	6,384	350
686.6100	Sealed-beam lamps	179,217	555,030	335,637
686.8100	Electric filament lamps for operating under 100 volts, n.e.s. . . . .	86,115	154,059	108,282
687.5100	Television picture tubes . . . . .	.....	.....	3,025
687.6100	Other electronic tubes, etc., and parts . . . . .	.....	1,279	141,042
688.0500 <sup>3/</sup>	Insulated electrical conductors, without fittings . . . . .	NA	12,339	44,168
688.0700 <sup>3/</sup>	Insulated electrical conductors, other . . . . .	NA	.....	752
688.1300	Ignition wiring sets . . . . .	2,248,014	6,723,204	6,794,713
688.1600 <sup>2/</sup>	Insulated electrical conductors, with fittings, other . . . . .	NA	686,326	1,768,998

Table 12.—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 Jan. 18-Dec. 31, 1965, total, and 1966-67—Continued

(U.S. dollars)

TSUSA No. (APTA)	Commodity	1965 <sup>1</sup> / Jan. 18-Dec. 31	1966	1967 <sup>2</sup> / Jan. 18-Dec. 31
688.4100	Electrical articles, and electrical parts of articles, nspf . . . . .	72,487	24,152	6,469
692.0600	Automobile trucks valued at \$1,000 or more each, and motor buses but not including electric trolley buses, three-wheeled vehicles, or trailers accompanying automobile truck tractors . . . . .	9,929,962	81,938,888	164,014,206
692.11	Other motor vehicles, total, but not including any three-wheeled vehicles . . . . .	85,576,534 <sup>2</sup> / <sub>5</sub>	385,352,714 <sup>4</sup> / <sub>4</sub>	. . . .
692.1120	On-the-highway, 4-wheeled passenger automobiles, new . .	NA	(266,340,756)	817,714,882
692.1140	On-the-highway, 4-wheeled passenger automobiles, used . .	NA	(31,556)	56,782
692.1160	Vehicles which operate in whole or in part on runners or skis .	NA	(14,468,690)	36,440,538
692.1180	Other motor vehicles . . . . .	NA	(664,070)	1,782,480
692.2100	Bodies, including cabs, and chassis for electric trolley buses or 3-wheeled vehicles . .	5,587,383	56,368,551	63,084,024
692.2300	Other bodies, including cabs, and chassis except chassis for special purpose vehicles or 3-wheeled vehicles . . . . .	. . . .	518,180	8,312
692.2500	Cast-iron parts of motor vehicles, not alloyed, not advanced . . . . .	480,465	2,004,279	1,653,798
692.28	Automobile truck tractors and parts, nes, of motor vehicles .	38,763,704	112,810,026 <sup>4</sup> / <sub>4</sub>	. . . . .
692.2810	Body stampings . . . . .	NA	(4,840,877)	5,746,622
692.2820	Bumpers . . . . .	NA	(4,169,738)	10,662,679
692.2830	Wheels designed to be mounted with pneumatic tires . . . . .	NA	(6,572,984)	11,425,823
692.2840	Hubcaps and wheel covers . . . .	NA	(4,466,720)	7,094,744
692.2850	Radiators . . . . .	NA	(4,546,204)	8,537,294
692.2860	Mufflers and tailpipes . . . . .	NA	(616,876)	1,428,515
692.2870	Other . . . . .	NA	(58,361,685)	125,439,348
711.8500	Pressure gauges, thermostat, etc. . . . .	937	8,599	13,876
711.9100	Taximeters and parts . . . . .	. . . .	. . . . .	301
711.9900	Speedometers and parts and other revolution counters, etc. and parts . . . . .	. . . .	125,974	153,633

Table 12.--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 Jan. 18-Dec. 31, 1965, total, and 1966-67--Continued

(U.S. dollars)

TSUSA No. (APTA)	Commodity	1965 <sup>1/</sup> Jan. 18-Dec. 31	1966	1967 <sup>2/</sup>
712.5100	Electrical measuring, etc., devices, nspf, and parts . . .	. . . .	12,604	750
721.2000	Clocks, clock movements, etc., and parts . . . . .	. . . .	72,623	216,944
727.0700	Furniture designed for motor vehicle use, and parts . . . .	6,215,876	18,862,264	24,468,155
728.3000	Nontextile floor coverings . . .	259	15,390	1,665
745.8000	Buckles and buckle slides, slide fasteners, and other fastening devices, and parts .	1,394	105,132	168,364
772.6600	Hose, pipe, and tubing, nspf, of rubber or plastics . . . . .	184,634	241,463	926,725
772.8100	Handles and knobs, of rubber or plastics . . . . .	332	25,728	81,040
772.8600	Closures, including caps, lids, etc., of rubber or plastics . . . . .	. . . .	36,656	137,847
773.2600	Gaskets, of rubber or plastics .	151,747	1,860,461	2,532,396
773.3100	Electric insulators, of rubber or plastics . . . . .	. . . .	72,959	19,760
774.7000	Any article nspf of rubber or plastics . . . . .	. . . .	3,932,822	1,360,159
791.8100	Any article nspf of reptile leather . . . . .	. . . .	. . . .	. . . .
791.9100	Articles nspf of other leather	. . . .	. . . .	. . . .
	Total duty-free imports	213,815,707	838,742,191	1,507,937,68

N.A.--Not available

<sup>1/</sup> Includes tariff modifications provided for in the Automotive Products Trade Act of 1965 (APTA) and established by Presidential Proclamation No. 3682, Oct. 21, 1965. The values shown for 1965 include entries from Dec. 20, 1965 (effective date of the modifications) through the end of the year, plus entries from Jan. 18 to Dec. 20 liquidated under the retroactive provision of the Act and the Proclamation.

<sup>2/</sup> Subject to revision.

<sup>3/</sup> Import figures available since Sept. 1966. New codes established by Presidential Proclamation 3743 of Sept. 8, 1966.

<sup>4/</sup> Total of all entries under the tariff item. Annotations (subitems) in parenthesis under this item were not established until May 1, 1966; hence, the subitem figures shown in the 1966 column are for May through December only and, therefore, do not add to the tariff item totals for the full year.

<sup>5/</sup> Revised

Source: Bureau of the Census



TABLE 13.--U. S. automotive product trade with Canada <sup>1/</sup>

(Millions of U. S. dollars)

Subject	1964			1965			1966			1967		
	Duty Free	Duti-able	Total	Duty Free	Duti-able	Total	Duty Free	Duti-able	Total	Duty Free	Duti-able	Total
U. S. exports to Canada												
Passenger cars	....	....	45.4	....	....	114.0	....	....	275.6	....	....	563.0
Trucks, buses, chassis	....	....	17.7	....	....	45.4	....	....	83.6	....	....	138.3
Parts and accessories	....	....	591.1	....	....	700.5	....	....	952.1	....	....	1,099.9
Total exports	....	....	654.1	....	....	860.0	....	....	1,311.4	....	....	1,801.2
U. S. Imports from Canada												
Passenger cars	....	21.9	21.9	79.4	4.7	84.1	370.2	0.5	370.7	817.8	0.2	818.0
Trucks, buses, chassis	....	4.7	4.7	21.7	2.0	23.7	154.0	4.3	158.3	265.3	4.6	269.9
Parts and accessories	....	49.3	49.3	112.7	26.5	139.2	314.6	45.7	360.2	424.9	49.2	474.1
Total Imports	....	75.9	75.9	213.8	33.2	247.0	838.7	50.4	889.1	1,508.0	54.0	1,562.0

<sup>1/</sup> All duty-free imports from Canada under tariff items established by the Automotive Products Trade Act (APTA) are included in the duty free import columns above. Similarly, all "traditional" automotive products which do not qualify for free entry under APTA are shown in the dutiable column. However, not all corresponding exports to Canada are included. Excluded are products not traditionally identified as "automotive" in U. S. exports statistics but which are allowed free-entry into both the U. S. and Canada as original equipment parts and accessories. Therefore since the coverage of the above import and export statistics is not comparable, it is not appropriate to calculate a net export total for U. S. automotive trade with Canada for this table. For this purpose see discussion of U.S.-Canadian automotive trade statistics in Sec. V.

Source: Compiled by BDSA from Bureau of Census Data.

TABLE 14.-- U. S. automotive trade,<sup>1/</sup> total with all countries, with Canada, and with all countries except Canada, 1965-67  
(In millions of U.S. dollars)

Item	Trade with all countries			Trade with Canada <sup>2/</sup>			Trade with all countries except Canada		
	1965	1966	1967 <sup>3/</sup>	1965	1966	1967 <sup>3/</sup>	1965	1966	1967 <sup>3/</sup>
U. S. exports:									
Passenger cars	403.2	575.5	823.5	114.0	275.6	563.0	289.2	299.9	260.5
Trucks, buses and chassis	374.7	409.8	468.7	45.4	83.6	138.3	329.3	326.2	330.4
Parts and accessories	1,190.1	1,509.1	1,641.0	700.5	952.1	1,099.9	489.5	557.0	541.1
Total	1,967.9	2,494.4	2,933.2	860.0	1,311.4	1,801.2	1,108.0	1,183.1	1,132.0
U. S. imports:									
Passenger cars	673.7	1,243.8	1,700.9	84.1	370.7	818.0	589.6	873.2	882.9
Trucks, buses and chassis	43.5	175.0	294.8	23.7	158.3	269.9	19.9	16.7	24.8
Parts and accessories	154.8	400.5	530.9	94.0	315.2	427.5	60.8	85.3	103.4
Total	872.1	1,819.3	2,526.5	201.8	844.1	1,515.4	670.3	975.2	1,011.1
U. S. net exports	1,095.8	675.1	406.7	658.1	467.2	285.8	437.7	207.9	120.9

- (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 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 16 for the totals of these new APTA items from Canada.
- (3) Subject to revision.
- (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. They are comparable with the net balance figures in Table 14 of the First Annual Report although some revisions of statistical classifications have taken place since preparation of the Report. However, see discussion of U.S.-Canada automotive trade statistics in Section V.

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

TABLE 15.—U.S. automotive exports<sup>1/</sup> to principal producing countries, to other selected countries, and total to all countries, calendar years 1965-67

(In millions of dollars)

Country of Destination	Passenger Cars <sup>2/</sup>			Trucks and Buses <sup>2/</sup>			Parts and Accessories <sup>2/</sup>			Total Exports		
	1965	1966	1967 <sup>2/</sup>	1965	1966	1967 <sup>2/</sup>	1965	1966	1967 <sup>2/</sup>	1965	1966	1967 <sup>2/</sup>
Canada . . . . .	113.9	275.6	563.0	45.4	83.6	138.3	700.5	952.1	1,099.9	859.9	1,311.4	1,801.2
European Economic Community, Total	39.8	29.1	26.1	8.2	6.1	10.9	63.1	69.8	69.9	111.0	105.2	107.0
Belgium and Luxembourg	13.9	9.3	5.3	1.5	1.3	2.1	18.3	17.8	18.2	33.6	28.4	25.6
France . . . . .	5.1	4.2	3.4	3.8	2.8	4.7	13.0	14.0	12.3	21.9	21.0	20.4
Western Germany	11.3	8.7	10.5	1.5	0.9	1.6	18.3	22.4	23.4	31.2	32.0	35.5
Italy . . . . .	0.9	0.9	0.9	0.5	0.3	0.7	6.5	7.5	7.8	7.8	8.7	9.4
Netherlands	8.7	6.0	6.0	0.8	0.8	1.8	7.0	8.1	8.2	16.5	14.9	16.0
Sweden . . . . .	11.5	7.3	4.3	1.6	1.5	1.3	15.8	19.0	13.9	28.9	27.8	19.5
United Kingdom	1.4	1.4	1.7	1.6	3.9	3.1	26.7	29.3	26.7	29.7	34.6	31.5
Japan . . . . .	9.7	8.6	8.6	0.1	1.7	0.8	6.7	8.5	10.8	16.6	18.8	20.2
Other countries:												
Argentina	2.5	0.6	0.6	9.7	4.6	3.7	31.5	23.4	19.6	43.7	28.6	23.9
Brazil . . . . .	0.8	1.0	2.4	1.7	3.3	2.6	7.4	13.3	8.4	9.9	17.6	13.4
Mexico . . . . .	50.9	53.3	54.4	34.8	29.2	30.8	86.2	91.6	92.4	171.9	174.1	177.6
Peru . . . . .	12.9	16.5	8.2	19.4	20.3	13.2	11.9	16.1	13.0	44.2	52.9	34.4
Venezuela	31.0	21.1	19.5	32.6	21.0	15.5	32.3	36.6	36.9	95.9	78.7	71.9
Switzerland	9.5	9.1	9.0	1.2	3.0	1.9	3.5	3.5	3.5	14.2	15.6	14.4
Republic of South Africa	11.1	18.4	24.6	12.9	10.4	12.3	11.4	13.3	16.5	35.5	42.1	53.4
Saudi Arabia	6.3	6.6	5.4	15.6	9.1	9.8	6.6	8.6	6.8	28.5	24.3	22.0
India . . . . .	0.4	0.6	0.9	7.3	2.9	2.4	13.1	9.0	6.8	20.8	12.5	10.1
Philippines	3.9	4.7	4.4	10.4	13.4	20.2	15.0	17.2	21.6	29.2	35.3	46.2
Australia	32.2	29.1	24.4	15.4	6.7	13.6	33.0	28.0	37.2	80.6	63.8	75.2
all other countries	65.4	92.4	66.1	156.9	189.0	188.2	125.1	169.8	157.0	347.3	451.2	411.3
Total, all countries. .	403.2	575.5	823.5	374.7	409.8	468.7	1,190.1	1,509.1	1,641.0	1,967.9	2,494.4	2,933.2

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

<sup>2/</sup> Subject to revision.

Source: Bureau of the Census.

TABLE 16. -- U.S. automotive imports from principal producing countries, all other countries, and total from all countries, calendar years, 1965-67

(In millions of U.S. dollars)

Country of origin	Passenger cars			Trucks and buses			Parts and accessories			Total		
	1965	1966	1967 <sup>1/</sup>	1965	1966	1967 <sup>1/</sup>	1965	1966	1967 <sup>1/</sup>	1965	1966	1967 <sup>1/</sup>
Canada												
Traditional automotive <sup>3/</sup>	84.1	370.7	818.0	23.7	158.3	269.9	94.0	315.2	427.5	201.8	844.2	1,515.4
New APTA <sup>4/</sup>	---	---	---	---	---	---	45.2	45.0	46.6	45.2	45.0	46.6
Total	84.1	370.7	818.0	23.7	158.3	269.9	139.2	360.2	474.1	247.0	889.1	1,562.0
European Economic Community, Total	432.4	647.5	632.6	12.8	9.6	13.2	49.0	54.2	56.3	485.2	711.4	702.2
Belgium and Luxembourg	0.3	0.5	0.5	8.2	6.2	9.6	2.7	1.6	1.1	11.2	8.2	11.1
France	21.6	30.2	23.2	(2)	(2)	(2)	2.3	2.9	2.6	23.9	33.1	25.9
West Germany	396.4	598.4	584.6	4.4	3.1	3.5	33.0	47.5	50.0	433.8	649.1	638.1
Italy	13.6	18.3	23.9	0.1	0.3	0.1	1.8	2.0	2.4	15.5	20.5	26.4
Netherlands	0.5	0.2	0.3	(2)	----	----	0.2	0.3	0.4	0.7	0.4	0.7
Sweden	40.9	53.9	73.2	(2)	0.1	0.6	1.5	2.0	2.6	42.5	56.0	76.4
United Kingdom	90.8	114.9	103.6	0.7	0.7	0.8	13.5	16.3	15.8	105.0	131.9	120.2
Japan	25.4	56.2	73.2	6.3	6.2	10.2	3.9	9.6	20.4	35.6	72.1	103.8
All other countries	0.1	0.6	0.3	(2)	(2)	0.1	1.9	3.2	8.2	2.0	3.9	8.6
Total, all countries	673.7	1,243.8	1,700.9	43.5	175.0	294.8	200.0	445.5	577.5	917.3	1,864.3	2,573.1

(1) Subject to revision.

(2) Negligible

(3) Traditional automotive imports from Canada include those imports identifiable as automotive products in import figures for all countries.

(4) 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.

TABLE 17. -- Total U.S. trade<sup>1/</sup> (all commodities) with the world and with Canada calendar years 1964-67

(In millions of U.S. dollars)

	1964	1965	1966	1967 <sup>2/</sup>
Exports, including reexports:				
To all countries total . . . . .	24,500.0	26,240.4	29,067.7	30,424.4
To Canada . . . . .	4,746.6	5,586.7	6,635.9	7,146.5
	<hr/>	<hr/>	<hr/>	<hr/>
Canada's percent of total. .	<u>19.4</u>	<u>21.3</u>	<u>22.8</u>	<u>23.5</u>
Imports, general:				
From all countries, total. . .	18,684.4	21,365.6	25,542.2	26,815.6
From Canada . . . . .	4,239.1	4,831.9	6,124.9	7,099.3
	<hr/>	<hr/>	<hr/>	<hr/>
Canada's percent of total. .	22.7	22.6	24.0	26.5

(1) Excluding special category

(2) Subject to revision

Source: Bureau of the Census

TABLE 18. -- U.S. total trade (all commodities) with Canada and balance of merchandise trade, calendar years 1963-67

(Millions of U.S. dollars)

	U.S. exports to Canada <sup>1/</sup>		U.S. imports from Canada		Net Exports <sup>3/</sup>
	Total Exports <sup>2/</sup>	Domestic Merchandise	General Imports	Imports for Consumption	
Calendar years:					
1963	4,119.8	4,039.1	3,828.6	3,825.8	291.2
1964	4,746.6	4,653.2	4,239.1	4,226.7	507.5
1965	5,586.7	5,485.9	4,831.9	4,813.4	754.8
1966	6,635.9	6,487.6	6,124.9	6,106.4	511.0
1967 <sup>4/</sup>	7,146.5	7,033.0	7,099.3	7,099.2	47.2

(1) Excluding special category,

(2) Including reexports.

(3) Based on total exports (excluding special category) and general imports

(4) Subject to revision.

Source: Bureau of the Census

Table 19 - Canadian Automotive Exports to Principal Producing Countries, to other Selected Countries, and Total to All Countries,  
Calendar Years 1964 - 1966

(In thousands of U.S. dollars)<sup>1</sup>

Country of Destination	Passenger Cars			Trucks and Buses			Parts and Accessories			Total		
	1964	1965	1966	1964	1965	1966	1964	1965	1966	1964	1966	
United States	19,300.4	61,408.8	321,933.3	4,747.6	20,360.8	135,231.3	65,701.3	130,797.3	322,660.4	89,749.9	212,565.9	779,825.0
European Economic Community Total	2,737.6	5,824.5	4,806.3	60.4	288.0	133.3	798.9	1,930.4	2,816.8	3,536.9	8,342.9	7,756.4
Belgium and Luxembourg	1,963.7	5,298.7	3,731.4	44.4	234.7	79.6	472.6	235.3	667.9	2,480.7	5,768.7	4,479.9
France	727.1	433.5	317.4	8.9	9.1	18.2	10.4	45.6	50.9	746.4	488.2	378.5
Western Germany	22.3	16.1	19.4	6.3	4.4	---	284.8	1,530.9	1,773.3	326.4	1,551.4	1,792.7
Italy	6.7	41.5	52.7	0.8	1.7	28.6	0.8	2.6	0.9	8.3	45.8	83.2
Netherlands	17.8	34.7	685.4	---	38.1	13.9	19.3	116.0	323.8	37.1	188.8	1,023.1
Sweden	2,399.3	3,490.8	999.9	25.9	106.8	190.6	714.9	798.8	666.9	3,140.1	4,396.4	1,837.4
United Kingdom	1,770.1	1,110.2	811.2	23.2	62.3	125.8	658.8	2,266.5	1,663.1	2,452.1	3,439.0	2,600.1
Japan	16.7	61.5	333.9	9.0	46.2	48.1	0.5	3.6	39.8	26.2	111.3	421.8
Other Countries:												
Argentina	43.6	227.5	216.5	---	4.8	32.4	327.9	907.1	10,894.6	371.5	1,139.4	11,143.5
Brazil	22.1	221.5	273.8	78.2	---	---	10.6	3.4	1,150.7	110.9	224.9	1,424.5
Mexico	4.4	2.5	2.8	---	---	---	183.2	3,648.8	3,678.8	3,051.6	3,653.2	3,237.6
Peru	807.6	6,225.0	9,418.3	24.8	191.3	8,644.1	31.8	910.2	4,465.9	864.2	7,332.5	22,528.3
Venezuela	4,939.1	15,241.3	22,588.5	11.7	19.1	5,373.3	1,664.7	1,017.3	2,135.8	6,619.5	16,277.7	30,097.6
Austria	66.5	252.2	235.0	6.0	---	0.9	81.8	154.3	224.8	154.3	406.5	460.7
Portugal	13.0	72.4	47.1	---	---	---	0.1	3.8	14.7	13.1	76.2	61.8
Switzerland	576.1	2,332.3	1,162.7	11.4	44.6	58.3	183.5	155.2	76.8	771.0	2,532.1	1,297.8
Republic of South Africa	11,474.7	16,704.2	15,787.9	3,489.8	2,131.1	1,196.0	3,366.9	5,525.1	4,516.8	18,331.4	24,360.4	21,500.7
Saudi Arabia	536.5	986.7	1,270.0	16.7	---	---	29.8	56.9	37.9	583.0	1,043.6	1,307.9
India	35.3	183.7	58.3	36.6	62.6	33.3	1,389.2	108.8	16.7	1,461.1	355.1	108.3
Philippines	2.0	48.3	685.4	16.1	---	2,064.6	83.4	25.5	451.3	101.5	73.8	3,201.3
Australia	8,859.1	7,659.7	4,309.6	3,092.9	4,161.3	2,111.8	8,975.4	10,641.1	9,509.1	20,927.4	22,462.1	15,930.5
New Zealand	525.4	1,138.0	1,005.5	144.4	27.5	17.6	366.9	603.3	544.7	1,036.7	1,768.8	1,567.8
All Other Countries	8,589.4	14,660.1	11,456.1	1,180.2	2,220.5	4,481.6	1,456.3	1,929.0	348.7	11,225.9	18,809.6	16,286.4
Total to all Countries	62,718.9	137,851.2	397,402.1	12,974.9	29,726.9	159,926.2	89,492.1	161,522.4	365,287.1	165,185.9	329,100.5	922,615.4

(1) Converted to U.S. dollars at official exchange rate of .925 U.S.\$ = C\$1.00  
Source: Dominion Bureau of Statistics

Table 20 - Canadian Automotive Imports from Principal Producing Countries, Other Selected Countries, and Total from all Countries, Calendar Years 1964-1966

(In thousands of U.S. dollars)<sup>1/</sup>

Country of Origin	Passenger Cars			Trucks and Buses			Parts and Accessories			Total		
	1964	1965	1966	1964	1965	1966	1964	1965	1966	1964	1965	1966
United States	41,055.8	116,325.9	291,818.1	21,225.7	41,760.4	86,104.5	596,448.3	772,130.5	1,001,692.6	658,729.8	930,216.8	1,379,615.2
European Economic Community, Total	40,804.3	51,074.7	40,520.5	1,171.2	573.3	603.1	5,275.7	7,755.6	8,312.1	47,251.2	59,403.6	49,435.7
Belgium and Luxembourg	20.2	24.3	37.9	-----	-----	2.8	27.9	17.9	23.1	48.1	12.2	63.8
France	4,981.6	8,901.6	7,530.4	40.8	43.1	49.0	591.0	891.0	1,120.2	5,613.4	9,835.7	8,699.6
Western Germany	35,327.5	40,873.3	30,798.8	1,128.5	524.2	543.9	4,565.8	6,706.5	6,983.8	41,021.8	48,104.0	38,326.5
Italy	455.8	1,254.2	2,128.4	-----	4.6	7.4	70.3	110.6	122.1	526.1	1,369.4	2,257.9
Netherlands	19.2	21.3	25.0	1.9	1.4	-----	20.7	29.6	62.9	41.8	52.3	87.9
Sweden	3,363.0	4,313.9	6,243.8	16.9	-----	-----	417.7	808.0	1,242.3	3,797.6	5,121.9	7,486.1
United Kingdom	42,247.0	42,038.0	38,809.3	510.0	709.4	1,015.7	12,718.5	11,402.5	10,843.7	55,475.5	54,149.9	50,668.7
Japan	1,070.3	7,283.2	2,868.4	231.4	597.7	829.7	198.9	835.9	939.8	1,500.6	8,716.8	4,637.9
Other countries:												
Argentina	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Brazil	-----	-----	-----	-----	-----	-----	25.6	10.0	-----	25.6	10.0	-----
Mexico	1.1	0.5	2.8	-----	-----	-----	-----	6.7	-----	1.1	7.2	2.8
Peru	0.6	-----	-----	-----	-----	-----	-----	-----	-----	0.6	-----	-----
Venezuela	1.1	-----	-----	-----	-----	-----	-----	-----	-----	1.1	-----	-----
Austria	3.8	2.8	2.8	61.5	28.6	-----	594.1	1,337.2	3,298.5	659.4	1,362.6	3,301.3
Portugal	-----	0.9	-----	-----	-----	-----	0.4	-----	-----	0.4	0.9	-----
Switzerland	9.7	10.5	8.3	-----	-----	-----	0.6	0.7	2.8	10.3	11.2	11.1
Republic of South Africa	0.7	-----	-----	-----	-----	-----	97.2	115.0	138.7	97.9	115.0	138.7
Saudi Arabia	-----	0.6	-----	-----	-----	-----	-----	-----	-----	-----	0.6	-----
India	1.6	-----	-----	-----	-----	-----	2.0	-----	1.9	3.6	-----	1.9
Philippines	-----	0.4	-----	-----	-----	-----	-----	-----	-----	-----	0.4	-----
Australia	2.2	-----	0.9	-----	-----	-----	219.2	302.7	398.7	221.4	362.7	399.6
New Zealand	-----	-----	-----	-----	-----	-----	1.3	-----	-----	1.3	-----	-----
All other countries	26.1	21.8	18.5	-----	19.8	-----	104.1	25.8	99.9	130.2	67.4	118.4
Total all countries	128,587.3	221,073.2	380,293.4	23,216.7	43,689.2	88,553.0	616,103.6	794,730.6	1,026,671.0	767,907.6	1,054,403.0	1,445,817.4

<sup>1/</sup> Converted to U.S. dollars at official exchange rate of .925 U.S. \$= Cdn. \$1.00.  
Source: Dominion Bureau of Statistics.



Table 21 - Canadian Automotive Trade, Total with all countries, and all countries except United States, calendar years, 1964-1966  
(In millions of U.S. dollars)

	Trade with all countries			Trade with all countries Except United States		
	1964	1965	1966	1964	1965	1966
<b>Canadian exports:</b>						
Passenger cars	62.7	137.5	397.4	43.4	76.5	75.5
Trucks and buses	13.0	29.7	159.9	8.3	9.3	24.7
Parts and accessories	89.5	161.5	365.3	23.8	30.7	42.6
<b>Total</b>	<b>165.2</b>	<b>329.1</b>	<b>922.6</b>	<b>75.5</b>	<b>116.5</b>	<b>142.8</b>
<b>Canadian imports:</b>						
Passenger cars	128.6	221.1	380.3	87.5	104.8	88.5
Trucks and buses	23.2	43.7	88.5	2.0	1.9	2.4
Parts and accessories	616.1	794.7	1,027.0	19.7	22.6	25.3
<b>Total</b>	<b>767.9</b>	<b>1,059.5</b>	<b>1,495.8</b>	<b>109.2</b>	<b>129.3</b>	<b>116.2</b>
<b>Canadian net imports</b>	<b>602.7</b>	<b>730.4</b>	<b>573.2</b>	<b>33.7</b>	<b>12.8</b>	<b>-26.6</b>

(1) Converted to U.S. dollars at official exchange rate of .925 U.S.\$ = C\$1.00

Source: Dominion Bureau of Statistics

TABLE 22.--Total Canadian trade (all commodities) with the world, and with the U.S., calendar years 1964 - 67

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

Item	1964	1965	1966	1967 <sup>2/</sup>
Canadian exports <sup>2/</sup> to:				
All countries.....	7,680.6	8,109.2	9,551.4	10,555.5
United States.....	4,104.2	4,655.3	5,767.2	6,773.6
United States percent of total..	53.4	57.4	60.4	64.2
Canadian imports from:				
All countries.....	6,926.1	7,985.7	9,126.8	10,058.5
United States.....	4,777.0	5,591.5	6,600.7	7,287.2
United States percent of total..	69.0	70.0	72.3	72.4

<sup>1/</sup> Converted to U. S. Dollars at official exchange rate of \$.925 U. S. = C\$1.00

<sup>2/</sup> Includes reexport

<sup>3/</sup> Preliminary

Source: Dominion Bureau of Statistics

## Appendixes

- A Agreement Concerning Automotive Products Between the Government of the United States of America and the Government of Canada, signed January 16, 1965.
- B Automotive Products Trade Act of 1965, Public Law 89-283, 89th Congress, H. R. 9042, October 21, 1965.
- C Presidential Proclamation No. 3682, Implementing Agreement Concerning Automotive Products Between the United States and Canada, October 21, 1965.
- D List of Bona Fide Motor Vehicle Manufacturers Certified by the Administrator, Business and Defense Services Administration, as of December 31, 1967.
- E Companies Listed by the Canadian Government as Vehicle Manufacturers Under the Vehicle Tariff Order, 1965, as of December 31, 1967.

## 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;

Agree 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 its 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 parts 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 the 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.

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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 this 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 Departments of Commerce, Labor, State, and the Treasury, and from such other sources as he may deem appropriate.

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

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

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

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

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

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

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

#### EFFECTIVE DATE OF PROCLAMATIONS

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

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

#### TERMINATION OF PROCLAMATIONS

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

#### SPECIAL REPORTS TO CONGRESS

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

(b) Whenever the President finds that any manufacturer has entered into any undertaking, by reason of governmental action, to increase the Canadian value added of automobiles, buses, specified commercial vehicles, or original equipment



parts produced by such manufacturer in Canada after August 31, 1968, he shall report such finding to the Senate and the House of Representatives. The President shall also report whether such undertaking is additional to undertakings agreed to in letters of undertaking submitted by such manufacturer before the date of the 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 determination 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 Govern-

ment 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 'njury to the firm, which may be evidenced by such conditions as idling 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 17, 1963, and in volume 77A of the United States Statutes at Large.

## DEFINITION OF CANADIAN ARTICLE

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

"(d) Products of Canada.

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

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

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

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

## DEFINITION OF ORIGINAL MOTOR-VEHICLE EQUIPMENT

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

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

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

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

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

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

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

## IDENTIFICATION OF AUTOMOTIVE PRODUCTS

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

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

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

(c) Insert in proper numerical sequence new items 355.27, 389.80, 728.30, 745.80, and 774.70, each having an article description and rate as follows:

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

207.01	652.89	683.11
220.46	660.43	683.16
357.91	660.45	683.61
357.96	660.47	683.66
358.03	660.51	684.41
517.82	660.53	684.63
535.15	600.55	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	661.30	687.51
547.16	661.93	687.61
610.81	661.96	688.13
613.16	662.36	688.41
613.19	662.51	711.85
618.48	664.11	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	682.91	

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

## TITLE V—GENERAL PROVISIONS

### AUTHORITIES

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

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

### ANNUAL REPORT

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

- (1) the production of motor vehicles and motor vehicle parts in the United States and Canada,

(2) the retail prices of motor vehicles and motor vehicle parts in the United States and Canada,

(3) employment in the motor vehicle industry and motor vehicle parts industry in the United States and Canada, and

(4) United States and Canadian trade in motor vehicles and motor vehicle parts, particularly trade between the United States and Canada.

#### APPLICABILITY OF ANTIDUMPING AND ANTITRUST LAWS

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

#### TITLE VI—MISCELLANEOUS PROVISIONS

##### JOINT COMMITTEE ON REDUCTION OF NONESSENTIAL FEDERAL EXPENDITURES

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

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

Approved October 21, 1965.

##### LEGISLATIVE HISTORY

House Reports: No. 537 (Committee on Ways and Means) and No. 1115 (committee of conference).

Senate Report No. 782 (Committee on Finance).

Congressional Record, vol. 111 (1965):

Aug. 31: Considered and passed House.

Sept. 28, 29: Considered in Senate.

Sept. 30: Considered and passed Senate, amended.

Oct. 5: Senate agreed to conference report.

Oct. 8: House agreed to conference report.

## APPENDIX C

## PRESIDENTIAL DOCUMENTS

(From the Federal Register, vol. 30, No. 209, Oct. 28, 1965)

## TITLE 3—THE PRESIDENT

## Proclamation 3682

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

By the President of the United States of America

## A Proclamation

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

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

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

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

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

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

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

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

LYNDON B. JOHNSON

By the President:  
DEAN RUSK,  
*Secretary of State.*



List of Bona Fide Motor Vehicle Manufacturers Certified by the Administrator,  
Business and Defense Services Administration, as of December 31, 1967

Manufacturers of Motor Vehicles, Including Motor Vehicle Chassis

American Motors Corp., 14250 Plymouth Road, Detroit, Mich. 48232.  
Arctic Enterprises, Inc., P.O. Box 635, Thief River Falls, Minn. 56701.  
Avanti Motor Corp., 765 S. Lafayette Blvd., South Bend, Ind. 46623.  
Checker Motors Corp., 2016 N. Pitcher St., Kalamazoo, Mich. 49007.  
Chrysler Corp., 341 Mass. Ave., Highland Park, Mich 48203.  
Crane Carrier Co., Division of CCI Corp., P.O. Box 5008, Tulsa, Okla. 741C4.  
The Flexible Co., 326-332 N. Water St., Loudonville, Ohio 44842.  
FMC Corp., Riverside Division, 3075 14th St., Riverside, Calif. 92502.  
Ford Motor Co., The American Road, Dearborn, Mich. 48121.  
Fox Corp., 1111 West Racine St., Janesville, Wisc. 53545.  
Freightliner Corp., 5400 N. Basin Ave., Portland, Ore. 97208  
FWD Corp., 105 E. 12th St., Clintonville, Wisconsin 54929.  
General Motors Corp., 3044 W. Grand Blvd., Detroit, Mich. 48202.  
Hendrickson Manufacturing Company, 8001 W. 47th St., Lyons, Ill. 60534.  
International Harvester Co., 401 N. Michigan Ave., Chicago, Ill. 60611.  
Kaiser Jeep Corp., Toledo, Ohio, 43601.  
Kenworth Motor Truck Co., 8801 E. Marginal Way, Seattle, Wash. 98108.  
M-Dart Truck Co., 1301 North Manchester Trafficway, Kansas City, Mo. 64120.  
Mack Trucks, Inc., Executive Offices, Box M, Allentown, Pa. 18105.  
Motor Coach Industries, Inc., Pembina, North Dakota 58271.  
New England Oil Burner Co., Route 2-A Main St., Colchester, Vt. 05446.  
Oshkosh Truck Corp., 2307 Oregon St., Oshkosh, Wisc. 54901.  
Ottawa Steel Products, Daybrook-Ottawa Corp., P.O. Box 49, Ottawa, Kans. 66067.  
Outboard Marine Corp., 100 Pershing Rd., Waukegan, Ill. 60085.  
Pacific Car & Foundry Co., 1400 N. Fourth St., Renton, Wash. 98055.  
Peterbilt Motors Co., 38801 Cherry St., P.O. Box 404, Newark, Calif. 94560.  
S. S. Automobiles, Inc., 161 W. Wisconsin Ave., Milwaukee, Wisc. 53203.  
Silverline, Inc., 2300 12th Ave. South, Moorhead, Minn. 56560.  
Thiokol Chemical Corp., Logan Division, 2503 N. Main St., Logan, Utah 84231.  
Walter Motor Truck Co., School Road, Voorheesville, N. Y. 12186.  
Ward LaFrance Truck Corp., Grand Central Ave. & 11th St., Elmira Heights, N. Y. 14903.  
White Motor Corp., P.O. Box 6979, Cleveland, Ohio 44114.

Manufacturers of Motor Vehicle Bodies, Assembly and Installation of Bodies, Fifth  
Wheels, and Other Motor Vehicle Equipment on New Chassis

Alloy Trailers, Inc., South 3025 Griger Blvd., Spokane, Wash. 99204.  
American Trailers, Inc., 1500 Exchange Ave., Oklahoma City, Okla. 73101.  
Adam Black & Sons, Inc., 276-300 Tonnele Ave., Jersey City, New Jersey 07306.  
Blue Bird Body Co., P.O. Box 937, Fort Valley, Georgia 31030.  
Bristol-Donald Co., Inc., 50 Roanoke Ave., Newark, N. Jersey 07105.  
Brown Trailer Division, Clark Equipment Co., P.O. Box 410, Michigan City, Ind. 46360.  
The Coachette Co., 11852 E. Northwest Highway, Dallas, Texas 75218.  
Comet Corporation, Spokane Industrial Park, Spokane, Wash. 99216.  
Decker Tank Corp., 118 Route 17, Upper Saddle River, N.J. 07458.  
Divco-Wayne Corp., 1500 North "F" St., Richmond, Indiana 47274.  
Emert Trailer Inc., 614 Mishawaka St., P.O. Box 296, Elkhart, Ind. 46514.

John Evans Mfg. Co., Inc., P.O. Box 669, Sumter, South Carolina 29150.  
 Fruehauf Corp., 10900 Harper Ave., Detroit, Mich. 48232.  
 Garsite Products, Inc., 10 E. Grand Blvd., Deer Park, N. Y. 11729.  
 Hardee Mfg. Co., Plant City, Fla. 33566.  
 Hercules Galion Products, Inc., P.O. Box 607, 500 Sherman St., Galion, Ohio 44833.  
 Hess & Eisenhardt Co., 8959 Blue Ash Ave., Cincinnati, Ohio 45242.  
 Hews Body Co., 190 Rumery St., South Portland, Maine 04106.  
 Hobbs Equipment Co., Inc., Keeler Ave., Norwalk, Conn. 06856.  
 Hughes Body Co., Inc., 26 West Highland Ave., Atlantic Highlands, N.J. 07716.  
 Leland Equipment Co., 7777 E. 42nd Place South, Tulsa, Okla. 74101.  
 Jay Madsen Corp., 132 South 12th St., Newark, N.J. 07107.  
 Manning Equipment, Inc., 3709 Bishop Lane, Louisville, Ky. 40218.  
 Marion Metal Products Co., 959 Cheney St., Marion, Ohio 43302.  
 Murphy Body Works, Inc., 2000 Airport Drive, P.O. Box 90, Wilson, N.C. 27893.  
 Peerless Trailer & Truck Service, Inc., 18205 S. W. Boones Ferry Rd., P.O. Box 447,  
 Tualatin, Oregon 97062.  
 Reliance Trailer & Truck Co., Inc., 2765 16th St., San Francisco, Calif. 94103.  
 Superior Coach Corp., 1200 East Kibby St., Lima, Ohio 45802.

Manufacturers in the Assembly and Installation of Motor Vehicle Equipment on New  
 Chassis, Including Fifth Wheels on New Truck-Tractors

American Equipment & Trailer, Inc., 740 North Grand, Amarillo, Texas 79105.  
 American Trailer Service, Inc., 2814 N. Cleveland Ave., St. Paul, Minn. 55113.  
 Antietam Equipment Corp., P.O. Box 91, Hagerstown, Md. 21740.  
 Atlas Eastern, Inc., 858 Providence Highway, P.O. Box 167, Dedham, Mass. 02026.  
 Automotive Service Co., 111-113 North Waterloo, Jackson, Mich. 49204.  
 Brake & Equipment Service Company, Inc., 1801 North Mayfair Rd., Milwaukee, Wisc. 53226.  
 Brake Service, Inc., 170 Washington St., P.O. Box 774, Bangor, Maine 04401.  
 Burch Body Works, Rockford, Michigan 49341.  
 Capital Trailer and Body Co., 3420 East Broadway, North Little Rock, Ark. 72117.  
 The Carnegie Body Co., 9500 Brookpark Rd., Cleveland, Ohio 44129.  
 B. M. Clark Co., Inc., Union, Maine 04862.  
 Cloment-Braswell Div., Gar Wood Industries, Sibley Rd., Minden, La. 71055.  
 Cloverleaf Equipment & Sales, Inc., 7801 Old Granger Rd., Garfield Heights, Ohio 44125.  
 Commercial Truck & Trailer, Inc., 313 N. State St., Girard, Ohio 44420.  
 Connell Motor Truck Company of Fresno, 2832 Church Ave., Fresno, Calif. 93766.  
 Critzer Equipment Co., East 3804 Front Ave., P.O. Box 152, Spokane, Wash. 99210.  
 Cross Truck Equipment Co., Inc., 5130 18th St., S. W. at Perry Drive, Canton, Ohio  
 44706.  
 Dade Trailer Sales & Service, Inc., 2960 N. W. 73rd St., Miami, Fla. 33147.  
 Daleiden Auto Body & Manufacturing Corp., 425 E. Vine St., Kalamazoo, Mich. 49001.  
 Dealers Truck Equipment Co., Inc., P.O. Box 1435, 2491 Texas Ave., Shreveport,  
 La. 71102.  
 Dealers Trucksteell Sales, Inc., 653 Beale St., P. O. Box 1020, Memphis, Tenn. 38101.  
 Roy F. Drake Body & Equipment Co., 1501 N. Minnesota Ave., Sioux Falls, South  
 Dakota 57101.  
 Drake-Scruggs Equipment Inc., 600 South 31st St., Springfield, Ill. 62703.  
 Eastern Tank Corp., 290 Pennsylvania Ave., Paterson, N.J. 07503.  
 Eggiman Motor & Equip. Sales, Inc., 1813 West Beltline Highway, P.O. Box 1628,  
 Madison, Wisc. 53701.

Eight Point Trailer Corp., 6100 E. Washington Blvd., Los Angeles, Calif. 90022.  
 Fleet Equipment Co., 10605 Harry Hines, Dallas, Texas 75220.  
 Gar Wood Detroit Truck Equipment, Inc., 21083 Mound Rd., Warren, Mich. 48091.  
 General Trailer Co., Inc., 546 W. Wilkins St., Indianapolis, Ind. 46225.  
 Gibbes Machinery Co., Wheat & Assembly Sts., Columbia, S. C. 29202.  
 Gidley-Eschenheimer Corp., 858 Providence Highway, Dedham, Mass. 02026.  
 Gooch Brake & Equipment Co., Inc., 512 Grand Ave., Kansas City, Missouri 64106.  
 Grand Rapids Brake Service, Inc., 1935 Century Ave., S. W., Grand Rapids, Mich. 49509.  
 Heisler's Inc., Airport Rd., R. D. 2, Willard, Ohio 44905.  
 Hudsonville Truck & Trailer Service Co., 5210 36th Ave., Hudsonville, Mich. 49426.  
 O. G. Hughes & Sons, Inc., 312 S. Central Ave., Knoxville, Tenn. 37902.  
 Humes Truck & Trailer Mfg. Co., 907 Franklin Ave., Steubenville, Ohio 43952.  
 Illinois Auto Electric Co., 2001-37 Indiana Ave., Chicago, Ill. 60616.  
 Indiana Trailer Supply, Inc., 1611 West Bristol St., Elkhart, Ind. 46514.  
 Jalco Truck Products Co., Inc., 534 Meridan Rd., Youngstown, Ohio 44501.  
 Kay Wheel Sales Co., Tacony and Van Kirk Sts., Philadelphia, Pa., 19135.  
 Kencar Equipment Co., 1906 Lakeview Ave., Dayton, Ohio 45408.  
 Kanpheide Equipment Co., P.O. Box 553, Quincy, Ill. 62301.  
 Ledwell & Son, Inc., P.O. Box 1106, Texarkana, Texas 75501.  
 Merit Tank & Body, Inc., 707 Gilman St., Berkeley, Calif. 94710.  
 Middlekauff, Inc., 1615 Ketcham Ave., Toledo, Ohio 43608.  
 Midwest Truck & Equipment Co., 640 E. Pershing Rd., Decatur, Ill. 62526.  
 Moline Body Co., 222-52nd St., Moline, Ill. 61265.  
 Monon Trailer & Body Co., P.O. Box 446, Monon, Ind. 47959.  
 Motor Truck Equipment Corp., 2950 Irving Blvd., P.O. Box 47385, Dallas, Texas 75247.  
 Mutual Truck Parts, Inc., 2000 S. Wabash Ave., Chicago, Ill. 60616.  
 Neil's Automotive Service, Inc., 167 E. Kalamazoo Ave., Kalamazoo, Mich. 49006.  
 Nelson Mfg. Co., Route # 1, Ottawa, Ohio 45875.  
 Nye Implement Co., Inc., NKA NYE, INC., 250 East Fourth St., Fostoria, Ohio 44830.  
 Ohio Body Mfg. Co., New London, Ohio 44851.  
 Ohio Truck Equipment, Inc., 3470 Spring Grove Ave., Cincinnati, Ohio 45223.  
 Ole Granning Trailer, Inc., 3040 Wyoming, Dearborn, Mich. 48120.  
 Olson Trailer & Body Builders Co., 2740 S. Ashland Ave., Green Bay, Wisc. 54306.  
 Palmer Spring Co., 355 Forest Ave., Portland, Maine 04101.  
 Palmer Trailer Sales Co., Inc., 162 Park St., Route 20 East, Palmer, Mass. 01069.  
 Perfection Equipment Co., 7 South Pennsylvania, Oklahoma City, Okla. 73107.  
 Perfection Truck Equipment Co., 2550 McGee Trafficway, Kansas City, Mo. 64108.  
 Pezzani & Reid Equipment Co., 3960 W. Fort St., Detroit, Mich. 48216.  
 Power Brake Co., Inc., 1506 West Morehead St., Box 838, Charlotte, N. C. 28208.  
 Power Brake Service & Equipment Co., Inc., 1307 Carnegie Ave., Cleveland, Ohio 44115.  
 Dean Powers Co., Highway 30 South, Route 2, Cedar Rapids, Iowa 52404.  
 Reliable Spring Co., Inc., 10557 South Michigan Ave., Chicago, Ill. 60628.  
 Safety Sales & Service Corp. 50-92 South Cameron St., P.O. Box 1439, Harrisburg, Pa. 17105.  
 Schaefer Body, Inc., 5009 Superior Ave., Cleveland, Ohio 44103.  
 Schien Body & Equipment Co., North on University, Carlville, Ill. 62626.  
 Schweigers, Inc., South Highway 81, Watertown, S. D. 57201.  
 Scientific Brake & Equipment Co., 314 W. Genesee Ave., Saginaw, Mich. 48602.  
 Shasta Truck & Equipment, Inc. 3333 S. Market St., Redding, Calif. 96001.

Smith-Moore Body Co., Inc., Brook Rd. at Lombardy, Richmond, Va. 23220.  
 Paul Stutler, Inc., 3397 E. Waterloo Rd., Akron, Ohio 44312.  
 Syracuse Auto Parts, Inc., 120 North Geddes St., Syracuse, N. Y. 13204.  
 Transport Equipment Co., 3400 6th Ave., South Seattle, Wash. 98134.  
 Truck Equipment Co., 260 Industrial Ave., New Orleans, La. 70121.  
 Truck Equipment Co., 1911 S. W. Washington St., Peoria, Ill. 61602.  
 Truck Equipment, Inc., 680 Potts Ave., Green Bay, Wisc. 54306.  
 Truck Equipment Sales, Inc., 301 South 4th St., Murray, Ky. 42071.  
 Truck Parts & Equipment Co., 295 Hegenberger Rd., Oakland, Calif. 94621.  
 Truck & Trailer Equipment Co., 4214 W. Mt. Hope Rd. at M-78, Lansing, Mich. 48904.  
 Tuff Boy, Inc., 5151 E. Almondwood Drive, Manteca, Calif. 95336.  
 Urbana Truck Body Co., 501 E. University Ave., P.O. Box 356, Urbana, Ill. 61801.  
 Utility Trailer & Equipment Co., Inc., 4771 S. E. 17th Ave., Portland, Ore. 97202.  
 The Treco Corp., dba., Weaver Trailer & Body Co., 1355 W. Mound St., Columbus,  
 Ohio 43223.  
 Weigand GMC Truck Sales, Inc., 1008 N. Tuscarawas Ave., Dover, Ohio 44622.

Companies Listed by the Canadian Government as Vehicle Manufacturers  
Under the Vehicle Tariff Order, 1965, as of December 31, 1967

Appendix 1 to Memorandum D49-30

Name and Location	Considered as Manufacturers of:
Almac Metalcraft Inc., Ville D'Anjou, Quebec.	Specified Commercial Vehicles
Amalgamated Metal Industries Ltd., Toronto, Ontario.	Specified Commercial Vehicles
American Motors (Canada) Limited, Brampton, Ontario.	Automobiles
Atlas Hoist & Body Incorporated, Montreal, Quebec.	Specified Commercial Vehicles
B.K. & B. Truck Bodies Limited, London, Ontario.	Specified Commercial Vehicles
Babcock, J.H. & Sons Limited Odessa, Ontario.	Specified Commercial Vehicles
Back Motor Bodies Limited, Toronto, Ontario.	Specified Commercial Vehicles
Brantford Trailer and Body Limited, Brantford, Ontario.	Specified Commercial Vehicles
Canadian Blue Bird Coach Ltd., Brantford, Ontario.	Buses
Canadian Kenworth Ltd., Burnaby, B.C.	Specified Commercial Vehicles
Chrysler Canada Ltd., Windsor, Ontario.	Automobiles, Buses and Specified Commercial Vehicles
Crane Carrier Canada Limited, Toronto, Ontario.	Specified Commercial Vehicles
Diesel Equipment Limited, Toronto, Ontario.	Specified Commercial Vehicles
Eastern Steel Products Company, Preston, Ontario.	Specified Commercial Vehicles
Elcombe Engineering Ltd., Windsor, Ontario.	Specified Commercial Vehicles

Name and Location	Considered as Manufacturers of:
Fawcett Van & Stake Ltd., Hamilton, Ontario.	Specified Commercial Vehicles
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.	Specified Commercial Vehicles
General Motors of Canada, Limited, Oshawa, Ontario.	Automobiles, Buses, and Specified Commercial Vehicles
Hayes Manufacturing Company Limited, Vancouver, B. C.	Specified Commercial Vehicles
International Harvester Company of Canada, Limited, Hamilton, Ontario	Specified Commercial Vehicles
Olson, W.H. Manufacturing Company Ltd., Tilbury, Ontario.	Specified Commercial Vehicles
Phil Wood Industries Ltd., Windsor, Ontario	Specified Commercial Vehicles
Prevost Car Inc., Ste. Claire, (Dorchester Co.) Quebec.	Buses
Reliance Truck & Equipment Ltd., Vancouver, B. C.	Specified Commercial Vehicles
St. Johns Sheet-Metal Ltd., St. Jean, Quebec.	Specified Commercial Vehicles
Sicard Inc., Montreal, Quebec.	Specified Commercial Vehicles
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

Name and Location	Considered as Manufacturers of:
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.	Specified Commercial Vehicles
Name and Location of Persons Designated under Paragraph 2(3) of the Motor Vehicles Tariff Order 1965	Designated by:
General Motors Diesel Limited, London, Ontario.	General Motors of Canada, Limited, Oshawa, Ontario.
General Motors Products of Canada, Limited, Oshawa, Ontario.	General Motors of Canada, Limited, Oshawa, Ontario.
Worham Equipment Limited, Montreal, Quebec.	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.