

For a long time the UAW has fully supported the principle of removing artificial trade barriers between the United States and Canadian automobile industry.

This support was evidenced in 1960. In that year a Royal Commission, appointed by the Canadian Government, examined the problems of the automobile industry in Canada. The Canadian section of the UAW made a proposal to the Commission similar in many respects to the provisions which were finally embodied in the Automotive Products Agreement of 1965. The Canadian section of the Union had the full support of the International Union in making its proposal.

This support was evidenced again in 1965. On April 29, 1965 Vice-President Leonard Woodcock appeared before this very Committee and urged approval of the Automotive Products Trade Act of 1965.

On September 15 of the same year Nat Weinberg, Director of the UAW's Special Projects and Economic Analysis Department, filed a statement on behalf of the UAW urging support of the Automotive Products Trade Act of 1965 before the Committee on Finance of the United States Senate.

Skyrocketing automotive trade between the United States and Canada has certainly resulted from the implementation of the Automotive Products Agreement of 1965. Total two-way trade in automotive products was over four and one-half times as great in 1967 as it had been in 1964, the year before the agreement was made effective. As shown by the figures on page 51 of the Second Annual Report of the President to the Congress on the Operation of the Automotive Products Trade Act of 1965, the value of trade in automotive products between the United States and Canada totaled \$3,363 million in 1967. This included products exported to Canada from the United States valued at \$1,801 million and products exported to the United States from Canada valued at \$1,562 million.

In 1964, on the other hand, automotive trade between the two nations was valued at only \$730 million, including exports from the United States to Canada of \$654 million and exports from Canada to the United States valued at slightly less than \$76 million.

The UAW's support of the Automotive Products Trade Act of 1965 was conditioned on inclusion in the final bill of the adjustment assistance provisions in the proposed Act at the time the union's witnesses testified. The union's position was based on a number of arguments. Our position, now, urging that the adjustment assistance provisions of the Act be extended are based on a number of the same arguments.

As UAW Vice-President Leonard Woodcock stated it to this Committee in 1965:

"In spite of the problems it presents, we believe that the automotive products agreement is sound in principle and that it will provide substantial benefits for both the United States and Canada. It will permit a more efficient use of productive resources and a corresponding reduction in costs. The sooner these cost savings are passed on to consumers, the sooner they will be reflected in rising sales and higher employment in the auto industries of both countries. These in turn will make their contribution to greater economic health and a rising standard of living.

"We in the UAW recognize the fact that these changes cannot be made without requiring some adjustments in the auto industry, adjustments which will affect some of our members. We welcome the recognition given in this bill to the principle of special assistance for workers who may be adversely affected by such adjustments. We do not take the parochial view that private interests take precedence over the public interest. But we do insist that when the national interest requires that the private interest of some individuals be subordinated to the general good, then the nation has a special obligation to protect those individuals from harm. We would like to have seen the bill go further in that direction than it does, but we welcome the principle, we support the bill, and we urge approval of the bill by this Committee."

The UAW takes the same position today. When the national interest requires that the private interest of some individuals be subordinated to the general good, then the nation has a special obligation to protect those individuals from harm.

The principle of adjustment assistance is recognized in Europe. In situations similar to those covered by the adjustment assistance provisions of the Automotive Products Trade Act of 1965, the European Coal and Steel Community