

In more recent times the APMA have urged the government to expand the Agreement or to put in place arrangements that would require all vehicle manufacturers selling vehicles in Canada to achieve a certain amount of Canadian value added preferably through the purchase of Canadian produced parts. The Association has also suggested that the Canadian valued added requirements should be increased for all manufacturers selling in the Canadian market. The APMA in its presentation to the Special Joint Committee on Canada's International Relations on August 18, 1985, stated that:

"Rapidly rising Japanese imports in the United States as a result of the ending of quotas last March are likely to cause a fall-off in U.S. vehicle production by the end of the year, precipitating more unemployment among autoworkers. This is not the environment in which to raise the prospect of ending the Canadian safeguards in the Auto Pact and we can no longer count on the UAW in the United States to support continuing employment for their former colleagues in the United States.

To date, the government has not dealt with these issues. . . .We have urged the government to leave the Auto Pact out of any trade discussions with the United States. To do otherwise poses a very serious threat to the stability to the largest area of trade between the two countries."

AUTOMOBILE PRODUCERS

The Canadian automobile companies have identified increasing participation in the market by Japanese producers as the most immediate threat to the automobile industry in North America. The companies also consider that the safeguards play an important role in sourcing of production in Canada. They