INDUSTRIAL SECTOR

Tariff No.	Commodity description
25.03 b	Sulphur of all kinds, other than sublined sulphur, precipitated sulphur, and colloidal sulphur, other.
28.01 d ¹	lodine. Sulphur, sublimed or precipitated; colloidal sulphur. lodides, oxylodides, iodates, and periodates. Methyl iodides, etc.
b 3. 29.16 a 4 (alpha and beta) I.	Citric acid and crude calcium citrate.
29.34 a	Mixtures of two or more odoriferous substances, with a basis of citrus essence. Propellent powders, excluding those used for hunting purposes. Prepared explosives.
58.08 58.09 a and b 1 61.03 ex a; 61.04 b ex 1	Tulle and other net fabrics (but not including woven, knitted, or crocheted fabrics), plain. Tulle, bobbin-net and knotted net fabrics, lace.
61.05 ex a; 61.06 ex a 61.07 ex a; 61.08 ex a 61.09 ex a; 61.10 ex a 61.11 ex a; 62.01 ex a 62.02 ex a; 62.05 ex a	Articles of tulle, bobbin-net and other net fabrics (but not including woven, knitted, or crocheted fabrics), figured or of mechanically made lace.
ex 71.13 ex 71.14	Semifinished gold alloys (excluding platinum-plated gold), except gold sheet in special alloys for dental work and gold foil strip for hot gilding, laminated with film rolls. Articles of goldsmiths' wares, and parts thereof, articles of goldsmiths' wares, and parts thereof, and other articles of gold, including platinum-plated gold with covering layer not thicker than 30 microns.
84.35 a, b, and d; ex 1; ex 2; ex f;	Other printing machinery; machines for uses ancillary to printing.
ex g. 84.40 f 2; ex h	Machinery for printing wallpaper and wrapping paper and parts of such machinery except cutting cylinders for engraving wallpapers and wrapping paper.
37.022 and 37.032 ex 87.042 and ex 87.052	Motor vehicles for passengers, etc. and special purpose motor lorries and vans, etc.
87.072 ex a and ex b	Trucks for the transport of goods driven by electric motors or by internal combustion engines and fitted with a device for lifting their load-carrying platform.
87.09 ex a; c 1	Motorcycles, sidecars, motor scooters, excluding motorcycles weighing more than 170 kgs. net each: sidecars for motorcycles.
87.12 a 93.071 b	Parts and accessories of motorcycles, sidecars and scooters.

1 Liberalized to list B countries, but under restriction to list A countries, including the U.S. quotas were opened for these products for list A countries beginning 1961.

List A includes: Brazil, Canada, Chile, Cuba, Dominican Republic, Haiti, Nicaragua, Peru, United States, Uruguay, Republic of China, Colombia, Costa Rica, Ecuador, Lebanon, Mexico, Paraguay, El Salvador, and Syria.

List B includes: Austria, Benelux, Denmark, France, Germany, Greece, Norway, Sweden, Switzerland, Turkey, United Kingdom, Spain, Iceland, Portugal, Australia, Burma, Ceylon, Ghana, India, Indonesia, Federation of Malaya, New Zealand, Pakistan, Federation of Rindesia and Nyasaland, South Africa, and Finland, Afghanistan, Iraq, Ireland, Morocco, somali, Tunisia, Egypt, Vietnam, and Yemen.

2 Automatic licensing in effect from Jan. 1, 1962.

Note: The following items are also subject to import license when used, rebuilt or reconditioned with obvious changes, or new but in poor condition: iron and steel containers for compressed or liquified gases, musical instruments, sound recordings and reproducing devices and related equipment: ball bearings; tractors parts, spares, and accessories for motor vehicles; objects for parlor games, e.g., mechanical games, billiard tables, roulette tables, and the like; used machinery and apparatus in general.

ITALIAN CIRCULATION TAX ON AUTOMOBILES

The present formula for computing the circulation tax effectively penalizes automobiles imported from the United States, which have a cylinder displacement generally larger than that of automobiles produced in Italy. The disadvantage to American cars is compounded by the fact that the high tax continues undiminished for the life of the car while its resale value diminishes sharply. This makes it virtually impossible to develop a used car market for U.S. automobiles or, for that matter, for any automobiles of larger cylinder displacement.

Import quotas for U.S. automobiles were abolished January 1962 and replaced with a nondiscriminatory automatic licensing system. However, as is shown by the persistently low volume of imports, the circulation tax, in addition to the relatively high Italian tariff, is a serious obstacle to the sale of American automobiles in Italy. Of some 33,800 foreign automobiles imported and registered in Italy in 1961, only 583 were manufactured in the United States.