

# CANADIAN AUTOMOBILE AGREEMENT

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

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COMMITTEE ON FINANCE  
UNITED STATES SENATE

RUSSELL B. LONG, *Chairman*



MARCH 1977

Printed for the use of the Committee on Finance

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U.S. GOVERNMENT PRINTING OFFICE  
WASHINGTON : 1977

88-081 O

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(11)

CONTENTS

	<u>Page</u>
I. SUMMARY.....	1
II. BACKGROUND.....	2
III. DEVELOPMENTS IN 1975.....	6
Production in the Motor Vehicle Industry - United States and Canada.....	6
Retail Sales.....	6
Expenditures by Automobile Manufacturers for Plants and Equipment.....	8
Relative Prices of Automobiles.....	8
Employment in the Automotive Industry.....	10
Trade in Motor Vehicles and Parts between the United States and Canada.....	11
Automotive Trade Statistics.....	15
United States Automotive Trade with Countries Other Than Canada.....	18
Canadian Automotive Trade with Countries Other Than the United States.....	19
Changes in the Agreement.....	20
Adjustment Assistance.....	20
General Agreement on Tariffs and Trade (GATT) Waiver.....	20
"Bona Fide" Motor Vehicle Manufacturers.....	21
IV. STATISTICAL TABLES.....	24
V. APPENDIXES	
Appendix A - Text of Agreement.....	49
Appendix B - Automotive Products Trade Act of 1965.....	52
Appendix C - Presidential Proclamation Implementing the Agreement.....	61
Appendix D - List of United States Bona Fide Vehicle Manufacturers.....	62
Appendix E - List of Canadian Bona Fide Motor Vehicle Manufacturers.....	74

## I. Summary

Automotive retail sales, production and employment in the United States declined during 1975. The decline in retail sales and in production were less than those in 1974 but the drop in employment in 1975 was greater. In Canada retail sales in 1975 increased somewhat but production and employment dropped. New investments by the major vehicle manufacturers declined 29 percent in the United States and 23 percent in Canada to \$1,301 million and \$83 million, respectively. The price differential between similar cars sold in Canada and in the United States continued to narrow. For 1975 the United States had 86 percent of the total U.S. and Canadian motor vehicle production and 89 percent of total motor vehicle sales, virtually unchanged from the previous year. The 1975 U.S.-Canada automotive trade balance was a \$1.8 billion U.S. surplus, an increase of \$600 million over the U.S. surplus of \$1.2 billion in 1974.

## II. Background

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

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

<sup>1/</sup> Appendix A page 49

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

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

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

<sup>2/</sup> Appendix B page 52

<sup>3/</sup> Appendix C page 61

basis to all automotive manufacturers who had production facilities in Canada at the time the Agreement was negotiated. Therefore, Canada did not consider it necessary to obtain a GATT waiver for its Order-in-Council implementing duty-free treatment effective January 18, 1965.

In recognition of the need for a transitional period for the smaller, higher cost Canadian industry to adjust to the competitive pressures of the larger North American market, certain restrictive measures were set forth in Annex A to the Agreement: (1) Only bona fide Canadian vehicles manufacturers may import automotive products duty-free; and (2) in order to be considered "bona fide," manufacturers must meet certain minimum Canadian value-added and Canadian production-to-sales ratio requirements.

Since the duty-free import privilege in Canada is limited to vehicle manufacturers, individual Canadians who import motor vehicles from the United States must pay the Canadian duty of 15 percent ad valorem. In contrast, anyone in the United States may import a finished vehicle covered by the Agreement duty-free. This restriction\* on duty-free import privileges in Canada has contributed in part to the persistence of higher prices in Canada since it eliminates the opportunity for individual duty-free importation by private citizens. In both countries, only bona fide manufacturers may import original equipment parts and accessories duty-free under the Agreement.

In addition to the limitations set forth in Annex A, the Canadian Government was given by the motor vehicles manufacturers certain Letters of Undertaking to increase Canadian value-added. The letters committed the companies to certain specific increases in Canadian value-added to be accomplished by July 31, 1968 and to further increase Canadian value-added annually by a proportion of any increase in sales in the Canadian market. The United States Government does not regard the letters as valid instruments. Although the letters were between the companies and the Canadian Government they were originally signed with the tacit approval of the United States Government. The tacit approval was withdrawn in 1970.



### III. Developments in 1975

Production in the Motor Vehicle Industry: United States and Canada. U.S. and Canadian motor vehicle production declined 10 percent in 1975 to a total of 10.4 million vehicles, compared to the 11.6 million vehicles produced in 1974. Production declined in both countries, but somewhat more in the United States than in Canada. The decline was 11 percent in the United States and 7 percent in Canada. The U.S. share of total units produced was 86.3 percent, no real change from 1974.

Motor vehicle production in the United States in 1975 included 6.7 million cars and 2.3 million trucks, a decline of 8 percent in auto production and 17 percent in truck production compared to 1974.4/ The 1975 production level of 8.9 million vehicles was the lowest since 1970 when 8.3 million vehicles were produced.

Canadian auto production declined 10.4 percent to 1.04 million cars in 1975, compared to 1.16 million in 1974. In contrast to autos, Canadian truck production rose 5 percent in 1975 to a record 379 thousand trucks.5/

Retail Sales.6/ The United States had 89.4 percent of the total U.S.-Canadian retail market in 1975.

4/ Table 2 page 27

5/ Table 3 page 28

6/ Table 1 page 26

Retail sales of motor vehicles in the United States dropped in 1975 to 11.1 million from 11.6 million vehicles sold in 1974, a decline of 4 percent. Auto sales declined 3 percent from 8.9 million cars in 1974 to 8.6 million in 1975. The decline in sales of North American type cars was 5 percent, while the sales of cars imported from overseas increased 14 percent. The retail sales of cars imported from overseas in 1975 were 1.6 million compared to 1.4 million sold the previous year.

Retail sales of trucks in the United States declined at a much greater rate than retail sales of autos. Truck sales in 1975 were 2.5 million units, a decline of 7 percent from the 2.7 million trucks sold in 1974. Retail sales of trucks imported from overseas were a record 231 thousand in 1975, an increase of 35 percent from 1974.

Total Canadian retail sales of motor vehicles rose 5 percent to a record 1,314 thousand in 1975 from 1,249 thousand in 1974. Retail sales of autos increased 5 percent to 989 thousand in 1975. Canadian sales of North American type cars rose 5 percent to 836 thousand, while sales of cars imported from overseas (excluding United States) also increased 5 percent to 153 thousand in 1975. Cars imported from overseas comprised 15.5 percent of the total Canadian market in 1975, as compared to 15.3 percent in 1974.

Canadian truck sales continued to rise and in 1975 were a record 325 thousand units, 6 percent above sales in 1974.

Expenditures by Automobile Manufacturers for Plants and Equipment. Expenditure by the major motor vehicle manufacturers for plant and equipment during 1975 declined more in the United States than in Canada. Combined investment by the major automotive manufacturer in new plant and equipment in the two countries was \$1,384 million in 1975. Expenditures were \$1,301 million in the United States and \$83 million in Canada. Compared to 1974 these expenditures are decreases in investments of 29 percent in the United States and 22 percent in Canada.

Relative Prices of Automobiles. Automobile price comparisons in this section are based on factory list prices because the manufacturer's suggested retail prices in the United States and Canada are not comparable, due to the existence of different excise taxes in each country, see tables 6, 7 and 8.<sup>7/</sup> The U.S. and Canadian prices in each table are of identical, popular model cars with comparable standard equipment. The annual exchange rates used in these tables are for December of the year in which the model was introduced.

<sup>7/</sup> Table 6 page 31; Table 7 page 32; Table 8 page 33

Factory list prices in Canada ranged from 3.2 to 7.1 percent higher than in the United States at the introduction of the 1976 models and were less than the 1975 model introduction price differences of from 5.2 to 11.9 percent.

In response to formal complaints, in August of 1975 the United States Treasury Department initiated an investigation into charges that automobiles imported from Belgium, Canada, France, Italy, Japan, Sweden, the United Kingdom and West Germany were being "dumped" in the United States, i.e. that sales were being made at less than fair value. The investigation continued throughout 1975 and was formally discontinued in 1976 on grounds that some of the manufacturers were not selling at "less than fair value", or that appropriate adjustments were made in prices so as to eliminate dumping margins. As a result of the decision to discontinue no additional duties were assessed.

In 1975 the U.S. average annual wholesale automotive passenger car index rose 9.0 percent to 134.2; the truck index rose 11.3 percent to 152.4; and the parts index rose 20.2 percent above the averages for 1974.<sup>8/</sup> The 1975 consumer price index for new passenger cars rose 8.6 percent. The 1975 increases in various price indexes are larger than any other year since the beginning of the Agreement and the indexes were at a record high.

Note: In reviewing these index changes it should be noted that the price increases of cars and trucks caused by Federal requirements for pollution control and safety equipment are treated as quality increases and are not reflected in the price indexes.

The Canadian average annual wholesale index for passenger cars rose 7 percent, the truck index rose 10 percent, the parts index rose 12 percent, and the consumer price index for autos rose 6.5 percent during 1975.<sup>9/</sup> As in the U.S. the increases in the Canadian indexes in 1975 were the largest since the agreement began.

Employment in the Automotive Industry. Average annual employment in the automotive industry fell more in the United States than in Canada during 1975.<sup>10/</sup> The decline in employment amounted to 13 percent in the United States and 9 percent in Canada and followed declines of 9 percent in the U.S. and 2 percent in Canada in 1974. During 1975 in the United States the largest declines were in the truck and bus bodies and parts and accessories sectors, while in Canada the parts and accessories sector suffered the greatest drop. However, it may be noted that in 1975 the decline of employment in the U.S. automotive parts and accessories industry of 12.2 percent was greater than the decline in the Canadian automotive parts industry of 10.4 percent.<sup>11/</sup>

<sup>9/</sup> Table 5 page 30

<sup>10/</sup> Chart 1 page 12

<sup>11/</sup> Table 9 page 34, Table 10 page 35

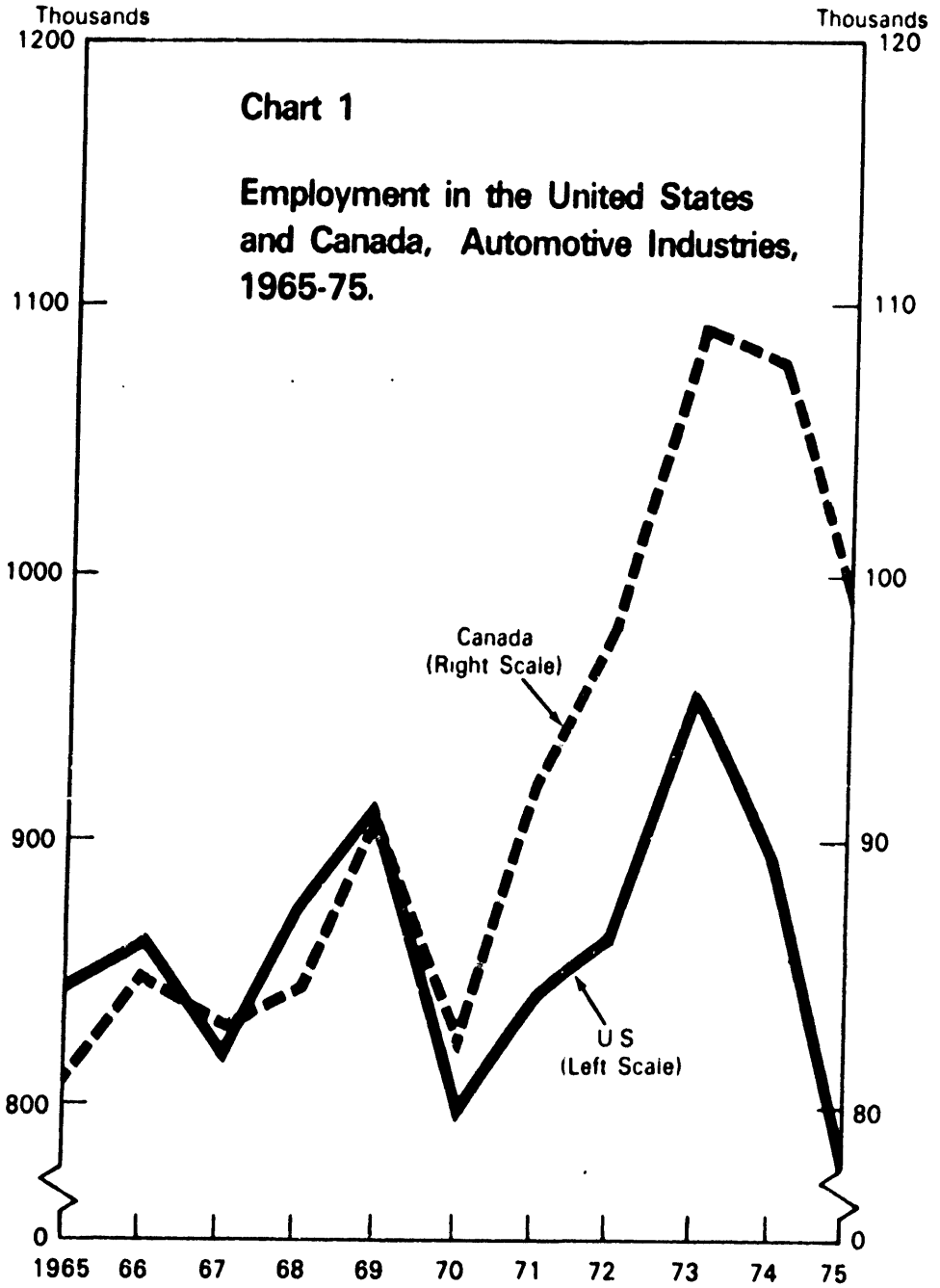
Trade in Motor Vehicles and Parts between the United States and Canada. Total United States-Canada automotive trade grew to \$13.4 billion in 1975 an increase of 9 percent over the previous year. The trade table on page 13 gives U.S.-Canadian automotive trade for the years 1964 and 1969-75.

United States automotive exports to Canada increased 13 percent while imports rose only 5 percent, resulting in a U.S. automotive trade surplus with Canada of \$1.8 billion for 1975, nearly 50 percent more than the 1974 surplus. See Chart 2, page 14.

Imports of automotive products from Canada were \$5,801 million in 1975 compared to \$5,544 billion in 1974. The increase was accounted for by cars, up \$214 million or 18 percent to \$2,809 million, and trucks up \$30 million or 3 percent to \$917 million, while parts imports increased by only \$11 million to \$2,008 million.

The number of vehicles imported from Canada decreased from 818 thousand in 1974 to 727 thousand in 1975 a decline of 11 percent while the value of these imported cars increased from \$2.6 billion to \$2.8 billion reflecting a substantial increase in the unit value of cars imported. Truck imports followed the same pattern a decline in units imported accompanied by an increase in value.

Parts imports increased less than one percent while the Canadian industrial price index for motor vehicle parts rose



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

United States - Canada Trade Automotive Products, 1964, 1969-75  
U. S. Imports - Canadian Imports

Millions of U. S. Dollars

	1964	1969	1970	1971	1972	1973	1974	1975 <sup>1/</sup>
U. S. exports <sup>2/</sup>								
Cars	34	732	631	985	1,075	1,439	1,657	2,142
Trucks	23	244	263	334	504	643	916	922
Parts	577	2,134	2,019	2,448	2,866	3,552	3,980	4,409
Sub total	634	3,110	2,913	3,767	4,445	5,634	6,554	7,472
Tires and tubes	6	34	23	36	51	92	223	170
Total exports	640	3,144	2,936	3,803	4,496	5,726	6,777	7,643
U. S. imports								
Cars	18	1,537	1,474	1,924	2,065	2,272	2,595	2,809
Trucks	4	560	564	587	713	789	887	917
Parts	49	959	1,080	1,481	1,795	2,172	1,997	2,008
Sub total	71	3,056	3,118	3,992	4,573	5,233	5,479	5,734
Tires and tubes	5	5	14	8	22	68	65	67
Total imports	76	3,061	3,132	4,000	4,595	5,301	5,544	5,801
Net balance	+563	+83	-196	-197	-99	+426	+1,233	+1,842
Memo entry								
Snowmobiles included in truck exports above	-	6	12	22	33	30	33	38
Snowmobiles included in truck imports above	-	111	141	124	104	66	35	28

<sup>1/</sup> Preliminary

<sup>2/</sup> Canadian import data. Parts exports (Canadian imports) adjusted to exclude tooling charges in millions of U.S. dollars as follows: 1969-\$75; 1970-\$98; 1971-\$68. 1972-\$85; 1973-\$68; 1974-\$128; 1975-\$38.

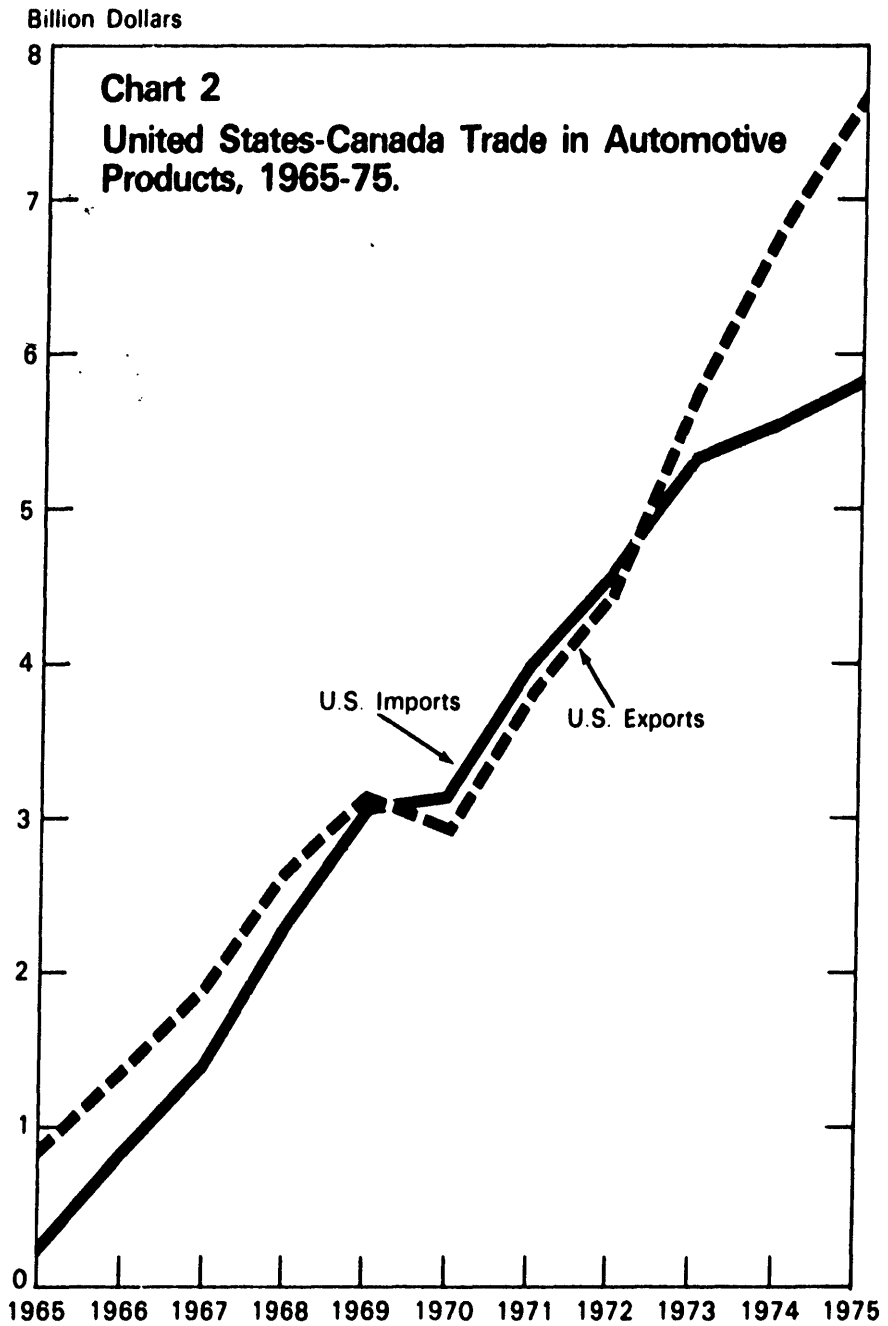
Note: Data exclude U.S.-Canadian trade in materials for use in the manufacture of automotive parts.

Data are adjusted to reflect transaction values for vehicles.

\$1.00 Canadian = \$0.925 U.S., 1964-69; \$0.958 U.S., 1970; \$0.990 U.S., 1971; \$1.009 U.S., 1972; \$0.9997 U.S., 1973; \$1.02246, U.S., 1974; \$.984001, U.S. 1975.

Source: U.S. Department of Commerce





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

12 percent indicating a probable reduction in the physical volume of parts imported.

As a percent of total imports in 1975, cars were 48 percent, trucks 16 percent and parts 35 percent almost identical to the same percentages in 1974.

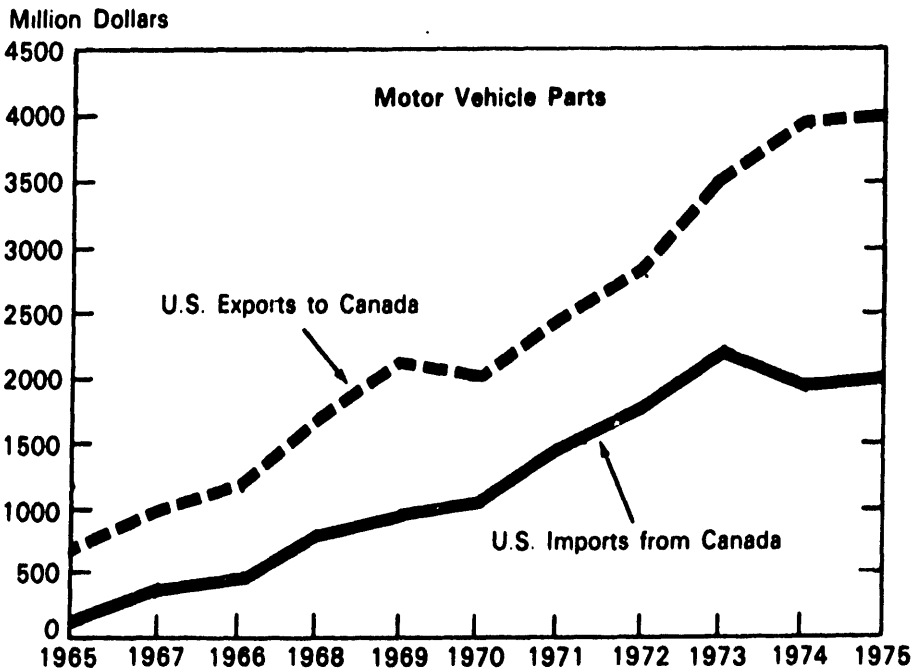
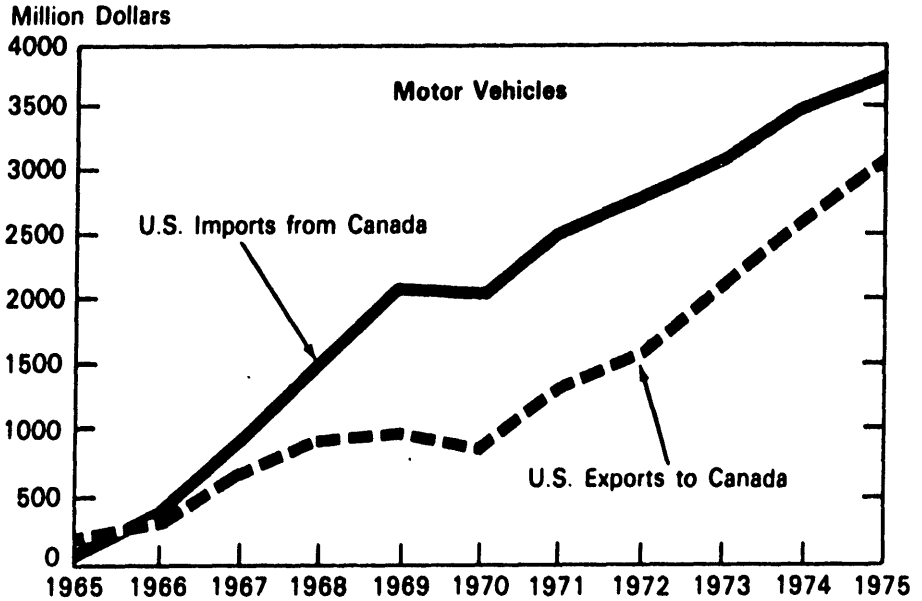
Exports of U.S. automotive products to Canada were \$7,643 million in 1975, an increase of \$866 million over 1974. For 1975 exports of cars were \$2,142 million up \$485 million or 29 percent; exports of trucks were \$922 million up \$6 million or less than 1 percent and parts exports were 4,409 up \$429 million or 11 percent. A continued strong Canadian market, produced the rise in exports. See Chart 3, page 16.

As a percent of total exports in 1975, cars rose from 25 to 28 percent, trucks declined to 12 percent from 14 percent, parts remained at 58 percent and tires and tubes declined to 2 percent.

Trade in snowmobiles has declined since 1970 when total snowmobile trade was \$153 million, with a U.S. snowmobile deficit of \$129 million. In 1975 total United States-Canada snowmobile trade was \$66 million with a U.S. snowmobile surplus of \$10 million. This is first U.S. surplus in snowmobiles since the beginning of the agreement.

Automotive Trade Statistics. A series of consultations in 1970 between government statistical experts from both the United States and Canada led to agreement that a cooperative effort was necessary to prepare a complete accounting of trade

**Chart 3**  
**Trade in Automotive Products, United States**  
**and Canada, 1965-75**



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

under the Automotive Agreement. Neither U.S. nor Canadian export statistics are sufficiently detailed to reflect accurately all trade covered by the Agreement, particularly in components that are not necessarily automotive in nature (e.g., pipe fittings, engine parts, fabric for seat covers, etc.). In addition, a joint U.S.-Canada committee studying overall trade statistics found that a substantial amount of automotive exports are never reported in the first place, due to slippages in submission and collection of documentation.<sup>12/</sup> Therefore, agreement was reached by both countries to use their own import statistics (in which all products eligible for duty-free treatment are broken out separately) to report imports and the other country's import statistics to report exports.

The table on page 13 was prepared using the method described in the previous paragraph and represents the most accurate way of measuring trade under the Automotive Agreement.

The U.S. imports for 1974 and 1975 in the table on page 13 were compiled using f.a.s. import values as now published by the Bureau of the Census. The f.a.s. values represent the transaction value of imports at the foreign port of exportation. The U.S. f.a.s. values are comparable to the Canadian automotive import figures which are compiled using actual transaction values. Prior to 1974 the U.S. transaction values for imports were calculated for unpublished data collected by the Bureau of the Census. The f.a.s. values are not comparable to the frequently used customs

<sup>12/</sup> The study, titled The Reconciliation of U.S. Canada Trade Statistics 1970, a Report by the U.S.-Canada Trade Statistics Committee, was published jointly by the U.S. Department of Commerce, Bureau of the Census, and Statistics Canada.

value basis import statistics, in which imports are valued (for duty) at prices constructed by the Bureau of Customs for duty purposes.

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

Imports in 1975 of automotive products from countries other than Canada were 50 percent of all automotive imports including Canada, down from 51 percent in 1974. Exports of automotive products to countries other than Canada were 37 percent of all automotive exports including Canada in 1975 compared to 31 percent in 1974.

Imports of automotive products from countries other than Canada were \$5.6 billion in 1975 and \$6.1 billion in 1974 a decline of 7 percent. Japan was the largest source supplying automotive products valued at \$2.4 billion; and while West Germany supplied \$1.8 billion worth it fell further behind Japan as an automotive supplier. Imports of cars declined 3 percent, imports of trucks declined 29 percent and parts imports declined 12 percent.

<sup>13/</sup> Table 12 page 42; Table 13 page 43; Table 14 page 44

Exports of automotive products to countries other than Canada rose 48 percent over 1974 to \$4.0 billion in 1975. The increase in 1975 followed an increase of 49 percent of automotive exports in 1974 as compared to 1973. Most of the increase in exports was accounted for by a more than doubling of the exports of trucks. The shares of total exports accounted for by the different categories of cars, trucks, and parts were relatively stable in recent years until 1975 when trucks increased their share of the export market and the parts share declined. Iran emerged as one of the three largest export markets in 1975 while the other two, Venezuela and Mexico, have been at the top since 1965.

As a percent of total foreign trade in 1975, automotive products amounted to 10 percent of our total exports of \$107,652 million and to 12 percent of our \$96,941 million of imports from all countries.<sup>14/</sup>

Canadian Automotive Trade With Countries Other Than the United States. Canadian exports of automotive products to countries other than the United States were \$559 million.<sup>15/</sup> Exports of cars were \$152 million, trucks \$239 million and parts \$168 million all up over 1974. Vehicles accounted for 70 percent of the 1975 exports, compared to 60 percent in 1974. South Africa, which took \$58 million worth of exports, was Canada's largest export market except for the United States.<sup>16/</sup>

<sup>14/</sup> Table 15 page 45

<sup>15/</sup> Table 18 page 48

<sup>16/</sup> Table 16 page 46

Canadian automotive imports from countries other than the United States rose from 1973 to 1974, but declined 8 percent in 1975.<sup>17/</sup> Japan is the largest automotive supplier to Canada, except for the United States, and in 1975 supplied \$247 million or 38 percent of Canada's imports from overseas. West Germany is the next largest supplier with a 22 percent share of the Canadian import market.

Changes in the Agreement. No negotiations concerning the Agreement took place in 1975 between the governments of the United States and Canada. The Agreement continues to be a subject of discussions covering general economic issues but no formal proposals for change were considered by the two governments.

United States Adjustment Assistance. The Automotive Products Trade Act of 1965 provided special adjustment assistance procedures for individual firms or groups of workers dislocated primarily because of the operation of the Agreement. These provisions expired June 30, 1968. Prior to the expiration of these provisions, petitions for adjustment assistance were filed by 21 groups of workers. Certifications were issued in 14 cases and weekly allowance payments totaling about \$4.1 million were made to approximately 1,950 workers. No petitions were submitted by firms.

General Agreement on Tariffs and Trade Waiver. Article 1 of the General Agreement on Tariffs and Trade provides for the extension of unconditional most-favored-nation treatment with respect to customs duties levied on products

imported from the GATT contracting parties. Under the Automotive Agreement certain automotive products are allowed duty-free entry into the United States only when imported from Canada. It was, therefore, necessary for the United States to obtain a waiver of its GATT obligations to the extent required to put the Agreement into effect. The waiver was approved on December 20, 1965, and provided for an annual report and a review by the Gatt contracting parties after two years, and, if necessary, biennially thereafter. The U.S. reports to GATT have been based on the annual reports by the President to Congress on the operation of the Automotive Products Trade Act.

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

Determination of "Bona Fide Motor Vehicle Manufacturer."

Under the Automotive Products Trade Act of 1965 imports of duty-free Canadian original motor vehicle equipment are limited to imports made pursuant to an order, contract, or letter of intent from a bona fide motor vehicle manufacturer in the United States. The Act defines such a manufacturer as a person who, upon application to the Secretary of Commerce, is determined by the Secretary to have produced no fewer than 15 complete



motor vehicles in the United States during the previous 12 months and to have installed capacity in the United States to produce ten or more complete motor vehicles per 40-hour week.

The Secretary of Commerce has delegated this responsibility to the Deputy Assistant Secretary for Domestic Commerce. Rules and Regulations, published in Part 315, Chapter III, Title 15 to the Code of Federal Regulations, outline procedures for filing applications and set out the qualifications of a bona fide motor vehicle manufacturer. They also provide for preparation, maintenance, and publication of a list of these manufacturers.

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

As of May 1, 1976 a total of 220 U.S. manufacturers were certified as "bona fide motor vehicle manufacturers."<sup>18/</sup> Certification of a manufacturer is valid for a 12-month period from the date the Secretary determines the manufacturer is qualified and is renewable. The certified manufacturers are engaged in one or more of the following types of business: (1) manufacture of motor vehicles, including motor vehicle chassis; (2) manufacture and installation of motor vehicle bodies, and other motor vehicle equipment on new chassis; and

<sup>18/</sup> App. D, page 62

(3) installation of motor vehicle bodies, trailer hitches known as fifth wheels, and other motor vehicle equipment on new chassis.

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

Motor Vehicle Manufacturers Listed by Canada. The Canadian Government lists 76 firms which it considers to be motor vehicle manufacturers as of December 29, 1975.<sup>19/</sup>

STATISTICAL TABLES

	<u>Page</u>
TABLE 1.--Retail Sales of Motor Vehicles, 1965-75, United States and Canada.....	26
TABLE 2.--U.S. Motor Vehicle Production, Calendar Years 1965-75.....	27
TABLE 3.--Canadian Motor Vehicle Production, Calendar Years 1965-75.....	28
TABLE 4.--Price Indexes for Automotive Equipment in the United States Annual Average, 1965-75.....	29
TABLE 5.--Price Indexes for Automotive Equipment in Canada, Annual Average, 1965-75.....	30
TABLE 6.--Price of Typical Model, Subcompact 2-Door Sedan with Comparable Standard Equipment in the United States and Canada, Model Years 1965, 1974-76.....	31
TABLE 7.--Price of Typical Popular Model, 4-Door Sedan, 8 Cylinder with Comparable Standard Equipment in the United States and Canada, Model Years 1965, 1974-76.....	32
TABLE 8.--Price of Typical Popular Model, 2-Door Hardtop, 8 Cylinder with Comparable Standard Equipment in the United States and Canada, Model Years 1965, 1974-76.....	33
TABLE 9.--Total Employment in the U.S. Automotive Products Industry Based on U.S. 1967 Standard Industrial Classification (SIC), Annual Averages, 1965-75.....	34
TABLE 10.--Total Employment in Canadian Automotive Products Industry Based on Canadian Standard Industrial Classification (SIC), Annual Averages, 1965-75.....	35
TABLE 11.--Value of Canadian Motor Vehicles and Original Motor Vehicle Equipment (Canadian Articles) Imported Duty-Free from Canada into the United States under the Provisions of the Automotive Products Trade Act of 1965 (APTA), by TSUSA Number, 1973-1975.....	36

	<u>Page</u>
TABLE 12.--U. S. Automotive Trade, Total with all Countries, with Canada, and with all Countries Except Canada, 1973-75.....	42
TABLE 13.--U.S. Automotive Exports, Calendar Years, 1973-75.....	43
TABLE 14.--U. S. Automotive Imports, Calendar Years, 1973-75.....	44
TABLE 15.--Total U. S. Trade (All Commodities) with the World and with Canada, Calendar Years 1965 and 1972-1975.....	45
TABLE 16.--Canadian Automotive Exports, Calendar Years 1973-1975.....	46
TABLE 17.--Canadian Automotive Imports, Calendar Years 1973-1975.....	47
TABLE 18.--Canadian Automotive Trade, Total with all Countries, with United States, and with all Other Countries Except the United States 1973-1975.....	48

TABLE 1.--RETAIL SALES OF MOTOR VEHICLES, 1965-75

SALES IN UNITED STATES  
(Thousands of Units)

Year	Automobiles			Trucks			Total Vehicles
	North American Type	Overseas Import Type	Total	North American Type	Overseas Import Type	Total	
1965	8,763	569	9,332	1,539	44	1,583	10,915
1966	8,377	651	9,028	1,619	45	1,664	10,692
1967	7,568	769	8,337	1,524	49	1,573	9,910
1968	8,625	1,031	9,656	1,807	24	1,831	11,487
1969	8,464	1,118	9,582	1,935	33	1,968	11,550
1970	7,120	1,285	8,405	1,746	65	1,811	10,216
1971	8,681	1,570	10,251	2,011	85	2,096	12,347
1972	9,327	1,623	10,950	2,486	143	2,632	13,575
1973	9,676	1,763	11,439	2,916	228	3,144	14,583
1974	7,454	1,413	8,867	2,512	171	2,683	11,550
1975	7,053	1,590	8,643	2,249	231	2,480	11,123

Source: Automobile Manufacturers Association and Ward's Reports

SALES IN CANADA  
(Thousands of Units)

Year	Automobiles			Trucks			Total Vehicles
	North American Type	Overseas Import Type	Total	North American Type	Overseas Import Type	Total	
1965	634	75	709	120	2	122	831
1966	627	68	695	131	2	133	827
1967	605	74	679	133	3	136	815
1968	637	105	742	142	5	147	889
1969	638	123	761	150	7	157	918
1970	497	143	640	125	9	134	774
1971	592	188	780	147	13	160	940
1972	654	205	859	190	17	207	1,066
1973	783	188	971	235	20	256	1,227
1974	797	146	943	288	19	307	1,249
1975	836	153	989	308	17	324	1,314

Source: Statistics Canada

TABLE 2.--U.S. MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965-75

(Thousands of Units)

Year	Passenger cars	Trucks and buses	Total
1965	9,335.2	1,802.6	11,137.8
1966	8,604.7	1,791.6	10,396.3
1967	7,412.7	1,611.1	9,023.7
1968	8,848.6	1,971.8	10,820.4
1969	8,224.4	1,981.5	10,205.9
1970	6,550.1	1,733.8	8,283.9
1971	8,583.7	2,088.0	10,671.7
1972	8,828.2	2,482.5	11,310.7
1973	9,667.1	3,014.4	12,681.5
1974	7,324.5	2,746.5	10,071.0
1975	6,717.2	2,272.0	8,989.2

Source: Automobile Manufacturers Association

TABLE 3.--CANADIAN MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965-75

(Thousands of Units)

Year	Passenger cars	Trucks and buses	Total
1965	706.8	139.8	846.2
1966	684.5	187.7	872.2
1967	708.3	211.2	919.5
1968	889.4	260.8	1,150.2
1969	1,026.0	300.5	1,326.5
1970	923.4	236.1	1,159.5
1971	1,083.2	263.6	1,346.8
1972	1,154.5	319.9	1,474.4
1973	1,227.5	347.4	1,574.9
1974	1,165.6	361.7	1,527.3
1975	1,044.8	379.2	1,424.5

Source: Statistics Canada

TABLE 4.--PRICE INDEXES FOR AUTOMOTIVE EQUIPMENT IN THE UNITED STATES  
ANNUAL AVERAGE, 1965-75 (1967=100)

Year	Wholesale Price Index			Consumer Price Index
	Passenger cars	Motor trucks	Motor Vehicle parts <sup>1/</sup>	New passenger cars
1965.....	100.1	97.5	--	100.0
1966.....	99.2	98.0	--	99.1
1967.....	100.0	100.0	100.0	100.0
1968.....	102.0	103.3	105.1	102.8
1969.....	103.3	106.1	108.4	104.4
1970.....	106.6	110.9	112.9	107.6
1971.....	112.2	118.5	120.2	112.0
1972.....	114.9	121.1	126.0	111.0
1973.....	115.4	123.0	127.5	111.1
1974.....	123.1	136.9	143.8	117.5
1975.....	134.2	152.4	172.8	127.6

<sup>1/</sup> The index for 'motor vehicle parts' was first computed in 1967. Comparable data for earlier years are not available.

Source: U. S. Department of Labor



TABLE 5.--PRICE INDEXES FOR AUTOMOTIVE EQUIPMENT IN CANADA  
Annual Average 1965-75 (1967=100)

Year	Industrial selling price index <sup>1/</sup>				Consumer Price Index	
	Passenger cars <sup>2/</sup>			Motor trucks	Motor vehicle parts and accessories	New passenger cars
	Total <sup>3/</sup>	Hard-top	4-door sedan			
1965		100.4	101.0	99.6	98.1	100.3
1966		100.1	99.8	99.8	98.5	98.3
1967		100.0	100.0	100.0	100.0	100.0
1968		101.2	102.2	102.3	101.3	101.8
1969		101.8	102.9	103.5	103.5	102.4
1970		101.6	104.2	107.9	105.8	104.2
1971	100.0	103.6	105.8	113.6	107.3	107.9
1972	101.8	105.5	107.8	116.6	109.4	110.0
1973	100.9			117.9	113.4	110.5
1974	106.9			129.9	123.3	118.4
1975	114.3			142.7	137.7	126.1

<sup>1/</sup> The industrial selling price indexes were revised in 1969. The classification shown here is the new series. 1965 is not entirely comparable with later data.

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

<sup>3/</sup> 1971=100.

Source: Statistics Canada

TABLE 6.--PRICE OF TYPICAL MODEL, SUBCOMPACT 2-DOOR SEDAN WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS 1965, 1974-76

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
1965 Model Introduction			<sup>3/</sup>	<sup>3/</sup>	<sup>3/</sup>
Factory List Price					
Sales/Excise Tax <sup>1/</sup>					
Dealers Delivery & Handling					
Manufacturer's suggested retail price <sup>2/</sup>					
NOT PRODUCED					
1974 Model Introduction					
Factory List Price	2,228	2,398	2,399	171	7.7
Sales/Excise Tax <sup>1/</sup>	9 <sup>4/</sup>	237	237	228	-
Dealers Delivery & Handling	-	-	-	-	-
Manufacturer's suggested retail price <sup>2/</sup>	2,237	2,635	2,637	-	17.9
1975 Model Introduction					
Factory List Price	2,957	3,043	3,111	154	5.2
Sales/Excise Tax <sup>1/</sup>	11 <sup>4/</sup>	317	324	313	-
Dealers Delivery & Handling	-	-	-	-	-
Manufacturer's suggested retail price <sup>2/</sup>	2,968	3,360	3,436	468	15.8
1976 Model Introduction					
Factory List Price	2,975	3,112	3,069	94	3.2
Sales/Excise Tax <sup>1/</sup>	9 <sup>4/</sup>	321	316	307	-
Dealers Delivery & Handling	-	-	-	-	-
Manufacturer's suggested retail price <sup>2/</sup>	2,984	3,433	3,386	402	13.1

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

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

<sup>3/</sup> Based on conversion rate See Table 8 for footnote.

<sup>4/</sup> Excise Tax on Tires and Tubes.

TABLE 7.--PRICE OF TYPICAL POPULAR MODEL, 4-DOOR SEDAN, 8 CYLINDER WITH COMPARABLE STANDARD EQUIPMENT  
IN THE UNITED STATES AND CANADA, MODEL YEARS 1965, 1974-76

ITEM	Price in United States (U.S. dollars)	Price in Canada		Canadian Price Differential Over (under) U.S. Price	
		Canadian dollars	United States dollars 3/	Amount U.S. dollars	Percent
1965 Model Introduction					
Factory List Price	2,565	3,040	2,812	247	9.6
Sales/Excise Tax 1/	149	256	237	88	
Dealers Delivery & Handling	40	40	37	(3)	
Manufacturer's suggested retail price 2/	2,754	3,336	3,086	332	12.1
1974 Model Introduction					
Factory List Price	3,852	4,209	4,211	359	9.3
Sales/Excise Tax 1/	19 4/	360	360	341	-
Dealers Delivery & Handling	40	40	40	-	-
Manufacturer's suggested retail price 2/	3,911	4,609	4,612	701	17.9
1975 Model Introduction					
Factory List Price	4,702	5,005	5,117	415	8.8
Sales/Excise Tax 1/	19 4/	429	439	420	-
Dealers Delivery & Handling	40	0	-	(40)	-
Manufacturer's suggested retail price	4,761	5,434	5,556	795	16.7
1976 Model Introduction					
Factory List Price	4,656	4,935	4,867	211	4.5
Sales/Excise Tax 1/	19 4/	455	449	430	-
Dealers Delivery & Handling	40	0	-	(39)	-
Manufacturer's suggested retail price 2/	4,715	5,399	5,325	610	12.9

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

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

3/ Based on the conversion rate. See Table 8 for footnote.

4/ Excise Tax on Tires and Tubes.

TABLE 8.--PRICE OF TYPICAL POPULAR MODEL, 2-DOOR SEDAN, 8 CYLINDER WITH COMPARABLE STANDARD EQUIPMENT  
IN THE UNITED STATES AND CANADA, MODEL YEARS 1965, 1974-76

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>1965 Model Introduction</b>					
Factory List Price	4,103	5,815	5,379	1,276	31.1
Sales/Excise Tax <sup>1/</sup>	333	442	409	76	
Dealers Delivery & Handling	50	40	37	(13)	
Manufacturer's suggested retail price <sup>2/</sup>	4,486	6,297	5,825	1,339	29.8
<b>1974 Model Introduction</b>					
Factory List Price	6,475	7,206	7,210	735	11.4
Sales/Excise Tax <sup>1/</sup>	17 <sup>4/</sup>	602	602	585	-
Dealers Delivery & Handling	50	40	40	(10)	-
Manufacturer's suggested retail price <sup>2/</sup>	6,542	7,848	7,853	1,311	20.0
<b>1975 Model Introduction</b>					
Factory List Price	7,633	8,355	8,543	910	11.9
Sales/Excise Tax <sup>1/</sup>	18 <sup>4/</sup>	713	729	711	-
Dealers Delivery & Handling	50	40	41	(9)	-
Manufacturer's suggested retail price <sup>2/</sup>	7,701	9,108	9,313	1,612	20.9
<b>1976 Model Introduction</b>					
Factory List Price	7,869	8,549	8,432	563	7.1
Sales/Excise Tax <sup>1/</sup>	17 <sup>4/</sup>	780	769	752	-
Dealers Delivery & Handling	12	-	-	(12)	-
Manufacturer's suggested retail price <sup>2/</sup>	7,898	9,329	9,201	1,303	16.5

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

1971. U.S. excise tax on passenger cars and light trucks repealed as of Aug. 15, 1971.

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

<sup>3/</sup>Based on conversion rate for Dec. of year model introduced, in U.S. cents per Canadian dollar. 1965:92.5, 1973:100.058, 1974:102.246, 1975:98.627.

<sup>4/</sup>Excise Tax on Tires and Tubes.

TABLE 9.--TOTAL EMPLOYMENT IN THE U.S. AUTOMOTIVE PRODUCTS  
INDUSTRY BASED ON U.S. 1967 STANDARD INDUSTRIAL  
CLASSIFICATION (SIC), ANNUAL AVERAGE, 1965-75  
(Thousands of Employees)

Year	Total Motor Vehicles and Equipment (SIC371)	Motor Vehicles (SIC 3711)	Passenger Car Bodies (SIC 3712)	Truck and Bus Bodies (SIC 3713)	Parts and Accessories (SIC 3714)
Annual Average					
1965	842.7	352.9	66.4	34.5	362.8
1966	861.6	361.5	65.3	36.8	370.2
1967	815.8	341.0	60.0	37.0	351.7
1968	873.7	373.1	59.5	37.8	376.1
1969	911.4	392.9	56.9	40.3	390.8
1970	797.3	336.3	45.9	38.3	351.3
1971	842.6	369.6	50.6	37.7	361.1
1972	862.8	373.5	42.6	41.0	378.5
1973	955.3	408.9	46.8	45.9	422.2
1974	890.8	367.4	44.0	46.9	400.6
1975	774.1	322.9	42.9	38.5	351.5

Source: Bureau of Labor Statistics.

TABLE 10.--TOTAL EMPLOYMENT IN CANADIAN AUTOMOTIVE PRODUCTS INDUSTRY BASED ON CANADIAN STANDARD INDUSTRIAL CLASSIFICATION (SIC), ANNUAL AVERAGES, 1965-75 <sup>1/</sup>

Year	Estimated employment <sup>2/</sup> (Thousands of Employees)		
	Motor Vehicles (SIC 323-5)	Assembling (SIC 323)	Parts and Accessories (SIC 325)
Annual average:			
1965	80.9	39.8	35.3
1966	84.6	40.7	37.6
1967	83.1	38.7	37.7
1968	83.7	39.6	37.3
1969	90.9	42.3	40.4
1970	82.3	37.5	36.4
1971	92.4	41.0	41.3
1972	97.5	41.9	41.4
1973	108.8	45.2	48.8
1974	108.2	47.1	45.9
1975 <sup>3/</sup>	98.9	43.4	41.1

<sup>1/</sup> Establishment with 20 or more workers.

<sup>2/</sup> The employment figures in this table are estimates based on Statistics Canada's employment indexes. The estimates have been revised and it is believed these are more accurate than the previous employment figures in Table 10.

<sup>3/</sup> Preliminary.

Source: Statistics Canada

TABLE 11.--VALUE OF CANADIAN MOTOR VEHICLES AND ORIGINAL MOTOR-VEHICLE EQUIPMENT (CANADIAN ARTICLES) IMPORTED DUTY-FREE FROM CANADA INTO THE UNITED STATES UNDER THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965 (APTA), BY TSUSA NUMBER, 1973-1975

(Thousands dollars)

TSUSA Number (APTA)	Commodity	1973	1974	1975
	<u>MOTOR VEHICLES</u>			
692.0300	Automobile trucks valued at \$.1,000 or more each, but not including electric trolley buses, 3-wheeled vehicles, or trailers accompanying automobile truck tractors....	383,555	584,773	484,144
692.0700	Motorbuses, but not including any electric trolley bus or 3-wheeled vehicle.....	6,787	6,861	7,412
692.1120	On-the-highway, 4-wheeled passenger automobiles, new...	2,766,047	3,089,961	2,777,737
692.1140	On-the-highway, 4-wheeled passenger automobiles, used.....	48	19	86
692.1160	Vehicles which operate in whole or in part on runners or skis.....	66,261	34,875	28,499
692.1180	Other motor vehicles.....	2,840	6,547	3,100
692.2100	Chassis for automobile trucks and motorbuses except for electric trolley buses or 3-wheeled vehicles.....	470,072	430,325	364,933
692.2300	Other chassis except chassis for special purpose vehicles or 3-wheeled vehicles.....	355	5,532	539
	Total, duty-free passenger cars.....	2,766,095	3,089,980	2,777,823
	Total, duty-free truck-bus sp.veh.....	929,870	1,032,913	888,627
	Total, duty-free motor vehicles.....	3,695,965	4,122,893	3,666,450

TABLE 11 - Continued

TSUSA Number (APTA)	Commodity	1973	1974	1975
	<u>PARTS</u>			
207.0100	Article of wood, n.s.p.f.....	41	303	279
220.4600	Articles of cork.....	-	12	-
355.2700	Felt, batting, wadding.....	415	279	293
357.9600	Hoses for liquids or gases, of manmade fibers.....	106	1,729	1,262
358.0300	V-belts, textile fibers and rubber.....	286	259	-
361.9000	Floor coverings and underlays, textile.....	4,048	1,186	895
389.8000	Textile articles, n.s.p.f.....	5	6	200
517.8200	Brushes, graphite, for electric generators and motors.....	233	156	153
535.1500	Ceramic insulators.....	neg.	-	-
540.7200	Glass fibers, bulk, pads, etc...	3	21	neg.
544.3200	Glass.....	15	1	9
544.3200	Toughened glass.....	25,485	18,670	18,567
544.4200	Laminated glass.....	16,349	-	-
544-5200	Mirrors, not over 1 square foot in reflecting area.....	6,961	2,684	3,108
544.5500	Mirrors, over 1 square foot in reflecting area.....	14	15	neg.
545.6200	Glass lenses and filters and parts for lighting and signals.....	4	-	17
545.6400	Glass reflecting lenses for signs or signals.....	8	3	28
547.1600	Clock glass and other protective glasses curved.....	11	15	11
610.8100	Pipe and tube fittings of iron or steel (other than cast- iron fittings).....	35	104	242
613.1600	Pipe and tube fittings other than of copper, nickel, silver and cupronickel.....	30	10	29
613.1900	Pipe and tube fittings of copper alloy, n.e.s.....	164	58	233
618.4800	Pipe, tubes, blanks and fittings of aluminum.....	5	63	16
642.2100	Ropes, cables, etc., with fittings.....	1,040	894	822
642.8800	Other wire cloth, etc., cut to shape.....	1	-	6
646.7900	Staples, rivets, bolts, and other fasteners.....	17,721	18,104	18,751
646.9300	Locks, parts, and keys, of base metal.....	1,135	544	605



TABLE 11 - Continued

TSUSA Number (APTA)	Commodity	1973	1974	1975
647.0200	Hinges, fittings, and mountings of iron, steel, aluminum, or zinc designed for motor vehicles.....	19,456	19,165	19,974
647.0600	Other hinges, fittings, and mountings.....	10	23	23
652.1000	Flexible metal hose or tubing.....	1,636	1,110	336
652.3900	Chain and chains, and parts, of base metal.....	13	20	15
652.7600	Signplates, nameplates, numbers, etc., of base metal	568	671	597
652.8500	Springs and leaves for springs of base metal, suitable for motor vehicle suspension.....	73,509	80,462	82,275
652.8700	Hairsprings.....	11	31	-
652.8900	Other springs.....	7,323	6,473	6,660
658.1000	Articles of base metal, n.s.p.f..... not coated with previous metal.....	3,885	3,542	4,079
660.4300	Piston-type compression- ignition engines	236	64	10
660.4500	Piston-type engines, n.e.s. (auto truck and bus).....	505,817	404,478	423,874
660.4700	Nonpiston type engines.....	6	-	7
660.5100	Cast iron parts, not advanced, etc., for internal combustion engines.....	10,974	13,584	16,546
660.5300	Parts of piston-type engines other than compression ignition engines.....	54,908	64,944	68,721
660.5500	Parts internal combustion engines, n.e.s.....	2,369	3,244	1,041
660.8600	Nonelectric engines, motors and parts, n.s.p.f.....	-	4	2
660.9300	Fuel injection pumps for compressor- ignition engines and parts.....	92	84	35
660.9500	Pumps for liquid, n.e.s., and parts..	15,049	19,544	13,007
661.1100	Fans and blowers and parts.....	13,793	11,546	12,317
661.1300	Compressors and parts.....	6,196	7,861	1,760
661.1600	Air pumps and vacuum pumps and parts.	9	-	32
661.2100	Air-conditioning machines and parts..	834	1,602	2,258
661.3600	Refrigerators, refrigerating equipment, and parts.....	19	-	-

TABLE 11. - Continued

TSUSA Number (APTA)	Commodity	1973	1974	1975
661.9600	Other parts for filtering and purifying machines, n.e.s.....	186	677	-
662.5100	Other mechanical appliances, n.e.s., for dispersing liquids, etc.....	940	1,157	1,342
664.1100	Material handling equipment, n.e.s.	1,929	2,772	3,563
678.5100	Machines, n.s.p.f. and parts.....	8	-	46
680.2100	Taps, cocks, valves, and parts, hand operated and check, copper..	neg.	22	6
680.2300	Taps, cocks, valves, and parts hand operated and check, of other metals.....	3,671	4,370	6,392
680.2800	Taps, cocks, valves, other.....	7,460	10,495	4,966
680.3100	Antifriction balls and rollers....	696	516	591
680.3400	Ball bearings with integral shafts	2,994	2,729	1,989
680.3620	Ball bearings, origin Canada.....	4,287	5,253	1,820
680.3640	Roller bearings, origin Canada....	3,292	695	293
680.3660	Bearings, n.e.s. incl. parts, origin Canada.....	6,018	8,053	5,890
680.5800	Lubrication fittings.....	5	15	36
680.9100	Machinery parts not containing electrical features, n.s.p.f....	21	39	11
682.6500	Generators, motors, electric and parts under 200 horsepower..	5,112	3,493	3,337
682.9100	Magnetic chucks, etc. electro-magnetic clutches, couplings, brakes, etc., n.e.s.....	4	4	2
683.1100	Lead-acid type storage batteries and parts.....	3,443	4,573	3,051
683.1600	Other storage batteries and parts	19	24	9
683.6100	Electrical starting and ignition equipment for internal combustion engines.....	11,830	9,775	2,486
683.6600	Electric lighting equipment designed for motor vehicles and parts.....	9,941	4,075	2,610
684.4100	Electric furnaces, heaters, and ovens, and parts.....	1,213	570	706
684.7100	Microphones, loudspeakers, etc. and parts.....	905	705	608
685.5520	Radio receivers.....	27,774	30,636	24,228
685.5540	Other radiotelegraphic and radiotelephonic transmission and reception apparatus, radio, TV, and recording devices, etc. and parts.....	8,127	8,179	5,225

TABLE 11. - Continued

TSUSA Number (APTA)	Commodity	1973	1974	1975
685.7100	Electric sound and visual signaling apparatus parts.....	1,638	1,185	909
685.8100	Electrical capacitors, fixed or variable.....	2,653	1,575	1,611
685.9100	Electrical switches, relays, etc. and parts.....	6,966	9,868	8,962
686.1100	Resistors, fixed or variable and parts (including potentiometers but not including heating elements).....	637	110	621
686.2300	Automatic voltage regulators, etc., and parts for 6,12, and 24-volt systems.....	2	14	-
686.6100	Sealed-beam lamps.....	625	315	250
686.8100	Electric filament lamps for operating under 100 volts, n.e.s.....	513	445	258
687.5100	Television Picture Tubes.....	-	13	-
687.6100	Other electronic tubes, etc. and parts.....	166	10	19
688.0500	Insulated electrical conductors, without fittings.....	10	32	19
688.0700	Insulated electrical conductors, other.....	3	170	-
688.1300	Ignition wiring sets.....	10,871	11,585	15,552
688.1600	Insulated electrical conductors with fittings, other.....	9,387	9,252	6,273
688.4100	Electrical articles, and electrical parts of articles, n.s.p.f.....	7	91	37
692.2500	Cast-iron parts of motor vehicles, not alloyed, not advanced.....	81	159	158
692.2810	Body stampings.....	1,172	874	105
692.2820	Bumpers.....	49,447	34,114	35,102
692.2830	Wheels designed to be mounted with pneumatic tires.....	55,579	52,899	51,890
692.2840	Hubcaps and wheel covers.....	16,288	13,480	14,602
692.2850	Radiators.....	42,415	41,989	39,942
692.2860	Mufflers and tailpipes.....	9,818	10,828	10,926
692.2870	Other including truck tractors....	813,456	737,392	770,869
711.8500	Pressure gages, thermostat, etc....	5,421	4,116	2,110
711.9100	Taximeters and parts.....	1	5	-
711.9900	Speedometer and parts and other revolution counters, etc. and parts.....	1,532	1,593	1,346

TABLE 11. - Continued

TSUSA Number (APTA)	Commodity	1973	1974	1975
712.5100	Electrical measuring, etc., and parts, n.s.p.f. and parts.....	99	63	52
721.2000	Clocks, clock movements, etc. and parts.....	696	351	328
727.0700	Furniture designed for motor vehicle use, and parts.....	111,116	128,256	131,524
728.3000	Nontextile floor coverings.....	125	402	302
745.8000	Buckles and buckle slides, slide fasteners, and other fastening devices, and parts.....	166	534	55
772.6600	Hose, pipe, and tubing, n.s.p.f. of rubber or plastics.....	4,780	1,895	2,617
772.8100	Handles and knobs, of rubber or plastics.....	682	887	859
772.8600	Closures, including caps, lids, etc., of rubber or plastics....	197	141	90
773.2600	Gaskets, of rubber or plastics...	6,530	4,746	6,248
773.3100	Electric insulators of rubber or plastics.....	711	1,111	1,428
774.7000	Any articles n.s.p.f. of rubber or plastics.....	3,521	4,933	5,383
791.9100	Articles n.s.p.f. of other leather.....	-	7	-
	1/ Total, duty-free parts.....	2,048,014	1,857,835	1,878,749
	Grand Total, all duty-free motor vehicles and parts....	5,743,979	5,980,728	5,545,199

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

TABLE 12.--U.S. AUTOMOTIVE TRADE,<sup>1/</sup> TOTAL WITH ALL COUNTRIES, WITH CANADA, AND WITH ALL COUNTRIES EXCEPT CANADA, 1973-1975

(Millions of U.S. Dollars)

Item	Trade with all countries			Trade with Canada <sup>2/</sup>			Trade with all countries except Canada		
	1973	1974	1975	1973	1974	1975	1973	1974	1975
<b>U. S. Exports:</b>									
Passenger cars	1,798.9	2,334.2	2,884.5	1,412.6	1,770.1	2,198.8	386.3	564.1	684.9
Trucks, buses, and chassis	944.4	1,488.6	2,405.5	536.9	836.5	844.4	407.5	652.0	1,561.9
Parts and accessories	3,815.9	4,697.7	5,321.8	2,802.2	3,225.9	3,590.2	1,013.7	1,471.8	1,731.6
<b>Total</b>	<b>6,599.2</b>	<b>8,520.5</b>	<b>10,611.8</b>	<b>4,751.7</b>	<b>5,832.6</b>	<b>6,633.4</b>	<b>1,807.5</b>	<b>2,687.9</b>	<b>3,978.4</b>
<b>U. S. Imports:</b>									
Passenger cars	6,495.6	7,552.9	7,141.2	2,770.0	3,090.1	2,809.4	3,725.6	4,462.8	4,331.8
Trucks, buses, and chassis	1,290.8	1,600.1	1,304.8	951.3	1,055.3	916.1	338.5	544.8	388.7
Parts and accessories	2,739.9	2,825.3	2,743.0	1,955.7	1,775.8	1,819.6	784.2	1,049.5	922.4
<b>Total</b>	<b>10,526.3</b>	<b>11,978.3</b>	<b>11,189.0</b>	<b>5,677.0</b>	<b>5,921.2</b>	<b>5,546.1</b>	<b>4,848.3</b>	<b>6,057.1</b>	<b>5,642.9</b>
<b>U. S. Net Exports (-) <sup>3/</sup></b>	<b>(3,967.1)</b>	<b>(3,457.8)</b>	<b>(577.2)</b>	<b>( 925.3)</b>	<b>( 88.6)</b>	<b>1,087.3</b>	<b>(3,040.8)</b>	<b>(3,369.2)</b>	<b>(1,633.5)</b>

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

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

<sup>3/</sup> The net balance shown for U.S. automotive trade with Canada in the above table are the most representative figures possible on the basis of U.S. trade statistics. However, see discussion of United States - Canada automotive trade statistics in Section II.

Source: Bureau of the Census

TABLE 13.--U. S. AUTOMOTIVE EXPORTS <sup>1/</sup>, CALENDAR YEARS 1973-1975  
(Millions of U. S. Dollars)

Co.-try of Destination	Passenger cars			Trucks and buses			Parts and accessories			Total Exports		
	1973	1974	1975	1973	1974	1975	1973	1974	1975	1973	1974	1975
Canada	1,412.6	1,770.1	2,198.8	536.9	836.6	844.4	2,802.2	3,225.9	3,590.2	4,751.7	5,832.6	6,633.4
European Economic Community, Total	44.7	58.2	74.8	26.3	24.3	54.1	156.8	178.8	269.6	274.8	261.3	398.4
Belgium and Luxembourg	11.3	21.6	13.7	5.0	7.8	8.7	36.4	52.7	63.7	52.7	82.1	86.0
France	2.3	2.4	4.1	6.9	7.2	13.3	28.7	35.6	43.0	37.9	45.2	60.4
West Germany	17.4	21.3	36.7	3.0	4.0	9.9	54.6	53.7	52.8	75.0	79.0	99.4
Italy	1.0	.9	.6	1.5	1.2	1.1	14.0	18.3	20.0	16.5	20.4	21.7
Netherlands	7.0	12.0	16.3	2.5	4.1	9.5	12.3	18.5	20.6	21.8	34.6	46.4
United Kingdom	5.7	3.4	3.4	7.4	6.5	11.6	57.8	74.9	69.5	70.9	84.8	84.5
Sweden	2.8	4.3	11.2	1.5	4.6	4.4	17.0	27.4	34.3	21.3	36.3	49.9
Japan	59.1	70.6	81.0	5.5	6.7	4.3	23.0	35.4	40.3	87.6	112.7	125.6
Mexico	98.0	136.3	150.4	20.3	30.8	60.9	217.3	298.0	360.1	335.6	465.1	571.4
Venezuela	37.1	39.2	66.3	31.3	42.2	79.4	61.1	105.5	126.1	129.5	186.9	271.7
Republic of South Africa	1.5	1.3	.6	11.6	22.1	46.3	34.2	43.9	51.6	47.3	67.3	98.5
Philippines	0.3	.4	.9	7.6	17.8	27.6	24.3	32.7	30.4	32.2	50.9	59.0
Australia	4.1	3.4	.7	6.5	17.9	23.3	80.7	125.3	101.9	91.3	146.6	125.9
Other countries	138.7	247.0	299.8	296.9	479.1	1,260.8	352.3	549.9	717.3	787.9	1,276.0	2,278.0
Total, all countries	1,798.9	2,334.2	2,884.5	944.4	1,488.6	2,405.5	3,815.9	4,697.7	5,321.8	6,559.2	8,520.5	10,611.8

<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 include. Figures may not add to totals because of rounding.

Source: Bureau of the Census

TABLE 14.--U. S. AUTOMOTIVE IMPORTS, CALENDAR YEARS 1973 - 1975  
(Millions of U. S. Dollars)

Country of origin	Passenger cars			Trucks and buses			Parts and accessories			Total Imports		
	1973	1974	1975	1973	1974	1975	1973	1974	1975	1973	1974	1975
<b>Canada</b>												
Traditional automotive <sup>1/</sup>	2,770.0	3,090.1	2,809.4	951.3	1,055.3	917.1	1,955.7	1,775.9	1,818.8	5,677.0	5,921.3	5,545.3
New APTA <sup>2/</sup>	-	-	-	-	-	-	215.9	220.8	198.7	215.9	220.8	198.7
	2,770.0	3,090.1	2,809.4	951.3	1,055.3	917.1	2,171.6	1,996.7	2,017.5	5,892.9	6,142.1	5,744.0
<b>European Economic Community, total</b>	2,282.6 <sup>3/</sup>	2,379.4 <sup>3/</sup>	2,074.2	25.3 <sup>3/</sup>	23.6 <sup>3/</sup>	17.3	376.0 <sup>3/</sup>	416.1 <sup>3/</sup>	279.9	2,684.1 <sup>3/</sup>	2,819.1 <sup>3/</sup>	2,371.4
Belgium and Luxembourg	192.3	216.8	157.0	17.7	13.4	8.1	3.8	6.5	6.1	213.8	236.7	171.2
France	22.5	45.6	48.4	.1	.1	2.3	19.0	60.2	46.4	41.6	105.9	97.1
West Germany	1,868.5	1,876.3	1,568.1	4.1	9.6	4.3	261.7	327.7	201.7	2,074.3	2,213.6	1,774.1
Italy	123.4	240.6	300.7	.7	.4	2.4	11.4	18.7	22.9	135.5	259.7	326.0
Netherlands	1.4	.1	-	.3	.1	.2	3.1	3.0	2.8	4.8	3.2	3.0
Sweden	189.9	227.5	238.3	.3	.4	2.3	11.3	15.9	14.8	201.5	243.8	255.4
United Kingdom	134.7	158.6	256.6	2.4	1.6	2.6	77.0	59.0	61.8	214.1	219.2	321.0
Japan	1,244.2	1,685.4	1,762.5	298.3	483.2	346.3	290.2	370.5	299.5	1,832.7	2,539.1	2,408.3
Other countries	8.7	11.9	.2	15.6	36.0	19.2	106.7	187.9	189.5	131.0	235.8	208.9
<b>Total</b>	<b>6,495.6</b>	<b>7,552.9</b>	<b>7,141.2</b>	<b>1,290.8</b>	<b>1,600.1</b>	<b>1,304.8</b>	<b>2,955.8</b>	<b>3,046.1</b>	<b>2,863.0</b>	<b>10,742.2</b>	<b>12,199.1</b>	<b>11,309.0</b>

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

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

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

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

Source: Bureau of the Census.

TABLE 15.--TOTAL U.S. TRADE <sup>1/</sup>(ALL COMMODITIES) WITH THE WORLD  
AND WITH CANADA, CALENDAR YEARS 1965 and 1972-1975

(Millions of U.S. dollars)

	1965	1972	1973	1974	1975
<b>Exports, including reexports:</b>					
To all countries, total	27,530	49,778	71,339	98,506	107,652
To Canada	5,658	12,415	15,104	19,932	21,758
Canada's percent of total	19.9	24.9	21.2	20.2	20.2
<b>Imports, general:</b>					
From all countries, total	21,429	55,583	69,476	100,972	96,941
From Canada, total	4,858	14,927	17,715	22,282	22,170
Canada's percent of total	22.7	26.8	25.5	22.1	22.9

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

Source: Bureau of the Census.



TABLE 16.--CANADIAN AUTOMOTIVE EXPORTS, CALENDAR YEARS 1973-75  
(Millions of U.S. Dollars)<sup>1/</sup>

Country of Destination	Passenger cars			Trucks and buses			Parts and accessories			Total		
	1973	1974	1975	1973	1974	1975	1973	1974	1975	1973	1974	1975
United States	2,342	2,689	2,814	820	920	939	1,996	1,884	1,933	5,157	5,492	5,686
West Germany	-	-	2	3	2	-	5	4	6	8	6	8
United Kingdom	-	-	-	-	3	1	3	4	3	3	7	4
Sweden	-	-	-	3	2	3	5	6	8	8	8	12
West Indies	12	4	3	4	2	1	1	1	1	17	7	5
Australia	-	-	-	3	4	10	21	24	29	3	29	40
Other countries	60	99	147	50	80	179	66	8	105	175	68	431
<b>Total</b>	<b>2,414</b>	<b>2,793</b>	<b>2,966</b>	<b>890</b>	<b>1,029</b>	<b>1,178</b>	<b>2,108</b>	<b>2,019</b>	<b>2,101</b>	<b>5,409</b>	<b>5,841</b>	<b>6,244</b>

<sup>1/</sup> Converted to U.S. dollars at the exchange rate for 1973 the rate was \$0.9997=C\$1.00; for 1974 the rate was U.S.\$1.02246=C\$1.00; for 1975 the rate was U.S. \$0.984001=C\$1.00.

Source: Statistics Canada

TABLE 17.--CANADIAN AUTOMOTIVE IMPORTS, CALENDAR YEARS 1973-75

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

Country of Origin	Passenger Cars			Trucks and Buses			Parts & Accessories			Total		
	1973	1974	1975	1973	1974	1975	1973	1974	1975	1973	1974	1975
United States	1,439	1,669	2,148	649	927	936	3,365	3,877	4,199	5,455	6,462	7,283
West Germany	119	92	110	11	14	11	26	39	22	156	145	143
France	8	15	15	1	4	6	3	18	13	12	37	35
Italy	15	33	30	1	2	3	2	4	4	19	39	38
United Kingdom	32	32	39	6	3	5	36	21	20	74	57	63
Sweden	5	10	6	-	1	1	27	33	43	32	44	50
Japan	157	215	156	70	105	71	23	25	20	250	345	247
Other countries	-	2	3	4	6	9	20	32	64	24	40	76
<b>Total</b>	<b>1,776</b>	<b>2,068</b>	<b>2,507</b>	<b>742</b>	<b>1,062</b>	<b>1,042</b>	<b>3,502</b>	<b>4,050</b>	<b>4,385</b>	<b>6,022</b>	<b>7,179</b>	<b>7,935</b>

<sup>1/</sup> Converted to U.S. dollars at the exchange rate for 1973 the rate was \$0.9997=C\$1.00; for 1974 the rate was U.S.\$1.02246=C\$1.00; for 1975 the rate was \$.984001=C\$1.00.

Source: Statistics Canada

TABLE 18.--CANADIAN AUTOMOTIVE TRADE, TOTAL WITH ALL COUNTRIES, WITH UNITED STATES, AND WITH ALL OTHER COUNTRIES EXCEPT THE UNITED STATES 1973-75

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

	Trade With All Countries			Trade With United States			Trade With All Countries Except the United States		
	1973	1974	1975	1973	1974	1975	1973	1974	1975
Canadian exports:									
Passenger cars	2,414	2,793	2,966	2,342	2,689	2,814	71	104	152
Trucks & buses	890	1,029	1,179	820	920	939	70	109	239
Parts & accessories	2,106	2,019	2,100	1,996	1,884	1,933	111	135	168
Total	5,400	5,841	6,244	5,157	5,493	5,686	253	348	559
Canadian imports:									
Passenger cars	1,776	2,068	2,507	1,439	1,669	2,148	337	399	359
Trucks & buses	742	1,062	1,043	649	927	936	93	135	107
Parts & accessories	3,503	4,050	4,384	3,365	3,877	4,199	138	173	185
Total	6,021	7,179	7,934	5,453	6,472	7,283	568	707	651
Canadian net Exports (-)	(611)	(1,338)	(1,690)	(296)	(979)	(1,597)	(315)	(359)	(92)

<sup>1/</sup> Converted to U.S. dollars at the exchange rate for 1973 the rate was \$0.9997=C\$1.00; for 1974 the rate was \$1.02246=C\$1.00; for 1975 the rate was \$.987001=C\$1.00.

Source: Statistics Canada

# APPENDIXES

## APPENDIX A

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

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

Determined to strengthen the economic relations between their two countries;

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

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

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

Agreed as follows:

#### ARTICLE I

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

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

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

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

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

#### ARTICLE II

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

(b) The Government of the United States, during the session of the United States Congress commencing on January 4, 1963, shall seek enactment of legislation authorizing duty-free treatment of imports of the products of Canada described in Annex B. In seeking such legislation, the Government of the United States shall also seek authority permitting the implementation of such duty-free treatment retroactively to the earliest date administratively possible following the date upon which the Government of Canada has accorded duty-free treatment. Promptly after the entry into force of such legislation, the Government of the United States shall accord duty-free treatment to the products of Canada described in Annex B.

#### ARTICLE III

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

ARTICLE IV

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

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

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

ARTICLE V

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

ARTICLE VI

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

ARTICLE VII

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

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

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

For the Government of the United States of America:

For the Government of Canada:

ANNEX A

1. (1) Automobiles; when imported by a manufacturer of automobiles.
- (2) All parts, and accessories and parts thereof, except tires and tubes, when imported for use as original equipment in automobiles to be produced in Canada by a manufacturer of automobiles.
- (3) Buses, when imported by a manufacturer of buses.
- (4) All parts, and accessories and parts thereof, except tires and tubes, when imported for use as original equipment in buses to be produced in Canada by a manufacturer of buses.
- (5) Specified commercial vehicles, when imported by a manufacturer of specified commercial vehicles.

(6) All parts, and accessories and part thereof, except tires, tubes and any machines or other articles required under Canadian tariff item 438a to be valued separately under the tariff items regularly applicable thereto, when imported for use as original equipment in specified commercial vehicles to be produced in Canada by a manufacturer of specified commercial vehicles.

2. (1) "Automobile" means a four-wheeled passenger automobile having a seating capacity for not more than ten persons;

(2) "Base year" means the period of twelve months commencing on the 1st day of August, 1963 and ending on the 31st day of July, 1964;

(3) "Bus" means a passenger motor vehicle having a seating capacity for more than 10 persons, or a chassis therefor, but does not include any following vehicle or chassis therefor, namely an electric trackless trolley bus, amphibious vehicle, tracked or half-tracked vehicle or motor vehicle designed primarily for off-highway use;

(4) "Canadian value added" has the meaning assigned by regulations made under section 273 of the Canadian Customs Act;

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

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

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

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

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

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

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

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

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

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

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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 his Act.

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

#### IMPLEMENTATION OF OTHER AGREEMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### EFFECTIVE DATE OF PROCLAMATIONS

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

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

#### TERMINATION OF PROCLAMATIONS

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

#### SPECIAL REPORTS TO CONGRESS

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

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



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

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

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

#### GENERAL AUTHORITY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(l) For purposes of this section—

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

(2) The term "dislocation" means—

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

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

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

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

#### ADJUSTMENT ASSISTANCE RELATED TO OTHER AGREEMENTS

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

#### AUTHORIZATION OF APPROPRIATIONS

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

### TITLE IV—MODIFICATIONS OF TARIFF SCHEDULES OF THE UNITED STATES

#### ENTRY INTO FORCE AND STATUS OF MODIFICATIONS

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

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

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

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

#### REFERENCES TO TARIFF SCHEDULES

SEC. 402. Whenever in this title a modification is expressed in terms of a modification of an item or other provision, the reference shall be considered to be made to an item or other provision of the Tariff Schedules of the United States (19 U.S.C., sec. 1202). Each page reference "(p. )" in this title refers to the page on which the item or provision referred to appears both in part II of the Federal Register for August 27, 1963, and in volume 77A of the United States Statutes at Large.

DEFINITION OF CANADIAN ARTICLE

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

"(d) Products of Canada.

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

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

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

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

DEFINITION OF ORIGINAL MOTOR-VEHICLE EQUIPMENT

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

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

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

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

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

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

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

IDENTIFICATION OF AUTOMOTIVE PRODUCTS

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

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

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

"	361.90	Any article described in the foregoing items 360.20 to 360.70, inclusive, 360.80, 361.80, or 361.85, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6) . . . . .	Free	"
"	516.98	Any article described in the foregoing items 516.71 to 516.76, inclusive, or 516.94, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6) . . . . .	Free	"
"	646.79	Any article described in the foregoing items 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	660.55	684.71
540.72	660.86	685.71
544.18	660.93	685.81
544.32	660.95	685.91
544.42	661.11	686.11
544.52	661.13	686.23
544.55	661.16	686.61
545.62	661.21	686.81
545.64	661.36	687.51
547.16	661.93	687.61
610.81	661.96	688.13
613.16	662.36	688.41
631.19	662.51	711.85
618.48	664.51	711.91
620.47	678.51	711.99
642.21	680.21	712.51
642.86	680.23	727.07
642.88	680.28	772.66
646.93	680.31	772.81
647.02	680.34	772.86
647.06	680.36	773.26
652.10	680.58	773.31
652.76	680.91	791.81
652.85	682.71	791.91
652.87	692.91	

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

## TITLE V--GENERAL PROVISIONS

### AUTHORITIES

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

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

### ANNUAL REPORT

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

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

**APPLICABILITY OF ANTIDUMPING AND ANTITRUST LAWS**

Sec. 503. Nothing contained in this Act shall be construed to affect or modify the provisions of the Anti-Dumping Act, 1921 (19 U.S.C. 160-173), or of any of the antitrust laws as designated in section 1 of the Act entitled "An Act to supplement existing laws against unlawful restraints and monopolies, and for other purposes", approved October 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. 5: 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. 1015); and

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

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

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

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

LYNDON B. JOHNSON

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



APPENDIX D

United States Bona Fide Motor Vehicle Manufacturers List as of  
May 1, 1976 with Date of Certification

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Adams International Truck Co., Inc. 116 Carroll Street P. O. Box 1556 Thomasville, Georgia 31792 January 18, 1976	Harold G. Anderson Equipment Corp. One Anderson Drive Albany, New York 12055 October 4, 1975
Allentown Brake & Wheel Service, Inc. R.D. 3 - P.O. Box 2088 Allentown, Pennsylvania 18001 October 19, 1975	Antietam Equipment Corporation P. O. Box 91 Hagerstown, Maryland 21740 January 1, 1976
Allied Tank Truck Equipment Co. 3rd and Chestnut Street Collegeville, Pennsylvania 19426 September 9, 1975	ARBE Products, Inc. 225 South Street Rochester, Michigan 48063 September 15, 1975
AM General Corporation 32500 Van Born Road Wayne, Michigan 48184 April 1, 1976	Arctic Enterprises, Inc. P. O. Box 635 Thief River Falls, Minnesota 56701 August 1, 1975
American La France Div. American La France, Inc. 100 East La France Street Elmira, New York 14902 July 8, 1975	Arrow Trailer & Equipment Co. 140 North Dirksen Parkway Springfield, Illinois 62702 April 1, 1976
American Motors Corporation 14250 Plymouth Road Detroit, Michigan 48232 January 1, 1976	Automated Waste Equipment Co., Inc. Box 708 Trenton, New Jersey 08604 September 1, 1975
American Trailers, Inc. 1500 Exchange Avenue Oklahoma City, Oklahoma 73126 January 18, 1976	Automotive Service Company 111-113 North Waterloo Jackson, Michigan 49204 January 18, 1976
American Trailers, Inc. 5702 East Admiral Place Tulsa, Oklahoma 74115 January 1, 1976	Avanti Motor Corporation 765 South Lafayette Blvd. P. O. Box 1916 South Bend, Indiana 46634 January 10, 1976
American Trailer Service, Inc. 2814 North Cleveland Avenue St. Paul, Minnesota 55113 January 18, 1976	Bethlehem Fabricators, Inc. 1700 Riverside Drive P. O. Box 70 Bethlehem, Pennsylvania 18016 January 20, 1976
Amthor's Welding Service, Inc. 307 State, Route 52 East Walden, New York 12586 July 9, 1975	Allan U. Bevier, Inc. Rt. 1, Box 280-B Queenstown, Maryland 21658 October 10, 1975

Blue Bird Body Company  
P.O. Box 937  
Fort Valley, Georgia 31030  
January 18, 1976

Bock Products, Inc.  
1901 W. Hively  
Elkhart, Indiana 46514  
January 1, 1976

Bound Brook Safety  
Rt. #22  
Bound Brook, New Jersey 08805  
January 1, 1976

Boyertown Auto Body Works, Inc.  
Boyertown, Pennsylvania 19512  
September 1, 1975

Brake & Electric Sales Corp.  
300 Mystic Avenue  
Medford, Massachusetts 02155  
January 1, 1976

Brake & Equipment Co., Inc.  
1801 North Mayfair Road  
Milwaukee, Wisconsin 53226  
January 1, 1976

Brake Service & Parts, Inc.  
170 Washington Street  
Bangor, Maine 04401  
January 18, 1976

Bristol-Donald Company, Inc.  
Bristol-Donald Manufacturing Corp.  
50 Roanoke Avenue  
Newark, New Jersey 07105  
January 1, 1976

Bus Andrews Equipment  
2828 E. Kearney  
P.O. Box 323  
Springfield, Missouri 65803  
January 1, 1976

Butler Manufacturing Company  
900 Sixth Avenue, S.W.  
Minneapolis, Minnesota 55414  
July 1, 1975

The Carnegie Body Company  
9500 Brookpark Road  
Cleveland, Ohio 44129  
January 1, 1976

Carpenter Body Works, Inc.  
Highway 37  
Mitchell, Indiana 47446  
January 1, 1976

Champion Carriers, Inc.  
2321 E. Pioneer Drive  
Irving, Texas 75061  
October 20, 1975

Checker Motors Corporation  
2016 N. Pitcher Street  
Kalamazoo, Michigan 49007  
January 1, 1976

Cherry Valley Tank Div., Inc.  
75 Cantiague Road  
Westbury, New York 11590  
April 9, 1976

Chrysler Corporation  
Chrysler Center  
12000 Oakland Avenue  
Highland Park, Michigan 48231  
January 18, 1976

B.M. Clark Company, Inc.  
Route 17 - P.O. Box 185  
Union, Maine 04862  
January 14, 1976

Clark Truck Equipment  
2371 Aztec Road, N.E.  
Albuquerque, New Mexico 87103  
January 1, 1976

Clement-Braswell, Sargent Ind. Div.  
P.O. Box 914, Sibley Road  
Minden, Louisiana 71055  
January 1, 1976

Fred Clemett & Company, Inc.  
2020 Lemoyne Street  
P.O. Box 20  
Syracuse, New York 13211  
July 1, 1976

Collins Industries, Inc.  
P.O. Box 58, HABIT  
Hutchinson, Kansas 67501  
December 1, 1975

Comet Corporation  
N. 3808 Sullivan Road  
Spokane, Washington 99216  
January 18, 1976

Commercial Truck & Trailer, Inc.  
313 North State Street  
Girard, Ohio 44420  
January 1, 1976

Cook Body Company  
3701 Harlee Avenue  
Charlotte, North Carolina 28208  
October 22, 1975

Correct Manufacturing Corp.  
London Road Extension  
P.O. Box 689  
Delaware, Ohio 43015  
July 1, 1975

Crane Carrier Company  
1925 N. Sheridan  
Tulsa, Oklahoma 74151  
September 19, 1975

Crenshaw Corporation  
1700 Commerce Road  
Richmond, Virginia 23224  
July 1, 1975

Cross Truck Equipment Co., Inc.  
1801 Perry Drive, S.W.  
Canton, Ohio 44706  
August 23, 1975

Crown Coach Corporation  
2428 East 12th Street  
Los Angeles, California 90021  
March 20, 1976

Daleiden Auto Body & Mfg. Corp.  
425 E. Vine Street  
Kalamazoo, Michigan 49001  
January 12, 1976

Dealers Truck Equipment Co., Inc.  
P.O. Box 1435 MCA  
Shreveport, Louisiana 71130  
January 1, 1976

Dealers Truckstell Sales, Inc.  
653 Beale Street  
P.O. Box 502  
Memphis, Tennessee 38101  
January 1, 1976

Decker Tank Co., Div. of  
Chet Decker Auto Sales  
300 Lincoln Avenue  
Hawthorne, New Jersey 07506  
November 3, 1975

John Deere Horicon Works  
of Deere & Company  
220 E. Lake Street  
Horicon, Wisconsin 53032  
June 1, 1975

Delevan Industries  
1560 Harlem Road  
Buffalo, New York 14206  
January 1, 1976

Delta Truck Body Company  
P.O. Box 338  
Montgomeryville, Pa. 18936  
January 1, 1976

Dufrane Motor Distributors, Inc.  
417 E. Main Street  
Malone, New York 12953  
January 1, 1976

Dunham Manufacturing Company  
P.O. Box 430  
Minden, Louisiana 71055  
January 1, 1976

Eastern Tank Corporation  
290 Pennsylvania Avenue  
Paterson, New Jersey 07503  
January 1, 1976

Elder International, Inc.  
5875 North Loop  
P.O. Box 2061  
Houston, Texas 77001  
December 1, 1975

Equipment Industries  
100 Pavonia  
Jersey City, New Jersey 07302  
January 1, 1976

Equipment Service, Inc.  
40 Airport Road  
Hartford, Connecticut 06114  
April 1, 1976

E. D. Etnyre and Company  
200 Jefferson Street  
Oregon, Illinois 61061  
October 1, 1975

E. & R. Trailer Sales, Inc.  
R.R. #1  
Middle Point, Ohio 45863  
January 1, 1976

Ewell Equipment Company, Inc.  
307 N. Timberland Drive  
Lufkin, Texas 75901  
February 1, 1976

Excalibur Automobile Corporation  
1735 South 106th Street  
Milwaukee, Wisconsin 53214  
May 22, 1975

Fifth Wheel, Inc.  
Box 15706  
Tulsa, Oklahoma 74115  
January 1, 1976

Fleet Equipment Company  
10605 Harry Hines  
P.O. Box 20578  
Dallas, Texas 75220  
December 1, 1975

The Flixible Company  
326-322 N. Water Street  
Loudonville, Ohio 44842  
January 1, 1976

Ford Motor Company  
The American Road  
Dearborn, Michigan 48121  
January 18, 1976

F & P Export Sales Corporation  
F & P Truck & Trailer Equip. Div.  
254-266 Central Avenue  
Newark, New Jersey 07103  
October 12, 1975

Freightliner Corporation  
2525 S.W. Third Avenue  
Portland, Oregon 97201  
December 14, 1975

Frost Trailer Company, Inc.  
Well Road, P.O. Box 847  
West Monroe, Louisiana 71291  
January 1, 1976

Fruehauf Corporation  
10900 Harper Avenue  
Detroit, Michigan 48232  
December 1, 1975

FWD Corporation  
105 East 12th Street  
Clintonville, Wisconsin 54929  
January 1, 1976

Gallagher's Tank & Equipment, Inc.  
317 West Service Road  
Hartford, Connecticut 06120  
June 1, 1975

Peter Garafano & Son, Inc.  
264 Wabash Avenue  
Paterson, New Jersey 07503  
June 4, 1975

General Motors Corporation  
3044 West Grand Blvd.  
Detroit, Michigan 48202  
January 19, 1976

General Trailer Company, Inc.  
546 W. Wilkins Street  
Indianapolis, Indiana 46225  
January 27, 1976

General Truck Equipment  
5310 Broadway  
Jacksonville, Florida 32205  
January 1, 1976

General Truck Sales  
534 Murfreesboro  
Nashville, Tennessee 37210  
January 1, 1976

The Gertsenslager Company  
1425 East Bowman Street  
Wooster, Ohio 44691  
July 1, 1975

Gidley-Eschenheimer Corporation 858 Providence Highway Dedham, Massachusetts 02026 July 15, 1975	Harris Truck and Trailer 219 N. Kings Highway Cape Girardeau, Missouri 63701 January 1, 1976
Gillig Brothers 25800 Clawiter Road Hayward, California 94543 January 1, 1976	Harval Truck Equipment 1000 E. 8th Street Los Angeles, California 90813 January 1, 1976
Gilson Brothers Company P.O. Box 152 Plymouth, Wisconsin 53073 September 26, 1975	Haygood Incorporated 999 Channel Avenue Memphis, Tennessee 38113 January 1, 1976
Gooch Brake and Equipment Company 531 Grand Avenue Kansas City, Missouri 64106 January 11, 1976	H-C-L Equipment Company 105 N. 13th Street Billings, Montana 59103 January 1, 1976
Granning Service Corporation 2471 Wyoming Dearborn, Michigan 48120 January 1, 1976	Heil Equipment Company of Philadelphia, Inc. 1223 Ridge Pike Conshohocken, Pennsylvania 19428 January 1, 1976
The Greyhound Corporation Greyhound Tower Phoenix, Arizona 85077 (doing business as) Motor Coach Industries, Inc. Pembina, North Dakota 58271 & Transportation Manufacturing Corp. Roswell, New Mexico 88201 August 1, 1975	Henrickson Manufacturing Company 8001 West 47th Street Lyons, Illinois 60534 January 1, 1976
Hackney and Sons P.O. Box 880 Washington, North Carolina 27889 January 1, 1976	Herter's, Inc. Route 1 Waseca, Minnesota 56093 May 15, 1975
Hallenberger, Inc. 5716 U.S. Hwy. 460 East P.O. Box 5085 Evansville, Indiana 47715 January 1, 1976	The Hess & Eisenhardt Company 8959 Blue Ash Road Cincinnati, Ohio 45242 January 9, 1976
Harley-Davidson Motor Co., Inc. 3700 West Juneau Avenue Milwaukee, Wisconsin 53201 April 1, 1976	Hews Body Company 190 Rumery Street South Portland, Maine 04106 January 18, 1976
Harris Rim & Wheel, Inc. 1920 Nolensville Road P.O. Box 7362 Nashville, Tennessee 37210 January 1, 1976	H. & H. Truck Tank Company, Inc. 745 Tonnele Avenue Jersey City, New Jersey 07307 September 1, 1975

Hobbs Equipment Company, Inc.  
Keeler Avenue, P.O. Box 59  
South Norwalk, Connecticut 06856  
August 9, 1975

H.M. Howe Co. of New England, Inc.  
93 Bucklin Street  
Providence, Rhode Island 02907  
December 12, 1975

O. G. Hughes & Sons, Inc.  
4816 Rutledge Pike  
P.O. Box 6277  
Knoxville, Tennessee 37914  
January 1, 1976

Hustler Corporation  
3029 Distribution Drive  
Jonesboro, Arkansas 72401  
November 1, 1975

Illinois Auto Central, Inc.  
4750 South Central Avenue  
Chicago, Illinois 60638  
January 1, 1976

Indiana Truck & Trailer, Inc.  
2017 Business Highway #41  
Evansville, Indiana 47711  
January 1, 1976

International Body Company  
545 Duke Road  
Buffalo, New York 14225  
January 1, 1976

International Harvester Company  
401 North Michigan Avenue  
Chicago, Illinois 60611  
January 18, 1976

Iroquois Manufacturing Co., Inc.  
Richmond Road  
Winesburg, Vermont 05461  
July 1, 1975

Isco Manufacturing Company  
13850 Wyandotte  
Kansas City, Missouri 64145  
January 1, 1976

Jamie E. Jacobs, Owner  
New England Oil Burner Company  
Vermont Chemicals  
Bobcat Mfg. Company, Inc.  
Colchester, Vermont 05446

and  
Bobcat Mfg. Company, Inc.  
P.O. Box 191  
Peck Hill Road  
Johnston, Rhode Island 02910  
January 8, 1976

Jeep Corporation  
14250 Plymouth Road  
Detroit, Michigan 48232  
January 1, 1976

Kaffenbarger Welding  
10100 Ballentine Road  
New Carisle, Ohio 45344  
January 1, 1976

Kay Wheel Sales Company  
Van Kirk Street at State Road  
Philadelphia, Pennsylvania 19135  
January 1, 1976

Kelsey-Hayes Company  
Fabco Division  
1249 - 67th Street  
Oakland, California 94608  
September 1, 1975

L. W. Ledwell & Son, Inc.  
P.O. Box 1106  
Texarkana, Texas 75501  
January 18, 1976

Leland Equipment Company  
7777 E. 42nd Place South  
P.O. Box 45128  
Tulsa, Oklahoma 74145  
January 18, 1976

Loadcraft  
Curtis Field  
P.O. Box 431  
Brady, Texas 76825  
January 1, 1976

Long Trailer Service, Inc.  
P.O. Box 5105  
Greenville, South Carolina 29606  
January 1, 1976

Mack Trucks, Inc.  
P.O. Box M  
Allentown, Pennsylvania 18105  
January 18, 1976

Maday Body & Equipment Corp.  
575 Howard Street  
Buffalo, New York 14206  
January 1, 1976

Madison Truck Equipment, Inc.  
2410 S. Stoughton Road  
Madison, Wisconsin 53716  
October 22, 1975

Manning Equipment, Inc.  
12000 Westport Road  
P.O. Box 22266  
Louisville, Kentucky 40222  
April 16, 1976

Massart Supply, Inc.  
Lafayette, Louisiana 70501  
January 1, 1976

Maxon Industries, Inc.  
1960 E. Slauson Avenue  
Huntington Park, California 90255  
August 16, 1975

Memphis Brake Service  
600 Hernando Street - P.O. Box 86  
Memphis, Tennessee 38101  
January 1, 1976

Mercury Marine, Div. of Brunswick Corp.  
1939 Pioneer Road  
Fond du Lac, Wisconsin 54935  
June 24, 1975

Merit Tank & Body, Inc.  
707 Gilman Street  
Berkeley, California 94710  
January 18, 1976

Mickey Truck Bodies, Inc.  
1305 Trinity Avenue  
High Point, North Carolina 27261  
June 30, 1975

Middlekauff, Inc.  
1615 Ketcham Avenue  
Toledo, Ohio 43608  
January 18, 1976

Mid West Truck Equipment Sales  
Corporation  
640 East Pershing Road  
Decatur, Illinois 62526  
February 22, 1976

Moline Body Company  
222 - 52nd Street  
Moline, Illinois 61265  
January 6, 1976

Monon Trailer  
(a Div. of Evans Products Co.)  
P.O. Box 655  
Monon, Indiana 47959  
April 8, 1976

Moore and Sons, Inc.  
P.O. Box 30091  
2900 Airways Blvd.  
Memphis, Tennessee 38130  
January 1, 1976

Motor Truck  
2950 Irving Blvd.  
P.O. Box 47385  
Brookhollow Station  
Dallas, Texas 75247  
January 1, 1976

MTD Products, Inc.  
5389 West 130th Street  
P.O. Box 2741  
Cleveland, Ohio 44111  
September 15, 1975

Mutual Wheel Company  
2345 - 4th Avenue  
Moline, Illinois 61265  
February 20, 1976

Nabors Trailers, Inc.  
P.O. Box 979  
Mansfield, Louisiana 71052  
January 1, 1976

Neil's Automotive Service, Inc.  
167 E. Kalamazoo Avenue  
Kalamazoo, Michigan 49006  
January 1, 1976

Nelson Manufacturing Company  
Route 1, Box 90  
Ottawa, Ohio 45875  
January 1, 1976

Newark Truck Parts  
560 Market Street  
Newark, New Jersey 07105  
January 1, 1976

Novi Manufacturing Company  
P.O. Box 324  
Novi, Michigan 48050  
November 1, 1975

Ohio Body Manufacturing Company  
Main Street  
New London, Ohio 44851  
January 1, 1976

Ohio Truck Equipment, Inc.  
4100 Rev Drive  
Cincinnati, Ohio 45232  
January 1, 1976

Olson Bodies, Inc.  
600 Old Country Road  
Garden City, New York 11530  
November 1, 1975

Olson Trailer & Body Builders Co.  
2740 South Ashland Avenue  
P.O. Box 2445  
Green Bay, Wisconsin 54306  
January 18, 1976

Omaha Standard  
2401 W. Broadway  
Council Bluffs, Iowa 51501  
January 1, 1976

Oshkosh Truck Corporation  
2307 Oregon Street  
Oshkosh, Wisconsin 54901  
January 18, 1976

Outboard Marine Corporation  
100 Sea Horse Drive  
Waukegan, Illinois 60085  
January 18, 1976

PACCAR, Inc.  
d/b/a Kenworth Truck Company  
Peterbilt Motors Company  
P.O. Box 1518  
Bellevue, Washington 98009  
January 18, 1976

Palmer Spring Company  
355 Forest Avenue  
Portland, Maine 04101  
January 18, 1976

Palmer Trailer Sales Co., Inc.  
162 Park Street  
Palmer, Massachusetts 01069  
January 18, 1976

Peabody Galion Corporation  
500 Sherman Street  
Galion, Ohio 44833  
November 1, 1975

Peerless Division  
Royal Industries, Inc.  
18205 S.W. Boones Ferry Road  
P.O. Box 447  
Tualatin, Oregon 97062  
January 8, 1976

Perfection Equipment Company  
5100 West Reno  
Oklahoma City, Oklahoma 73107  
January 12, 1976

Petroleum Equipment & Supply Co., Inc.  
321 Forbes Avenue  
New Haven, Connecticut 06512  
September 27, 1975

Phoenix Manufacturing, Inc.  
375 West Union Street  
Nanticoke, Pennsylvania 18634  
February 20, 1976

Pointer Williamette  
801 Houser Way  
Renton, Washington 98055  
January 1, 1976

Polaris E-Z-Go Div. of Textron, Inc.  
1225 N. County Road 18  
Minneapolis, Minnesota 55427  
August 2, 1975



C. E. Pollard Company  
13575 Auburn Avenue  
Detroit, Michigan 48223  
July 27, 1975

Power Brake Service & Equipment.  
Co., Inc.  
1022 Carnegie Avenue  
Cleveland, Ohio 44115  
October 21, 1975

Providence Body Company  
750 Wellington Avenue  
Cranston, Rhode Island 02910  
June 1, 1975

Pullman Trailmobile  
Div. of Pullman Incorporated  
200 East Randolph Drive  
Chicago, Illinois 60601  
April 1, 1976

Quality Truck Equipment Company  
Route 66 By-Pass & Mercer Avenue  
P.O. Box 102  
Bloomington, Illinois 61701  
November 15, 1975

Recreatives Limited  
60 Depot Street  
Buffalo, New York 14206  
July 13, 1975

Reliable Spring Company, Inc.  
10557 S. Michigan Avenue  
Chicago, Illinois 60628  
January 20, 1976

Roanoke Welding Company  
P.O. Box 4373  
Roanoke, Virginia 24015  
January 1, 1976

R.O. Corporation  
550 East Highway 56  
Olathe, Kansas 66061  
December 1, 1975

Rowland Truck Equipment, Inc.  
2900 Northwest 73rd Street  
P.O. Box 47-398  
Miami, Florida 33147  
November 19, 1975

R/S Truck Body Company  
P.O. Box 127  
Allen, Kentucky 41601  
January 1, 1976

Saunders Leasing Systems  
3001 - 5th Avenue  
Birmingham, Alabama 35323  
January 1, 1976

Schien Body and Equipment Co., Inc.  
North on University  
Carlinville, Illinois 62626  
January 18, 1976

Schweigers, Inc.  
South Highway 81  
Watertown, South Dakota 57201  
January 18, 1976

Scientific Brake & Equipment Co.  
314 W. Genesee Avenue  
Saginaw, Michigan 48602  
January 19, 1976

Scorpion, Inc.  
Box 300  
Crosby, Minnesota 56441  
April 29, 1976

Sebring-Vanguard, Inc.  
4532 U.S. Hwy. 27, South  
P.O. Box 1963  
Sebring, Florida 33870  
September 1, 1975

Sharpsville Steel Equipment Co.  
6th & Main Streets  
Sharpsville, Pennsylvania 16150  
January 2, 1976

SMI (Watertown), Inc.  
Purdy Avenue  
Watertown, New York 13601  
August 1, 1975

Smith-Moore Body Company, Inc.  
P.O. Box 27287  
Richmond, Virginia 23261  
January 18, 1976

Somerset Welding  
P.O. Box 628  
Somerset, Pennsylvania 15501  
January 1, 1976

South Florida Engineering, Inc.  
5911 E. Buffalo Avenue  
P.O. Box 11927  
Tampa, Florida 33680  
July 2, 1975

Southwest Truck Body Company  
200 Sidney Street  
St. Louis, Missouri 63104  
February 11, 1976

Spring Valley Dodge, Inc.  
19 South Main Street  
Spring Valley, New York 10977  
April 1, 1976

Spurgeon Design  
Route 1, Box 204  
Dassel, Minnesota 55325  
April 18, 1976

Steffen, Inc.  
623 West 7th Street  
Sioux City, Iowa 51104  
November 4, 1975

Superior Lima Division  
Sheller-Globe Corporation  
1200 East Kibby Street  
Lima, Ohio 45802  
March 20, 1976

Thiokol Corporation  
Logan Division  
2503 North Main Street  
Logan, Utah 84321  
January 15, 1976

Thomas Built Buses, Inc.  
1408 Courtest Road  
P.O. Box 1849  
High Point, North Carolina 27261  
August 1, 1975

Traffic Transport Engineering  
28900 Goddard Road  
P.O. Box 536  
Romulus, Michigan 48174  
January 1, 1976

Trailmobile Inc.  
8542 E. Slauson Blvd.  
Pico Rivera, California 90660  
January 1, 1976

Transport Equipment Company  
3400 - 6th Avenue, South  
P.O. Box 3817  
Seattle, Washington 98124  
January 18, 1976

Truck Equipment Company  
85 E. Longview Avenue  
Mansfield, Ohio 44905  
January 1, 1976

Truck Equipment Company, Inc.  
1911 S.W. Washington Street  
Peoria, Illinois 61602  
January 18, 1976

Truck Equipment, Inc.  
1560 N.E. 44th Street  
Des Moines, Iowa 50313  
January 1, 1976

Truck Equipment, Inc.  
680 Potts Avenue  
Green Bay, Wisconsin 54304  
January 18, 1976

Truck Equipment Service  
800 Oak Street  
Lincoln, Nebraska 68521  
January 1, 1976

Truck Parts & Equipment, Inc.  
4501 West Esthner  
Wichita, Kansas 67209  
November 11, 1975

Truck Trailer  
2535 Airport Way South  
Seattle, Washington 98134  
January 1, 1976

Truck and Trailer Equipment Co.  
4214 W. Mt. Hope Road  
Lansing, Michigan 48904  
January 1, 1976

Truck & Transportation  
Equipment Co., Inc.  
260 Industrial Avenue  
P.O. Box 10455  
Jefferson, Louisiana 70181  
January 1, 1976

Tuff Boy, Inc.  
5151 E. Almondwood Drive  
Manteca, California 95336  
January 1, 1976

Union City Body Company, Inc.  
1015 West Pearl Street  
Union City, Indiana 47390  
August 15, 1975

Unit Rig & Equipment Company  
P.O. Box 3107  
Tulsa, Oklahoma 74101  
January 1, 1976

Vulcan Trailer Manufacturing Company  
1321 - 3rd Street, Ensley  
Birmingham, Alabama 35214  
December 1, 1975

Walter Motor Truck Company  
School Road  
Voorheesville, New York 12186  
April 29, 1976

Ward School Bus Manufacturing, Inc.  
Highway 65B, South  
Conway, Arkansas 72032  
April 19, 1976

J.C. Warren Company  
Box 26308  
Charlotte, North Carolina 28213  
January 1, 1976

Wayne Corporation  
an Indian Head Company  
P.O. Box 1447  
Industries Road  
Richmond, Indiana 47374  
October 31, 1975

Westinghouse Air Brake Company  
Construction & Mining Equip. Group  
2301 N.E. Adams Street  
Peoria, Illinois 61639  
February 1, 1976

Weston Equipment Company, Inc.  
130 Railroad Hill Street  
Waterbury, Connecticut 06708  
January 3, 1976

Wheel and Brake  
1270 Memorial Drive  
Atlanta, Georgia 30316  
January 1, 1976

White Motor Corporation  
100 Erieview Plaza  
Cleveland, Ohio 44114  
January 18, 1976

White Trucks & Equipment Sales, Inc.  
2401 Dinneen Avenue  
P.O. Box 7185  
Orlando, Florida 32804  
December 1, 1975

Wilson Trailer Sales  
Highway 301 South  
Wilson, North Carolina 27893  
January 1, 1976

Winnebago Industries, Inc.  
P.O. Box 152  
Jct. Highways 9 & 69  
Forest City, Iowa 50436  
March 19, 1976

Wollard Aircraft Equipment, Inc.  
6950 N.W. 77th Court  
Miami, Florida 33166  
December 1, 1975

Wyman's Inc.  
Northfield Road  
Box 541  
Montpelier, Vermont 95602  
July 1, 1975

Young Ottawa, Inc.  
23100 Providence Drive  
Southfield, Michigan 48075  
January 1, 1976

Young Ottawa, Inc.  
A Gulf & Western Manufacturing Co.  
415 East Dundee Street  
Ottawa, Kansas 66067  
January 1, 1976

APPENDIX E

COMPANIES LISTED BY THE CANADIAN GOVERNMENT AS MOTOR VEHICLE  
MANUFACTURERS as of December 29, 1975

<u>Name and Location</u>	<u>Considered as Manufacturers of:</u>
Almac Metalcraft Inc., Ville D'Anjou, P.Q.	Specified Commercial Vehicles
Amalgamated Metal Industries Ltd., Toronto, Ont.	Specified Commercial Vehicles
Atlas Hoist & Body Incorporated, Montreal, P.Q.	Specified Commercial Vehicles
B.K.&B. Truck Bodies Limited, London, Ont.	Specified Commercial Vehicles
Babcock J.H. & Sons Limited, Odessa, Ont.	Specified Commercial Vehicles
Brown H.E. Supply Co., Ltd., North Bay, Ont.	Specified Commercial Vehicles
Canadian Blue Bird Coach Ltd., Brantford, Ont.	Buses
Canadian Kenworth Ltd., Burnaby, B.C.	Specified Commercial Vehicles
Canadian Trailmobile Limited, Brantford, Ont.	Specified Commercial Vehicles
Chrysler Canada Ltd., Windsor, Ont.	Automobiles, Buses and Specified Commercial Vehicles
Diesel Equipment Limited, Toronto, Ont.	Specified Commercial Vehicles
Eastern Steel Products Company, Preston, Ont.	Specified Commercial Vehicles
Edmonton Truck Body Ltd., Edmonton, Alta.	Specified Commercial Vehicles

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

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

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

<u>Name and Location</u>	<u>Designated by:</u>
Atlantic Truck Manufacturing Limited, Saint John, N.B.	Universal Sales Limited, Saint John, N.B.
B.K. & B. Truck Bodies (Western) Ltd., Regina, Saskatchewan	B.K. & B. Truck Bodies Ltd., London, Ont.
Blue Bird Quebec, St. Lin, Quebec	Canadian Blue Bird Coach Ltd., Brantford, Ont.
Canadian Blue Bird Sales Co., Brantford, Ont.	Canadian Blue Bird Coach Ltd., Brantford, Ont.
Chrysler Truck Centre Ltd., Rexdale, Ont.	Chrysler Canada Ltd., Windsor, Ont.
Chrysler Truck Centre Ltd., Hamilton, Ont.	Chrysler Canada Ltd., Windsor, Ont.
Chrysler Truck Centre Ltd., Dorval, P.Q.	Chrysler Canada Ltd., Windsor, Ont.
Chrysler Truck Centre Ltd., Winnipeg, Man.	Chrysler Canada Ltd., Windsor, Ont.
Paccar of Canada Limited, Montreal, Quebec	Canadian Kenworth Ltd., Burnaby, B.C.
Plasti-Vans Ltd., Concord, Ont.	Diesel Equipment Ltd., Toronto, Ont.
The Electric and Gas Welding (Ontario) Limited Weston, Ont.	The Electric and Gas Welding Co., Ltd., Chambly, Quebec
White Motor Corporation of Canada Ltd., Toronto, Ont.	Freightliner of Canada Limited, Burnaby, B.C.



COMPANIES OPERATING UNDER SPECIAL ORDERS-IN-COUNCIL

<u>Name and Location</u>	<u>Considered as Manufacturers of:</u>
Alforge Metals Corporation Ltd., Orangeville, Ontario	Specified Commercial Vehicles
American Motors (Canada) Ltd. Brampton, Ontario	Automobiles
Canadian Motor Industries Ltd., Scarborough, Ontario	Automobiles
Crane Carrier Canada Ltd., Rexdale, Ontario	Specified Commercial Vehicles (crane carriers)
International Harvester Co. of Canada Ltd., Hamilton, Ontario	Automobiles (Travelalls) Specified Commercial Vehicles
Mack Trucks Canada Ltd., Toronto, Ontario	Specified Commercial Vehicles
Motor Coach Industries Ltd., Winnipeg, Manitoba	Buses
Rubber Railway Co. Ltd., Preston, Ontario	Specified Commercial Vehicles (carriers for concrete mixers)
Teal Manufacturing Ltd., Windsor, Ontario	Specified Commercial Vehicles
Truck Equipment & Service Co., Agincourt, Ontario	Specified Commercial Vehicles
Universal Handling Equipment Co., Hamilton, Ontario	Specified Commercial Vehicles
Champion Truck Bodies Ltd., Montreal, Que.	Specified Commercial Vehicles
Walter Motor Trucks of Canada Ltd., Almonte, Ontario	Specified Commercial Vehicles
Westank Industries Ltd., Regina, Saskatchewan	Specified Commercial Vehicles
Wheels, Brakes and Equipment Ltd., Hamilton, Ontario	Specified Commercial Vehicles

Companies Operating Under Special Orders-in-Council - continued

<u>Name and Location</u>	<u>Considered as Manufacturers of:</u>
Hal-Vey Industries Ltd., Calgary, Alberta	Specified Commercial Vehicles
Sheller-Globe Manitoba Limited Morris, Manitoba	Specified Commercial Vehicles
Pettibone Canada Limited Mississauga, Ontario	Specified Commercial Vehicles

COMPANIES OPERATING UNDER THE OFF-HIGHWAY ORDER-IN-COUNCIL

<u>Name</u>	<u>Location</u>
Euclid-Canada (Division of White Motor Corp.)	Guelph, Ontario
General Motors Diesel Division	London, Ontario
Hayes Trucks Ltd.	Vancouver, B.C.
Pacific Truck & Trailer Ltd. (Designated by (International Harvester)	North Vancouver, B.C.
Sicard Inc.	Montreal, Quebec
Canadian Kenworth Ltd. (Designated by Sicard)	Burnaby, B.C.
Unit Rig & Equipment (Canada) Ltd.	Niagara Falls, Ontario
Wabco Equipment Canada Ltd.	Paris, Ontario
Mack Trucks Canada Limited	Islington, Ontario