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CANADIAN AUTOMOBILE AGREEMENT

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

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

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U.S. GOVERNMENT PRINTING OFFICE
31-919 WASHINGTON : 1969

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LETTER OF TRANSMITTAL

THE WHITE HOUSE, *July 7, 1969*:

To the Congress of the United States:

I hereby transmit the third annual report on the implementation of the Automotive Products Trade Act of 1965. The report contains information with respect to the United States-Canada Automotive Products Agreement, including automotive trade, production, prices, and employment in 1968. Also included is other information relating to the activities under the act.

RICHARD NIXON.

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CANADIAN AUTOMOBILE AGREEMENT

I. Introduction and Summary

INTRODUCTION

Automotive trade between the United States and Canada continues to be significantly affected by the United States-Canada Automotive Products Agreement of 1965.[1]

The agreement sets forth three objectives: (1) the creation of a broad market for automotive products within which the full benefits of specialization and large-scale production can be achieved; (2) the liberalization of United States and Canada automotive trade in respect of tariff barriers and other impediments with a view to enabling the industries of both countries to participate on a fair and equitable basis in the expanding total market of the two countries; and (3) the development of conditions in which market forces may operate effectively to attain the most economic pattern of investment, production, and trade. The agreement is of unlimited duration but each Government had the right to terminate it by giving 12 months' notice.

The agreement, as implemented in the United States by the Automotive Products Trade Act of 1965 approved by Congress on October 21, 1965, resulted in removal of U.S. duties on certain Canadian motor vehicles and original equipment automotive parts.[2] The President proclaimed the entry into force of the tariff modifications retroactive to January 18, 1965.[3]

Canada accorded duty-free treatment to specified motor vehicles and original equipment parts imported by Canadian manufacturers by order in Council effective January 18, 1965. In recognition of the need of the smaller, higher cost Canadian industry to adjust to the larger market, Canadian manufacturers were required to comply with certain transitional arrangements set forth in the agreement, and in separate undertakings with the Government of Canada, in order to qualify to make duty-free imports. Under annex A of the agreement, only Canadian vehicle manufacturers and not individual Canadians may import specified vehicles without payment of duty. Requirements for such manufacturers are related to minimum Canadian value added and a ratio of Canadian production to Canadian sales. Individual Canadians wishing to import automobiles from the United States pay a duty of 15 percent. In the United States, individuals and firms may import duty-free vehicles covered by the agreement. In both countries, only manufacturers may make duty-free imports of original equipment parts and accessories under the agreement.

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[1] App. A.
[2] App. B.
[3] App. C.

SUMMARY

In 1968, the automotive agreement continued to stimulate the rapid expansion of automotive products trade between the United States and Canada. Production in the two automotive industries has now been largely integrated. Productivity, particularly in the Canadian auto industry, has improved. The differential between higher Canadian and lower U.S. vehicle prices has narrowed. Considerable progress has been made toward the goal identified in the agreement of a single motor vehicle industry serving the needs of the combined United States-Canada automotive market.

Canada continues to be our major customer and supplier of automotive products accounting for two-thirds of all U.S. automotive exports and 60 percent of automotive imports. Automotive products trade between the two countries in 1968 reached a total in both directions of $5.3 billion compared with $3.6 billion in 1967 and $735 million in 1964 [4].

U.S. automotive imports from Canada, have increased more rapidly than have our automotive exports, resulting in a decline in our net favorable balance in automotive trade with Canada from about $580 million in 1964 to about $164 million in 1968 on a wholesale market value basis. The Canadian automotive industry has already achieved impressive growth and is expanding rapidly. In view of these industry and trade developments, it would seem timely to move toward elimination of the transitional restrictions on Canadian imports of motor vehicles and parts from the United States. Further consultations with the Government of Canada will be held in the near future with a view toward working to achieve fully the objectives of the automotive agreement.

U.S. automotive exports to Canada have increased substantially from $659 million in 1964 to $2 billion in 1967 and $2.7 billion in 1968. Exports of parts and accessories alone accounted for $1.7 billion of 1968 exports. Automotive imports from Canada grew even more rapidly from $76 million in 1964 to $1.6 and nearly $2.6 billion in 1967 and 1968, respectively. In 1968, U.S. automotive imports from Canada were composed primarily of finished vehicles ($1.8 billion). The agreement has also stimulated a substantial expansion of trade in the products of allied industries, such as machinery used in automotive production.

The net favorable U.S. balance in automotive trade with Canada increased from $583 million in 1964 to $682 million in 1965, but thereafter, declined to $527 million in 1966, $439 million in 1967 and $164 million in 1968. In 1968, the U.S. export surplus in trade in parts and accessories with Canada increased to $933 million (from $780 million in 1967), but imports from Canada of finished vehicles exceeded exports by $769 million ($341 million in 1967).

The decline in the U.S. favorable automotive trade balance with Canada resulted primarily from an expansion of Canadian production together with a less than anticipated growth of North American type car sales in Canada. Canadian production has been stimulated

[4] The United States-Canadian automotive trade statistics used throughout this report are based on the table on p. 10. The table on p. 10 is derived from a combination of United States and Canadian import statistics on a wholesale market basis, however, see p. 11 for automotive industry figures on automotive trade with Canada.

in part by the transitional arrangements in annex A of the agreement and related undertakings.

Expansion of the Canadian domestic market at about an 8 percent annual growth rate was judged necessary at the time the agreement was implemented if the United States were to maintain a favorable automotive products trade balance in the half billion dollar range. Canadian market growth, through such means as a narrowing of the gap between higher Canadian and lower U.S. car prices, was required in view of the expected increase in Canadian production. Sales in Canada of vehicles manufactured in that country or the United States increased 5.6 percent in 1968 compared with a decline of 3 percent in 1967 and a marginal gain of 0.5 percent in 1966.

Gradual integration of the United States and Canadian industries has decreased but not eliminated the differential between higher Canadian prices and lower U.S. prices for comparable cars sold in the two countries.

Canadian automotive exports to countries other than the United States were $181 million in 1968, an increase of 33 percent from 1967 and 141 percent above 1964. In 1968, Canada imported $212 million of vehicles and parts from other countries, an increase of 38 percent over 1967. U.S. automotive exports to countries other than Canada increased by 3.7 percent in 1968 to $1,174 million. Imports into the United States from third countries increased by 63 percent in 1968 to $1,647 million.

Production of motor vehicles in the United States in 1968 was 10.8 million units. Motor vehicle production in Canada was 1.2 million units in 1968, an increase of 25 percent from the 1967 level and 76 percent over the preagreement year of 1964. Some car models are no longer produced in Canada and Canadian demand for such lines is supplied entirely from the United States. On the other hand, Canadian assembly plants now specialize in fewer models with longer and more efficient production runs. Canadian vehicle and parts manufacturers have undertaken, and plan further, substantial investment in new plant and equipment.

In the United States, employment in the automotive products industry grew from 856,400 in November 1967 to 903,100 in the same month in 1968. Canadian auto industry employment expanded during the same period from 87,500 to 90,700 in November 1968.

The Automotive Products Trade Act provided that petitions by firms and groups of workers to establish eligibility for adjustment assistance could be filed only before July 1, 1968. Since the effective date of the act, petitions have been filed by 21 groups of workers and certifications of eligibility had been issued in 14 cases covering about 2,500 workers. About $3.8 million in benefits had been disbursed through December 1968. No firms applied for adjustment assistance.

As required by the agreement, the two Governments conducted a joint review in 1968 of the progress which had thus far been made toward achieving the objectives of the agreement. A special report on the review was submitted to the Congress on September 4, 1968.

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II. Production in the Motor Vehicle Industry, United States and Canada

Combined United States-Canadian motor vehicle production in 1968 was 11,999,500 units, an increase of 20 percent over the 1967 figure of 9,971,000 and the largest annual combined production for the two countries. Motor vehicle production in the United States was 10,819,-500 units compared with 9,023,800 in 1967. [5] In Canada, 1968 motor vehicle production was 1,180,000 units [6] compared with 947,200 units in 1967. The U.S. share of total production in terms of units was 90.2 percent in 1968 compared to 90.5 percent in 1967, and 92.9 percent in 1965. Vehicles assembled in Canada incorporated a significant proportion of parts and accessories manufactured in the United States. In 1968, the United States exported approximately $1.7 billion of parts to Canada.

U.S. PRODUCTION

For the United States, 1968 was the second largest vehicle production year and the 10.8 million total was only 2.9 percent below the record year of 1965. Passenger car production in 1968 was 8,847,800 units and trucks and buses numbered 1,971,700.

The total estimated value of U.S. factory sales of automotive products in 1968 was $34.5 billion, [7] a 22-percent increase over 1967, and 12 percent above 1965. Automobiles accounted for the major share of automotive production with a value of $22.3 billion in 1968. The combined total production of replacement parts (domestic) and parts and accessories for export in 1968 was $6.3 billion, up 17 percent from 1967.

CANADIAN PRODUCTION

Canada produced a record 1,180,000 motor vehicles in 1968, an increase of 25 percent over 1967. Passenger car production of 900,900 units in 1968 was 25 percent over 1967 and 60 percent above the pre-agreement year of 1964. Production of 279,000 motor trucks and buses represented a 23-percent increase compared with 1967 and a 151-percent increase from 1964. The value of shipments by Canadian motor vehicle manufacturers was $2.3 billion in 1967. Canadian value added by the Canadian vehicle manufacturers was $703 million or about 30 percent of the value of shipments. The estimated value of shipments of parts and accessories in 1967 was $844 million.[8] Estimates of the value of Canadian production are not available for 1968.

Factors influencing the continued growth in 1968 in Canadian production included the interim arrangements for the Canadian auto industry contained in the agreement and in separate undertakings of the Canadian manufacturers with the Canadian Government. Because of the disparity in size of the automotive industries and relative costs of production in the two countries at the time the agreement was negotiated, Canada requested special transitional arrangements until its smaller industry could adjust operations to the much larger North American market. Under annex A of the agreement, Canada accords duty-free treatment only to motor vehicles and original equipment

[5] Table 2, p. 15.
[6] Table 3, p. 15.
[7] Table 1, p. 15.
[8] Dominion Bureau of Statistics.

parts when imported by qualified manufacturers.[9] These manufacturers are required to maintain at least the same ratio of production of vehicles in Canada to sales in Canada as prevailed during the model year 1964, and also maintain in automotive production a Canadian value added at least equal to that attained in vehicles of the same class in model year 1964.

In separate arrangements with the Government of Canada, Canadian motor vehicle manufacturers undertook, in addition, to increase by the end of the 1968 vehicle model year (July 31, 1698) the dollar value of Canadian value added in the production of vehicles and parts by a stated amount above that achieved in model year 1964. The additional Canadian value added in these undertakings totaled $241 million. In the 1965 separate undertakings, the Canadian manufacturers also agreed to increase annually Canadian value added by a percentage of growth in the Canadian market.

The interim transitional arrangements were examined during the 1968 joint United States–Canadian review of the agreement. (For details see the special report on the joint comprehensive review of the United States–Canada Automotive Products Agreement submitted to the Congress on Sept. 4, 1968, and reproduced as House of Representatives Doc. No. 379, 90th Cong., second sess.) Subsequent to the review discussions, Canadian vehicle companies sent letters to the Government of Canada which are reproduced in the special report. These letters are not considered to be undertakings to increase Canadian production. If the President finds that any manufacturer has entered into any other undertaking, by reason of governmental action, to increase Canadian value added to vehicles or original equipment parts, the President will report such findings to Congress with recommendations in accordance with section 205 of the Automotive Products Trade Act.

EXPENDITURES FOR PLANT AND EQUIPMENT BY AUTOMOBILE MANUFACTURERS IN THE UNITED STATES AND CANADA

Expenditures by the four major automobile producers for plant and equipment for both motor vehicle assembly and parts production in the United States and Canada totaled $1.4 billion in 1968,[10] and represented an increase of 8 percent over 1967. Their net new investments in the United States in 1968 were $1.33 billion and in Canada $81 million. The plant and equipment expenditures by the four major companies in Canada in 1968, down 11 percent from 1967, represented 6 percent of their new investment in the combined United States-Canadian automobile industry. The four automobile producers accounted for a very high percentage of automobile and motor truck production in North America in 1968. While other companies in the automotive industry in addition to the major automobile producers also undertook new investment, information on such firms is not complete.

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[9] App. E.
[10] Source: Data compiled by BDSA.

RETAIL SALES

Retail sales of new motor vehicles increased in both the United States and Canada during 1968. Retail sales in the U.S. market as a percent of the combined North American market rose slightly in 1968 to 92.6 percent from 92.4 percent in 1967.

Total new motor vehicle retail sales in 1968 in the United States were 11,180,000 units, of which 9.404,000 were passenger cars and 1,776,000 were trucks. Retail sales in Canada during 1968 were 887,000 units of which 739,500 were passenger cars and 147,500 were trucks.

During 1968, U.S. retail sales of North American type cars increased 11 percent and Canadian sales of North American type cars increased 5 percent over 1967.

U.S. sales of passenger cars (both imports and North American) increased 13 percent in 1968 and a 9-percent increase occurred in Canada. In both the United States and Canada, sales of overseas manufactured cars grew faster than sales of North American types. In the United States, imported cars (excluding those from Canada) comprised 10 percent of the 1968 market, up from 9 percent in 1967. In Canada, sales of foreign cars (excluding imports from the United States) in 1968 increased 37 percent from 1967 and constituted 14 percent of the Canadian market.

All of the foregoing figures are in terms of the number of units sold. The retail value of vehicles sold in both countries has increased more rapidly than units sales.

III. Relative Price Levels of Automobiles Produced and Sold in the North American Market

The price differential at the manufacturer's wholesale level for comparable cars in the United States and Canada in most instances continued to narrow during 1968. According to Canadian sources, the average differential at the wholesale level had decreased from approximately 9 percent in 1964 to about 4 percent for 1969 models.

Tables 6, 7, and 8 present a comparison of relative price trends in the United States and Canada in U.S. dollars of similar model cars for model year 1965 through 1969.[11] The tables, based on data provided by manufacturers, present models in three different price ranges. The two models in tables 6 and 7 are manufactured both in the United States and in Canada, but the third model, table 8, is produced only in the United States. It will be noted that the relative price levels of the higher priced, low-volume model presented in table 8 widened slightly in 1968, but the margin of difference was still less than one-third of the 1964 differential.

The price differential at the retail level narrowed somewhat less than wholesale prices due to different tax rates and other factors. The U.S. excise tax on automobiles was reduced from 10 to 7 percent in 1965, while the manufacturer's sales tax in Canada was increased from 11 to 12 percent in 1967.

In comparing changes in the price differentials from year to year for any one model, it should be noted that tables 6 to 8 are designed to show price differentials rather than year-to-year price movements. The price differentials from one year to the next result in part from option changes, safety and emission control equipment, and other

[11] Table 6, p. 16; table 7, p. 17; and table 8, p. 17.

competitive pricing actions. Year-to-year price movements are best followed in the price indexes for automotive equipment in each country which are presented in tables 4 and 5.

Wholesale and consumer price for automobiles, trucks, and parts rose in both Canada and the United States in 1968. As shown in tables 4 and 5, wholesale car price indexes rose at about the same level in the United States and Canada while truck prices rose slightly more in the United States than in Canada.[12] It should be noted that the price indexes shown in tables 4 and 5 are annual averages and thus reflect a combination of 1968 and 1969 model prices. Comparison between the two tables should be undertaken with caution since the United States and Canadian indexes are not fully comparable.

IV. Employment in the Automotive Industry—United States and Canada

The average employment in the U.S. automotive industry was 6.4 percent higher in 1968 than in 1967. Canadian average annual automotive employment in 1968 declined by 0.8 percent compared with 1967, reflecting strikes early in the year. However, monthly data for November, normally a high production month at the beginnning of the model year, showed Canadian employment up 3.7 percent in 1968 over 1967. Tables 9 and 10 on trends in employment in the United States and Canadian automotive industries show only aggregate employment averages and do not take into account changes in hours worked by individuals.[13]

EMPLOYMENT IN THE UNITED STATES

Annual average employment in the automotive industry in 1968 was 868,000, or 52,000 above the 1967 level which was abnormally depressed because of a strike in the fall of the year. Among the industry segments, the greatest 1968 employment increase was in motor vehicles at 7.5 percent, while parts and accessories grew 6.9 percent. Employment in production of passenger car bodies grew 4.5 percent and employment in the truck and bus segment remained stable.

EMPLOYMENT IN CANADA

Average annual employment in the Canadian automotive industry in 1968 was 83,400, a decline of 0.8 percent from 1967. The reduction in the average employment figure is the result of strikes early in the year. Average employment in assembly operations for November 1968 rose 5.3 percent over November 1967, and 0.8 percent for employment in the parts and accessories industry. Total Canadian automotive industry employment was 90,700 in November 1968.

V. United States and Canadian Automotive Trade

Canada remains the single most important trading partner of the United States and accounts for about one quarter of our merchandise trade. Total two-way trade between the two countries was by far the

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[12] Table 4, p. 16, and table 5, p. 16.
[13] Table 9, p. 18, and table 10, p. 18.

largest bilateral trade in the world, amounting to $17 billion in 1968.[14] U.S. exports to Canada were $8.1 billion while U.S. imports were $9 billion. The U.S. overall trade deficit with Canada was $933 million in 1968 compared to a $32 million export surplus in 1967,[15] and a $656 million surplus in 1964.

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

Total automotive trade[16] between the United States and Canada grew to $5.3 billion in 1968, an increase of 49 percent over 1967, and 624 percent higher than 1964, the year prior to the agreement. U.S. automotibe exports to Canada were $2,744 million and imports were $2,580 million in 1968. The rapid expansion of automotive trade is due primarily to the agreement.

During 1968, U.S. automotive exports to Canada increased 37 percent and automotive imports from Canada increased 65 percent, with the result that the U.S. automotive trade surplus continued to decline. The net U.S. automotive export surplus in 1968 was about $164 million compared to a 1967 balance of $439 million.

The process of integration of the United States and Canadian markets into a single North American market continued during 1968. During the year, the United States exported 3 percent of its automobile production to Canada and these units accounted for 39 percent of Canadian retail sales. Canada exported 52 percent of its automobile production to the United States and accounted for 5 percent of the U.S. market.

U.S. imports of cars from Canada rose 65 percent to $1,349 million while exports of cars to Canada increased 36 percent to $832 million. U.S. imports of passenger cars from Canada have exceeded exports since 1966. In general, Canada produced and exported some of the more popular priced cars while importing somewhat higher priced low volume models.

United States-Canada trade in motor trucks, buses, and chassis also continued to increase in 1968. U.S. exports to Canada increased 46 percent to $196 million and imports from Canada rose 66 percent over 1967 to $448 million during 1968. U.S. imports of trucks, buses, and chassis from Canada have exceeded exports since 1966. U.S. imports of snowmobiles from Canada in 1968 were $60.6 million, an increase of 66 percent over 1967. Canadian imports of snowmobiles from the United States are not separately identified in Canadian import statistics, nor have U.S. exports of snowmobiles been separately identified.

Exports of automotive parts and accessories to Canada grew 37 percent to $1.7 billion in 1968, while imports increased 65 percent to $783 million. Parts trade with Canada generated a U.S. surplus of $933 million in 1968 and continued to more than offset the U.S. deficit in trade in motor vehicles.

In 1968, 63 percent of all U.S. automotive products exports to Canada consisted of parts and accessories. U.S. imports of Canadian parts and accessories in 1968 were 30 percent of total automotive imports. In 1964, parts and accessories had accounted for 90 percent

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[14] Table 16, p. 24.
[15] Table 17, p. 24.
[16] See section on United States-Canadian automotive trade statistics, p. 9.

of total automotive exports to Canada and 65 percent of all automotive product imports from Canada. Thus, under the agreement, parts and accessories have come to represent a less substantial portion of total U.S. automotive trade with Canada each year. This is due primarily to rationalization of motor vehicle assembly in the United States and Canada, and the ensuing transfers across the border in both directions of finished vehicles.

The terms of the agreement cover only parts and accessories for use as original equipment in the assembly of motor vehicles and exclude replacement parts. Import data for each of the duty-free tariff items established by the Automotive Products Trade Act of 1965 are presented in table 11.[17] Imports from Canada of most of these items have increased since 1965. Particularly large growth has occurred in toughened and laminated glass, hinges and fittings, suspension springs, engines, starting and ignition equipment, bumpers, and motor vehicle furniture. In 1968, the United States imported $732 million of original equipment parts duty free under the Automotive Products Trade Act and $50 million of dutiable parts for replacement purposes.[18]

Exports of parts and accessories to Canada have increased from $597 million in 1964 to $1.7 billion in 1968. Particularly large export increases have occurred in such categories as automotive air conditioners, toughened or laminated safety glass, insulated ignition harness and cable sets, automobile radios, miscellaneous parts and accessories for assembly, motor vehicle stampings, and wheels and brakes for assembly.

The automotive agreement has also influenced production and trade of products closely allied to the automotive industry. For example, the foregoing data on trade in automotive products do not include such items as tires and tubes, and raw and semifinished materials, e.g., rubber and steel, nor do they reflect machinery and equipment used in the production of vehicles and components. U.S. exports to Canada of tires and other miscellaneous rubber articles increased in 1968 to $60.6 million from $39.5 million in 1967. However, it is not possible to identify statistically trade in these related products stimulated by the agreement.

UNITED STATES-CANADIAN AUTOMOTIVE TRADE STATISTICS

As noted in the second annual report on the Automotive Products Trade Act[19] the most accurate and comprehensive measure of total trade between the United States and Canada for the period 1964–68 may be derived from the import statistics of the two countries. The export product classifications of both countries are not as detailed as are the import classifications and significant exports of automotive products, particularly parts, are not so identified as automotive. Thus, U.S. automotive export statistics are not fully comparable with the identification of automotive products in U.S. import statistics. Canada faces a similar problem with its trade data. Both United States and Canadian automotive export figures are understated relative to automotive imports. The divergence between the automotive export data of one country and the import data of the other has become

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[17] Table 11, p. 20.
[18] Table 12, p. 21.
[19] Second annual report of the President to the Congress on the operation of the Automotive Products Trade Act of 1965, printed for use by the Senate Committee on Finance, May 21, 1968.

steadily more pronounced as the two automotive industries have become increasingly integrated, resulting in increased shipments of automotive components and semifabricated parts.

The following table has been constructed on the basis of U.S. Bureau of the Census and Canadian Dominion Bureau of Statistics import statistics to obtain as comparable coverage as possible. This table encompasses all automotive trade between the two countries including both duty-free trade under the provisions of the agreement and dutiable automotive products not covered in the agreement; the latter consists of replacement parts, special purpose vehicles, and trailers and parts therefor.

UNITED STATES-CANADA AUTOMOTIVE TRADE BASED ON UNITED STATES AND CANADIAN IMPORT DATA [1]

[In millions of U.S. dollars]

Subject	1964	1965	1966	1967	1968 [2]
U.S. exports to Canada: [3]					
Passenger cars	41.0	116.0	291.8	613.0	831.8
Trucks, buses, chassis	21.2	41.7	86.1	133.8	196.0
Parts and accessories [4]	597.1	771.7	1,037.9	1,254.3	1,716.0
Total, exports	659.3	929.4	1,415.9	2,001.1	2,743.8
U.S. imports from Canada:					
Passenger cars	21.9	84.1	370.7	818.0	1,348.9
Trucks, buses, chassis	4.7	23.7	158.3	269.9	447.9
Parts and accessories	49.3	139.2	360.2	474.1	783.0
Total, imports	75.9	247.0	889.1	1,562.0	2,579.8
U.S. net exports	583.4	682.4	526.8	439.1	164.0

[1] Tires and tubes not included. Figures may not add to totals due to rounding.
[2] Preliminary and subject to revision.
[3] As measured by Canadian import statistics.
[4] Canadian imports of parts and accessories in 1966, 1967, and 1968 includes coverage of products comparable to U.S. automotive parts imports from Canada.

Source: U.S. exports, BDSA (based on Dominion Bureau of Statistics data of Canadian imports from the United States, converted to U.S. dollars, exchange rate $0.925). U.S. imports, BDSA (based on Bureau of the Census data).

The decline of the U.S. automotive trade surplus with Canada from $439 million in 1967 to $164 million in 1968 was apparently caused by a combination of Canadian market developments and an expansion of Canadian production. In trade in parts and accessories, the United States realized an export surplus of $933 million in 1968 (compared with a surplus of $780 million in 1967), but the deficit in trade in vehicles increased in 1968 to $769 million from $341 million in 1967.

The import figures in the foregoing table for both United States and Canada are based on wholesale market values in the country of shipment. These values are established in accordance with legal requirements in both countries. It should be noted, however, that the companies' shipments of vehicles from their Canadian affiliates are envoiced at values which are lower than the wholesale market values which form the basis for U.S. import statistics. It is understood that similar circumstances exist relative to the valuation of Canadian imports of vehicles from U.S. manufacturers. During 1968,

U.S. Government officials met with major automobile manufacturers to obtain more information on motor vehicle trade with Canada.[20]

Officials of appropriate agencies in both the United States Government and the Canadian Government are continuing to review the question of the proper valuation base which should be used to reflect most accurately actual trade in motor vehicles between the United States and Canada. Similarly, trade statistics covering parts and accessories are also being examined, but at present, it is believed that similar factors are not present in trade in parts.

UNITED STATES AUTOMOTIVE TRADE WITH COUNTRIES OTHER THAN CANADA

U.S. automotive exports to countries other than Canada [21] totaled $1,174 million in 1968, a 3.7 percent increase over 1967. Imports from countries other than Canada amounted to $1,647 million in 1968, an increase of 63 percent over 1967. U.S. imports of passenger cars, primarily subcompacts, amounted to $1,447 million, and constituted 88 percent of total 1968 U.S. automotive imports from countries other than Canada.

The Federal Republic of Germany is the largest supplier of U.S. automotive imports accounting in 1968 for 60 percent of all automotive imports from countries other than Canada. Automotive imports from Germany were $993 million in 1968, an increase of 56 percent over 1967. U.S. exports of automotive products to Germany were $30 million in 1968.

U.S. imports from Japan were $266 million, an increase of 157 percent over 1967. Automotive exports to Japan from the United States were $27 million in 1968, an increase of 33 percent over 1967. U.S. automotive imports from the United Kingdom, the third supplier, were $145 million in 1968, an increase of 20 percent over 1967.

Our exports in 1968 to all countries other than the major motor vehicle producing countries were 84 percent of all U.S. automotive exports. The three largest automotive markets in 1968 for the United States other than Canada were Mexico $215 million, Venezuela $83 million, and Australia $77 million.

CANADIAN AUTOMOTIVE TRADE WITH COUNTRIES OTHER THAN THE UNITED STATES

Canadian exports of automotive products in 1968 to all countries except the United States amounted to $181 million, an increase of

[20] The four major U.S. motor vehicle manufacturers each provided data for the period 1966-68 based on invoices for their purchases of cars, trucks, buses, and parts from their affiliated Canadian companies and other Canadian vendors. Similarly, invoice data was provided by each company on its sales and those of other U.S. vendors to affiliated Canadian companies. The consolidated data for the four companies are shown below:

[In millions of U.S. dollars]

	1966	1967	1968
U.S. sales to Canada	1,235.3	1,734.9	2,342.5
U.S. purchases from Canada	744.1	1,280.6	1,991.5

[21] Tables 13, 14, and 15, p. 21, 22, and 23.

33 percent over 1967.[22] Although not shown separately in table 18 Venezuela was the largest market for Canadian automotive export, in 1968, accounting for approximately $53 million. Australia at $33 million and South Africa at $21 million were also major markets.[23]

Canadian imports of automotive products from all countries except the United States amounted to $212 million, an increase of $81 million over 1967. Since 1966, Canadian imports of automotive products have increased steadily. Canada's major 1968 suppliers of automotive equipment, excluding the United States, were Germany $69 million, the United Kingdom $66 million, and Japan $26 million.[24]

VI. Implementation of the Automotive Products Trade Act of 1965

The major steps required for implementation of the Automotive Products Trade Act or 1965 occurred in 1965 and 1966. However, in 1968, various additional actions were taken relating to the agreement. The two Governments completed the joint comprehensive review required by the agreement. Additional cases were handled by the Automotive Adjustment Assistance Board, and additional determinations of bona fide manufacturers were made. A waiver of certain GATT requirements continued in effect.

AUTOMOTIVE ADJUSTMENT ASSISTANCE

The Automotive Products Trade Act of 1965 provided special transitional adjustment assistance procedures for individual firms or groups of workers dislocated primarily because of the operation of the agreement. These provisions expired June 30, 1968. Until then petitions for determination of eligibility to apply for assistance could be submitted to the Automotive Agreement Adjustment Assistance, Board. This Board, consisting of the Secretaries of Commerce, Treasury, and Labor, made its determination on the basis of a factual investigation by the Tariff Commission and advice from other Government agencies.

Workers certified as eligible to apply for assistance could receive weekly payments of up to $75 in 1968, training opportunities, including travel and subsistence allowances, and relocation allowances. Eligible firms could obtain loans for land, plant, and equipment; technical assistance; and certain forms of tax relief.

Reflecting the high level of automotive production, only one petition for adjustment assistance was filed between January and June 1968. During 1968, action on three petitions was completed and one certification covering seven workers from the Borg Warner Corp., Long Manufacturing Division, in Detroit was issued.

Weekly payments to workers certified in 1968, and some certified in previous years, amounted to $658,000. Payments to persons in training, including travel and subsistance allowances, were $28,000. One person was relocated under provisions of the act. Even though the provision for filing new petitions has expired, workers who were previously certified and have not exhausted the benefits to which they are entitled may, in most cases, continue to receive payments within a

[22] Table 20, p. 26.
[23] Table 18, p. 25.
[24] Table 19, p. 25.

prescribed period of time. In December 1968, about 40 such persons received weekly adjustment assistance allowances.

Between the effective date of the act and July 1, 1968, petitions for adjustment assistance were filed by 21 groups of workers. Certifications were issued in 14 of the cases covering 2,500 workers in six States. Seven petitions were denied; no petitions have been submitted by firms. Of the nearly 2,500 workers who were certified as eligible for assistance, approximately 1,950 have actually received weekly payments. Total assistance allowance payments under the act through December 1968 total about $3.8 million, including $61,000 for training allowances.

CANADA'S ADJUSTMENT ASSISTANCE PROGRAM

The Canadian adjustment assistance program provides transitional assistance benefits to workers laid off because of the implementation of the agreement. The program also establishes a source of funds for firms which are either adversely affected by the agreement or would not otherwise be able to secure funds for expansion or conversion to take advantage of the opportunities resulting from the automotive program. The worker and loan programs which were due to expire on December 31, 1968, were extended until June 30, 1970.

Since 1965, the Canadian Adjustment Assistance Board has authorized 70 loans amounting to $52 million. The Board has also certified almost 8,000 workers as eligible to apply for transitional assistance benefits. The number of workers actually receiving benefits is considerably smaller.

JOINT COMPREHENSIVE REVIEW

Article IV(c) of the agreement provides that the two governments should, no later than January 1, 1968, jointly undertake a comprehensive review of progress made toward achieving the objectives set forth in article I of the agreement. The review began in Washington during December 1967 and was concluded in August 1968.

President Johnson submitted a special report to the Congress on September 4, 1968, on the comprehensive review (sec. 205 of the Automotive Products Trade Act of 1965). The special report was reproduced as House of Representatives Document No. 379, 90th Congress, second session.

During the review, four general areas were considered as possible means of progressing further toward full achievement of the objectives of the agreement. These were (1) liberalization of conditions on duty-free entry of automotive products into Canada; (2) possible amendment of the agreement to encompass additional products; (3) simplification of customs and other administrative practices; and (4) improvement and reconciliation of trade statistics.

In accordance with article IV (a) of the agreement, both governments are able at any time to request consultations with respect to any matter relating to the agreement.

GATT WAIVER

Article I of the General Agreement on Tariff and Trade (GATT) provides for the extension of unconditional most-favored-nation treatment with respect to customs duties levied on products imported

from the GATT contracting parties. Under the automotive agreement certain automotive products are allowed duty-free entry into the United States only when imported from Canada. It was, therefore, necessary for the United States to obtain a waiver of its GATT obligation to the extent required to put the agreement into effect. The waiver was approved on December 20, 1965, and provided for an annual report and a review by the GATT contracting parties after 2 years, and, if necessary, biennially thereafter. The U.S. reports to GATT have been based on the first two annual reports by the President to Congress on the operation of the Automotive Products Trade Act.

The second annual report and the required GATT review were considered by the GATT Council of Representatives at meetings in June and September 1968. At the September meeting the Council took note of the second annual report submitted by the United States. The Council informed the GATT contracting parties of this action during the 25th session of the contracting parties in November.

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

DETERMINATION OF "BONA FIDE MOTOR VEHICLE MANUFACTURER"

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

The Secretary of Commerce delegated this responsibility to the Administrator, Business and Defense Services Administration. Rules and regulations were published in the Federal Register, volume 30, No. 238, on December 10, 1965. These outline procedures for filing applications, and set out the qualifications of a bona fide motor vehicle manufacturer. They also provide for preparing, maintaining, and publishing a list of these manufacturers.

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

As of March 31, 1969, a total of 160 U.S. manufacturers had been certified as "bona fide motor vehicle manufacturers." [25] Certification of manufacturers is valid for a 12-month period from the date the Administrator determines the manufacturers are qualified, and is renewable. The certified manufacturers can be grouped in three

[25] App. D.

classes according to their type of business: (1) manufacturers of motor vehicles, including motor vehicle chassis; (2) manufacturers of motor vehicle bodies, assembly and installation of bodies, trailer hitches known as fifth wheels on truck tractors, and other motor vehicle equipment on new chassis; and (3) manufacturers in the assembly and installation of motor vehicle equipment on new chassis, including fifth wheels.

The 160 manufacturers are located in 33 States with Ohio, Michigan, Wisconsin, Illinois, Minnesota, California, Indiana, and New Jersey in that order, topping the list in number of establishments.

VII. Statistical Tables

TABLE 1.—ESTIMATED TOTAL VALUE[1] (UNDUPLICATED) OF U.S. FACTORY SALES OF AUTOMOTIVE PRODUCTS, SIC 371, 1965–68

[In billions of U.S. dollars]

Item	1965	1966	1967	1968
Passenger cars, domestic and export[2]	21.2	20.5	18.2	22.3
Trucks, buses, truck-tractors, etc., domestic and export[3]	4.6	4.7	4.2	5.3
Truck trailers, domestic and export	.5	.6	.5	.6
Replacement parts and accessories, domestic	3.4	3.6	3.8	4.2
Export of parts and accessories	1.2	1.5	1.6	2.1
Total domestic and export	30.9	30.9	28.3	34.5

[1] Value f.o.b. plants; excludes excise tax.
[2] Based on values with standard equipment, adjusted to include an estimate for optional equipment.
[3] Includes truck and bus chassis sold separately; also truck and bus bodies.

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

TABLE 2.—U.S. MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965–68

[In thousands of units]

Calendar years	Passenger cars	Trucks and buses	Total
1965	9,335.2	1,802.6	11,137.8
1966	8,604.7	1,791.6	10,396.3
1967	7,412.7	1,611.1	9,023.8
1968[1]	8,847.8	1,971.7	10,819.5

[1] Subject to revision.

Source: Automobile Manufacturers Association.

TABLE 3.—CANADIAN MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965–68

[In thousands of units]

Calendar years	Passenger cars	Trucks and buses	Total
1965	706.8	139.8	846.6
1966	701.5	200.6	902.1
1967	720.8	226.4	947.2
1968[1]	900.9	279.1	1,180.0

[1] Preliminary.

Source: Dominion Bureau of Statistics.

TABLE 4.—PRICE INDEXES FOR AUTOMOTIVE EQUIPMENT IN THE UNITED STATES, ANNUAL AVERAGE, 1965–68

[1964=100]

Period	Wholesale price index				Consumer price index, new passenger cars
	Passenger	Motortrucks	Motor vehicle parts and accessories [1]	Motor vehicle parts [2]	
Annual average:					
1965	99.3	101.0	102.1	----------	97.8
1966	98.4	101.5	104.8	----------	96.0
1967	99.2	103.7	----------	101.5	96.9
1968	101.1	107.0	----------	106.0	99.6

[1] The index for "motor vehicle parts and accessories" was computed from a limited price sample and was discontinued in December 1966.

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

Source: U.S. Department of Labor.

TABLE 5.—PRICE INDEXES FOR AUTOMOTIVE EQUIPMENT IN CANADA, ANNUAL AVERAGE, 1965–68

[1964=100]

Period	Industry selling price indexes motor vehicles industry			Consumer price index, new passenger cars
	Passenger cars	Motortrucks	Motor vehicle parts	
Annual average:				
1965	98.9	99.3	100.5	99.3
1966	97.9	99.7	100.8	97.3
1967	98.2	99.4	103.5	99.0
1968 [1]	100.2	102.2	105.2	100.8

[1] Preliminary.

Source: Dominion Bureau of Statistics.

TABLE 6.—PRICE OF SAME POPULAR MODEL, 4-DOOR SEDAN, 6 CYLINDERS WITH COMPARABLE STANDARD EQUIPMENT, IN THE UNITED STATES AND CANADA, MODEL YEARS 1965–69

[In U.S. dollars]

Item	Price in United States	Price in Canada [1]	Canadian price differential over (under) U.S. price	
			Amount	Percent
1965 model introduction:				
Factory list price	2,147	2,353	206	9.6
Sales/excise tax [2]	178	205	27	----------
Dealer's delivery and handling	25	23	(2)	----------
Manufacturer's suggested retail price	2,350	2,581	231	9.8
1966 model introduction:				
Factory list price	2,197	2,356	159	7.2
Sales/excise tax [2]	130	205	75	----------
Dealer's delivery and handling	25	23	(2)	----------
Manufacturer's suggested retail price	2,352	2,584	232	9.9
1967 model introduction:				
Factory list price	2,242	2,394	152	6.8
Sales/excise tax [2]	133	208	75	----------
Dealer's delivery and handling	25	23	(2)	----------
Manufacturer's suggested retail price	2,400	2,625	225	9.4
1968 model introduction:				
Factory list price	2,337	2,470	133	5.7
Sales/excise tax [2]	139	234	95	----------
Dealer's delivery and handling	25	23	(2)	----------
Manufacturer's suggested retail price	2,501	2,727	226	9.0
1969 model introduction:				
Factory list price	2,384	2,483	99	4.2
Sales/excise tax [2]	141	235	94	----------
Dealer's delivery and handling	25	23	(2)	----------
Manufacturer's suggested retail price	2,550	2,741	191	7.5

[1] Converted to U.S. dollars at official exchange rate of US$0.925=Can$1.

[2] Canadian sales tax 11 percent 1965–67, 12 percent 1968–69; U.S. excise tax reduced from 10 percent to 7 percent, May 14, 1965.

TABLE 7.—PRICE OF SAME POPULAR MODEL, 4-DOOR SEDAN, 8 CYLINDER WITH COMPARABLE STANDARD EQUIPMENT, IN THE UNITED STATES AND CANADA, MODEL YEARS 1965–69

[In U.S. dollars]

Item	Price in United States	Price in Canada [1]	Candian price differential over (under) U.S. price	
			Amount	Percent
1965 model introduction:				
Factory list price	2,539	2,773	234	9.2
Sales/excise tax [2]	200	235	35	----------
Dealers delivery and handling	40	37	[3](3)	----------
Manufacturer's suggested retail price	2,779	3,045	226	9.6
1966 model introduction:				
Factory list price	2,597	2,769	172	6.6
Sales/excise tax [2]	146	235	89	----------
Dealers delivery and handling	40	37	(3)	----------
Manufacturer's suggested retail price	2,783	3,041	258	9.3
1967 model introduction:				
Factory list price	2,639	2,806	167	6.3
Sales/excise tax [2]	149	238	89	----------
Dealers delivery and handling	40	37	(3)	----------
Manufacturer's suggested retail price	2,828	3,081	253	8.9
1968 model introduction:				
Factory list price	2,734	2,894	160	5.9
Sales/excise tax [2]	154	261	107	----------
Dalers delivery and handling	40	37	(3)	----------
Manufacturer's suggested retail price	2,928	3,192	264	9.0
1969 model introduction:				
Factory list price	2,868	3,027	159	5.6
Sales excise tax [2]	159	271	112	----------
Dealers delivery and handling	40	37	(3)	----------
Manufacturer's suggested retail price	3,067	336	287	8.8

[1] Converted to U.S. dollars at official exchange rate of U.S. $0.925=Can. $1.
[2] Canadian sales tax 11 percent 1965–67, 12 percent 1968–69; U.S. excise tax reduced from 10 percent to 7 percent May 14, 1965.

TABLE 8.—PRICE OF SAME POPULAR MODEL, 2-DOOR HARDTOP, 8 CYLINDER WITH COMPARABLE STANDARD EQUIPMENT, IN THE UNITED STATES AND CANADA, MODEL YEARS 1965–69

[In U.S. dollars]

Item	Price in United States	Price in Canada [1]	Candian price differential over (under) U.S. price	
			Amount	Percent
1965 model introduction:				
Factory list price	4,026	5,256	1,230	30.6
Sales/excise tax [2]	312	400	88	----------
Dealers delivery and handling	70	65	(5)	----------
Manufacturer's suggested retail price	4,408	5,721	1,313	29.8
1966 model introduction:				
Factory list price	4,127	5,145	1,018	24.7
Sales/excise tax [2]	227	349	122	----------
Dealers delivery and handling	70	65	(5)	----------
Manufacturer's suggested retail price	4,424	5,559	1,135	25.7
1967 model introduction:				
Factory list price	4,169	5,184	1,015	24.3
Sales/excise tax [2]	230	352	122	----------
Dealers delivery and handling	70	65	(5)	----------
Manufacturer's suggested retail price	4,469	5,601	1,132	25.3
1968 model introduction:				
Factory list price	4,283	4,655	372	8.7
Sales/excise tax [2]	236	395	159	----------
Dealers delivery and handling	70	65	(5)	----------
Manufacturer's suggested retail price	4,589	5,115	526	11.5
1969 model introduction:				
Factory list price	4,510	4,960	450	10.0
Sales/excise tax [2]	247	416	169	----------
Dealers delivery and handling	50	37	(13)	----------
Manufacturer's suggested retail price	4,807	5,413	606	12.6

[1] Converted to U.S. dollars at official exchange rate of U.S.$0.925=Can$1.
[2] Canadian sales tax 11 percent 1965–67, 12 percent 1968–69; U.S. excise tax reduced from 10 percent to 7 percent) May 14, 1965.

TABLE 9.—TOTAL EMPLOYMENT IN THE U.S. AUTOMOTIVE PRODUCTS INDUSTRY BASED ON U.S. 1957 STANDARD INDUSTRIAL CLASSIFICATION (SIC), ANNUAL AVERAGES 1965–68 AND NOVEMBER 1965–68

[In thousands of employees]

Period	Total motor vehicle and equipment (SIC 371)	Motor vehicles (SIC 3711)	Passenger car bodies (SIC 3712)	Truck and bus bodies (SIC 3713)	Parts and accessories (SIC 3714)
Annual average:					
1965	842.7	352.9	66.4	34.5	362.8
1966 [1]	861.6	361.5	65.3	36.8	370.2
1967 [1]	815.9	341.0	60.4	36.6	352.8
1968	867.8	366.5	63.1	36.4	377.0
Monthly:					
November 1965	883.6	373.8	71.5	34.8	375.6
November 1966	899.4	379.6	72.0	35.3	384.0
November 1967	856.4	361.3	66.6	35.1	370.1
November 1968	903.1	384.4	65.8	36.6	309.8

[1] 1966 and 1967 data have been revised to reflect Bureau of Labor Statistics 1967 benchmark count.

Source: U.S. Department of Labor.

TABLE 10.—TOTAL EMPLOYMENT IN CANADIAN AUTOMOTIVE PRODUCTS INDUSTRY BASED ON CANADIAN 196 STANDARD INDUSTRIAL CLASSIFICATION (SIC) ANNUAL AVERAGE 1965–68 AND NOVEMBER 1965–68

[In thousands of employees]

Period	Motor vehicles (SIC 323–5)	Assembling (SIC 323)	Parts and accessories (SIC 325)
Annual average:			
1965	80.0	40.3	34.6
1966	84.9	40.4	38.8
1967	84.1	40.7	37.1
1968 [1]	83.4	41.5	35.4
Monthly:			
November 1965	86.1	44.4	36.2
November 1966	86.5	39.8	41.1
November 1967	87.5	43.2	38.4
November 1968	90.7	45.5	38.7

[1] Preliminary.

Source: Dominion Bureau of Statistics.

TABLE 11.—VALUE OF CANADIAN MOTOR VEHICLES AND ORIGINAL MOTOR-VEHICLE EQUIPMENT (CANADIAN ARTICLES) IMPORTED DUTY-FREE FROM CANADA INTO THE UNITED STATES UNDER THE PROVISIONS OF THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965 (APTA), BY TSUSA NUMBER, 1966–68

[In U.S. dollars]

TSUSA number (APTA)	Commodity	1966	1967	1968 [1]
207.0100	Articles of wood, n.s.p.f	1,816	2,355	1,785
220.4600	Articles of cork			
355.2700	Felt, batting, wadding	147,972	854,120	345,642
357.9100	Hose for liquids or gases, vegetable fibers		458	
357.9600	Hose for liquids or gases, manmade fibers			
358.0300	V-belts, textile fibers and rubber	314,096	135,326	244,106
361.9000	Floor coverings and underlays, textiles	2,216,560	1,617,802	2,591,626
389.8000	Textile articles, n.s.p.f	64,365	401,487	20,662
516.9800	Mica products			
517.8200	Brushes, graphite, for electric generators and motors	90,850	109,642	221,997
535.1500	Ceramic insulators			480
540.7200	Glass fibers, bulk, pads, etc	7,010	1,728	8,176
544.2000	Glass	4,515	1,875	
544.3200	Toughened glass	1,656,975	3,179,793	7,155,594
544.4200	Laminated glass	299,851	347,151	2,052,120
544.5200	Mirrors, not over 1 square foot in reflecting area	56,176	115,366	194,937
544.5500	Mirrors, over 1 square foot in reflecting area		754	2,777
545.6200	Glass lenses and filters and parts for lighting and signals	4,625	2,781	17,699
545.6400	Glass reflecting lenses for signs or signals			17,596

See footnotes at end of table, p. 20.

TABLE 11.—VALUE OF CANADIAN MOTOR VEHICLES AND ORIGINAL MOTOR-VEHICLE EQUIPMENT (CANADIAN ARTICLES) IMPORTED DUTY-FREE FROM CANADA INTO THE UNITED STATES UNDER THE PROVISIONS OF THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965 (APTA), BY TSUSA NUMBER, 1966–68—Continued

[In U.S. dollars]

TSUSA number (APTA)	Commodity	1966	1967	1968[1]
547.1600	Clock galsses and other protective glasses, with one or both surfaces curved		868	
610.8100	Pipe and tube fittings of iron or steel (other than cast-iron fittings)	44,999	110,244	135,875
613.1600	Pipe and tube fittings other than of copper, nickel silver and cupronickel	1,010	2,918	3,648
613.1900	Pipe and tube fittings of copper alloy, n.e.s	44,412	744,232	1,169,598
618.4800	Pipe, tubes, blanks, and fittings of aluminum			17,692
620.4700	Pipes, tubes, blanks, and fittings of nickel			
642.2100	Ropes, cables, etc., with fittings	2,064	2,590	2,076
642.8600	Copper wire cloth, etc., cut to shape			536
642.8800	Other wire cloth, etc., cut to shape			12,828
646.7900	Staples, rivets, bolts, and other fasteners	831,149	1,779,826	4,376,230
649.9300	Locks, parts, and keys, of base metal	200,506	138,071	470,967
647.0200	Hinges, fittings, and mountings of iron, steel, aluminum, or zinc designed for motor vehicles.	4,303,327	7,708,252	14,739,824
647.0600	Other hinges, fittings, and mountings	10,579	2,021	77,448
652.1000	Flexible metal hose or tubing	1,159	4,096	25,853
652.3900	Chain and chains, and parts, of base metal	1,886	715	127,666
652.7600	Signplates, nameplates, numbers, etc., of base metal	29,318	38,465	67,631
652.8500	Springs and leaves for springs of base metal, suitable for motor vehicle suspension	14,078,510	25,624,841	34,947,331
652.8700	Hairsprings	8,874	999	7,145
652.8900	Other springs	202,280	722,314	1,292,218
658.1000	Articles of base metal, n.s.p.f., not coated with precious metal	1,608,312	1,953,659	851,668
660.4300	Piston-type compression-ignition engines		43,560	121,229
660.4500	Piston-type engines, n.e.s. (automobile, truck, and bus)	94,853,473	114,841,816	184,764,040
660.4700	Nonpiston type engines	250,400	231,900	
660.5100	Cast iron parts, not advanced, etc., for internal combustion engines	7,126,618	5,483,474	8,276,417
660.5300	Parts of piston-type engines other than compression ignition engines	22,519,884	18,880,312	26,976,542
660.5500	Parts of internal combustion engines, n.e.s	119,668	179,340	229,091
660.8600	Nonelectric engines, motors and parts, n.s.p.f			
660.9300	Fuel injection pumps for compression-ignition engines and parts	43,507	19,725	10,739
660.9500	Pumps for liquids, n.e.s., and parts	2,053,688	2,282,373	4,506,857
661.1100	Fans and blowers and parts	403,691	676,905	2,206,396
661.1300	Compressors and parts	13,278	27,950	182,453
661.1600	Air pumps and vacuum pumps and parts		78,466	133,071
661.2100	Air-conditioning machines and parts	879,863	802,468	1,132,678
661.3600	Refrigerators, refrigerating equipment, and parts			
661.9300	Cast iron parts of filtering, etc., machines not alloyed, not advanced	16,791		
661.9600	Other parts for filtering and purifying machines, n.e.s		1,397	1,136
662.3600	Simple piston pump sprays and parts	4,632		1,332
662.5100	Other mechanical appliances n.e.s., for dispersing liquids, etc	30,285	119,645	368,630
664.1100	Material handling equipment, n.e.s		31,156	138,606
678.5100	Machines, n.s.p.f., and parts	2,956	24,397	1,285,620
680.2100	Taps, cocks, valves, and parts, hand operated and check, copper	1,375	22,333	16,001
680.2300	Taps, cocks, valves, and parts hand operated and check, of other metals	12,997	145,326	234,908
680.2800	Taps, cocks, valves, other	202,558	147,547	1,500,988
680.3100	Antifriction balls and rollers	58,423	195,496	386,777
680.3400	Ball bearings with integral shafts	838,884	875,458	1,294,700
680.3600	Other ball and roller bearings and parts	507,829	1,006,447	1,478,115
680.5800	Lubrication fittings		672	10,494
680.9100	Machinery parts not containing electrical features, n.s.p.f		6,260	
682.6500	Generators, motors, electric and parts, under 200 horsepower	564,871	1,032,203	1,383,492
682.7100	Permanent magnets			1,704
682.9100	Magnetic chucks, etc., electromagnetic clutches, couplings, brakes, etc., n.e.s	1,151	10,156	8,135
683.1100	Lead-acid type storage batteries and parts	301,912	545,082	1,612,852
683.1600	Other storage batteries and parts	5,816	45,415	36,871
683.6100	Electrical starting and ignition equipment for internal combustion engines	2,140,636	3,278,579	9,614,338
683.6600	Electric lighting equipment designed for motor vehicles, and parts	1,134,905	2,513,295	5,808,275
684.4100	Electric furnaces, heaters, and ovens, and parts	45,799	114,295	205,289
684.6300	Telephonic apparatus, instruments, and parts			
684.7100	Microphones, loudspeakers, etc., and parts	25,287	64,585	33,665
685.5520	Radio receivers[2]			17,780,624

See footnotes at end of table, p. 20.

TABLE 11.—VALUE OF CANADIAN MOTOR VEHICLES AND ORIGINAL MOTOR-VEHICLE EQUIPMENT (CANADIAN ARTICLES) IMPORTED DUTY-FREE FROM CANADA INTO THE UNITED STATES UNDER THE PROVISIONS OF THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965 (APTA), BY TSUSA NUMBER, 1966–68—Continued

[In U.S. dollars]

TSUSA number (APTA)	Commodity	1966	1967	1968[1]
685.5540	Other radiotelegraphic and radiotelephonic transmission and reception apparatus, radio, TV, and recording devices, etc., and parts[2]	[3] 4,598,749	[3] 12,548,849	4,657,877
685.7100	Electric sound and visual signaling apparatus and parts	393,561	237,632	434,037
685.8100	Electrical capacitors, fixed or variable	125,064	264,882	238,360
685.9100	Electrical switches, relays, etc., and parts	205,821	458,632	1,087,664
686.1100	Resistors, fixed or variable and parts (including potentiometers but not including heating elements)	496,537	666,811	1,236,686
686.2300	Automatic voltage regulators, etc., and parts for 6-, 12-, and 24-volt systems	6,384	350	1,025
686.6100	Sealed-beam lamps	555,030	335,637	476,180
686.8100	Electric filament lamps for operating under 100 volts, n.e.s	154,059	108,282	208,306
687.5100	Television picture tubes		3,025	
687.6100	Other electronic tubes, etc., and parts	1,279	141,042	167,651
688.0500[4]	Insulated electrical conductors, without fittings	12,339	44,168	72,954
688.0700[4]	Insulated electrical conductors, other		752	719
688.1300	Ignition wiring sets	6,723,204	6,794,713	11,795,322
688.1600[4]	Insulated electrical conductors, with fittings, other	686,326	1,768,998	2,424,772
688.4100	Electrical articles, and electrical parts of articles, n.s.p.f.	24,152	6,469	79,083
692.0300[5]	Automobile trucks valued at $1,000 or more each, but not including electric trolley buses, 3-wheeled vehicles, or trailers accompanying automobile truck tractors	[6] 81,938,888	[6] 164,014,206	253,383,167
692.0700[5]	Motorbuses, but not including any electric trolley bus or 3-wheeled vehicle			925,087
692.11	Other motor vehicles, total, but not including any 3-wheeled vehicles	[7] 385,352,714		
692.1120	On-the-highway, 4-wheeled passenger automobiles, new	(266,340,756)	817,714,882	1,348,308,133
692.1140	On-the-highway, 4-wheeled passenger automobiles, used	(31,556)	56,782	112,894
692.1160	Vehicles which operate in whole or in part on runners or skis	(14,468,690)	36,440,538	60,579,368
692.1180	Other motor vehicles	(664,070)	1,782,480	2,227,293
692.2100	Chassis for automobile trucks, and motorbuses, except for electric trolley buses or 3-wheeled vehicles	56,368,551	63,084,024	120,207,542
692.2300	Other chassis except chassis for special purpose vehicles or 3-wheeled vehicles	518,180	8,312	71,335
692.2500	Cast-iron parts of motor vehicles, not alloyed, not advanced	2,004,279	1,653,798	2,323,423
692.28	Automobile truck tractors and parts, n.e.s., of motor vehicles	[7] 112,810,026		
692.2810	Body stampings	(4,840,877)	5,746,622	9,369,859
692.2820	Bumpers	(4,169,738)	10,662,679	24,821,315
692.2830	Wheels designed to be mounted with pneumatic tires	(6,572,984)	11,245,823	16,461,698
692.2840	Hubcaps and wheel covers	(4,466,720)	7,094,744	9,890,856
692.2850	Radiators	(4,546,204)	8,537,294	17,689,256
692.2860	Mufflers and tailpipes	(616,876)	1,428,515	2,122,258
692.2870	Other including truck tractors	(58,361,685)	125,439,348	231,069,905
711.8500	Pressure gages, thermostat, etc	8,599	13,876	327,434
711.9100	Taximeters and parts		301	
711.9900	Speedometers and parts and other revolution counters, etc., and parts	125,974	153,633	272,748
712.5100	Electrical measuring, etc., devices, n.s.p.f., and parts	12,604	750	5,164
721.2000	Clocks, clock movements, etc., and parts	72,623	216,944	83,575
727.0700	Furniture designed for motor vehicle use, and parts	18,862,264	24,468,155	44,633,302
728.3000	Nontextile floor coverings	15,390	1,665	3,180
745.8000	Buckles and buckle slides, slide fasteners, and other fastening devices, and parts	105,132	168,364	521,575
772.6600	Hose, pipe, and tubing, n.s.p.f., of rubber or plastics	241,463	926,725	1,610,646
772.8100	Handles and knobs, of rubber or plastics	25,728	81,040	96,357
772.8600	Closures, including caps, lids, etc., of rubber or plastics	36,656	137,847	1,063,710
773.2600	Gaskets, of rubber or plastics	1,860,461	2,532,396	3,299,113
773.3100	Electric insulators, of rubber or plastics	72,959	19,760	12,947
774.7000	Any articles n.s.p.f. of rubber or plastics	3,932,822	1,360,159	1,041,664
791.8100	Any article n.s.p.f. of reptile leather			
791.9100	Articles n.s.p.f. of other leather			339
	Total, duty-free imports	838,742,191	1,507,937,688	2,518,358,694

[1] Preliminary.
[2] Established Jan. 1, 1968. Prior to Jan. 1, 1968, codes 685.5520 and 685.5540 were combined as code 685.5500.
[3] Includes radio receivers and transmission apparatus for years 1966 and 1967.
[4] Import figures available since September 1966. New codes established by Presidential Proclamation 3743 of Sept. 8, 1966.
[5] Code established Jan. 1, 1968. Prior to Jan. 1, 1968, included in code 692.0600 which is discontinued.
[6] Motorbuses included in 692.0300 for years 1966 and 1967.
[7] Total of all entries under the tariff item. Annotations (subitems) in parenthesis under this item were not established until May 1, 1966; hence, the subitem figures shown in the 1966 column are for May through December only and, therefore, do not add to the tariff item totals for the full year.

Source: Bureau of the Census.

TABLE 12.—U.S. AUTOMOTIVE PRODUCTS TRADE WITH CANADA[1]

[In millions of U.S. dollars]

United States	1965	1966	1967	1968
Automotive imports:				
Duty free:				
Passenger cars	79.4	370.2	817.8	1,348.5
Trucks, buses, and chassis	21.7	154.0	265.3	437.4
Parts and accessories	112.7	285.3	424.9	732.5
Total, duty free	213.8	809.5	1,508.0	2,518.4
Dutiable:				
Passenger cars	4.7	.5	.2	.4
Trucks, buses, and chassis	2.0	4.3	4.6	10.5
Parts and accessories	26.5	74.9	49.2	50.5
Total, dutiable	33.2	79.9	54.0	61.4
Total duty-free and dutiable:				
Passenger cars	84.1	370.7	818.0	1,348.9
Trucks, buses, and chassis	23.7	158.3	269.9	447.9
Parts and accessories	139.2	360.2	474.1	783.0
Total, automotive imports	247.0	889.1	1,562.0	2,579.8
Automotive exports:				
Passenger cars	114.0	275.6	563.0	703.6
Trucks, buses, and chassis	45.4	83.6	138.3	166.6
Parts and accessories	700.5	952.1	1,099.9	1,550.3
Tolal, automative exports	860.1	1,311.4	1,801.2	2,420.5

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

Source: Compiled by BDSA from Bureau of Census data.

TABLE 13.—U.S. AUTOMOTIVE TRADE,[1] TOTAL WITH ALL COUNTRIES, WITH CANADA, AND WITH ALL COUNTRIES EXCEPT CANADA, 1966–68

[In millions of U.S. dollars]

Item	Trade with all countries			Trade with Canada[2]			Trade with all countries except Canada		
	1966	1967	1968	1966	1967	1968	1966	1967	1968[3]
U.S. exports:									
Passenger cars	575.5	823.5	982.1	275.6	563.0	703.6	299.9	260.5	278.5
Trucks,buses, and chassis	409.8	468.7	487.1	83.6	138.3	166.6	326.2	330.4	320.5
Parts and accessories	1,509.1	1,641.0	2,125.0	952.1	1,099.9	1,550.3	557.0	541.1	574.7
Total	2,494.4	2,933.2	3,594.2	1,311.4	1,801.2	2,420.5	1,183.1	1,132.0	1,173.7
U.S. imports:									
Passenger cars	1,243.8	1,700.9	2,795.8	370.7	818.0	1,348.9	873.2	882.9	1,446.9
Trucks, buses, and chassis	175.0	294.8	479.3	158.3	269.9	447.9	16.7	24.8	31.4
Parts and accessories	400.5	530.9	883.0	315.2	427.5	713.9	85.3	103.4	169.1
Total	1,819.3	2,526.5	4,158.1	844.1	1,515.4	2,510.7	975.2	1,011.1	1,647.4
U.S. net exports (—)[4]	675.1	406.7	(563.9)	467.2	285.8	(90.2)	207.9	120.9	(473.7)

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

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

[3] Preliminary.

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

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

TABLE 14.—U.S. AUTOMOTIVE EXPORTS,[1] CALENDAR YEARS 1966–68

[In millions of dollars]

Country of destination	Passenger cars [2]			Trucks and buses			Parts and accessories			Total exports [2]		
	1966	1967	1968 [2]	1966	1967	1968 [2]	1966	1967	1968 [2]	1966	1967	1968 [2]
Canada	275.6	563.0	703.6	83.6	138.3	166.6	952.1	1,099.9	1,550.3	1,311.4	1,801.2	2,420.5
European Economic Community, total	29.1	26.1	25.3	6.1	10.9	11.1	69.8	69.9	70.1	105.2	107.0	106.6
Belgium and Luxembourg	9.3	5.3	9.5	1.3	2.1	1.3	17.8	18.2	21.4	28.4	25.6	32.2
France	4.2	3.4	1.8	2.8	4.7	4.7	14.0	12.3	12.0	21.0	20.4	18.6
West Germany	8.7	10.5	7.9	.9	1.6	1.7	22.4	23.4	20.2	32.0	35.5	29.8
Italy	.9	.9	.6	.3	.7	1.2	7.5	7.8	8.2	8.7	9.4	10.0
Netherlands	6.0	6.0	5.5	.8	1.8	2.2	8.1	8.2	8.3	14.9	16.0	16.0
Sweden	7.3	4.3	3.3	1.5	1.3	1.7	19.0	13.9	13.3	27.8	19.5	18.3
United Kingdom	1.4	1.7	1.4	3.9	3.1	3.5	29.3	26.7	29.3	34.6	31.5	34.2
Japan	8.6	8.6	13.5	1.7	.8	1.5	8.5	10.8	12.0	18.8	20.2	26.9
Mexico	53.3	54.4	79.1	29.2	30.8	38.7	91.6	92.4	97.3	174.1	177.6	215.1
Venezuela	21.1	19.5	22.1	21.0	15.5	21.1	36.6	36.9	40.1	78.7	71.9	83.2
Republic of South Africa	18.4	24.6	24.0	10.4	12.3	10.7	13.3	16.5	17.6	42.1	53.4	52.3
Philippines	4.7	4.4	2.9	13.4	20.2	15.5	17.2	21.6	23.0	35.3	46.2	41.4
Australia	29.1	24.4	16.5	6.7	13.6	16.7	28.0	37.2	43.9	63.8	75.2	77.1
Other countries	126.8	92.6	99.4	232.2	221.8	200.0	243.7	215.1	228.1	602.7	529.5	518.7
Total, all countries	575.5	823.5	982.1	409.8	468.7	487.1	1,509.1	1,641.0	2,125.0	2,494.4	2,933.2	3,594.2

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

[2] Preliminary.

Source: Bureau of the Census.

TABLE 15.—U.S. AUTOMOTIVE IMPORTS, CALENDAR YEARS 1966–68

[In millions of U.S. dollars]

Country of origin	Passenger cars			Trucks and buses			Parts and accessories			Total		
	1966	1967	1968 [1]	1966	1967	1968 [1]	1966	1967	1968 [1]	1966	1967	1968 [1]
Canada:												
Traditional automotive [2]	370.7	818.0	1,348.9	158.3	269.9	447.9	315.2	427.5	713.9	844.2	1,515.4	2,510.7
New APTA [3]							45.0	46.6	69.1	45.0	46.6	69.1
Total	370.7	818.0	1,348.9	158.3	269.9	447.9	360.2	474.1	783.0	889.1	1,562.0	2,579.8
European Economic Community, total	647.5	632.6	1,035.7	9.6	13.2	16.1	54.2	56.5	82.7	711.4	702.2	1,134.5
Belgium and Luxembourg	.5	.5	28.3	6.2	9.6	10.7	1.6	1.1	1.8	8.2	11.1	40.8
France	30.2	23.2	39.9	(4)	(4)	.1	2.9	2.6	3.2	33.1	25.9	43.2
West Germany	598.4	584.6	915.7	3.1	3.5	4.0	47.5	50.0	73.5	649.1	638.1	993.2
Italy	18.3	23.9	51.5	.3	.1	1.3	2.0	2.4	3.5	20.5	26.4	56.3
Netherlands	.2	.3	.3				.3	.4	.7	.4	.7	1.0
Sweden	53.9	73.2	92.0	.1	.6	.3	2.0	2.6	3.3	56.0	76.4	95.6
United Kingdom	114.9	103.6	125.0	.7	.8	.9	16.3	15.8	18.7	131.9	120.2	144.6
Japan	56.2	73.2	194.0	6.2	10.2	14.0	9.6	20.4	58.5	72.1	103.8	266.5
Other countries	.6	.3	.2	(4)	.1	.1	3.2	8.2	5.9	3.9	8.6	6.2
Total	1,243.8	1,700.9	2,795.8	175.0	291.8	479.3	445.5	577.5	952.1	1,864.3	2,573.1	4,227.2

[1] Preliminary.

[2] Traditional automotive imports from Canada include those imports identifiable as automotive products in import figures for all countries.

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

[4] Negligible.

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

Source: Bureau of the Census.

TABLE 16.—TOTAL U.S. TRADE [1] (ALL COMMODITIES) WITH THE WORLD AND WITH CANADA, CALENDAR YEARS 1965–68

[In millions of U.S. dollars]

	1965	1966	1967	1968 [2]
[1]Exports, including reexports:				
To all countries, total	27,530	30,430	31,622	34,660
To Canada	5,658	6,679	7,172	8,074
Canada's percent of total	19.9	21.9	22.7	23.3
[1]Imports, general:				
From all countries, total	21,429	25,618	26,889	33,252
From Canada	4,858	6,152	7,140	9,007
Canada's percent of total	22.7	24.0	26.6	27.1

[1] Including special category.
[2] Subject to revision.

Source: Bureau of the Census.

TABLE 17.—U.S. TOTAL TRADE (ALL COMMODITIES) WITH CANADA AND BALANCE OF MERCHANDISE TRADE, CALENDAR YEARS 1965–68

[In millions of U.S. dollars]

	U.S. exports to Canada [1]	U.S. imports from Canada	Net exports
Calendar years:			
1965	5,658	4,858	800
1966	6,679	6,152	527
1967	7,172	7,140	32
1968 [2]	8,074	9,007	(933)

[1] Including special category.
[2] Subject to revision.

Source: Bureau of the Census.

TABLE 18.—CANADIAN AUTOMOTIVE EXPORTS, CALENDAR YEARS 1966–68

[In millions of U.S. dollars] [1]

Country of destination	Passenger cars			Trucks and buses			Parts and accessories			Total		
	1966	1967	1968	1966	1967	1968	1966	1967	1968	1966	1967	1958
United States	322.1	760.3	1,174.5	135.3	268.7	399.0	322.1	435.8	686.3	779.5	1,464.7	2,259.8
West Germany		.3					1.8	1.5	1.0	1.8	1.5	1.3
United Kingdom	.8	.2	.3	.1		.1	1.7	2.3	2.3	2.6	2.5	2.7
Sweden	1.1	.4	.4	.1	.2	.4	.6	2.3	3.0	1.8	2.9	3.6
South Africa	15.8	8.8	11.3	1.2	3.4	6.3	4.4	3.5	3.6	21.5	15.7	21.2
West Indies	2.4	1.6	.7	.2	.3	.3	.2	.2	.3	2.8	2.0	1.3
Australia	4.3	2.7	4.1	2.0	2.8	3.1	9.0	22.1	25.7	15.4	27.6	32.9
Other countries	51.0	39.6	63.9	21.0	25.8	31.4	24.2	18.9	22.6	96.2	84.2	118.1
Total	397.5	813.4	1,255.2	159.9	301.2	440.6	363.9	486.6	745.0	921.3	1,601.2	2,440.8

[1] Converted to U.S. dollars at the official exchange rate of U.S.$0.925=Can$1.

Source: Dominion Bureau of Statistics.

TABLE 19.—CANADIAN AUTOMOTIVE IMPORTS, CALENDAR YEARS 1966–68

[In millions of U.S. dollars] [1]

Country of origin	Passenger cars			Trucks and buses			Parts and accessories			Total		
	1966	1967	1968	1966	1967	1968	1966	1967	1968	1966	1967	1968
United States	291.8	607.8	829.5	86.2	133.8	181.4	1,003.1	1,200.5	1,630.9	1,381.1	1,942.0	2,641.8
West Germany	30.8	33.0	50.2	.6	.6	2.9	6.8	9.8	15.8	38.2	43.5	68.9
France	7.5	9.6	13.1				1.0	1.1	1.1	8.5	10.7	14.2
Italy	2.1	2.3	4.7			.2	.1	.2	.2	2.2	2.5	5.1
United Kingdom	38.8	35.0	54.2	1.0	1.0	1.4	11.0	10.4	10.5	50.8	46.3	66.1
Sweden	6.2	8.6	12.3		.2	.5	1.2	1.7	1.9	7.4	10.5	14.7
Japan	2.9	5.7	20.3	.7	.7	3.1	.7	1.4	3.0	4.3	7.9	26.4
Other countries	.2	.2	.2	.1	.1	.5	5.0	9.3	15.5	5.3	9.6	16.1
Total	380.3	702.3	984.6	88.6	136.4	189.9	1,029.0	1,234.2	1,679.0	1,497.8	2,072.9	2,853.4

[1] Converted to U.S. dollars at the official rate of US$0.925=Can$1.

Source: Dominion Bureau of Statistics.

TABLE 20.—CANADIAN AUTOMOTIVE TRADE, TOTAL WITH ALL COUNTRIES, WITH UNITED STATES, AND WITH ALL COUNTRIES EXCEPT THE UNITED STATES, 1966–68

[In millions of U.S. dollars] [1]

Item	Trade with all countries			Trade with United States			Trade with all countries except the United States		
	1966	1967	1968	1966	1967	1968	1966	1967	1968
Canadian exports:									
Passenger cars	397.5	813.5	1,255.2	322.1	760.4	1,174.5	75.4	53.1	80.7
Trucks and buses	159.9	301.2	440.6	135.3	268.7	399.0	24.6	32.5	41.6
Parts and accessories	363.9	486.2	745.0	322.1	435.4	686.3	41.8	50.8	58.7
Total	921.3	1,601.2	2,440.8	779.5	1,464.7	2,259.8	141.8	136.5	181.0
Canadian imports:									
Passenger cars	380.3	702.3	984.6	291.8	607.8	829.0	88.5	94.5	155.1
Trucks and buses	88.6	136.4	189.9	86.2	133.8	181.4	2.4	2.6	8.5
Parts and accessories	1,029.0	1,234.2	1,679.0	1,003.1	1,200.5	1,630.9	25.9	33.7	48.1
Total	1,497.8	2,072.9	2,853.4	1,381.1	1,942.0	2,641.8	116.7	130.9	211.6
Canadian net exports (—)	(576.5)	(471.7)	(412.6)	(601.6)	(477.3)	(382.0)	25.1	5.6	(30.6)

[1] Converted to U.S. dollars at official exchange rate of US$0.925=Can$1.

Source: Dominion Bureau of Statistics.

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 an 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 ecomonic 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 passsenger 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;

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(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 decription is relevant, a manufacturer that

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

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

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

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

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

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

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

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

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

ANNEX B

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

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

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

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

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

APPENDIX B

Public Law 89–283

89th Congress, H.R. 9042

October 21, 1965

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

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

TITLE I—SHORT TITLE AND PURPOSES

SHORT TITLE

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

PURPOSES

SEC. 102. The purposes of this Act are—

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

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

TITLE II—BASIC AUTHORITIES

IMPLEMENTATION OF THE AGREEMENT

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

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

IMPLEMENTATION OF OTHER AGREEMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

EFFECTIVE DATE OF PROCLAMATIONS

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

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

TERMINATION OF PROCLAMATIONS

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

SPECIAL REPORTS TO CONGRESS

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

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

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

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

TITLE III—TARIFF ADJUSTMENT AND OTHER ADJUSTMENT ASSISTANCE

GENERAL AUTHORITY

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

SPECIAL AUTHORITY DURING TRANSITIONAL PERIOD UNDER THE AGREEMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(l) For purposes of this section—

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

(2) The term "dislocation" means—

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

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

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

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

ADJUSTMENT ASSISTANCE RELATED TO OTHER AGREEMENTS

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

AUTHORIZATION OF APPROPRIATIONS

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

TITLE IV—MODIFICATIONS OF TARIFF SCHEDULES OF THE UNITED STATES

ENTRY INTO FORCE AND STATUS OF MODIFICATIONS

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

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

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

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

REFERENCES TO TARIFF SCHEDULES

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

DEFINITION OF CANADIAN ARTICLE

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

"(d) Products of Canada.

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

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

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

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

DEFINITION OF ORIGINAL MOTOR-VEHICLE EQUIPMENT

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

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

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

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

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

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

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

IDENTIFICATION OF AUTOMOTIVE PRODUCTS

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

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

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

"	361.90	Any article described in the foregoing items 360.20 to 360.70, inclusive, 360.80, 361.80, or 361.85. if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	516.98	Any article described in the foregoing items 516.71 to 516.76, inclusive, or 516.94, if Canadaian 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 motro-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	685.55	Any article described in the foregoing items 685.20 to 685.50, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	721.20	Any article in the foregoing items covering clocks, clock movements, clock cases and dials and parts thereof, plates (720.67), assemblies and subassemblies for clock movements, and other parts for clock movements, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"

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

		Any article described in the foregoing provisions of this subpart, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free "

(d) Redesignate item 613.16 as 613.18, item 652.85 as 652.84, item 652.87 as 652.88, item 680.34 as 680.33, item 680.58 as 680.60, item 680.59 as 680.70, item 680.60 as 680.90, and item 711.91 as 711.93; and insert in proper numerical sequence new items as follows:

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

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

TITLE V—GENERAL PROVISIONS

AUTHORITIES

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

(1) authorize the head of any other agency to perform any of such functions; and

(2) prescribe such rules and regulations as may be necessary to perform such functions.

ANNUAL REPORT

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

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

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

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

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

APPLICABILITY OF ANTIDUMPING AND ANTITRUST LAWS

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

TITLE VI—MISCELLANEOUS PROVISIONS

JOINT COMMITTEE ON REDUCTION OF NONESSENTIAL FEDERAL EXPENDITURES

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

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

Approved October 21, 1965.

LEGISLATIVE HISTORY

House Reports: No. 537 (Committee on Ways and Means) and No. 1115 (committee of conference).
Senate Report No. 782 (Committee on Finance).
Congressional Record, vol. 111 (1965):
Aug. 31: Considered and passed House.
Sept. 28, 29: Considered in Senate.
Sept. 30: Considered and passed Senate, amended.
Oct. 5: Senate agreed to conference report.
Oct. 8: House agreed to conference report.

APPENDIX C

PRESIDENTIAL DOCUMENTS

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

TITLE 3—THE PRESIDENT

PROCLAMATION 3682

IMPLEMENTING AGREEMENT CONCERNING AUTOMOTIVE PRODUCTS BETWEEN THE UNITED STATES AND CANADA

By the President of the United States of America

A PROCLAMATION

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

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

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

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

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

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

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

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

LYNDON B. JOHNSON

By the President:
DEAN RUSK,
Secretary of State.

[F.R. Doc. 65-11584; Filed, Oct. 25, 1965; 4:21 p.m.]

Appendix D

List of Bona Fide Motor Vehicle Manufacturers Certified by the Administrator, Business and Defense Services Administration, as of March 31, 1969

Haywood Adams Brake Service, 116 Carroll Street, Thomasville, Ga. 31792, January 18, 1969.
American Equipment & Trailer, Inc., 740 North Grand, Amarillo, Tex. 79105, January 18, 1969.
American Machine & Foundry Co., York Division, Whiteford Road, York, Pa. 17402, May 2, 1968.
American Motors Corp., 14250 Plymouth Road, Detroit, Mich. 48232, January 18, 1969.
American Trailer Service, Inc., 2814 North Cleveland Avenue, St. Paul, Minn. 55113, January 18, 1969.
American Trailers, Inc., 1500 Exchange Avenue, Oklahoma City, Okla. 73101. January 18, 1969.
Antietam Equipment, Post Office Box 91, Hagerstown, Md. 21740, January 1, 1969.
Artic Enterprises, Inc., Zeh and South LaBree, Thief River Falls, Minn. 56701, August 1, 1968.
Ariens Co., 655 West Ryan Street, Brillion, Wis. 54110, August 10, 1969.
Atlas Eastern, Inc., 858 Providence Highway, Post Office Box, 167, Dedham, Mass 02026, November 1, 1968.
Automotive Safety, Inc., 725 Dowd Avenue, Elizabeth, N.J. 07201, January 18, 1969.
Automotive Service Co., 111–113 North Waterloo, Jackson, Mich. 49204, January 18, 1969.
Avanti Motor Corp., 765 South Lafayette Blvd., South Bend, Ind. 46623, January 11, 1969.
Badger Northland, Inc., subsidiary of Massey-Ferguson, Inc., 215 West Second Street, Kaukauna, Wis. 45103, July 1, 1968.
Ballard Brake & Equipment Co., 1316 West Eighth Street, Marion, Ind. 46953 January 18, 1969.
Adam Black & Sons, Inc., 276–300 Tonnele Avenue, Jersey City, N.J. 07306, January 18, 1969.
Blue Bird Body Co., Post Office Box 397, Fort Valley, Ga., 31030 January 18, 1969.
Boyertown Auto Body Works, Inc., Third and Walnut Street, Boyertown, Pa. 19512, September 1, 1968.
Brake & Equipment Service Co., Inc., 1801 North Mayfair Road, Milwaukee, Wis. 53226, January 10, 1969.
Brake Service, Inc., 170 Washington Street, Post Office Box 774, Bangor, Maine 04401, January 18, 1969.
Bristol-Donald Co., Inc., 50 Roanoke Avenue, Newark, N.J. 07105, January 1, 1969.
Burch Body Works, Rockford, Mich. 49341, January 18, 1969.
The Carnegie Body Co., 9500 Brookpark Road, Cleveland, Ohio 44129, January 18, 1969.
Checker Motors Corp., 2016 North Pitcher Street, Kalamazoo, Mich. 49007, Janaury 1, 1969.
Chrysler Corp., 341 Massachusetts Avenue, Highland Park, Mich. 48203, January 18, 1969.
B.M. Clark Co., Inc., Route 17, Union, Maine 04862, January 14, 1969.
Cloverleaf Equipment & Sales, Inc., 7801 Old Granger Road, Garfield Heights, Ohio 44125, January 18, 1969.
The Coachette Co., 11852 East Northwest Highway, Dallas, Tex. 75218, January 5, 1969.
Coder Service, Inc., 420 Hopkins Street, Buffalo, N.Y. 14220, February 17, 1969.
Comet Corp., Spokane Industrial Park, Spokane, Wash. 99216, January 18, 1969.
Commerical Truck & Trailer, Inc., 313 North State Street, Girard, Ohio 44420, January 18, 1969.

Connell Motor Truck Co. of Fresno, 2832 Church Avenue, Fresno, Calif. 93766, January 15, 1969.
Crane Carrier Co., Division of CCI Corp., Post Office Box 5008, 1150 North Peoria, Tulsa, Okla. 74104, January 17, 1969.
Crenshaw Corp., 1700 Commerce Road, Post Office Box 4217, Richmond, Va. 23224, April 1, 1969.
Critzer Equipment Co., East 3804 Front Avenue, Post Office Box 152, Spokane, Wash. 99210, January 10, 1969.
Cross Truck Equipment Co., Inc., 5130 18th Street SW. at Perry Drive, Canton, Ohio 44706, Janaury 18, 1969.
Cummins Engine Co., 1000 Fifth Street, Columbus, Ind. 47201, March 1, 1969.
Dade Trailer Sales & Service, Inc., 2960 Northwest 73d Street, Miami, Fla. 33147, January 18, 1969.
Daleiden Auto Body & Manufacturing Corp., 425 East Vine Street, Kalamazoo, Mich. 49001, January 12, 1969.
Dealers Truck Equipment Co., Inc., 2491 Texas Avenue, Post Office Box 1435, Shreveport, La. 71102, January 17, 1969.
Dealers Truckstell Sales, Inc., 653 Beale Street, Post Office Box 1020, Memphis, Tenn. 38101, December 31, 1968.
Roy F. Drake Body & Equipment Co., 1501 North Minnesota Avenue, Sioux Falls, S. Dak. 57101, January 18, 1969.
Drake-Scruggs Equipment, Inc., 600 South 31st Street, Springfield, Ill. 62703, January 9, 1969.
Dyna-Truck Division, Dynamics Corp. of America, 217 Kossuth Street, Bridgeport, Conn. 06608, January 18, 1969.
Eastern Tank Corp., 290 Pennsylvania Avenue, Paterson, N.J. 07503, January 1, 1969.
Eight Point Trailer Corp., 6100 East Washington Boulevard, Los Angeles, Calif. 90022, January 18, 1969.
Elliott Machine Works, Post Office Box 7158, Phoenix, Ariz. 85011, January 18, 1969.
Emmert Trailer, Inc., 614 Mishawaka Street, Elkhart, Ind. 46514, January 18, 1969.
John Evans Manufacturing Co., Post Office Box 669, Sumter, S.C. 29150, December 31, 1968.
Fleet Equipment Co., 10605 Harry Hines, Dallas, Tex. 75220, January 17, 1969.
Fleet Supply Co., Inc., Post Office Box 98, Salem Station, Winston-Salem, N.C. 27102, January 18, 1969.
The Flexible Co., 326–332 North Water Street, Loudonville, Ohio 44842, January 18, 1969.
FMC Corp., Bolens Division, 215 South Park Street, Port Washington, Wis. 53074, January 1, 1969.
FMC Corp., Riverside Division, 3075 14th Street, Riverside, Calif. 92502, January 1, 1969.
Ford Motor Co., the American Road, Dearborn, Mich. 48121, January 18, 1969.
Fox Corp., 1111 West Racine Street, Janesville, Wis. 53545, January 18, 1969.
Frederick-Willys, Inc., 510 Willow Street, Farmington, Minn. 55024, January 1, 1969.
Freightliner Corp., 5400 North Basin Avenue, Portland, Oreg. 97208, December 13, 1968.
FWD Corp., 105 East 12th Street, Clintonville, Wis. 54929, January 1, 1969.
Gar-Wood Detroit Truck Equipment, Inc., 21083 Mound Road, Warren, Mich. 48091, January 18, 1969.
General Motors Corp., 3044 West Grand Boulevard, Detroit, Mich. 48202, January 18, 1969.
General Trailer Co., Inc., 546 West Wilkins Street, Indianapolis, Ind. 46225, January 18, 1969.
Gibbes Machinery Co., Wheat and Assembly Streets, Columbia, S.C. 29202, January 19, 1969.
Gooch Brake & Equipment Co., Inc., 512 Grand Avenue, Kansas City, Mo. 64106, January 11, 1969.
Grand Rapids Brake Service, Inc., 1935 Century Avenue SW., Grand Rapids, Mich. 49509, January 18, 1969.
Hardee Manufacturing Co., Post Office Drawer 699, Plant City, Fla. 33566, January 18, 1969.
Harris Rim & Wheel, Inc., 525 Peters Street, NW., Atlantic, Ga. 30310.
Hawkeye Truck Equipment Co., 4101 East 14th Street, Des Moines, Iowa 50313, January 18, 1969.

Heilsers, Inc., Airport Road, R.F.D. 2, Willard, Ohio 44905, January 1, 1969.
Hendrickson Manufacturing Co., 8001 West 47th Street, Lyons, Ill. 60534, January 1, 1969.
Herter's Inc., Route 1, Wesaca, Minn. 59093, May 15, 1969.
The Hess & Eisenhardt Co., 8959 Blue Ash Road, Cincinnati, Ohio 45242, January 9, 1969.
Hobbs Equipment Co., Inc., Keeler Avenue, Norwalk, Conn. 06856, January 18, 1969.
Hudsonville Truck & Trailer Service Co., 5210 36th Avenue, Hudsonville, Mich. 49426, January 31, 1969.
Indiana Trailer, Inc., 1611 West Bristol Street, Elkhart, Ind. 46514, August 1, 1968.
International Harvester Co., 401 North Michigan Avenue, Chicago, Ill. 60611, January 18, 1969.
Jalco Truck Products Co., Inc., 534 Meridan Road, Youngstown, Ohio 44501.
Kaiser Jeep Corp., 940 North Cove Boulevard, Toledo, Ohio 43601, January 18, 1969.
Kay Wheel Sales Co., Tacony and Van Kirk Streets, Philadelphia, Pa. 19135, December 31, 1968.
Kencar Equipment Co., 1906 Lakeview Avenue, Dayton, Ohio 45408, January 18, 1969.
Kenworth Motor Truck Co., 8801 East Marginal Way, Seattle, Wash., 98108, January 18, 1969.
Knapheide Equipment Co., Post Office Box 553, Quincy, Ill. 62301, January18, 1969.
KW–Dart Truck Co., 1301 North Manchester Trafficway, Kansas City, Mo. 64120, January 18, 1969.
Ledwell & Son, Inc., Post Office Box 1106, Texarkana, Tex. 75501, January 18, 1969.
Leland Equipment Co., 7777 East 42d Place South, Tulsa, Okla. 74101, January 18, 1969.
Mack Trucks, Inc., executive offices, Box M, Allentown, Pa. 18105, January 18, 1969.
Jay Madsen Corp., 132 South 12th Street, Newark, N.J. 07107, January 18, 1969.
Mallard Coach Corp., 603 Hi Mount Road, West Bend, Wis. 53095, January 11, 1969.
Marion Metal Products Co., 959 Cheney Street, Marion, Ohio 43302, January 18, 1969.
Massart Supply, Inc., 211 West Third Street, Lafayette, La. 70501, January 18, 1969.
Merit Tank & Body, Inc., 707 Gilman Street, Berkeley, Calif. 94710, January 18, 1969.
Middlehauff, Inc., 1615 Ketcham Avenue, Toledo, Ohio 43608, January 18, 1969.
Midget Motors Corp., Campbell Street, Athens, Ga. 45701, January 19, 1969.
Midwest Truck & Equipment Co., 640 East Pershing Road, Decatur, Ill. 62526, January 18, 1969.
Moline Body Co., 222 52d Street, Moline, Ill., 61265, January 10, 1969.
Monon Trailer & Body Co., Post Office Box 446, Monon, Ind. 47959, January 18, 1969.
Edward G. Moody & Son, Spitbrook Road, Nashua, N.H. 03060, January 1, 1969.
J. Tom Moore & Sons, Inc., 2900 Airways Boulevard, Memphis, Tenn. 38130, December 31, 1968.
Motor Coach Industries, Inc., Pembina, N. Dak. 58271, January 18, 1969.
Motor Truck Equipment Corp., 2950 Irving Boulevard, Post Office Box 47385, Dallas, Tex. 75247, January 18, 1969.
Muscat Corp., 56 East Broadway, Forest Lake, Minn. 55025, February 10, 1969.
Neil's Automotive Service, Inc., 167 East Kalamazoo Avenue, Kalamazoo, Mich. 49006, January 1, 1969.
Nelson Manufacturing Co., Route No. 1, Ottawa, Ohio 45875, January 18, 1969.
New England Oil Burner Co., Route 2–A Main Street, Colchester, Vt. 05446, January 10, 1969.
New Frontier Corp., 4030 South Division Avenue, Grand Rapids, Mich. 49508, January 31, 1969.
Nye Implement Co., NKA NYE, Inc., 250 East Fourth Street, Fostoria, Ohio 44830, January 18, 1969.
Ohio Body Manufacturing Co., New London, Ohio 44851, January 1, 1969.

Olson Bodies, Inc., 600 Old Country Road, Garden City, N.J. 11530, November 1, 1968.
Chas. Olson & Sons, Inc., Pillsbury at Lake Street, Minneapolis, Minn. 55406, January 18, 1969.
Olson Trailer & Body Builders Co., 2740 South Ashland, Green Bay, Wis. 54306, January 18, 1969.
Oshkosh Truck Corp., 2307 Oregon Street, Oshkosh, Wis. 54901, January 18, 1969.
Ottawa Steel Products, Daybrook-Ottawa Corp., Post Office Box 49, Ottawa, Kans. 66067, January 17, 1969.
Outboard Marine Corp., 100 Pershing Road, Waukegan, Ill. 60085, January 18, 1969.
Pacific Car & Foundry Co., 1400 North Fourth Street, Renton, Wash. 98055, January 18, 1969.
Palmer Spring Co., 355 Forest Avenue, Portland, Maine 04101, January 18, 1969.
Palmer Trailer Sales Co., Inc., 162 Park Street, Route 20 East, Palmer, Mass. 01069, January 18, 1969.
Peerless Trailer & Truck Service, Inc., 18205 Southwest Boones Ferry Road, Post Office Box 447, Tualatin, Oreg. 97062, January 8, 1969.
Perfection Equipment Co., 7 South Pennsylvania, Oklahoma City, Okla. 73107, January 1, 1969.
Perfection Truck Equipment Co., 2550 McGee Trafficway, Kansas City, Mo. 64108, January 18, 1969.
Peterbilt Motors Co., 38801 Cherry Street, Post Office Box 404, Newark, Calif. 94560, January 16, 1969.
Pezzani & Reid Equipment Co., 3960 West Fort Street, Detroit, Mich. 48216, January 18, 1969.
Polaris Industries, division of Textron, Inc., Roseau, Minn. 56751, August 2, 1968.
Poloron Products of Pennsylvania, Inc., East Corey Street, Scranton, Pa. 18505, November 1, 1968.
Power Brake Co., Inc., 1506 West Morehead Street, Box 838, Charlotte, N.C. 28208, January 17, 1969.
Power Brake Service & Equipment Co., Inc., 1307 Carnegie Avenue, Cleveland, Ohio 44115, January 18, 1969.
Powered Products Corp., division of JB&T Co., 735 Fourth Avenue, Grand Junction, Colo. 81501, March 1, 1969.
Reliable Spring Co., Inc., 10557 South Michigan Avenue, Chicago, Ill. 60628, January 20, 1969.
Reliance Trailer & Truck Co., Inc., 2765 16th Street, San Francisco, Calif. 94103, January 18, 1969.
Rupp Manufacturing Inc., 1776 Airport Road, Mansfield, Ohio 44903, October 3, 1968.
S.S. Automobiles, Inc., 161 West Wisconsin Avenue, Milwaukee, Wis. 53203, May 22, 1968.
Safety Sales & Service Corp., 50–92 South Cameron Street, Post Office Box 1439, Harrisburg, Pa. 17105, January 18, 1969.
Schien Body & Equipment Co., North on University, Carlinville, Ill. 62626, January 18, 1969.
Schweigers, Inc., South Highway 81, Watertown, S. Dak. 57201, January 18, 1969.
Scientific Brake & Equipment Co., 314 West Genesse Avenue, Saginaw, Mich. 48602, January 18, 1969.
Shasta Truck & Equipment, Inc., 3333 South Market Street, Redding, Calif. 96001, January 18, 1969.
Silverline, Inc., 2300-12th Avenue, South Moorhead, Minn. 56560, January 1, 1969.
Shelby Automotive Co., Inc., 15670 West Ten Mile Road, Southfield, Mich. 48075, January 3, 1969.
A. O. Smith Corp., Post Office Box 584, Milwaukee, Wis. 53201, March 5, 1969.
Smith-Moore Body Co., Inc., Brook Road at Lombardy, Richmond, Va. 23220, January 18, 1969.
Paul Stutler, Inc., 3397 East Waterloo Road, Akron, Ohio 44312, January 2, 1969.
South Florida Engineers, Inc., 5911 East Buffalo Avenue, Post Office Box 11927, Tampa, Fla. 33610, July 2, 1968.
Sport King, Inc., 28650 Grand River Avenue, Farmington, Mich. 48204, April 30, 1968.
Syracuse Auto Parts, Inc., 120 North Geddes Street, Syracuse, N.Y. 13204, January 18, 1969.
T. & H. Brake Service, Inc., 415 Dunn Road, Fayetteville, N.C. 28302, July 8, 1968.

Thiokol Chemical Corp., Logan Division, 2503 North Main Street, Logan, Utah 84321, January 18, 1969.
Trade Winds Co., Inc., Depot Street, Manawa, Wis. 54949, January 15, 1969.
Trail-A-Sled, Inc., Box, 300, Crosby, Minn. 56441, April 29, 1968.
Transport Equipment Co., 3400 Sixth Avenue, Seattle, Wash. 98134, January 18, 1969.
Truck Equipment Co., 260 Industrial Avenue, New Orleans, La. 70121, January 18, 1969.
Truck Equipment Co., 1911 Southwest Washington Street, Peoria, Ill. 61602, January 18, 1969.
Truck Equipment Sales, Inc., 301 South Fourth Street, Murray, Ky. 42071, January 18, 1969.
Truck Parts & Equipment Co., 295 Hegenburger Road, Oakland, Calif. 94621, January 18, 1969.
Tuff Boy, Inc., 5151 East Almondwood Drive, Manteca, Calif. 95336, December 31, 1968.
Union City Body Co., Inc., 1015 West Pearl Street, Union City, Ind. 47390, August 15, 1968.
Viking Snowmobiles, Inc., Post Office Box 37, Twin Valley, Minn. 56584, August 1, 1968.
The Treco Corp., d.b.a., Weaver Trailer & Body Co., 1355 West Mound Street. Columbus, Ohio 43223, January 18, 1969.
Wayne Corp., c/o Indian Head, Inc., 111 West 40th Street, New York, N.Y. 10018, October 31, 1968.
Weigand GMC Truck Sales, Inc., 1008 North Tuscarawas Avenue, Dover, Ohio 44622, January 18, 1969.
White Motor Corp., Post Office Box 6979, Cleveland, Ohio 44114, January 18, 1969.

Appendix E

Companies listed by the Canadian Government as vehicle manufacturers under the vehicle tariff order, 1965, as of Dec. 31, 1968

Name and location	*Considered as manufacturers of—*
Almac Metalcraft, Inc., Ville D'Anjou, Quebec	Specified commercial vehicles.
Amalgamated Metal Industries Ltd., Toronto, Ontario.	Do.
American Motors (Canada) Ltd., Brampton, Ontario.	Automobiles.
Atlas Hoist & Body, Inc., Montreal, Quebec	Specified commercial vehicles.
B.K. & B. Truck Bodies Ltd., London, Ontario	Do.
Babcock, J. H. & Sons Ltd., Odessa, Ontario	Do.
Canadian Blue Bird Coach Ltd., Brantford, Ontario.	Buses.
Canadian Kenworth Ltd., Burnaby, British Columbia.	Specified commercial vehicles.
Chrysler Canada Ltd., Windsor, Ontario	Automobiles, buses, and specified commercial vehicles.
Diesel Equipment Ltd., Toronto, Ontario	Specified commercial vehicles.
Eastern Steel Products Co., Preston, Ontario	Do.
Elcombe Engineering Ltd., Windsor, Ontario	Do.
The Electric & Gas Welding Co., Ltd., Chambly, Quebec.	Do.
Thomas Elias Manufacturing Co., Ltd., Winnipeg, Manitoba.	Do.
Fawcett Van & Stake Ltd., Hamilton, Ontario	Do.
Ford Motor Co. of Canada Ltd., Oakville, Ontario.	Automobiles, buses, and specified commercial vehicles.
Freightliner of Canada Ltd., Burnaby, British Columbia.	Specified commercial vehicles.
F.W.D. Corp. (Canada) Ltd., Kitchner, Ontario.	Do.
General Motors of Canada Ltd., Oshawa, Ontario.	Automobiles, buses, and specified commercial vehicles.
Hayes Manufacturing Co., Ltd., Vancouver, British Columbia.	Specified commercial vehicles.
International Harvester Co. of Canada Ltd., Hamilton, Ontario.	Buses and specified commercial vehicles.
Jauvin Truck Bodies Ltd., Ottawa, Ontario	Specified commercial vehicles.
Kaiser Jeep of Canada Ltd., Windsor, Ontario	Do.
Lacasse, V. Ltee., Montreal, Quebec	Do.
Larochelle, Phil Equipment, Inc., Quebec, Province of Quebec.	Do.
Mond Industries Ltd., Toronto, Ontario	Do.
Olsen, W. H. Manufacturing Co., Ltd., Tilbury, Ontario.	Do.
Phil Wood Industries Ltd., Windsor, Ontario	Do.
Prevost Car, Inc., Ste. Claire (Dorchester Co.) Quebec.	Buses.
Reliance Truck & Equipment Ltd., Vancouver, British Columbia.	Specified commercial vehicles.
Sicard, Inc., Montreal, Quebec	Do.
Thomas Built Buses of Canada Ltd., Woodstock, Ontario.	Buses.
Volvo (Canada) Ltd., Toronto, Ontario	Automobiles.
Walinga Body & Coach Ltd., Guelph, Ontario	Specified commercial vehicles.
Welles Corp., Ltd., Windsor, Ontario	Buses.

Western Flyer Coach (1964) Ltd., Winnipeg, Manitoba.	Buses
Wilson Motor Bodies Ltd., Burlington, Ontario.	Specified commercial vehicles.
Wilson's Truck Body Shop Ltd., Truro, Nova Scotia.	Do.

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

	Desiguated by—
General Motors Diesel Ltd., London, Ontario.	General Motors of Canada Ltd., Oshawa, Ontario.
General Motors Products of Canada Ltd., Oshawa, Ontario.	General Motors of Canada Ltd., Oshawa, Ontario.
Northam Equipment Ltd., Montreal, Quebec.	Sicard Inc., Montreal, Quebec.
Sicard Equipment Ltd., New Toronto, Ontario.	Do.
The White Motor Co. of Canada Ltd., Toronto, Ontario.	Freightliner of Canada Ltd., Burnaby, British Columbia.
White Truck Manufacturing Ltd., Kelowna, British Columbia.	Do.
Universal Handling Equipment Co., Hamilton, Ontario.	Fawcett Van & Stake Ltd., Hamilton, Ontario.