

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

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I. Summary

During 1979, the United States automotive industry employed, on the average, 1.1 million persons; slightly fewer than the 1978 employment level. Production of motor vehicles fell 11 percent to 11.5 million vehicles while retail sales of motor vehicles fell 8 percent to 14.1 million units. Retail sales of imports (excluding Canadian-built) rose 16 percent to 2.3 million vehicles, or 20 percent of the U. S. market.

Employment during 1979 in the Canadian automotive industry averaged 116,000, slightly below the 1978 employment level. Canadian production of motor vehicles declined 10 percent (as the result of reduced U. S. imports) to 1.6 million units while Canadian retail sales increased 10 percent to 1.0 million motor vehicles. (Some reasons for the increase in retail sales in Canada and the decrease in the United States are found in the body of the report.) Retail sales of imports from overseas declined 20 percent to 139,000 units, or 11 percent of the Canadian market.

Expenditures for new plant and equipment by the "big four" grew 15 percent in the United States and 32 percent in Canada to a total 1979 investment of \$5.5 billion.

Automotive prices continued to increase in both countries with the increases in the several Canadian industrial price indices for automotive equipment generally larger than their counterparts in the United States. However, the consumer price index for passenger cars rose 7.9 percent in the United States and 7.1 percent in Canada.

In 1979, United States automotive products shipments to Canada rose while Canadian shipments to the United States declined, resulting in a U. S. automotive products trade surplus of \$2.5 billion compared to \$471 million in 1978.

The Agreement has worked well; it eliminated a source of potential trade conflict and strengthened economic and commercial ties between two friendly neighbors. Economic efficiencies and production rationalization of the automotive industry in the United States and Canada brought about by the larger integrated market created by the Agreement, have benefited consumers and producers in both countries.

II. Background

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

The Agreement sets forth three objectives: " (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 U. S.-Canadian automotive trade in respect to tariff barriers

^{1/} Appendix A page 58

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 (c) 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 (APTA)^{2/} and approved by Congress on October 21, 1965, resulted in the removal of U. S. duties on specified new and used Canadian motor vehicles and original equipment automotive parts. The President proclaimed the entry into force of the tariff modifications established by the APTA retroactive to January 18, 1965.

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 (MTN) tariff treatment in order to put the Agreement into effect. The waiver was approved by the GATT in December 1965,

^{2/} Appendix B, page 61
^{3/} Appendix C, page 70

Canada implemented its side of the Agreement somewhat differently, by according duty-free treatment to specified new motor vehicles and original equipment parts on an MFN basis to all automotive manufacturers who had production facilities in Canada at the time the Agreement was negotiated. Therefore, Canada did not consider it necessary to obtain a GATT waiver for its Order-in-Council implementing duty-free treatment effective January 18, 1965.

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

Because 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. 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 its motor vehicle manufacturers certain Letters of Understanding to increase the value of production in Canada. The letters committed the companies to certain specific increases in Canadian value-added to be accomplished by July 31, 1968, and to increase further the Canadian value-added annually by a proportion of any increase in sales in the Canadian market. Although the letters were between the companies and the Canadian Government, they were originally signed with the tacit approval of the United States Government. The tacit approval was withdrawn in 1970.

III. Developments in 1979

PRODUCTION IN THE NORTH AMERICAN AUTOMOTIVE INDUSTRY

Total United States and Canadian motor vehicle production in 1979 was 13.1 million vehicles, down 11 percent from 1978. The United States share of the combined 1979 total was 88 percent, the same as the year before.

Motor vehicle production in the United States declined 11 percent to 11,480,000 units in 1979 from a record high in 1978. Passenger car production declined 8 percent to 8,434,100 cars while truck production dropped 18 percent to 3,046,600 units.^{4/}

Motor vehicle production in Canada in 1979 fell to 1,631,700 units, 10 percent below a record 1978 level. Passenger car production dropped 13 percent to 987,700 cars while truck production fell 5 percent to 644,000 trucks.^{5/}

RETAIL SALES

Total retail motor vehicle sales in the United States and Canada in 1979 were 15.5 million units, a decline of 7 percent from the 1978 total. The United States share of total sales was 91 percent, 1 percent less than the previous year.^{6/}

The decline in total sales was due entirely to the United States market as Canadian retail sales increased 2 percent and sales declined 8 percent in the United States.

4/ Table 2, page 30

5/ Table 3, page 31

6/ Table 1, page 29

The pattern of sales of imported and North American-built vehicles was quite different in the two countries. In the United States, sales of North American-built vehicles declined and sales of imports from overseas increased, while in Canada the pattern was reversed.

United States: Retail sales of passenger automobiles declined to 10,658,000 cars in 1979, 6 percent below record levels of 1978. Sales of imports from overseas rose to 2,330,000 cars, 16 percent over 1978 and a record level for imports. Sales of 8,328,000 North American-built cars represented a decline of 11 percent from the previous year. Retail sales of trucks showed a similar pattern. North American-built truck sales fell 20 percent to 3,010,000 vehicles and sales of imports rose 40 percent to 469,000 trucks. During the substantial increases in gasoline prices in 1979, a major shift of consumer preference toward high gas mileage cars produced a situation in which the domestic manufacturers could not meet the demand for small cars while inventories of the larger models increased drastically.

Canada: Retail sales of passenger cars rose 10 percent to a record 1,003,000 cars in 1979. Sales of imports from overseas dropped 20 percent to 139,000 cars while sales of North American-built cars rose 6 percent to 864,000 units. Retail sales of North American-built trucks rose 5 percent to 381,000 vehicles while sales of imported trucks dropped 8 percent to 12,000 vehicles. Gasoline prices in Canada did not rise as rapidly as in the United States. Canadian consumer preference did

not show a substantial shift to more fuel efficient cars and imports of larger models from the United States increased.

EXPENDITURES BY AUTOMOBILE MANUFACTURERS FOR PLANT AND EQUIPMENT

Expenditures for plant and equipment in 1979 by the "big four" motor vehicle manufacturers totaled \$5.549 billion, an increase of 15 percent over 1978. The Canadian share was \$346 million or 6 percent of the total, up 32 percent over the previous year. Investment in the United States was \$5.203 billion, up 14 percent over 1978.

RELATIVE PRICES OF AUTOMOBILES

Automotive price comparisons in this section are based on factory list prices rather than manufacturers suggested retail prices, because of different tax structures in each country (see Tables 6, 7 and 8).^{7/} The U.S. prices, and Canadian prices expressed in U.S. dollars in each table are of identical cars with comparable standard equipment.

Expressed in U.S. dollars, factory list prices at introduction of the 1980 models ranged from 9 percent lower to 2 percent higher in Canada than in the United States. In 1979, the same models ranged from 3 to 12 percent lower in price in Canada. Car prices, in Canadian dollars, are higher in Canada than in the United States because of the present exchange rate.

^{7/} Table 6, page 34
Table 7, page 35
Table 8, page 36

The producer and consumer price indices for automotive products continued to rise in both countries. During 1979, the producer price index for cars increased 7.8 percent in the United States, the index for trucks climbed 8.9 percent and the index for parts rose 8.1 percent. The increase in the car and parts indices was greater than 1978 while the percentage increase in the 1979 truck index was the same as for 1978. The consumer price index for passenger cars continued its upward trend, rising 7.9 percent in 1979 compared to 7.6 percent in 1978.^{8/}

In Canada, the increase in the industrial selling price indices were generally larger than in the United States. The industrial selling price index for passenger cars rose 12.1 percent for 1979 compared to 8.1 percent in 1978. The industrial index for trucks rose 12.8 percent in 1979 compared to 10.1 percent in 1978, and the parts index rose 7.8 percent compared to 11.0 percent the previous year. The Canadian consumer price index for passenger cars rose 7.1 percent in 1979 compared with 8.9 percent in 1978.^{9/}

^{8/} Table 4, page 32

^{9/} Table 5, page 33

EMPLOYMENT IN THE AUTOMOTIVE INDUSTRY^{10/}

Employment in the North American Automotive Industry in 1979 totaled 1,207,000, almost the same as 1978. The United States share of total employment in 1979 remained 90 percent, the same as in 1978.

Average annual automotive industry employment (including automotive stampings) in the United States, which had been rising since 1975, fell slightly in 1979 to 1,091,000. The decline occurred mostly in the assembly and stamping sectors while employment in the parts sector remained at the 1978 level.^{11/}

Canadian automotive industry employment dropped slightly to a little less than 116,000 persons. In contrast to the United States, most of the decline in Canada occurred in the parts and accessories sector.

TRADE IN MOTOR VEHICLES AND PARTS BETWEEN THE UNITED STATES AND CANADA

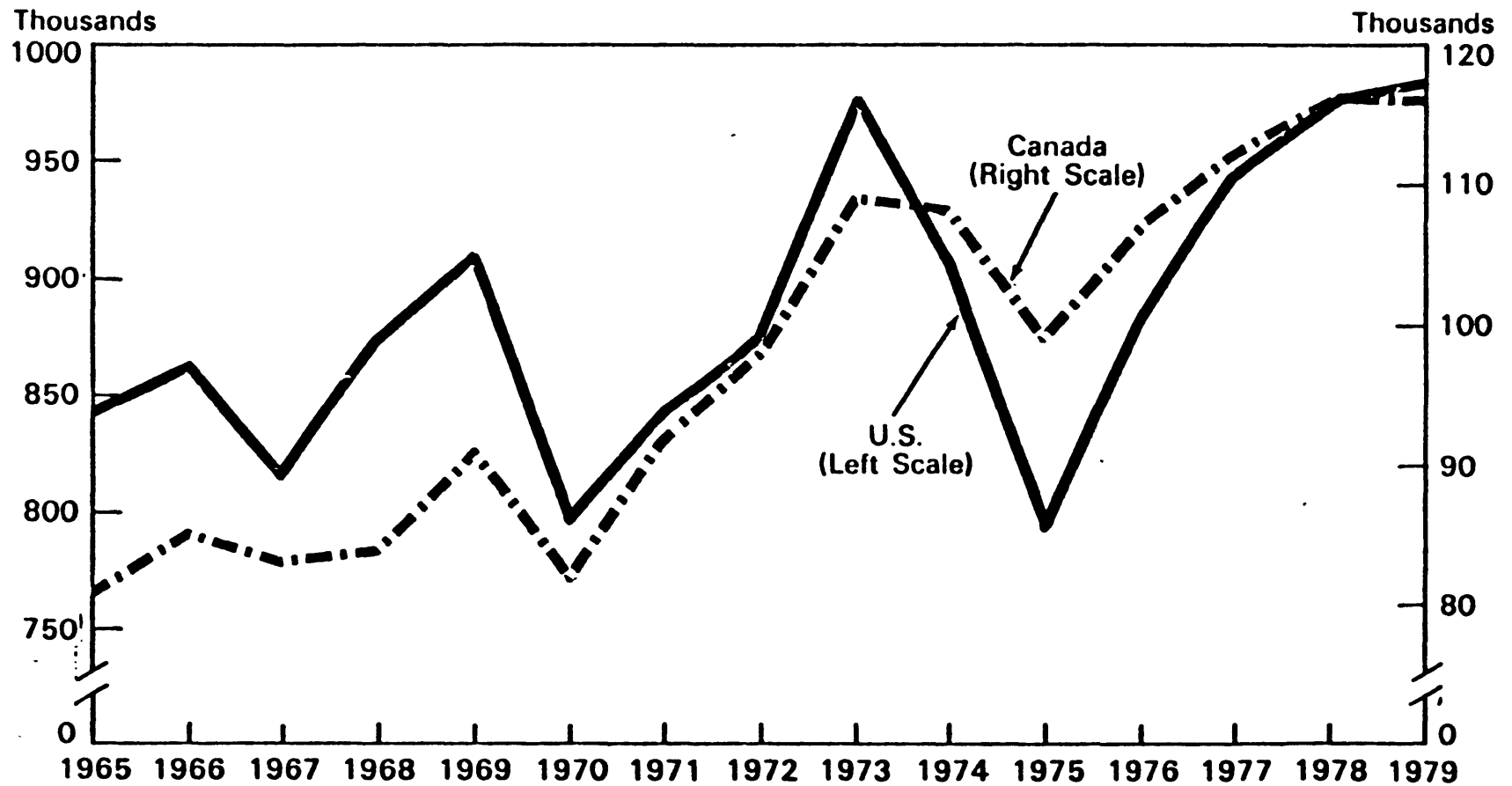
Total automotive products trade between the United States and Canada was \$22 billion in 1979, a 2 percent increase over 1978.^{12/} From 1964, the year before the Agreement, to 1979, total two-way trade in automotive products has increased 3,179 percent.

^{10/} Chart 1, page 12

^{11/} Table 9, page 35

^{12/} Table A, page 14

Chart 1
Employment in the United States-Canada,
Automotive Industries, 1965-1979



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

During 1979, automotive products exports to Canada rose 12 percent while corresponding imports from Canada declined 7 percent. This resulted in a United States automotive products surplus of \$2.5 billion, substantially above the \$471 million surplus of the previous year.^{13/} The United States surplus in duty-free automotive products rose to \$2.432 billion in 1979 compared to \$439 million in 1978. The 1979 surplus in dutiable automotive products grew from \$31 million in 1978 to \$127 million in 1979.

The changing trade balance resulted mainly from the decline in the United States automotive market in 1979 coupled with relatively strong Canadian automotive sales.

United States shipments of cars to Canada rose 20 percent contributing to an overall increase in the value of exports of 12 percent.^{14/} As a proportion of total shipments, vehicles increased slightly while parts decreased.^{15/} The increase in the value of automotive products exports from \$10.964 billion in 1978 to \$12.274 billion in 1979 was 12 percent, which is greater than the rise in the price indices, indicating a rise in physical volume of exports. Dutiable exports in 1979 were \$713 million or about 6 percent of total automotive products exports to Canada, up from 5 percent in 1978.

^{13/} Chart 2, page 18

^{14/} Table B, page 16

^{15/} Chart 3, page 19

TABLE A

U.S.-Canadian Trade in Automotive Products, 1964-1974-79

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

	1964	1974	1975	1976	1977	1978	1979
U.S. exports ^{2/}							
Cars	34	1,657	2,142	2,354	2,655	2,613	3,147
Trucks	23	916	922	985	1,057	1,158	1,654
Parts	577	3,980	4,409	5,550	6,434	7,080	7,344
Subtotal	634	6,554	7,472	8,889	10,146	10,851	12,145
Tires and tubes	6	223	170	116	144	113	128
TOTAL EXPORTS	640	6,777	7,643	9,005	10,290	10,964	12,273
U.S. imports							
Cars	18	2,595	2,809	3,477	3,795	4,129	3,707
Trucks	4	887	917	1,363	1,841	2,036	1,978
Parts	49	1,997	2,007	2,983	3,496	4,160	3,831
Subtotal	71	5,479	5,734	7,823	9,132	10,325	9,516
Tires and tubes	5	65	67	166	135	167	199
TOTAL IMPORTS	76	5,544	5,801	7,989	9,267	10,492	9,715
Net balance	+563	+1,233	+1,842	+1,016	+1,023	+472	+2,558

^{1/}Preliminary^{2/}Canadian import data. Parts exports (Canadian imports) adjusted to exclude tooling charges in millions of U.S. dollars as follows: 1973-\$68; 1974-\$188; 1975-\$110; 1976-\$105; 1977-\$72; 1978-\$235.

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

Canadian dollars converted to U.S. dollars at following exchange rates:
 \$1.00 Canadian = \$0.925 U.S., 1964; \$1.02246, U.S., 1974; \$0.984001, U.S. 1975;
 \$1.0141, U.S. 1976; \$0.94095, U.S. 1977; \$0.8871, 1978, \$0.85471, 1979.

Source: U.S. Department of Commerce

Canadian shipments of automotive products to the United States declined from \$10.493 billion in 1978 to \$9.715 billion in 1979. The value of car imports dropped 10 percent, trucks 3 percent and parts 8 percent for an overall decline of 7 percent in the value of imports. As a percentage of imports in 1979, cars were 38 percent; trucks 20 percent; parts 39 percent; and tires and tubes 2 percent. These percentages were little changed from 1978.^{16/} Dutiable imports were 6 percent of the value of automotive products shipments from Canada, up from 5 percent the year before.

Table 11^{17/} shows duty-free imports from Canada by tariff number. The 19 percent decline in the largest category of imported cars - over 6 cylinders - reflects the decline in the U.S. market for large cars. The largest single category of parts remains the "basket" category of "not otherwise provided for," which in 1979 totaled \$1.3 billion or 38 percent of the duty-free imports. Other large volume categories are: engines and their parts; truck bodies; brakes; springs; and auto furniture.

During 1979, the number of cars shipped from Canada to the United States declined 19 percent to 667,000, while shipments of cars to Canada rose 11 percent to 594,000.

^{16/} Table C, page 17

^{17/} Table 11, page 39

TABLE B

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

	December		Cum. Jan. thru Dec.	
	1979	1978	1979	1978
Automotive exports:				
Duty Free:				
Passenger cars	293.1	239.3	3140.0	2610.5
Trucks, buses, and chassis	123.1	103.7	1546.7	1092.3
Parts and accessories	468.3	548.9	6874.1	6724.3
Total, duty free	884.5	891.9	11,560.8	10,427.1
Dutiable:				
Passenger cars	.7	.2	6.7	2.9
Trucks, buses, and chassis	5.6	4.6	107.7	65.4
Parts and accessories	33.8	28.2	470.3	355.7
Tires and tubes	9.0	10.9	128.4	113.1
Total, dutiable	49.1	43.9	713.1	537.1
Total duty-free and dutiable:				
Passenger cars	293.8	239.5	3146.7	2613.4
Trucks, buses, and chassis	128.7	108.3	1654.4	1157.7
Parts and accessories	502.1	577.1	7344.3	7080.0
Tires and tubes	9.0	10.9	128.4	113.1
Total, automotive exports	933.6	935.8	12,273.8	10,964.2

^{1/} Canadian import data converted to U.S. dollars: C\$1.00=US \$0.85471
December 1979: C \$1.00= U.S. \$0.84763. December 1978.

Source: Statistics Canada.

Note: Monthly figures are preliminary and cumulative year end totals may contain annual corrections not distributed by months.

TABLE C

United States Automotive Imports from Canada
(In millions of U.S. dollars)

	December 1979	1978	Cum. Jan thru Dec. 1979	1978
Automotive imports: <u>1/</u>				
Duty free: <u>2/</u>				
Passenger cars	282.0	392.0	3,693.9	4,108.8
Trucks, buses, and chassis	136.7	209.5	1,959.0	2,053.9
Parts and accessories	192.3	301.5	3,476.1	3,825.0
<u>Total, duty free</u>	<u>611.0</u>	<u>903.0</u>	<u>9,129.0</u>	<u>9,987.7</u>
Dutiable:				
Passenger cars	1.1	1.7	13.0	20.5
Trucks, buses, and chassis	2.4	3.1	18.6	33.1
Parts and accessories	27.2	27.0	355.2	284.8
Tires and tubes	17.8	22.5	199.5	167.3
<u>Total, dutiable</u>	<u>48.5</u>	<u>55.2</u>	<u>586.3</u>	<u>505.7</u>
Total duty-free and dutiable:				
Passenger cars	283.1	393.7	3,706.9	4,129.3
Trucks, buses, and chassis	139.1	212.7	1,977.6	2,087.0
Parts and accessories	219.5	329.4	3,831.3	4,109.8
Tires and tubes	17.8	22.5	199.5	167.3
<u>Total, automotive imports</u>	<u>659.5</u>	<u>958.3</u>	<u>9,715.3</u>	<u>10,493.4</u>

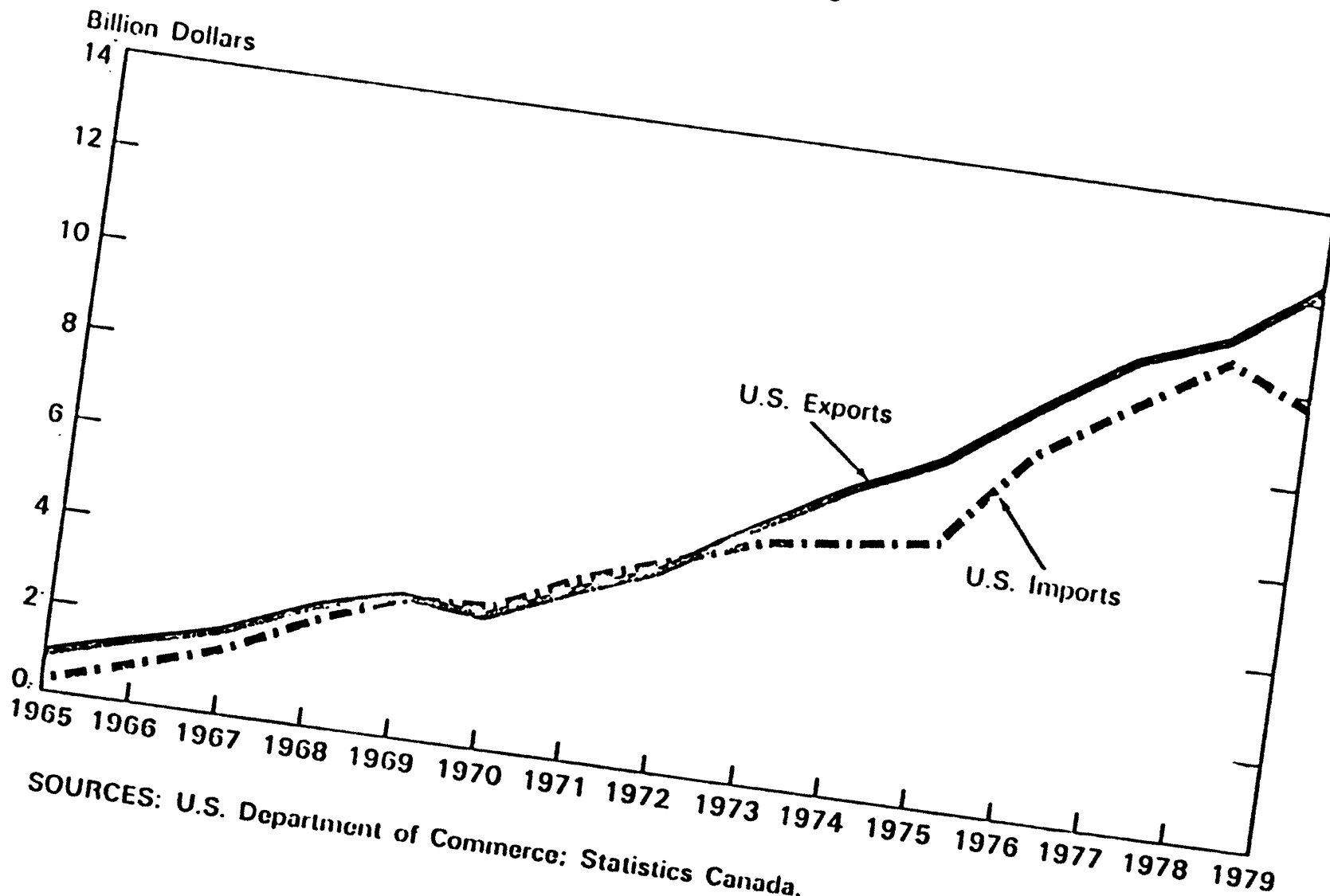
1/ Preliminary and subject to revision
U.S. Imports are FAS or transaction values as published by Bureau of the Census. Canadian automotive imports are valued on similar basis.

2/ US Automotive product imports from Canada duty free under the United States Canada Automotive Agreement.

Source: U.S. Bureau of the Census

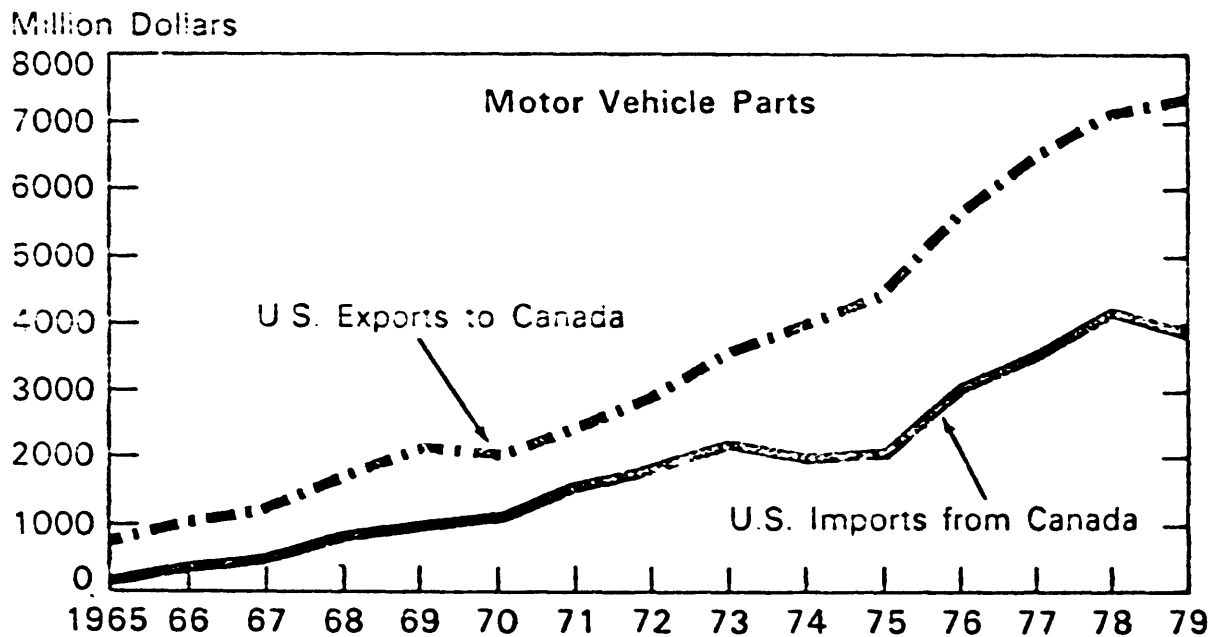
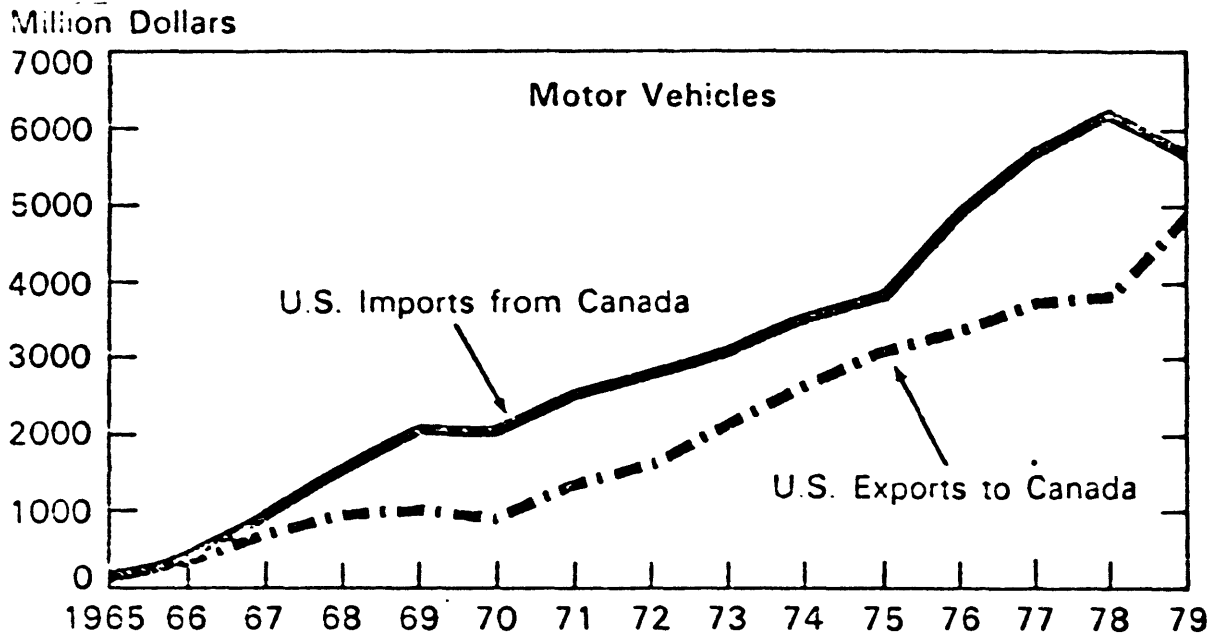
Note: Monthly figures are preliminary and cumulative year end totals may contain annual corrections not distributed by months.

Chart 2
United States-Canada Trade in Automotive
Products, 1965-1979



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

Chart 3
Trade in Automotive Products, United States
and Canada, 1965-1979



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

AUTOMOTIVE TRADE STATISTICS

A series of consultations in 1970 between government statistical experts from both the United States and Canada led to an agreement that a cooperative effort was necessary to prepare a complete accounting of automotive products trade. Neither U.S. nor Canadian export statistics are sufficiently detailed to reflect accurately all trade covered by the Agreement, particularly in components that are not exclusively automotive (e.g., pipe fittings, engine parts, fabric for seat covers, etc.). In addition, a joint U.S.-Canadian committee studying overall bilateral trade statistics found that a substantial amount of automotive products exports are never reported in the first place, due to slippages in submission and collection of documentation.^{18/} Therefore, the nations agreed that each would use its 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.

^{18/} The study titled The Reconciliation of U.S.-Canada 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.

Tables A, B, and C (pages 14, 16, and 17) were prepared using the method described in the previous paragraph and represent the most accurate way of measuring trade under the Automotive Products Agreement.

The U.S. imports for 1974 through 1979 in Tables A, B and C were compiled using free alongside ship (f.a.s.) import values as now published by the Bureau of the Census. Prior to 1974, the U.S. transaction of f.a.s. values for imports were calculated from unpublished data collected by the Bureau of the Census. The f.a.s. values are not comparable to the frequently used "customs value basis" import statistics, in which imports are valued at prices constructed by the Bureau of Customs for duty purposes.

U.S. AUTOMOTIVE PRODUCTS TRADE WITH COUNTRIES OTHER THAN CANADA

The statistics used in the tables covering automotive products trade with countries other than Canada are based entirely on Bureau of the Census statistics. Consequently, the figures from Tables 12, 13 and 14^{19/} used in this section are not comparable with data given on U.S.-Canadian trade in automotive products in Table A on page 14.

U.S. imports in 1979 of automotive products from countries other than Canada comprised 63 percent of all automotive products imports, up from 58 percent in 1978. The value of the imports (excluding Canada) reached \$15.9 billion,

^{19/} Table 12, page 51
Table 13, page 52
Table 14, page 53

an 18 percent increase over 1978. The increase, though not as large as the 38 percent rise in 1978, contrasts sharply with the declines in imports from Canada and in U.S. production.

Japan is the largest supplier to the United States, originating 36 percent of total 1979 imports. Germany, the next largest supplier, originated 16 percent.

The identification of parts imports, excluding Canada, for assembly or parts for maintenance and repair is not possible in the statistical data. However, the proportion of parts for assembly is estimated to be relatively small. Developments in recent years - including opening of the Volkswagen plant in Pennsylvania - are probably contributing to a modest but growing volume of parts for assembly. As a proportion of total automotive products imports, excluding Canada, parts are trending upward. Since 1965, the proportion has approximately doubled, from 9 percent to 20 percent.

Exports of automotive products to all countries except Canada rose 16 percent to \$6.1 billion in 1979. Car exports rose 37 percent; truck exports 7 percent; and parts 14 percent. Mexico remained the largest export market, taking \$1 billion or 17 percent of U.S. exports to all countries except Canada.^{20/} In 1979, Saudi Arabia displaced Venezuela as the second largest export market, taking imports valued at \$603 million compared to Venezuela's \$465 million.

^{20/} Table 13, page 52

Automotive products in 1979 were 9 percent of total exports of all commodities, down from 10 percent in 1978. Imports of automotive products in 1979 were 12 percent of total commodity imports, down from 14 percent in 1978.^{21/}

CANADIAN AUTOMOTIVE TRADE WITH COUNTRIES OTHER THAN THE UNITED STATES

Canadian exports of automotive products to countries other than the United States were valued at \$850 million in 1979, a 5 percent decline from 1978, and amounted to 8 percent of total Canadian automotive exports.^{22/} Excluding the U.S., exports of vehicles in 1979 amounted to \$478 million, a 23 percent decline over the previous year. Australia remained the largest single overseas market, taking \$75 million or 7 percent of the total in 1979.^{23/}

Canada's 1979 imports of \$984 million of automotive products from countries other than the United States were 9 percent below 1978. A 37 percent increase in the imports of parts to \$272 million was more than offset by a decline in motor vehicle imports from \$884 million in 1978 to \$712 million in 1979.

Japan and West Germany are the largest overseas suppliers of automotive products to Canada and in 1979 together they furnished 68 percent of imports.

^{21/} Table 15, page 94

^{22/} Table 18, page 57

^{23/} Table 16, page 55

CHANGES IN THE AGREEMENT

No formal negotiations concerning the Agreement took place between the United States and Canada during 1979. The general economic issues of the relative health and productivity of their respective sectors of the North American Automotive Industry remain part of continuing discussions between U.S. and Canadian officials.

ADJUSTMENT ASSISTANCE

The Automotive Products Trade Act of 1965 provided special adjustment assistance procedures for individual United States 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.

GENERAL AGREEMENT ON TARIFFS AND TRADE WAIVER

Article I of the General Agreement on Tariffs and Trade provides for the extension of unconditional most-favored-nation treatment with respect to customs duties levied on products imported from the GATT contracting parties. Under the Automotive Products Agreement certain automotive products are allowed duty-free entry into the United States only when imported from Canada. It was, therefore, necessary for the United States to obtain a waiver of its GATT obligations to

the extent required to put the Agreement into effect. The waiver, approved on December 20, 1965, provided for an annual report, a review by the GATT contracting parties after two years, and, if necessary, biennially thereafter. The U.S. reports to GATT have been based on the Annual Reports by the President to Congress on the Operation of the Automotive Products Trade Act of 1965.

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.

"BONA FIDE" MOTOR VEHICLE MANUFACTURERS

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

The Secretary of Commerce has delegated this responsibility to the Director, Bureau of Industrial Economics. Rules and

Regulations published in Part 615, Chapter VI, Title 15 of the Code of Federal Regulations outline procedures for filing by motor vehicle manufacturers. They also provide for preparation, maintenance, and publication of a list of these manufacturers.

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

As of May 1, 1980, a total of 255 U.S. manufacturers were certified as "bona fide motor vehicle manufacturers."^{24/} Certification of a manufacturer is valid for a 12-month period from the date the Secretary determines the manufacturer is qualified, and is renewable. The certified manufacturers are engaged in one or more of the following types of business: (1) manufacture of motor vehicles, including motor vehicle chassis; (2) manufacture and installation of motor vehicle bodies, and other motor vehicle equipment on new chassis; and (3) installation of motor vehicle bodies, trailer hitches known as fifth wheels, and other motor vehicle equipment on new chassis.

The manufacturers are located in 42 states with Ohio, Michigan, New Jersey, Illinois, Indiana, New York, and Pennsylvania leading the list in numbers of establishments.

The Government of Canada lists 83 Canadian firms that, as of June 1980, are considered to be motor vehicle manufacturers.^{25/}

^{24/} Appendix D, page 71

^{25/} Appendix E, page 84

IV. STATISTICAL TABLES

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TABLE 1.--RETAIL SALES OF MOTOR VEHICLES, 1965 and 1970-79

SALES IN UNITED STATES (Thousands of Units)							
Year	Automobiles			Trucks			Total Vehicles
	North American Type	Overseas Import Type	Total	North American Type	Overseas Import Type	Total	
1965	8,763	569	9,332	1,539	44	1,583	10,915
1970	7,120	1,285	8,405	1,746	65	1,811	10,216
1971	8,681	1,570	10,251	2,011	85	2,096	12,347
1972	9,327	1,623	10,950	2,486	143	2,632	13,575
1973	9,676	1,763	11,439	2,916	228	3,144	14,583
1974	7,454	1,413	8,867	2,512	171	2,683	11,550
1975	7,053	1,587	8,640	2,249	231	2,480	11,120
1976	8,611	1,498	10,109	2,944	237	3,181	13,290
1977	9,109	2,075	11,184	3,353	323	3,676	14,860
1978	9,312	2,000	11,312	3,773	336	4,109	15,421
1979	8,328	2,330	10,658	3,010	469	3,479	14,137

Source: Motor Vehicle Manufacturers Association and Ward's Reports

SALES IN CANADA (Thousands of Units)							
Year	Automobiles			Trucks			Total Vehicles
	North American Type	Overseas Import Type	Total	North American Type	Overseas Import Type	Total	
1965	634	75	709	120	2	122	831
1970	497	143	640	125	9	134	774
1971	592	188	780	147	13	160	940
1972	654	205	859	190	17	207	1,066
1973	783	188	971	235	20	256	1,227
1974	797	146	943	288	19	307	1,249
1975	836	154	989	310	17	327	1,317
1976	793	153	946	331	14	345	1,291
1977	798	194	991	338	16	354	1,345
1978	816	173	989	364	13	377	1,366
1979	864	139	1,003	381	12	393	1,396

Source: Statistics Canada

TABLE 2.--U.S. MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965 and 1970-79
(Thousands of Units)

Year	Passenger cars	Trucks and buses	Total
1965	9,335.2	1,802.6	11,137.8
1970	6,550.1	1,733.8	8,283.9
1971	8,583.7	2,088.0	10,671.7
1972	8,828.2	2,482.5	11,310.7
1973	9,667.1	3,014.4	12,681.5
1974	7,324.5	2,746.5	10,071.0
1975	6,716.9	2,269.6	8,986.5
1976	8,497.9	2,999.7	11,497.6
1977	9,213.6	3,489.1	12,702.8
1978	9,176.6	3,722.6	12,891.7
1979	8,434.1	3,046.6	11,480.7

Source: Motor Vehicle Manufacturers Association

TABLE 3.--CANADIAN MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965 and 1970-79
(Thousands of Units)

Year	Passenger cars	Trucks and buses	Total
1965	706.8	139.8	846.2
1970	923.4	236.1	1,159.5
1971	1,083.2	263.6	1,346.8
1972	1,154.5	319.9	1,474.4
1973	1,227.5	347.4	1,574.9
1974	1,165.6	361.7	1,527.3
1975	1,044.8	379.2	1,424.5
1976	1,137.3	502.8	1,640.1
1977	1,162.5	612.9	1,775.4
1978	1,139.6	677.9	1,817.5
1979	987.7	644.0	1,631.7

Source: Statistics Canada

TABLE 4.--PRICE INDEXES FOR AUTOMOTIVE EQUIPMENT
IN THE UNITED STATES
Annual average 1965 and 1970-79 (1967=100)

Year	Producer price index			Consumer price index
	Passenger cars	Motor Trucks	Motor vehicle parts	New passenger cars
1965	100.1	97.5	--	100.0
1970	106.6	110.9	112.9	107.6
1971	112.2	118.5	120.2	112.0
1972	114.9	121.1	126.0	111.0
1973	115.4	123.0	127.5	111.1
1974	123.1	136.9	143.8	117.5
1975	134.2	152.4	172.8	127.6
1976	142.2	164.6	182.7	135.7
1977	150.6	177.5	195.6	142.9
1978	161.6	193.4	208.6	153.8
1979	174.3	210.7	225.4	166.0

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

Source: U.S. Department of Labor

TABLE 5.--PRICE INDEXES FOR AUTOMOTIVE EQUIPMENT
IN CANADA
Annual average 1965 and 1970-79 (1967=100)

Year	Industrial selling price index ^{1/}			Motor trucks	Motor vehicle, parts and accessories	Consumer price index
	Passenger cars ^{2/}		4-door sedan			New passenger cars
	Total ^{3/}	Hardtop				
1965		100.4	101.0	99.6	98.1	100.3
1970		101.6	104.2	107.9	105.8	104.2
1971	100.0	103.6	105.8	113.6	107.3	107.9
1972	101.7	105.5	107.8	116.3	109.9	110.1
1973	100.7			117.9	113.4	110.5
1974	106.8			129.9	123.3	118.4
1975	114.2			143.0	140.7	126.0
1976	117.3			153.5	153.6	133.1
1977	126.4			167.8	169.1	142.1
1978	136.6			185.6	187.7	154.7
1979	153.1 ^{4/}			209.3 ^{4/}	202.3 ^{4/}	173.4

^{1/} The industrial selling price indexes were revised in 1969 and in 1976. The classification shown here is the new series. 1965 is not entirely comparable with late data.

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

^{3/} 1971=100

^{4/} Preliminary

Source: Statistics Canada

TABLE 6.--PRICE OF TYPICAL MODEL, SUBCOMPACT 2-DOOR SEDAN WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS, 1978-1980

	Price in United States dollars	Price in Canada		Canadian Price Differential Over (under) U.S. Price	
		Canadian dollars	United States dollars ^{3/}	Amount U.S. dollars	Percent
1978 Model Introduction					
Factory List Price	3,347	3,481	3,168	(179)	(5.3)
Sales/Excise Tax ^{1/}		355	323	316	
Manufacturer's suggested retail price ^{2/}	3,354	3,836	3,491	137	4.1
1979 Model Introduction					
Factory List Price	3,787	3,947	3,337	(450)	(11.9)
Sales/Excise Tax ^{1/}		413	349	342	
Manufacturer's suggested retail price ^{2/}	3,794	4,360	3,686	(108)	(2.8)
1980 Model Introduction					
Factory List Price	4,282	4,568	3,887	(395)	(9.2)
Sales/Excise Tax ^{1/}		361	307	300	
Manufacturer's suggested retail price ^{2/}	4,289	4,929	4,194	(95)	(2.2)

^{1/} Canadian sales tax; 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 including that on tires and tube and dealer delivery and handling, but excludes destination charges, state and local taxes, license and title fees.

^{3/} Based on conversion rates: \$ C.100 = \$ U.S. Model years 1978, 0.91010; 1979, 0.84546; 1980, 0.85084

TABLE 7.--PRICE OF TYPICAL POPULAR MODEL; 4-DOOR SEDAN, WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS 1978-1980

	Price in United States dollars	Price in Canada		Canadian Price Differential over (under) U.S. Price	
		Canadian dollars	United States dollars ^{3/}	Amount U.S. dollars	Percent Percent
1978 Model Introduction					
Factory List Price	3,845	4,126	3,755	(90)	(2.3)
Sales/Excise Tax ^{1/}		409	372	364	
Manufacturer's suggested retail price ^{2/}	3,853	4,535	4,127	274	7.1
1979 Model Introduction					
Factory List Price	4,049	4,467	3,777	(772)	(6.7)
Sales/Excise Tax ^{1/}		428	362	354	
Manufacturers's suggested retail price ^{2/}	4,057	4,895	4,139	82	2.0
1980 Model Introduction					
Factory List Price	4,839	5,495	4,675	(164)	(3.4)
Sales/Excise Tax ^{1/}		370	315	307	
Manufacturer's suggested retail price ^{2/}	4,847	5,865	4,990	143	2.9

^{1/} Canadian sales tax; 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 including that on tires and tubes and dealer delivery and handling, but excludes destination charges, state and local taxes, license and title fees.

^{3/} Based on conversion rates: \$C 1.00 = \$ U.S. Model years; 1978, 0.91010; 1979, 0.81546; 1980, 0.85084

TABLE 8.--PRICE OF TYPICAL POPULAR MODEL, 2-DOOR SEDAN, 8 CYLINDER WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS, 1977-1979

	Price in United States dollars	Price in Canada		Canadian Price Differential over (under) U.S. Price	
		Canadian dollars	United States dollars	Amount U.S. dollars	Percent
1977 Model Introduction					
Factory List Price	12,084	13,351	12,151	67	0.6
Sales/Excise Tax ^{1/}		1,214	1,150	1,072	
Manufacturer's suggested retail price ^{2/}	12,132	14,565	13,255	1,123	9.3
1979 Model Introduction					
Factory List Price	13,087	14,961	12,649	(438)	(3.3)
Sales/Excise Tax ^{1/}		1,449	1,225	1,210	
Manufacturer's suggested retail price ^{2/}	13,102	16,410	13,874	722	5.9
1980 Model Introduction					
Factory List Price	16,005	19,196	16,333	328	2.0
Sales/Excise Tax ^{1/}		1,264	1,075	1,059	
Manufacturer's suggested retail price ^{2/}	16,021	20,460	17,408	1,387	8.7

^{1/} Canadian sales tax; 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 including that on tires and tubes and dealer delivery and handling, but excludes destination charges, state and local taxes, license and title fees.

^{3/} Based on conversion rates: \$C 1.00 = \$U.S. Model years 1978, 0.91010; 1979, 0.84546; 1980 0.85084

TABLE 9.--TOTAL EMPLOYMENT IN THE U.S. AUTOMOTIVE PRODUCTS INDUSTRY BASED ON U.S.
1972 STANDARD INDUSTRIAL CLASSIFICATION (SIC), ANNUAL AVERAGE 1972-79

(Thousands of Employees)

YEAR	Total Motor Vehicles and Equipment (SIC 371)	Motor Vehicles (SIC 3711)	Trucks and Bus Bodies (SIC 3713)	Parts & Accessories (SIC 3714)	Automotive Stampings (SIC 3465)
Annual Average					
1972	874.8	415.2	46.1	383.0	104.5
1973	976.5	461.6	51.3	429.9	110.9
1974	907.7	416.2	54.8	402.7	95.5
1975	792.4	375.3	45.5	352.5	82.1
1976	881.0	415.9	43.7	399.0	99.5
1977	942.0	443.0	45.8	426.5	110.7
1978	977.2	463.3	46.1	455.8	116.1
1979	982.8	444.2	48.0	456.5	108.5

Source: Bureau of Labor Statistics

TABLE 10.--TOTAL EMPLOYMENT IN CANADIAN AUTOMOTIVE PRODUCTS
INDUSTRY BASED ON CANADIAN STANDARD INDUSTRIAL
CLASSIFICATION (SIC) ANNUAL AVERAGE 1972-79 ^{1/}

Year	Estimated employment ^{2/} (Thousands of Employees)		
	Motor Vehicles (SIC 323-5)	Assembling (SIC 323)	Parts & Accessories (SIC 325)
Annual average:			
1972	97.5	41.9	41.4
1973	108.8	45.2	48.8
1974	108.2	47.1	45.9
1975	99.0	43.4	41.2
1976	106.8	46.6	46.2
1977	111.8	50.8	48.5
1978	116.4	52.6	51.2
9793/	115.7	52.9	49.0

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

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

^{3/} Preliminary

TABLE 11.--FAS VALUE OF CANADIAN MOTOR VEHICLES AND ORIGINAL MOTOR VEHICLE EQUIPMENT
(CANADIAN ARTICLES) IMPORTED DUTY-FREE FROM CANADA INTO THE UNITED STATES
UNDER THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965 (APTA), BY TUSUA
NUMBER 1977-1979

(Thousands of US Dollars)

TSUSA Number	Commodity	1977	1978 ^{1/}	1979
	<u>MOTOR VEHICLES</u>			
692.0300	Automobile trucks valued at \$1,000 or more each, but not including electric buses, 3-wheeler vehicles, or trailers accompanying automobile truck tractors.	1,056,661	--	--
692.0310	Automobile trucks, exc. truck tractors, gasoline.....	--	1,555,107	1,076,810
692.0320	Automobile trucks, exc. truck tractors, diesel.....	--	191,579	230,074
692.0330	Automobile truck tractors gasoline....	--	3,750	44,511
692.0350	Automobile truck tractor exc. gasoline (diesel).....	--	12,392	11,561
692.0700	Motorbuses, but not including any electric trolley bus or three-wheeled vehicle.....	19,778	--	--
692.0720	Motor buses, gasoline.....	--	35,241	60,554
692.0740	Motor buses, exc gasoline.....	--	10,346	41,486
692.1120	On-the highway, 4-wheeled passenger automobiles, new.....	3,782,037	--	--
692.1110	Four Wheel Passenger cars, new not over 4 cyl.....	--	123,686	278,582

Table ... CONTINUED

TSUSA Number (APTA)	Commodity	1977	1978	1979
692.1115	Four-wheel passenger cars, new, not over 6 cyl.....	--	974,097	966,813
692.1130	Four Wheel Passenger cars, new, over 6 cyl.....	--	3,003,941	2,446,051
692.1135	Four Wheel Passenger cars, new NSPF.....	--	162	1,291
692.1140	On-the-highway, four-wheeled automobiles, used.....	214	6,903	1,193
692.1160	Vehicles which operate in whole or in part on runners or skis.....	23,442	37,354	53,750
692.1180	Motor vehicles, n.e.s., exc. motor- cycles.....	4,001	49,207	117,959
692.2100	Chassis for automobile trucks & motor buses except for electric trolley buses or 3-wheeled vehicles.....	700,522	--	--
692.2170	Chassis for motor buses.....	--	523	707
692.2180	Chassis, other.....	--	105,566	248,830
692.2300	Other chassis except chassis for special purpose vehicles or three-wheeled vehicles.....	1,081	--	--
692.2360	Chassis for pass auto APTA.....	--	--	1
692.2380	Chassis for motor vehicles n.s.p.f...	--	1,796	3,276
692.2885	Chassis for truck tractors, gas.....	--	902	290
692.2888	Chassis for truck tractors, other....	--	49,718	69,121
	Total duty-free passenger cars.....	3,782,351	4,108,789	3,693,929
	Total duty-free truck, bus, sp. veh...	1,805,485	2,053,881	1,958,969
	Total duty-free motor vehicles.....	5,587,736	6,162,670	5,652,898

TAL 11. CONTINUED

TSUSA Number (APTA)	Commodity	1977	1978	1979
207.0100	Articles of wood, n.s.p.f.....	67	3	9
220.4600	Articles of cork.....	0	-	-
220.4900	Cork disks, wafers etc., exc. tapered..	-	2	46
355.2700	Felt, batting, wadding.....	693	525	515
357.9100	Hoses of veg. fiber.....	-	-	-
357.9600	Hoses for liquids or gases, manmade....	2,713	1,304	271
358.0300	V-belts, textile fibers & rubber.....	209	50	122
361.9000	Floor coverings and underlays, textile.....	1,934	3,286	5,276
389.8000	Textile articles n.s.p.f.....	1,467	437	224
517.8200	Brushes for elec. generators, etc.....	304	353	182
535.1500	Ceramic magnet & elec. wares n.e.c. Ceramic insulators.....	3	-	-
540.7200	Glass fibers, bulk, pads, etc.....	21	41	19
544.2000	Glass processed, n.e.s.....	16	-	400

TABLE 11. CONTINUED

TSUSA Number (APTA)	Commodity	1977	1978	1979
544.3200	Toughened glass, shaped or formed....	33,486	31,860	26,103
544.4200	Laminated glass	24,783	21,008	20,825
544.5200	Mirrors, not over 1 sq. ft. reflecting area.....	2,709	4,732	3,994
544.5500	Mirrors over 1 sq. ft. reflecting area.....	8	1	40
545.6200	Glass lens & filters and parts.....	56	15	41
545.6400	Glass reflecting lenses, buttons n.e.s.....	3	3	15
547.1600	Clock glass, curved surface, n.e.s..	18	11	9
610.8100	Pipe & tube fittings, n.e.s.....	82	320	308
613.1600	Pipe & tube fittings, copper.....	5	-	-
613.1900	Pipe & tube fittings, other.....	155	162	158
618.4800	Pipe, tubes, blanks & fittings of aluminum.....	2	28	10
620.4700	Nickel pipe & tube fittings.....	5	477	-
642.2100	Ropes, cables, etc. with fittings....	5,224	6,368	4,837

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TABLE 11. CONTINUED

TSUSA Number (APTA)	Commodity	1977	1978	1979
642.8800	Wire cloth other than copper etc. cut to shape.....	33	26	49
646.7900	Staples, rivets, bolts & other fasteners.....	39,317	--	--
646.7910	Bolts, if Canadian article & orig. mtr. veh. equip.....	--	10,402	10
646.7920	Nuts, if Canadian article & orig. mtr. veh. equip.....	--	9,098	13,952
646.7930	Screws, if Canadian article & orig. mtr. veh. equip.....	--	21,259	19,259
646.7940	Bolts, nuts, screws, etc..n.s.p.f. Canadian art. for orig. MV equip..	--	4,566	4,099
646.9300	Locks and padlocks, n.e.s.....	122	391	533
647.0200	Hinges, fittings, mounting or iron, steel, alum. or zinc for mtr. veh..	34,379	42,779	40,580
647.0600	Other hinges, fittings & mountings.	377	494	693
652.1000	Flex metal hose or tubing.....	731	1,799	2,030
652.3900	Chains and parts of base metal.....	85	102	502
652.7600	Sign plates, name plates, numbers, etc. of base metal.....	394	499	576
652.8500	Springs & leaves for motor vehicle suspension.....	135,374	161,629	121,031

TABLE --- CONTINUED

TSUSA Number (APTA)	Commodity	1977	1978	1979
652.8700	Hairsprings.....	1	--	1
652.8900	Other springs.....	12,809	8,897	11,691
658.1000	Metal articles n.s.p.f.....	12,434	13,519	11,670
660.4300	Piston type compression-ignitions engines.....	379	--	7,515
660.4500	Piston type engines n.e.c.....	735,856	847,751	511,726
660.4700	Non piston type engines.....	--	--	2
660.5100	Cast iron parts not advanced for internal combustion engines.	25,650	22,741	17,352
660.5300	Parts of piston type engines other than compression ignition engines.	101,369	107,351	131,698
660.5500	Parts internal combustion engine n.e.s.....	789	5,374	1,647
660.8600	Non electric engines, motors & parts n.s.p.f.....	5	71	127
660.9300	Fuel injection pumps for compression ignition engines and parts.....	195	34	447
660.9500	Pumps for liquids n.e.s. and parts..	18,407	23,022	--
660.9800	Pumps for liquids n.e.s. and parts..	--	--	29,325
661.1100	Fans blowers and parts.....	21,315	21,505	15,751
661.1300	Compressors and parts.....	250	506	269
661.1600	Air pumps, vacuum pumps and parts...	4	20	--
661.2100	Air conditioning machines and parts.	3,323	4,038	2,638

TABLE CONTINUED

TSUSA Number (APTA)	Commodity	1977	1978	1979
661.3600	Refrig. and Refrig. equip.....	--	--	5
661.9300	Other cast iron parts.....	2	55	93
661.9600	Other parts for filtering machines n.e.s.	17	2	27
662.3600	Piston pump sprays and parts.....	--	203	216
662.5100	Other mechanical appliances n.e.s. for dispersing liquids.....	1,865	1,738	1,689
664.1100	Material handling equip. n.e.s.....	7,574	11,250	11,665
678.5100	Tape playing machines n.s.p.f. & parts.....	137	129	654
680.2100	Taps, cocks, valves and parts, copper.....	2	11	35
680.2300	Taps, cocks, valves and parts, other metal.....	10,639	10,264	8,592
680.2800	Taps, cocks, valves and parts, other.	17,360	25,540	41,995
680.3100	Anti friction balls and rollers.....	1,240	2,179	2,251
680.3400	Ball bearings with integral shafts....	2,236	4,005	4,310
680.3620	Ball bearings.....	2,706	4,403	6,372
680.3630	Parts of ball bearings.....	234	128	331
680.3640	Tapered roller bearings.....	--	162	123
680.3644	Tapered roller bearing cup assemblies	--	2,579	3,425

Table I CONTINUED

TSUSA Number (APTA)	Commodity	1977	1978	1979
680.3648	Tapered roller bearing cone assemblies.	--	4,845	4,310
680.3650	Tapered roller bearing.....	4	--	--
680.3652	Tapered roller bearing parts n.e.s.....	--	98	24
680.3670	Other bearings.....	--	3,832	3,474
680.5800	Lubrication fittings.....	7	13	157
680.9100	Machinery parts not containing electrical features n.s.p.f.....	15	43	160
682.6500	Generators, motors, and parts under 200 hp.....	4,593	6,340	6,241
682.7100	Permanent magnets.....	5	11	--
682.9100	Electro-magnetic couplings, etc.....	67	20	189
683.1100	Lead acid type storage batteries.....	4,638	4,952	8,664
683.1600	Other storage batteries and parts.....	--	5	116
683.6100	Electrical starting and ignition equipment for internal combustion engines.....	5,725	5,871	9,172
683.6600	Electrical lighting equip designed for motor vehicles and parts.....	3,797	6,326	7,164
684.4100	Electric heaters and parts.....	2,273	3,215	4,500

TABLE 1 CONTINUED

TSUSA Number (APTA)	Commodity	1977	1978	1979
684.7100	Microphones, loudspeakers etc.....	634	699	716
685.5520	Radio receivers.....	23,486	30,184	40,583
685.5540	Other radio receiving equip.....	6,349	8,224	7,448
685.7100	Electric sound and visual signaling apparatus.....	4,075	3,517	4,630
685.8100	Electrical capacitors fixed or variable.....	1,825	2,022	2,644
685.9100	Electrical switches, relays, etc. & parts.....	11,012	15,129	17,787
686.1100	Resistors fixed or variable.....	3,186	3,963	2,885
686.2300	Automatic voltage regulators for 6, 12 and 24 volt systems.....	1	13	30
686.6100	Sealed beam lamps.....	740	2,252	2,999
686.8100	Electric filament lamps under 100 volts n.e.s.....	1,507	2,621	1,914
687.6100	Television picture tubes n.e.s....	11	61	--
688.0500	Insulated electrical conductors without fittings.....	1	3	--
688.1300	Ignition wiring sets.....	15,975	21,277	22,662

TABLE 1 CONTINUED

TSUSA Number (APTA)	Commodity	1977	1978	1979
688.1600	Insulated electrical conductors with fittings, other.....	5,189	8,591	10,063
688.4100	Electrical articles & parts n.s.p.f..	14	19	2,553
692.2110	Bodies (incl.cabs) for auto trucks...	--	183,767	118,014
692.2120	Bodies (incl.cabs) for truck tractors.....	--	422	1,257
692.2130	Bodies for motorbuses.....	--	18,712	33,973
692.2320	Bodies for pass, automobiles.....	--	3	--
692.2340	Bodies for motor vehicles n.s.p.f....	--	487	830
692.2500	Cast iron parts for motor vehicles not alloyed, not advanced.....	125	46	51
692.2810	Body stampings.....	5,295	9,249	8,493
692.2820	Bumpers.....	64,078	46,915	33,768
692.2830	Wheels designed to be mounted with pneumatic tires.....	91,148	91,058	83,640
692.2840	Hubcaps and wheelcovers.....	13,221	5,678	12,220
692.2850	Radiators.....	53,457	50,618	38,441
692.2860	Mufflers & tailpipes.....	17,782	21,712	22,995
692.2870	Other, incl. truck tractors.....	1,422,432	--	--
692.2872	Brakes and parts.....	--	99,627	156,982
692.2874	Transmissions for trucks and buses...	--	103	9

TABLE 11 CONTINUED

TSUSA Number (APTA)	Commodity	1977	1978	1979
692.2876	Transmissions for passenger auto.....	--	106,465	107,427
692.2878	Transmissions for motor vehicles n.s.p.f....	--	463	58
692.2880	Shock absorbers for motor vehicles.....	--	7,061	6,829
692.2890	Parts n.s.p.f. of motor vehicles.....	--	1,345,376	1,323,723
711.8500	Pressure gauges, thermostats, etc.....	6,172	8,213	5,331
711.9100	Taximeters and Parts.....	--	--	4
711.9900	Speedometers and parts.....	968	332	328
712.5100	Test record measuring instruments.....	458	316	10,938
721.2000	Clocks, clock movements and parts.....	798	629	379
727.0700	Furniture for motor vehicles.....	181,956	203,076	201,414
728.3000	Non textile floor coverings.....	142	2	--
745.8000	Buckles, buckle slides, fasteners and parts.....	1,123	2,806	119
772.6600	Hose, pipe and tubing n.s.p.f. of rubber or plastic.....	5,467	9,013	11,351
772.8100	Handles and knobs of rubber or plastic.....	5,875	6,633	6,855
772.8600	Closures, including caps, lids, etc. of rubber or plastic.....	142	368	344

TABLE 11. CONTINUED

TSUSA Number (APTA)	Commodity	1977	1978	1979
773.2600	Gaskets of rubber or plastic.....	8,901	12,766	14,696
773.3100	Electrical insulators of rubber or plastics.....	2,383	3,074	1,867
774.7000	Articles n.s.p.f. of rubber or plastics.....	10,014	14,407	14,602
791.9100	Other leather articles n.s.p.f.....	120	--	31
	Total duty-free parts.....	3,279,956	3,825,029	3,476,061
	<u>2/</u> Grand total of all duty-free motor vehicles and parts.....	8,867,692	9,987,699	9,128,959

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1/ TSUSA numbers revised 1978

2/ Figures may not add due to rounding

TABLE 12.--U.S. AUTOMOTIVE TRADE ^{1/} TOTAL WITH ALL COUNTRIES, WITH CANADA, AND WITH ALL COUNTRIES EXCEPT CANADA 1977-1979

(Millions of U.S. Dollars)

ITEM	Trade with all countries			Trade with Canada ^{2/}			Trade with all countries except Canada		
	1977	1978	1979	1977	1978	1979	1977	1978	1979
U.S. Exports:									
Passenger cars	3,268	3,573	4,611	2,762	2,617	3,289	866	965	1,323
Truck, buses and chassis	2,192	2,610	3,105	905	1,065	1,456	1,287	1,545	1,649
Parts and accessories	6,744	8,288	8,394	4,805	5,586	5,318	1,939	2,702	3,076
TOTAL Exports	12,564	14,471	16,110	8,472	9,268	10,062	4,092	5,203	6,048
U.S. Imports:									
Passenger cars	10,647	13,674	14,842	3,795	4,129	3,707	6,852	9,545	11,135
Truck, buses and chassis	2,632	3,678	3,549	1,841	2,036	1,798	791	1,642	1,571
Parts and accessories	5,293	6,086	6,754	3,147	3,729	3,544	2,146	2,357	3,210
TOTAL Imports	18,572	23,438	25,145	8,783	9,894	9,229	9,789	13,544	15,916
U.S. Net Exports (-) ^{3/}	(6,008)	(8,697)	(9,035)	(311)	(626)	833	(5,697)	(8,341)	(9,868)

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

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

^{3/} The net balance shown for U.S. automotive trade with Canada in the above table is the most representative figure possible on the basis of U.S. trade statistics. However, see discussion of U.S.-Canada automotive trade statistics in Section II.

Source: Bureau of the Census.

TABLE 13.--U.S. AUTOMOTIVE EXPORTS^{1/}/ CALENDAR YEARS 1977-1979
(Millions of U.S. Dollars)

Country of Destination	Passenger cars			Trucks and buses			Parts and accessories			Total exports		
	1977	1978	1979	1977	1978	1979	1977	1978	1979	1977	1978	1979
Canada	2,762	2,617	3,288	904	1,065	1,456	4,805	5,586	5,318	8,472	9,268	10,062
Belgium and Luxembourg	22	45	91	5	14	10	81	99	107	109	158	208
West Germany	48	85	142	12	25	38	90	132	134	149	242	314
United Kingdom	8	10	15	22	22	30	107	141	154	136	173	199
Japan	90	91	117	3	18	21	52	88	70	145	197	208
Mexico	119	75	20	42	61	99	351	640	906	512	776	1,025
Kuwait	102	96	158	56	45	39	20	35	48	178	176	243
Saudi Arabia	111	176	245	196	240	238	76	112	119	383	528	602
Colombia	8	17	16	52	81	112	156	98	104	116	196	232
Venezuela	93	60	57	165	239	139	188	280	269	447	579	465
Australia	1	1	3	30	40	47	137	149	210	168	190	260
Other countries	255	300	459	705	760	876	781	928	957	1,749	1,989	2,292
TOTAL	3,668	3,575	4,611	2,236	2,610	3,105	6,821	8,288	8,394	2,721	14,471	16,110

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

TABLE 14.--U.S. AUTOMOTIVE IMPORTS^{3/} CALENDAR YEARS 1977-1979
(Millions of U.S. Dollars)

Country of Origin	Passenger cars			Trucks and buses			Parts and accessories			Total imports		
	1977	1978	1979	1977	1978	1979	1977	1978	1979	1977	1978	1979
Canada												
Traditional automotive ^{1/}	3,795	4,129	3,707	1,841	2,036	1,978	3,147	3,729	3,544	8,783	9,894	9,229
New APTA ^{2/}	-	-	-	-	-	-	349	431	287	349	431	287
Total	3,795	4,129	3,707	1,841	2,036	1,978	3,496	4,160	3,831	9,132	10,325	9,516
France	69	96	119	-	-	1	92	174	236	161	270	356
West Germany	2,233	2,793	3,212	5	50	23	301	612	764	2,539	3,455	3,999
Italy	190	274	378	1	-	-	20	27	44	211	301	422
Sweden	199	317	429	4	10	14	12	15	24	215	342	467
United Kingdom	252	310	320	3	15	12	73	123	210	338	148	542
Japan	3,890	5,736	6,665	754	1,308	1,458	1,066	948	1,086	5,710	7,992	9,209
Other countries	19	19	12	24	55	63	582	211	846	625	285	921
Total	10,647	13,674	14,842	2,632	3,678	3,549	5,642	6,086	7,041	18,921	23,438	25,432

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

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

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

Note: Figures may not add to total because of rounding

Source: Bureau of the Census.

TABLE 15.--TOTAL U.S. TRADE ^{1/}(ALL COMMODITIES) WITH
THE WORLD AND WITH CANADA, CALENDAR YEAR
1965 and 1977-79

	1965	1977	1978	1979
Exports, including reexports:				
To all countries, total	27,630	121,242	143,660	181,802
To Canada	5,658	25,788	28,372	33,096
Canada's percent of total	19.9	21.3	19.7	18.2
Imports, general:				
From all countries, total	21,429	146,670	171,978	206,327
From Canada, total	4,858	29,599	33,525	38,099
Canada's percent of total	22.7	20.2	19.5	18.5

^{1/} Including special category. F.A.S. values, 1977-1979.

Source: Bureau of the Census.

TABLE 16.--CANADIAN AUTOMOTIVE EXPORTS, CALENDAR YEARS 1977-1979^{2/}
(Millions of U.S. Dollars) ^{1/}

Country of Destination	Passenger cars			Truck & buses			Parts & accessories			Total		
	1977	1978	1979	1977	1978	1979	1977	1978	1979	1977	1978	1979
United States	3,883	4,051	3,330	1,934	2,383	2,439	3,229	3,657	3,452	9,046	10,092	9,221
West Germany	6	9	7	-	-	1	4	6	7	10	16	15
United Kingdom	1	1	1	-	1	2	4	5	6	5	8	9
Sweden	1	-	-	3	3	3	4	5	7	8	8	11
South Africa	-	-	-	18	15	5	3	12	12	21	27	17
West Indies	4	1	2	-	1	1	2	4	3	6	5	6
Australia	-	-	-	23	6	8	52	50	67	75	56	75
All other countries	316	393	297	210	193	151	108	191	270	633	776	717
TOTAL	4,211	4,456	3,638	2,188	2,603	2,610	3,406	3,929	3,824	9,804	10,988	10,071

^{1/} Converted to U.S. dollars at the following exchange rates: 1977 US \$0.94112 = C \$1.00; for 1978 U.S. \$0.87729 = C \$1.00
for 1979 U.S. \$0.85386 = C \$1.00

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

Source: Statistics Canada

TABLE 17.--CANADIAN AUTOMOTIVE IMPORTS, CALENDAR YEARS 1977-1979 ^{2/}
(Millions of U.S. Dollars) ^{1/}

Country of Origin	Passenger cars			Trucks & buses			Parts & accessories			Total		
	1977	1978	1979	1977	1978	1979	1977	1978	1979	1977	1978	1979
United States	2,668	2,665	3,199	1,069	1,173	1,681	6,261	6,772	6,908	9,993	10,610	11,789
West Germany	155	220	223	9	3	6	24	23	37	188	246	265
France	22	25	29	-	1	-	24	23	30	46	49	59
Italy	6	12	13	-	1	1	1	2	3	8	15	16
United Kingdom	24	33	32	2	3	6	20	27	29	47	63	67
Sweden	3	13	13	2	3	3	30	40	40	36	56	56
Japan	288	403	218	108	155	151	26	36	35	423	594	403
All other countries	2	4	12	5	10	6	70	46	99	77	59	117
TOTAL	3,169	3,374	3,738	1,191	1,349	1,854	6,457	6,970	7,181	10,817	11,693	12,773

^{1/} Converted to U.S. dollars at the following exchange rates: 1977 U.S.\$0.94112 = C \$1.00; for 1978 U.S. \$.87729 = C \$1.00; for 1979 U.S. \$.85186 = C \$1.00

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

Source: Statistics Canada

TABLE 18.--CANADIAN AUTOMOTIVE TRADE, TOTAL WITH ALL COUNTRIES, WITH UNITED STATES, AND WITH ALL OTHER COUNTRIES
EXCEPT THE UNITED STATES 1977-1979^{2/}

(Millions of U.S. Dollars)

	Trade with all Countries			Trade with United States			Trade with all Countries except the United States		
	1977	1978	1979	1977	1978	1979	1977	1978	1979
Canadian exports:									
Passenger cars	4,210	4,456	3,638	3,883	4,051	3,330	328	404	308
Trucks & buses	2,188	2,603	2,610	1,934	2,393	2,439	257	220	170
Parts & accessories	3,405	3,929	3,824	3,229	3,657	3,452	177	272	372
TOTAL	9,804	10,988	10,071	9,046	10,092	9,221	759	896	850
Canadian imports:									
Passenger cars	3,169	3,374	3,738	2,668	2,665	3,199	501	709	539
Trucks & buses	1,191	1,349	1,854	1,064	1,173	1,681	128	175	173
Parts & accessories	6,457	6,970	7,181	6,261	6,772	6,908	195	199	272
TOTAL	10,817	11,693	12,773	9,993	10,610	11,789	824	1,083	984
Canadian net Exports (-)	(1,012)	(705)	(2,702)	(946)	(518)	(2,568)	(66)	(187)	(134)

^{1/} Converted to U.S. dollars, at the following exchange rates: 1977 U.S. \$0.94112 = C \$1.00; for 1978 the rate was U.S. \$.87729 = C \$1.00; for 1979 U.S. \$0.85386 = C \$1.00

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

Source: Statistics Canada

V. APPENDIXES

APPENDIX A

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

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

Determined to strengthen the economic relations between their two countries;

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

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

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

Agreed as follows:

ARTICLE I

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

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

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

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

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

ARTICLE II

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

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

ARTICLE III

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

ARTICLE IV

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

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

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

ARTICLE V

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

ARTICLE VI

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

ARTICLE VII

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

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

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

For the Government of the United States of America:

For the Government of Canada:

ANNEX A

1. (1) Automobiles: when imported by a manufacturer of automobiles.

(2) All parts, and accessories and parts thereof, except tires and tubes, when imported for use as original equipment in automobiles to be produced in Canada by a manufacturer of automobiles.

(3) Buses, when imported by a manufacturer of buses.

(4) All parts, and accessories and parts thereof, except tires and tubes, when imported for use as original equipment in buses to be produced in Canada by a manufacturer of buses.

(5) Specified commercial vehicles, when imported by a manufacturer of specified commercial vehicles.

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

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

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

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

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

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

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

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

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

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

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

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

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

(b) any machine or other article required under Canadian tariff item 435a to be valued separately under the tariff item regularly applicable thereto.

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

ANNEX B

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

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

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

(a) with regard to articles of the kinds described in paragraph (1), not including chassis, more than 60 percent until January 1, 1965, and thereafter more than 50 percent of the appraised customs value of the article imported into the customs territory of the United States; and

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

APPENDIX B

Public Law 89-283

89th Congress, H.R. 9042

October 21, 1965

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

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

TITLE I—SHORT TITLE AND PURPOSES

SHORT TITLE

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

PURPOSES

SEC. 102. The purposes of this Act are—

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

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

TITLE II—BASIC AUTHORITIES

IMPLEMENTATION OF THE AGREEMENT

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

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

IMPLEMENTATION OF OTHER AGREEMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

EFFECTIVE DATE OF PROCLAMATIONS

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

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

TERMINATION OF PROCLAMATIONS

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

SPECIAL REPORTS TO CONGRESS

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

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

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

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

TITLE III—TARIFF ADJUSTMENT AND OTHER ADJUSTMENT ASSISTANCE

GENERAL AUTHORITY

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

SPECIAL AUTHORITY DURING TRANSITIONAL PERIOD UNDER THE AGREEMENT

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

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

or

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

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

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

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

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

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

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

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

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

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

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

(3) Not later than 30 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, 1963, and before the 90th day after the date of the enactment of this Act, and

(2) relocation allowances for relocations occurring after January 17, 1963, and before such 90th day,

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

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

(l) For purposes of this section—

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

(2) The term "dislocation" means—

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

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

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

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

ADJUSTMENT ASSISTANCE RELATED TO OTHER AGREEMENTS

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

AUTHORIZATION OF APPROPRIATIONS

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

TITLE IV—MODIFICATIONS OF TARIFF SCHEDULES OF THE UNITED STATES

ENTRY INTO FORCE AND STATUS OF MODIFICATIONS

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

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

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

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

REFERENCES TO TARIFF SCHEDULES

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

DEFINITION OF CANADIAN ARTICLE

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

“(d) Products of Canada.

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

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

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

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

DEFINITION OF ORIGINAL MOTOR-VEHICLE EQUIPMENT

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

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

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

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

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

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

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

IDENTIFICATION OF AUTOMOTIVE PRODUCTS

Sec. 405. (a) Redesignate item 692.23 (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 automotive truck tractor (see general headnote 3(c)).....	Free	"
" 692.11	If Canadian article, but not including any three-wheeled vehicle (see general headnote 3(c)).....	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	Automotive 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 516.78, inclusive, or 516.94, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6).....	Free	"
" 646.79	Any article described in the foregoing item 646.20 and items 646.40 to 646.78, inclusive (except 646.45 and 646.47), if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6).....	Free	"
" 652.39	Any article described in the foregoing items 652.12 to 652.38, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6).....	Free	"
" 658.10	Any article described in the foregoing items 657.09 to 658.00, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6).....	Free	"
" 682.65	Any article described in the foregoing items 682.10 to 682.60, inclusive (except 682.50), if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6).....	Free	"
" 685.55	Any article described in the foregoing items 685.20 to 685.50, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6).....	Free	"
" 721.20	Any article in the foregoing items covering clocks, clock movements, clock cases and 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 353.27, 359.30, 725.30, 745.80, and 774.70, each having an article description and rate as follows:

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

207.01	652.89	683.11
220.46	660.43	683.16
357.91	660.45	683.61
357.96	660.47	683.66
358.03	660.51	684.41
517.82	660.53	684.63
535.13	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
544.53	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
642.56	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	680.55	773.31
652.76	680.91	791.81
652.85	682.71	791.91
652.87	692.91	

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

TITLE V—GENERAL PROVISIONS

AUTHORITIES

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

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

ANNUAL REPORT

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

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

APPLICABILITY OF ANTIDUMPING AND ANTITRUST LAWS

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

TITLE VI—MISCELLANEOUS PROVISIONS

JOINT COMMITTEE ON REDUCTION OF NONESSENTIAL FEDERAL EXPENDITURES

SEC. 601. Section 601(e) of the Revenue Act of 1941 (53 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, 1963.

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 (1963)

Aug. 31: Considered and passed House.

Sept. 23, 3rd: Considered in Senate.

Sept. 30: Considered and passed Senate, amended.

Oct. 5: Senate agreed to conference report.

Oct. 8: House agreed to conference report.

APPENDIX C

PRESIDENTIAL DOCUMENTS

[From the Federal Register, vol. 30, No. 208, 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, 35);

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 1963 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 1963 authorize the President to proclaim the modifications of the Tariff Schedules of the United States provided for in sections 403, 404, and 405 of that Act with retroactive effect as of the earliest date after January 17, 1965, which he determines to be practicable, and section 401(b) of that Act provides that the rates of duty in column numbered 1 of the tariff schedules that are modified pursuant to such proclamation shall be treated as having been proclaimed by the President as being required to carry out a foreign trade agreement to which the United States is a party (79 Stat. 1016); and

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

Now, THEREFORE, I, LYNDON B. JOHNSON, under the authority vested in me by the Constitution and the statutes, particularly sections 201(a) and 203 of the Automotive Products Trade Act of 1963, 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 403 of that Act shall enter into force on December 20, 1965, effective with respect to articles which are or have been entered for consumption, or for warehouse, on or after January 18, 1965.

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

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

LYNDON B. JOHNSON

By the President:
DEAN RUSK,
Secretary of State.

Appendix D

**United States Bona Fide Motor Vehicle Manufacturers List
May 1, 1980 with Date of Certification**

Adolph Truck Equipment, Inc.
1701 Fairfax Trfwy.
Kansas City, Kansas 66115
January 1, 1980

Alco Equipment
Port of Albany
Aibany, New York 12200
March 15, 1980

Allentown Brake and Wheel
Service, Inc.
R.D. 3
P.O. Box 2088
Allentown, Pennsylvania 18001
October 19, 1979

Allied Truck Equipment
6280 S. Division
Grand Rapids, Michigan 45908
January 1, 1980

Alpha Vehicles
2125 U.S. East
Michigan City, Indiana 46360
July 13, 1979

American La France
Div. of A-T-O Inc.
100 East LaFrance Street
Elmira, New York 14902
July 8, 1979

American Motors Corporation
27777 Franklin Road
Southfield, Michigan 48034
January 1, 1980

American Trailer Inc.
P.O. Box 12770
910 Morgan Road
Oklahoma City, Oklahoma 73157
January 1, 1980

American Trailer Service, Inc.
2814 North Cleveland Avenue
St. Paul, Minnesota 55113
January 18, 1980

American Wheel & Brake
4750 West Main
Fargo, North Dakota 58103
March 15, 1980

Amthor's Welding Service, Inc.
Route 52 East
Walden, New York 12586
July 9, 1979

Antietam Equipment Corporation
P.O. Box 91
Hagerstown, Maryland 21740
January 1, 1980

Arkansas Trailer Mfg., Inc.
P.O. Box 4080
32nd & Elm Street
Little Rock, Arkansas 72204
January 1, 1980

Armored Vehicle Builder Inc.
343 Pecks Road
P.O. Box 62
Pittsfield, Massachusetts 01201
April 30, 1980

Arrow Trailer & Equipment Co.
140 North Dirksen Parkway
Springfield, Illinois 62702
March 31, 1980

Artic Enterprises Inc.
P.O. Box 635
Thief River Falls, Minnesota 56701
August 1, 1979

ATTEX, Inc.
870 West Main Street
East Palestine, Ohio 44413
August 1, 1979

Automated Waste Equipment Co., Inc.
328 Fourth Street
Trenton, New Jersey 08638
September 1, 1979

Automotive Service Company
111-113 North Waterloo
Jackson, Michigan 49204
January 18, 1980

Beam Truck and Body Inc.
433 Cumberland Hill Road
Woonsocket, Rhode Island 02895
September 1, 1979

B.E.C. Truck Equipment, Inc.
3209 Vestal Parkway E.
Vestal, New York 13850
March 6, 1980

Beller Wheel Brake &
Supply Company
577 Marshall Avenue
Memphis, Tennessee 38103
March 15, 1980

Bender's Sales and Service, Inc.
4805 Holland
Saginaw, Michigan 48601
November 15, 1979

Bethlehem Fabricators, Inc.
1700 Riverside Drive
P.O. Box A
Bethlehem, Pennsylvania 18015
January 20, 1980

Allan U. Bevier, Inc.
1201 Ridgely Street
Baltimore, Maryland 21230
April 1, 1980

Blue Bird Body Company
P.O. Box 937
Fort Valley, Georgia 31030
January 18, 1980

Bock Products
1901 Hively West
Elkhart, Indiana 46514
March 1, 1980

Boone Trailers, Inc.
154 Park Street
Palmer, Massachusetts 01069
December 31, 1979

Borbein Young & Co.
234 N. Sherman Street
Springfield, Missouri 65806
March 1, 1980

Boyertown Auto Body Works
Third & Walnut Streets
Boyertown, Pennsylvania 19512
September 1, 1979

Brake & Equipment Co., Inc.
11911 W. Silver Spring Rd.
Milwaukee, Wisconsin 53225
January 1, 1980

Brake Service & Parts, Inc.
170 Washington Street
Bangor, Maine 04401
January 18, 1980

Bristol-Donald Company, Inc.
Bristol-Donald Manu. Corp.
50 Roanoke Avenue
Newark, New Jersey 07105
January 1, 1980

Brown Cargo Van, Inc.
807 East 29th Street
Lawrence, Kansas 66044
April 30, 1980

Bus Andrews Equipment
Sales & Service, Inc.
2828 E. Kearney Street
Springfield, Missouri 65803
January 1, 1980

Bush Hog Loadcraft
P.O. Box 431
Brady, Texas 76825
December 31, 1979

Caelter Industries, Inc.
Purdy Avenue
Watertown, New York 13601
April 1, 1980

The Carnegie Body Company
9500 Brookpark Road
Cleveland, Ohio 44129
January 1, 1980

Carpenter Body Works, Inc.
1500 W. Main Street
Mitchell, Indiana 47446
January 1, 1980

C.E. Pollard Company
13575 Auburn
Detroit, Michigan 48223
July 27, 1979

Champion Carriers, Inc.
2321 E. Pioneer Drive
Irving, Texas 75061
October 20, 1979

Champion Home Builders, Co.
5573 E. North Street
Dryden, Michigan 48428
August 1, 1979

Checker Motors Corporation
2016 N. Pitcher Street
Kalamazoo, Michigan 49007
January 1, 1980

Cherry Valley Tank Div., Inc.
75 Cantiague Road
Westbury, New York 11590
April 1, 1980

Chrysler Corporation
CIMS 416-16-06
Chrysler Center
12000 Lynn Townsend Drive
Highland Park, Michigan 48288
January 18, 1980

B.M. Clark Company, Inc.
Route 17 - P.O. Box 185
Union, Maine 04862
January 14, 1980

Clark Engineering of
Brownwood Inc.
P.O. Dr. 1386
Brownwood, Texas 76801
December 31, 1979

Clark Truck Equipment Company
6821 Academy Parkway West, N.E.
Albuquerque, New Mexico 87103
January 1, 1980

Clemett and Co., Inc.
2020 Lemoyne Street
Syracuse, New York 13211
July 1, 1979

CMI Load King Division
Elkpoint, South Dakota 57025
March 1, 1980

Coach and Equipment Sales Corp.
Brown Street Extension
P.O. Box 36
Penn Yan, New York 14527
March 21, 1980

Collins Industries, Inc.
Box 58 H.A.B.I.T.
Hutchinson, Kansas 67501
December 1, 1979

Commercial Truck & Trailer, Inc.
313 N. State Street
Girard, Ohio 44420
January 1, 1980

Consolidated Utility Equipment
Service, Inc.
Caldwell Drive
Amherst, New Hampshire 03031
April 1, 1980

Cook Body Company
3701 Harlee Avenue
Charlotte, North Carolina 28208
October 22, 1979

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

Co-Tem Corp.
4151 Federal Way
Boise, Idaho 83705
March 1, 1980

Crane Carrier Company
1925 N. Sheridan
Tulsa, Oklahoma 74151
March 1, 1980

Crenshaw Corporation
1700 Commerce Road
Richmond, Virginia 23224
July 1, 1979

Cross Truck Equipment Co., Inc.
1801 Perry Drive S.W.
Canton, Ohio 44706
March 15, 1980

Crown Coach Corporation
2428 East 12th Street
Los Angeles, California 90021
March 20, 1980

Daleiden Inc.
425 E. Vine Street
Kalamazoo, Michigan 49001
January 31, 1980

Darby Equipment Company
P.O. Box 5698
Longview, Texas 75604
January 1, 1980

Dealers Truck Equipment Inc.
2123 Fern Valley Road
Louisville, Kentucky 40213
March 1, 1980

Dealers Truck Equipment Co., Inc.
2460 Midway Street
P.O. Box 31435
Shreveport, Louisiana 71130
January 1, 1980

Decker Tank Company
300 Lincoln Avenue
Hawthorne, New Jersey 07506
November 3, 1979

John Deere Horicon
Works of Deer and Co.
220 East Lake Street
Horicon, Wisconsin 53032
June 1, 1979

DeLorean Manufacturing Co./
Logan Division
2503 North Main
Logan, Utah 84321
January 1, 1980

D.P. Way Corporation
P.O. Box 09336
3288 W. Elm Street
Milwaukee, Wisconsin 53209
January 1, 1980

Dunham Manufacturing Company, Inc.
P.O. Box 430
Minden, Louisiana 71055
January 1, 1980

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

Dutec, Inc.
60 Lumber Street
Hopkington, Massachusetts 01748
January 15, 1980

Eastern Tank Corporation
290 Pennsylvania Avenue
Paterson, New Jersey 07503
January 1, 1980

East Manufacturing Corp.
P.O. Box 277
Randolph, Ohio 44265
March 1, 1980

Eggiman Motor and Equipment
Sales Inc.
1813 West Beltline Hwy.
P.O. Box 9432
Madison, Wisconsin 53715
January 1, 1980

Eight Point Trailer Corporation
6100 E. Washington Blvd.
Los Angeles, California 90040
January 18, 1980

Elston Inc.
1727 Florida Street
Memphis, Tennessee 38109
March 15, 1980

Emmans and Emmans/
Best Built Equipment Co.
246 Main Street
Ledgewood, New Jersey 07852
October 10, 1979

Equipment Industries
100 Pavonia Avenue
Jersey City, New Jersey 07032
December 31, 1979

Equipment Industries
86 Colden Street
Jersey City, New Jersey 07302
December 31, 1979

Equipment Service, Inc.
40 Airport Road
Hartford, Connecticut 06114
April 1, 1980

E.D. Etnyre and Co.
200 Jefferson Street
Oregon, Illinois 61061
October 1, 1979

E. & R. Trailer Sales, Inc.
RFD #1
Middle Point, Ohio 45863
December 31, 1979

Euclid Inc.
22221 St. Clair Avenue
Cleveland, Ohio 44117
August 1, 1979

Ewell Equipment Company
307 N. Timberland Drive
Lufkin, Texas 75901
February 2, 1980

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

Fasino's Power Brake Inc.
291 Jay Street
Rochester, New York 14608
January 1, 1980

Fifth Wheel, Inc.
Box 15855
Tulsa, Oklahoma 74112
January 1, 1980

Fleet Sales Inc.
5285 Clay Avenue S.W.
Wyoming, Michigan 49508
March 1, 1980

Fontaine Truck Equipment Co.
653 Beale
P.O. Box 502
Memphis, Tennessee 38101
January 1, 1980

Ford Motor Company
The American Road
Dearborn, Michigan 48121
January 18, 1980

F & P Truck & Trailer Equip. Div.
254-266 Central Avenue
Newark, New Jersey 07103
October 12, 1979

Freightliner Corporation
4747 North Channel Avenue
Portland Oregon 97217
December 14, 1979

Freuhauf Corporation
10900 Harper Avenue
Detroit, Michigan 48213
November 1, 1979

FWD Corporation
105 East 12th Street
Clintonville, Wisconsin 54929
January 1, 1980

Peter Garafano & Son, Inc.
264 Wabash Avenue
Paterson, New Jersey 07503
June 4, 1979

Garnon Truck Equipment Co.
1617 Peninsula Drive
Erie, Pennsylvania 16505
March 1, 1980

General Motors Corporation
3044 West Grand Blvd.
Detroit, Michigan 48202
January 18, 1980

General Trailer Company, Inc.
546 W. Wilkins Street
Indianapolis, Indiana 46225
March 1, 1980

General Trailer Service
2620 Campbell Blvd.
Ellenwood, Atlanta Georgia 30049
March 1, 1980

General Truck Equipment
& Trailer Sales
5310 Broadway Avenue
Jacksonville, Florida 32205
January 1, 1980

Gillig Brothers
25800 Calwitter Road
Hayward, California 94545
January 1, 1979

Gilson Brothers Co.
P.O. Box 152
Plymouth, Wisconsin 53073
September 26, 1979

Gooch Brake and Equipment Co.
506 Grand Avenue
Kansas City, Missouri 64106
December 31, 1979

E.L. Grahm Co.
1704 Eleventh Street
Sioux City, Iowa 51101
March 15, 1980

Granning Service Corporation
3040 Wyoming Avenue
Dearborn, Michigan 48120
January 1, 1980

Gratiot Equipment
1244 East Center Street
Ithaca, Michigan 48827
March 1, 1980

Gray Leasing
P.O. Box 48
Delaware, New Jersey 07833
March 15, 1980

The Greyhound Corporation
Greyhound Tower
Phoenix, Arizona 85077
(doing business through)
Motor Coach Industries, Inc.
Pembina, North Dakota 58271 and
Transportation Mfg. Corp.
Roswell, New Mexico 88201

Grumman Flexible Corporation
970 Pittsburgh Drive
Delaware, Ohio 43015
January 1, 1980

Grumman Olson Division
Grumman Allied Industries
600 Old Country Road
Garden City, New York 11530
November 1, 1979

Hackney and Sons
400 Hackney Avenue
Washington, North Carolina 27889
January 1, 1980

Hackney & Sons (Midwest) Inc.
300 Hackney Avenue
Independence, Kansas 67301
September 24, 1979

Hallenberger, Inc.
5716 Boonville Hwy.
P.O. Box 5085
Evansville, Indiana 47715
January 1, 1980

Harley-Davidson Motor Co., Inc.
3700 West Juneau Avenue
Milwaukee, Wisconsin 53201
April 1, 1980

Harold G. Anderson Equip. Corp.
One Anderson Drive
Albany, New York 12055
October 4, 1979

Harris Rim and Wheel Inc.
415 St. Paul Avenue
Knoxville, Tennessee 37901
September 24, 1979

Harris Rim and Wheel Inc.
525 Peters Street S.W.
Atlanta, Georgia 30310
March 1, 1980

Harris Truck and Trailer
Sales Inc.
P.O. Box 619
Cape Girardeau, Missouri 63701
January 1, 1980

Haygood Inc.
999 Channel Avenue
Memphis, Tennessee 38113
March 15, 1980

Heil Equipment Company of
Philadelphia Inc.
1223 Ridge Pike
Conshohocken, Pennsylvania 19428
January 1, 1980

Hendrickson Manufacturing Co.
15 W 660 West 79th Street
Burr Ridge, Illinois 60521
January 1, 1980

The Hess & Eisenhardt Company
8959 Blue Ash Road
Cincinnati, Ohio 45242
January 9, 1980

Hews Body Company
190 Rumery Street
South Portland, Maine 04106
January 18, 1980

Hillbuilt Mfg. Co.
Rt. 7, Box 5089
Benton, Arkansas 72015
January 1, 1980

Hobbs Equipment Inc.
Keeler Avenue
P.O. Box 59
Norwalk, Connecticut 06954
March 1, 1980

Hobbs Trailer
7402 East Texas Freeway
Houston, Texas 77093
March 15, 1980

Hobbs Trailer Co.
4132 Irving Blvd.
Dallas, Texas 75247
March 15, 1980

O.G. Hughes & Son, Inc.
4816 Rutledge Pike
P.O. Box 6277
Knoxville, Tennessee 37914
January 1, 1980

Huntington Brakes Service, Inc.
448 E. Jericho Tpke.
Huntington, New York 11746
January 1, 1980

Indiana Truck & Trailer
2017 Hwy. 41 North
Evansville, Indiana 47711
December 31, 1979

International Body Co., Inc.
545 Duke Road
Buffalo, New York 14225
March 1, 1980

International Harvester Co.
401 North Michigan Avenue
Chicago, Illinois 60611
January 18, 1980

Iroquois Mfg.Co., Inc.
Richmond Road
Hinesburg, Vermont 05461
July 1, 1979

Isometrics, Inc.
P.O. Box 660
Reidsville, North Carolina 27320
March 31, 1980

IVECO Trucks of North America
P.O. Box 1102
1730 Walton Road
Blue Bell, Pennsylvania 19422
March 15, 1980

Janesville Truck Equipment Co.
P.O. Box 466
3032 Cooper Drive
Janesville, Wisconsin 53545
February 1, 1980

Jeep Corporation
27777 Franklin Road
Southfield, Michigan 48034
January 1, 1980

John Evans Manu., Co., Inc.
P.O. Box 669
Sumter, South Carolina 29150
September 24, 1979

Kaffenbarger Welding Co.
10100 Ballentine Pike
New Carisle, Ohio 45344
January 1, 1980

Kawasaki Motors Corporation
2009 E. Edinger Avenue
Santa Ana, California 92711
January 1, 1980

Kay Wheel Sales Co., Inc.
1771 Tomlinson Road
Philadelphia, Pennsylvania 19116
September 24, 1979

Kencar Equipment Company
1906 Lakeview Avenue
Dayton, Ohio 45408
December 31, 1979

L.W. Ledwell & Son, Inc.
3300 Waco Street
Texarkana, Texas 75501
March 15, 1980

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Leland Equipment Company
5647 South 122 East Avenue
P.O. Box 45128
Tulsa, Oklahoma 74145
January 18, 1980

Long Trailer Service, Inc.
P.O. Box 5105
Greenville, South Carolina 29606
January 1, 1980

Mack Trucks, Inc.
P.O. Box M
Allentown, Pennsylvania 18105
January 1, 1980

Maday Body & Equipment Corp.
575 Howard Street
Buffalo, New York 14206
January 1, 1980

Madison Truck Equipment, Inc.
2410 South Stoughton Road
Madison, Wisconsin 53716
October 22, 1979

Manning Equipment, Inc.
12000 Westport Road
P. O. Box 23229
Louisville, Kentucky 40223
April 16, 1980

Mark Body Division
Core Industries
50625 Richard W. Blvd.
Mt. Clement, Michigan 48045
March 31, 1980

Marmon Motor Company
P.O. Box 402009
Garland, Texas 75042
March 1, 1980

Matlock Trailer Corporation
1070 Visco Drive
Nashville, Tennessee 37211
May 1, 1980

Maxon Industries, Inc.
5750 South Eastern Avenue
City of Commerce, California 90040
August 17, 1979

Memphis Brake Service, Inc.
600 Hermando Street
Memphis, Tennessee 38101
September 24, 1979

Meadows Hydraulic Sales &
Service, Inc.
U.S. 13 and S. Division St.
Fruitland, Maryland 21826
September 24, 1979

Metro Truck Parts
5801 Arbor Road
Tuxedo, Maryland 20781
March 1, 1980

Mickey Truck Bodies, Inc.
1305 Trinity Avenue
High Point, North Carolina 27261
June 20, 1979

Midas International
55667 CR 15 South
Elkhart, Indiana 46514
January 1, 1980

Middlehauff, Inc.
1615 Ketcham Avenue
Toledo, Ohio 43608
January 18, 1980

Mid West Truck Equipment
Sales Corporation
4041 No. Brush College Road
R.R. 7 Box 463F
Decatur, Illinois 62521
February 22, 1980

M & M Equipment, Inc.
Plaza Heights
W. Lebanon, New Hampshire 03784
March 14, 1980

Model A & Model T
Car Reproduction Corp.
200 Elm Street
Battle Creek, Michigan 49105
September 1, 1979

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

Moline Body Company
2428 Farmington Road
Peoria, Illinois 61604
March 1, 1980

Monon Trailer
(a Div. of Evans Transportation
Company)

P.O. Box 655
Monon, Indiana 47959
April 8, 1980

Moore and Sons, Inc.
2900 Airways Blvd.
Memphis, Tennessee 38130
December 31, 1979

Morgan Trailer
Box 258
Morgantown, Pennsylvania 19543
January 1, 1980

Motor Truck Equipment Corporation
2950 Irving Blvd.
P.O. Box 47385
Dallas, Texas 75247
December 31, 1979

Mount Vernon Truck & Body Co.
2222 South 10th Street
Mt. Vernon, Illinois 63264
March 1, 1980

Mutual Wheel Company
2345 - 4th Avenue
Moline, Illinois 61265
February 20, 1980

Nabors Trailer, Inc.
P.O. Box 979
Mansfield, Louisiana 71052
January 1, 1980

Neil's Automotive Service, Inc.
167 E. Kalamazoo Avenue
Kalamazoo, Michigan 49007
January 1, 1980

Nelson Manufacturing Company
6448 U.S. Rt. 224
Ottawa, Ohio 45875
January 1, 1980

The Ness Company
P.O. Box 667
270 N. Zarfoss Drive
York, Pennsylvania 17405
January 1, 1980

Newark Truck Parts, Inc.
560 Market Street
Newark, New Jersey 07105
March 15, 1980

New Method Equipment Co.
707 27th Avenue, S.W.
P.O. Box 4638
Cedar Rapids, Iowa 52404
December 31, 1979

Novi Manufacturing Company
25701 Seeley Road
Novi, Michigan 48050
Nov. 1, 1979

Ohio Body Manufacturing Co.
North Main Street
New London, Ohio 44851
January 1, 1980

Ohic Truck Equipment, Inc.
4100 Rev Drive
Cincinnati, Ohio 45232
December 10, 1979

Olson Trailer & Body Builders Co.
2740 South Ashland Avenue
P.O. Box 2445
Green Bay, Wisconsin 54306
January 1, 1980

Omaha Standard Inc.
2401 W. Broadway
Council Bluffs, Iowa 51501
January 1, 1980

Oshkosh Truck Corporation
2307 Oregon Street
Oshkosh, Wisconsin 54903
January 18, 1980

Ottawa Truck Corporation
Gulf & Western Manufacturing Co.
415 East Dundee Street
Ottawa, Kansas 66067
December 10, 1979

Outboard Marine Corporation
100 Sea Horse Drive
Waukegan, Illinois 60085
January 18, 1980

PACCAR, Inc.
d/b/a/ Kenworth Truck Company
Peterbilt Motors Company
P.O. Box 1518
Bellevue, Washington 98009
January 18, 1980

Palmer Spring Company
355 Forest Avenue
Portland, Maine 04101
January 18, 1980

Palmer Trailer Sales Co., Inc.
162 Park Street
Palmer, Massachusetts 01069
March 15, 1980

Peabody Galion
P.O. Box 607
500 Sherman Street
Galion, Ohio 44833
October 31, 1979

Perfection Equipment Company
5100 West Reno
Oklahoma City, Oklahoma 73147
January 12, 1980

Pezzani & Reid Equipment Co.
3960 West Fort Street
Detroit, Michigan 48216
March 1, 1980

Pheonix Manufacturing, Inc.
375 West Union Street
Nanticoke, Pennsylvania 18634
February 20, 1980

Polar Tank Trailer, Inc.
R.R. 2
Holdingford, Minnesota 56340
September 31, 1979

Power Brake Service & Equipment Co.
1022 Carnegie Avenue
Cleveland, Ohio 44115
December 31, 1979

Premier, Inc.
2770 Bluff Road
Indianapolis, Indiana 46225
April 25, 1980

Progress Industries, Inc.
400 East Progress Street
Arthur, Illinois 61911
October 1, 1979

PSI Mobile Products, Inc.
25 Eldridge
Mt. Clemans, Michigan 48043
July 1, 1979

Quality Truck Equipment Co.
1-74 at Prospect Interchange
Champaign, Illinois 61820
March 15, 1980

Recreative Industries, Inc.
60 Depot Street
Buffalo, New York 14206
July 13, 1979

Reliable Spring Co., Inc.
10557 S. Michigan Avenue
Chicago, Illinois 60628
March 1, 1980

Rhode Island Petroleum Equipment Co.
464 Broadway
Pawtucket, Rhode Island 02860
July 31, 1979

Rhynard's Truck Sales
200 N. Larch Street
Lansing, Michigan 48933
March 15, 1980

Road Equipment
393 Mart Street, S.W.
Grand Rapids, Michigan 49508
March 1, 1980

Roanoke Welding
2016 Russell Avenue S.W.
Roanoke, Virginia 24015
March 15, 1980

Rowland Truck Equipment, Inc.
2900 N.W. 73rd Street
Miami, Florida 33147
November 19, 1979

R/S Truck Body Company, Inc.
P.O. Box 420
Allen, Kentucky 41601
September 24, 1979

Ryder Truck Rental
P.O. Box 100
Pennsburg, Pennsylvania 18073
January 1, 1980

Ryder Truck Rental Inc.
4709 West 96th Street
P.O. Box 188
Indianapolis, Indiana 46206
January 1, 1980

Scientific Brake and Equipment Co.
314 W. Genesee Avenue
P.O. Box 840
Saginaw, Michigan 48606
January 19, 1980

Sharpsville Steel Equipment Co.
6th & Main Streets
Sharpsville, Pennsylvania 16150
January 2, 1980

Smith-Moore Body Company, Inc.
P.O. Box 27287
Richmond, Virginia 23261
January 18, 1980

Somerset Welding & Steel, Inc.
P.O. Box 628
Somerset, Pennsylvania 15501
January 1, 1980

South Florida Engineers, Inc.
5911 E. Buffalo Avenue
P.O. Box 11927
Tampa, Florida 33680
July 1, 1979

Southwest Truck Body Company
200 Sidney Street
St. Louis, Missouri 63104
March 15, 1980

Spring Valley Dodge, Inc.
19 South Main Street
Spring Valley, New York 10977
March 31, 1980

Steffen Inc.
623 West 7th Street
Sioux City, Iowa 51103
November 4, 1979

Stone Heavy Vehicle
Specialists
2200 Highway 70 East
Raleigh, North Carolina 27611
March 15, 1980

Superior Lima Division
Sheller-Globe Corporation
1200 E. Kibby Street
Lima, Ohio 45802
March 20, 1980

George Swanson and Son
5400 Marshall
Arvada, Colorado 80002
October 31, 1979

Three R. Industries, Inc.
80380 Scotch Settlement Road
Romeo, Michigan 48065
April 1, 1980

Thomas Built Buses Inc.
1408 Courtesy Road
P.O. Box 2450
High Point, North Carolina 27284
May 1, 1980

Timpte
5075 East 74th Avenue
Commerce City, Colorado 80022
January 1, 1980

Traffic Transport Engineering, Inc.
28900 Goddard Road
Romulas, Michigan 48174
January 1, 1980

Transport Equipment Company
3400 - 6th Avenue, South
P.O. Box 3817
Seattle, Washington 98124
January 18, 1980

Triangle Fleet Service
801 Coliseum Blvd. West
Fort Wayne, Indiana 46808
January 1, 1980

Truck Equipment Company, Inc.
1911 S.W. Washington Street
Peoria, Illinois 61602
January 18, 1980

Truck Equipment Inc.
85 East Longfield Avenue
Mansfield, Ohio 44905
March 15, 1980

Truck Equipment, Inc.
680 Potts Avenue
Green Bay, Wisconsin 54304
January 1, 1980

Truck Equipment Company
2900 Wheeler
Fort Smith, Arkansas 72901
January 1, 1980

Truck Equipment, Inc.
1560 N.E. 44th Avenue
P.O. Box 3265
Des Moines, Iowa 50316
January 1, 1980

Truck Equipment Service Company
800 Oak Street
Lincoln, Nebraska 68521
January 1, 1980

The Truck Engineering Co.
3200 East Pontiac Street
Fort Wayne, Indiana 46803
January 1, 1979

Truck Parts and Equipment
4501 West Esthner
Wichita, Kansas 67209
November 1, 1979

Truck and Trailer Equipment Co.
4214 W. Mt. Hope Road at M-78
Lansing, Michigan 48901
March 15, 1980

Truck Transportation Equi. Co., Inc.
Jefferson, Louisiana 70181
March 1, 1980

Union City Body Company, Inc.
1015 West Pearl Street
Union City, Indiana 47390
August 15, 1979

Unit Rig & Equipment Co.
P.O. Box 3107
Tulsa, Oklahoma 74101
January 1, 1980

Universal Go Tract of
Georgia Ltd.
Suite 2
5020 South Atlanta Road
Smyrna, Georgia 30080
June 1, 1979

Universal Tank and Welding Co.
32-50 Vernon Blvd.
P.O. Box 6239
Long Island City, New York 11106
September 19, 1979

Valley Truck and Equipment Co., Inc.
Trevett Road
Boston, New York 14025
October 15, 1979

Van Con Inc
123 Williams Street
Middlesex, New Jersey 08846
September 1, 1979

Volkswagen of America, Inc.
27621 Parkview Blvd.
Warren, Michigan 48092
October 11, 1979

Vulcan Trailer Manufacturing Co.
300 Industrial Parkway
Bessemer, Alabama 35020
December 1, 1979

Walter Motor Truck Company
School Road
Voorheesville, New York 12186
April 29, 1980

Ward School Bus Manufacturing, Inc.
Highway 65, South
Conway, Arkansas 72032
April 19, 1980

Wayne Corporation
(An Indian Head Co.)
P.O. Box 1447
Industries Road
Richmond, Indiana 47374
November 1, 1979

Wayne Engineering Corporation
 2412 West 27th Street
 Cedar Falls, Iowa 50613
 October 31, 1979

W.F. Mickey Body Co., Inc.
 P.O. Box 1925
 1505 Bethel Drive
 High Point, North Carolina 27261
 September 24, 1979

Wheels & Brakes, Inc.
 1270 Memorial Drive S.E.
 Atlanta, Georgia 30316
 March 1, 1980

Wheels and Brakes Inc.
 4530 Rutledge Pike
 Knoxville, Tennessee 37914
 March 15, 1980

Wheel and Rim Sales Co.
 836 West 1st Street
 Willis Day Industrial Park
 Perrysburg, Ohio 43551
 March 15, 1980

White Motor Corporation
 34500 Grand River Avenue
 Farmington Hills, Michigan 48024
 January 18, 1980

Wilbur's Service
 200 Route 3
 Secaucus, New Jersey 07094
 March 15, 1980

Winnebago Industries, Inc.
 P.O. Box 152
 Forest City, Iowa 50436
 March 19, 1980

Wyman's Inc.
 P.O. Box 542
 Northfield Road
 Montpelier, Vermont 05602
 July 1, 1979

Beatrice N. Vaccara
 Director
 Bureau of Industrial Economics

COMPANIES OPERATING UNDER THE MOTOR VEHICLE ORDER 1965

<u>Name and Location</u>	<u>Considered as Manufacturers of:</u>
Almac Industries Ltd. Pointe Aux Trembles, Quebec	Specified Commercial Vehicles
Amalgamated Metal Industries Ltd. Mississauga, Ontario	Specified Commercial Vehicles
Atlas Hoist & Body Incorporated Montreal, Quebec	Specified Commercial Vehicles
B.K. & B. Truck Bodies Limited London, Ontario	Specified Commercial Vehicles
Belgium Standard Industries (Ontario) Ltd. Waterloo, Ontario	Specified Commercial Vehicles
Babcock Motor Bodies Limited Toronto, Ontario	Specified Commercial Vehicles
Brown H.E. Supply Co. North Bay, Ontario	Specified Commercial Vehicles
Canadian Blue Bird Coach Ltd. Brantford, Ontario	Specified Commercial Vehicles
Canadian Kenworth Ltd. Div. Paccar Canada Ltd. Ste. Thérèse, Quebec	Specified Commercial Vehicles
Central Truck Body Co. Ltd. Weston, Ontario	Automobiles, Buses and Specified Commercial Vehicles
Chrysler Canada Ltd. Windsor, Ontario	Specified Commercial Vehicles
Collins Manufacturing Co. Ltd. Burnaby, BC	Specified Commercial Vehicles
Commercial Truck Bodies Ltd. Mississauga, Ontario	Specified Commercial Vehicles
Diesel Equipment Limited Toronto, Ontario	Specified Commercial Vehicles
Eastern Steel Products Company Cambridge (Preston), Ontario	Specified Commercial Vehicles
Edmonton Truck Body Ltd. Edmonton, Alberta	Specified Commercial Vehicles

<u>Name and Location</u>	<u>Considered as Manufacturers of</u>
Fleet Truck Bodies Inc. Montreal, Quebec	Specified Commercial Vehicles
Flyer Industries Ltd. Winnipeg, Manitoba	Specified Commercial Vehicles
Ford Motor Company of Canada Ltd. Oakville, Ontario	Automobiles, Buses and Specified Commercial Vehicles
Forman Tank & Welding Ltd. St. Marys, Ontario	Specified Commercial Vehicles
Fort Garry Industries Ltd. Winnipeg, Manitoba	Specified Commercial Vehicles
Freightliner of Canada Ltd. Burnaby, British Columbia	Specified Commercial Vehicles
G. & G. Welding Ltd. St. Leonard, Quebec	Specified Commercial Vehicles
General Motors of Canada Ltd. Oshawa, Ontario	Automobiles, Buses and Specified Commercial Vehicle:
Hutchinson Industries Downsview, Ontario	Specified Commercial Vehicles
Ideal Body Ltd. Quebec, Ontario	Specified Commercial Vehicles
International Harvester Co. of Canada Ltd. Hamilton, Ontario	Specified Commercial Vehicles
Lacasse, V. Ltée ST. Leonard, Quebec	Specified Commercial Vehicles
Larochelle, Phil Equipment Inc. Quebec, Quebec	Specified Commercial Vehicles
Mond Industries Limited Toronto, Ontario	Specified Commercial Vehicles
Multi-Vans Limited Bolton, Ontario	Specified Commercial Vehicles

Name and Location

Prevost Car Inc.
Ste. Claire
Dorchester, Quebec

Pullman Trailmobile Canada Limited
Brantford, Ontario

Reliance Truck & Equipment Limited
Surrey, British Columbia

Swartz Motor Bodies Ltd.
Toronto, Ontario

Thomas Built Buses of Canada Ltd.
Woodstock, Ontario

Universal Sales Limited
St. John, NB

Volvo (Canada) Ltd.
Toronto, Ontario

Welles Corporation Ltd.
Windsor, Ontario

Wilson's Truck Body Shop Ltd.
Truro, Nova Scotia

Considered as Manufacturers of

Buses

Specified Commercial Vehicles

Specified Commercial Vehicles

Specified Commercial Vehicles

Buses

Specified Commercial Vehicles

Automobiles

Buses

Specified Commercial Vehicles

DESIGNATED COMPANIES UNDER THE MOTOR VEHICLE
TAR ORDER 1965

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Name and Location

Designated by:

Blue Bird Quebec
St. Lin, Quebec

Canadian Blue Bird Coach Ltd
Brantford, Ontario

Canadian Blue Bird Sales Co.
Hartford, Ontario

Canadian Blue Bird Coach Ltd.
Brantford, Ontario

Chrysler Truck Centre Ltd.
Rexdale, Ontario

Chrysler Canada Ltd.
Windsor, Ontario

Edinburgh Electric ltd.
Toronto, Ontario

Diesel Equipment Ltd.
Toronto, Ontario

Mobile Tank Industries Ltd.
Agincourt, Ontario

Almac Metalcraft Inc.
Pointe aux Trembles, P.Q.

Pacific Truck and Trailer Ltd.
North Vancouver, British Columbia

International Harvester Company
of Canada Ltd.
Hamilton, Ontario

J.J. Taylor and Sons Limited
Concord, Ontario

Diesel Equipment Ltd.
Toronto, Ontario

COMPANIES OPERATING UNDER SPECIAL ORDERS-IN-COUNCIL

<u>Names and Location</u>	<u>Considered as Manufacturers of:</u>
American Motors (Canada) Ltd. Brampton, Ontario	Specified Commercial Vehicles
Canadian Disposal Equipment Co. Ltd. Toronto, Ontario	Specified Commercial Vehicles
Care Equipment Mfg. Co., Ltd. Breslan, Ontario	Specified Commercial Vehicles
D & G Roussy Industries, Ltd. London, Ontario	Specified Commercial Vehicles
Dominion Truck Bodies, Ltd. Mississauga, Ontario	Specified Commercial Vehicles
International Harvester Co. of Canada Ltd. Hamilton, Ontario	Automobiles (Travelalls) Specified Commercial Vehicles
McEwan Tougard Industries Bracebridge, Ontario	Specified Commercial Vehicles
Mack Trucks Can. Ltd. Toronto, Ontario	Specified Commercial Vehicles
Morrison & Co. Ltd. Dorval, Quebec	Specified Commercial Vehicles
Motor Coach Industries Ltd. Winnipeg, Manitoba	Buses
Teal Manufacturing Ltd. Windsor, Ontario	Specified Commercial Vehicles
Truck Equipment & Service Co. Agincourt, Ontario	Specified Commercial Vehicles
Universal Handling Equipment Co. Hamilton, Ontario	Specified Commercial Vehicles
Champion Truck Bodies Ltd. Montreal, Quebec	Specified Commercial Vehicles
Walter Motor Trucks of Canada Ltd. Almonte, Ontario	Specified Commercial Vehicles

COMPANIES OPERATING UNDER SPECIAL ORDERS-IN-COUNCIL

<u>Names and Location</u>	<u>Considered as Manufacturers of:</u>
Westank, Industries Ltd. Regina, Saskatchewan	Specified Commercial Vehicles
Hal-Vey Industries Ltd. Calgary, Alberta	Specified Commercial Vehicles
Sheller-Globe Manitoba Ltd. Morris, Manitoba	Specified Commercial Vehicles
Pettibone (Canada) Ltd. Mississauga, Ontario	Specified Commercial Vehicles
Robert's Truck Equipment Ltd. North Vancouver, BC	Specified Commercial Vehicles
S.M.I. Industries Montreal, Quebec	Specified Commercial Vehicles
Ontario Bus Industries Inc. Mississauga, Ontario	Buses
B.T.L. Body Inc. St. Augustin Ctê Portneuf, Quebec	Truck Bodies
Sturdy Truck Body (1972) Limited Kitchener, Ontario	Truck Bodies
Wells Corp. Ltd. Windsor, Ontario	Truck Bodies
Thermo-King Western Ltd. 1 Mile West of 156th St. on 128th Ave.	Specified Commercial Vehicles
White Western Star Div. Kilowna, B.C.	Specified Commercial Vehicles
Dyantal Inc. Toronto, Ontario	Specified Commercial Vehicles
Ottawa Truck Bodies Ltêe/Ltd. Ottawa, Ontario	Specified Commercial Vehicles

COMPANIES OPERATING UNDER THE OFFHIGHWAY REMISSION ORDER

**General Motors of Canada Ltd.
Diesel Division
London, Ontario**

**Unit Rig & Equipment Co. (Canada) Ltd.
Tulsa, Oklahoma 74101**

**Paccar Canada Ltd.
Ste. Thérèse, Quebec**

**Pacific Truck and Trailer Ltd.
Vancouver, British Columbia**

**Wabco Equipment of Canada
Division of Wabco-Standard Ltd.
Paris, Ontario**

**Euclid Canada Limited
Guelph, Ontario**

**Mack Canada Inc.
Islington, Ontario**