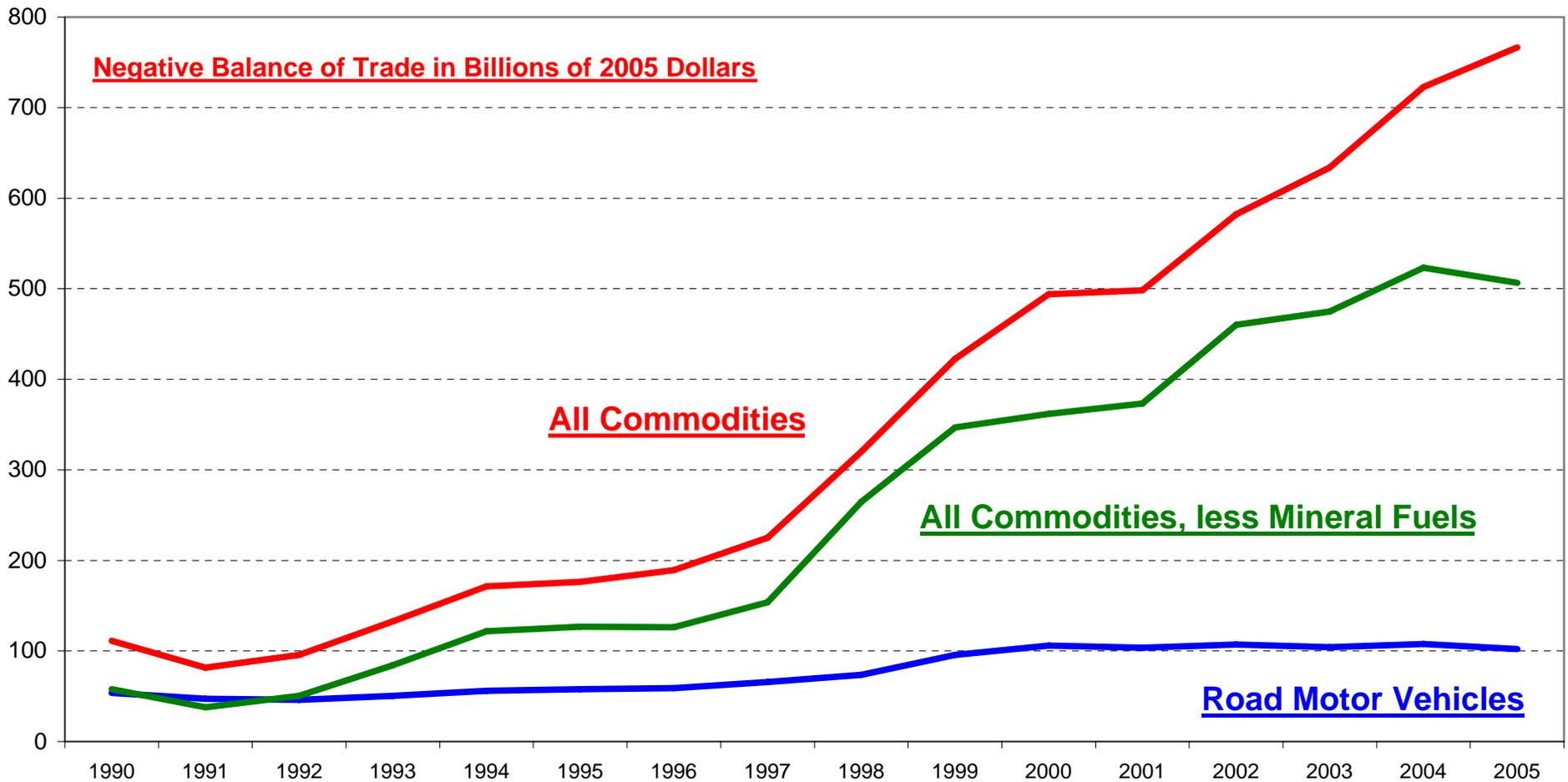


While the U.S. merchandise trade deficit with the world has increased greatly, the motor vehicle deficit has moderated. It now equals 13% of the total deficit (having dropped from 41% in 1990), and 20% of the 'non-petroleum' deficit (down from 93% in 1990).

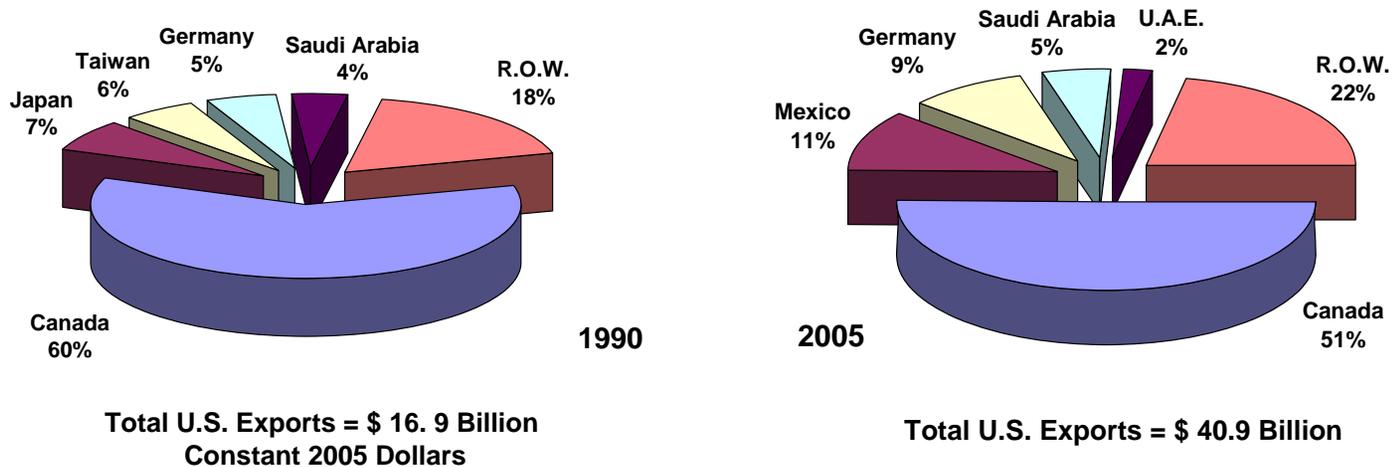


Source: U.S. Census Bureau using Harmonized Tariff System Product and Country Codes selected by the U.S. International Trade Commission and the U.S. Department of Commerce.

Graph 1

In 2005, the 5 largest markets for U.S. road motor vehicles absorbed 78% of all American RMV exports; 4 points lower than the 1990 top five.

Five Largest Markets Each Year

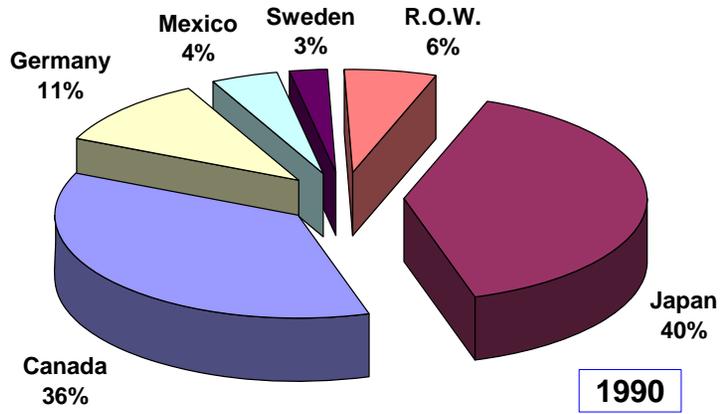


Source: US Census Bureau using USDOC/OAAI Selection of 10-digit HTS codes

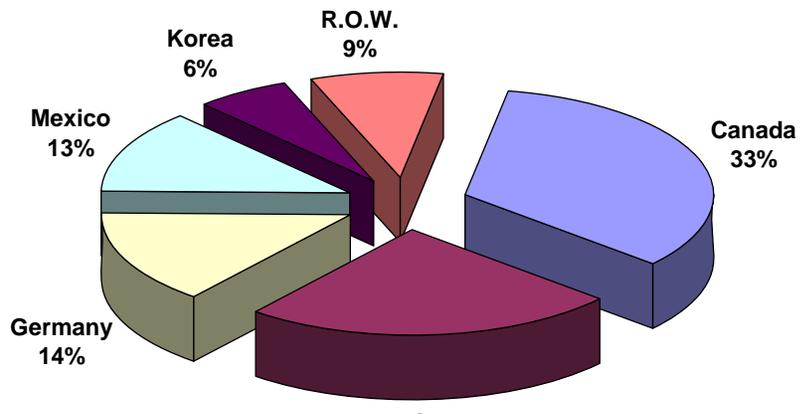
Graph 2

Since 1990, Mexico's share of total U.S. road motor vehicle imports has tripled, as has Korea's. Imports from smaller suppliers also are taking a larger share of the total. Japan's share has declined by one-third.

5 Largest Suppliers Each Year



Total U.S. Imports = \$ 70.5 Billion, Constant Dollars



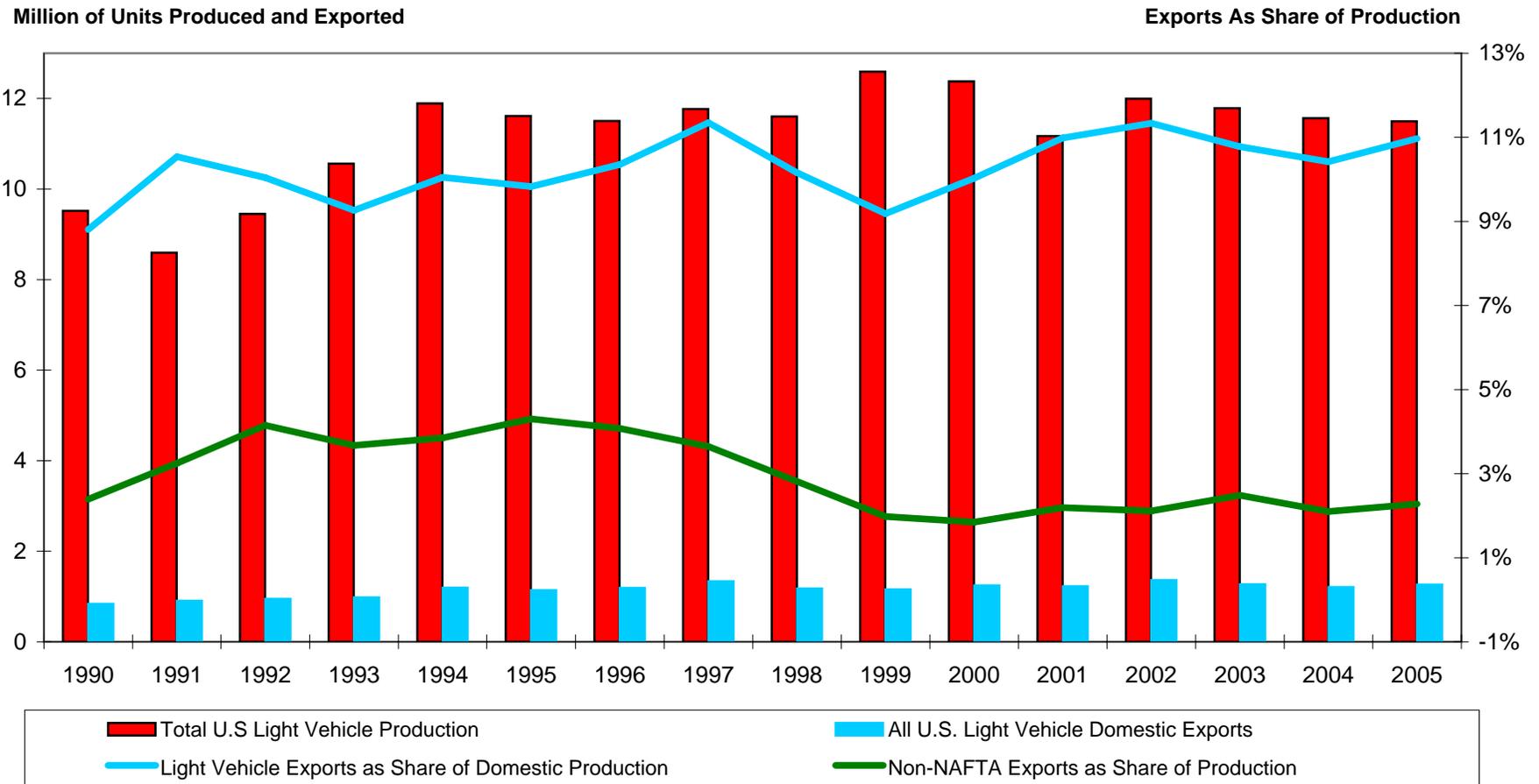
2005

Total U.S. Imports = \$ 142.9 Billion, Constant Dollars

Source: US Census Bureau. USDOC/OAAI selection of 10-digit HTS codes.

Graph 3

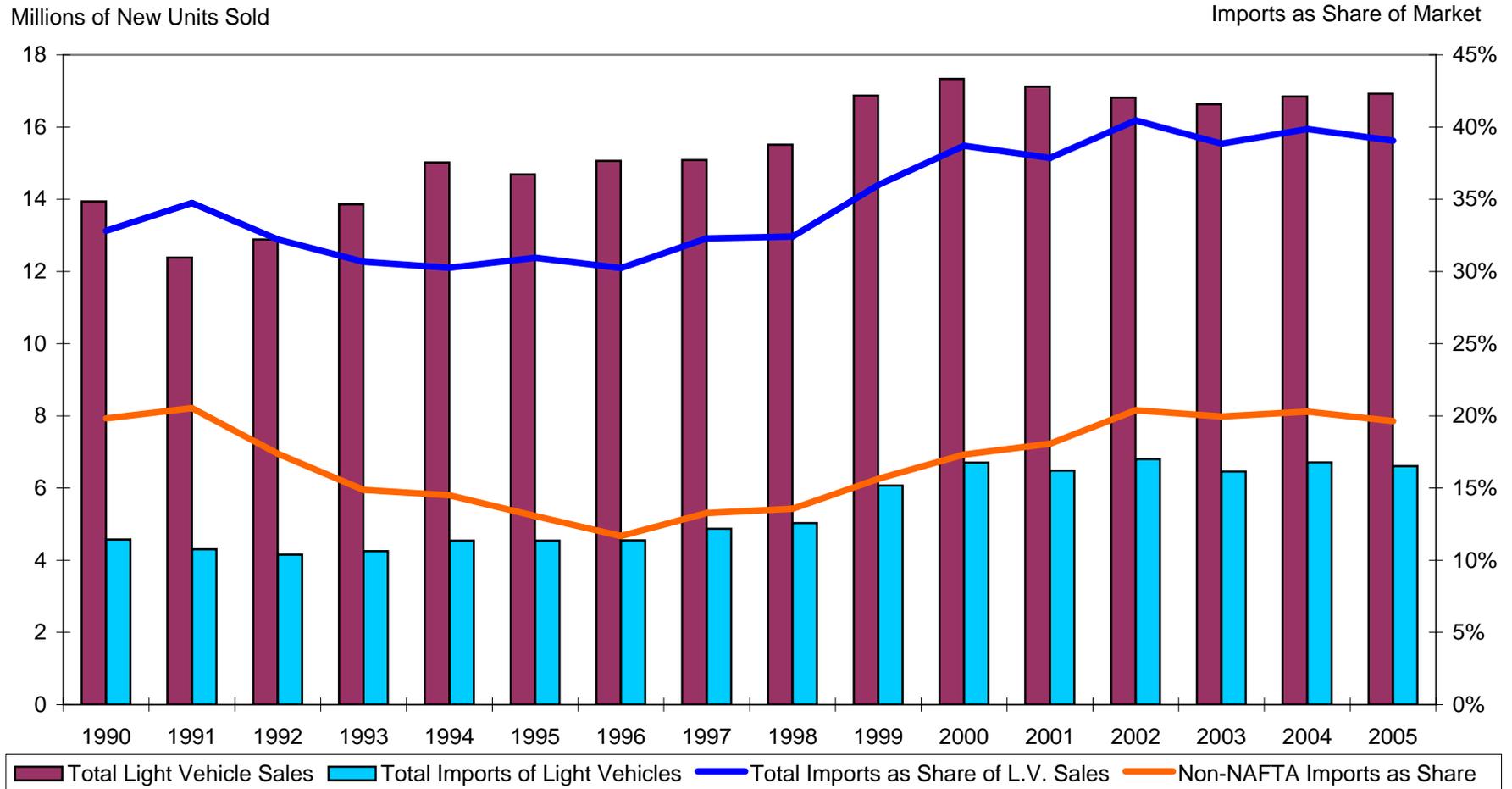
Total U.S. light vehicle exports by all shippers averaged 10.3% of total domestic light vehicle production from 1990-2005. Exports to the world increased at a compounded annual growth rate that averaged 2.8%. Without shipments to Canada and Mexico, the CAGR falls to 0.9%.



Source: Production data from Ward's Automotive Reports. "Domestic Exports" from USDOC Census Bureau, using OAAI's selection of 10-digit HTS codes.

Graph 4

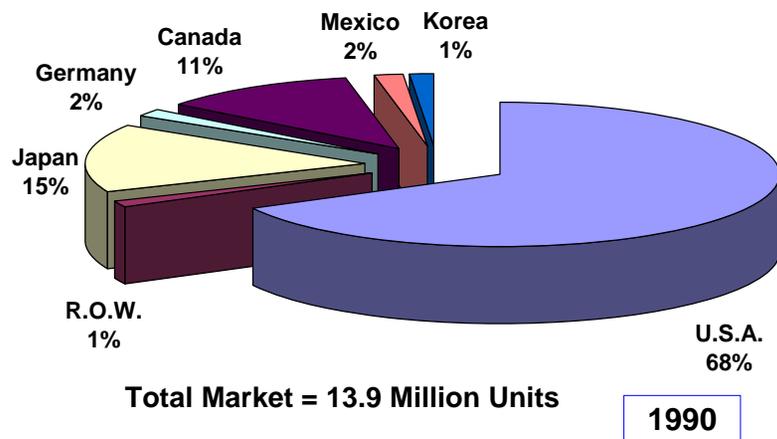
Light vehicle imports rose from a low of 30% of the U.S. market in 1994 to 39% in 2005; have averaged 35% since 1990. Without shipments from Canada and Mexico, imports represent an average share of 17%.



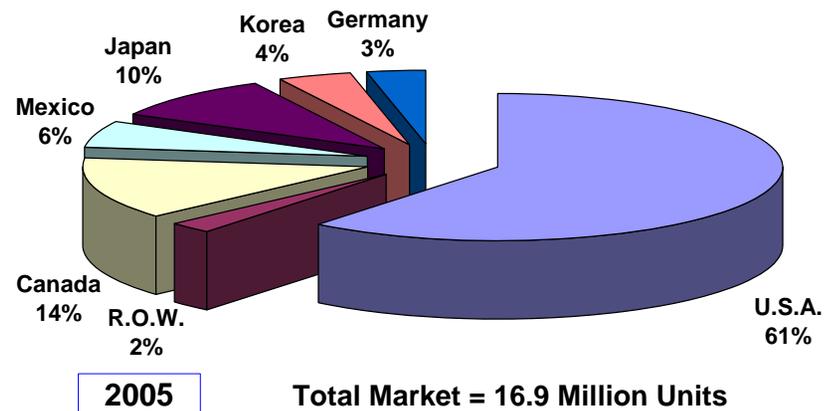
Source: Sales- Ward's Automotive Reports, adjusted by OAAI. Imports- Census Bureau, using OAAI selection of HTS codes.

Graph 5

Since 1990, Mexican-sourced vehicles tripled their share of the U.S. light vehicle market, while the Korean-sourced share increased by a factor of four. The share for vehicles sourced from Japan declined by one-third. The U.S.-sourced share has fallen 10%.



1990

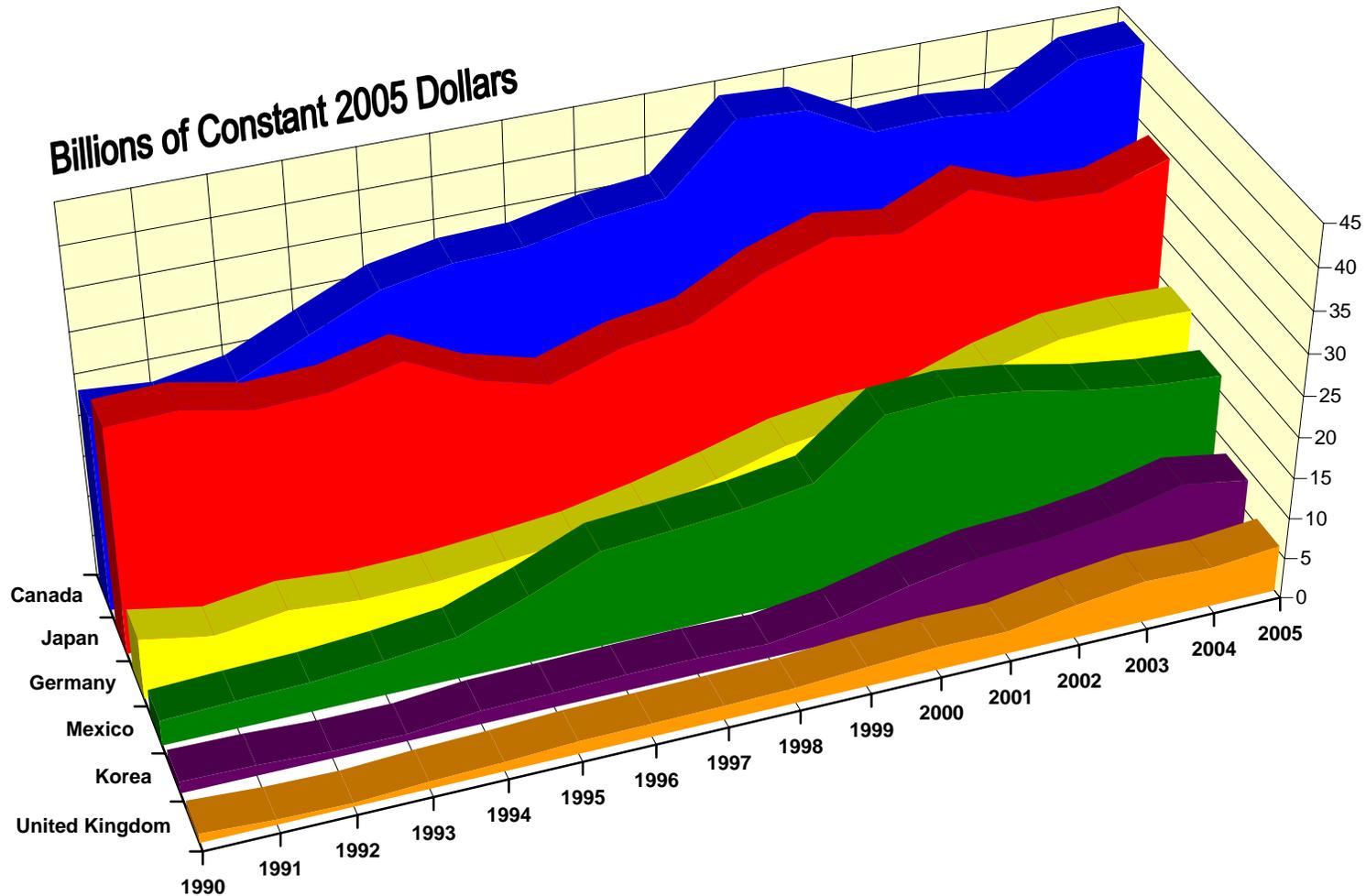


2005

Source: Market size from Ward's Automotive Reports. Imports as Share by OAAI, using Census Bureau data.

Graph 6

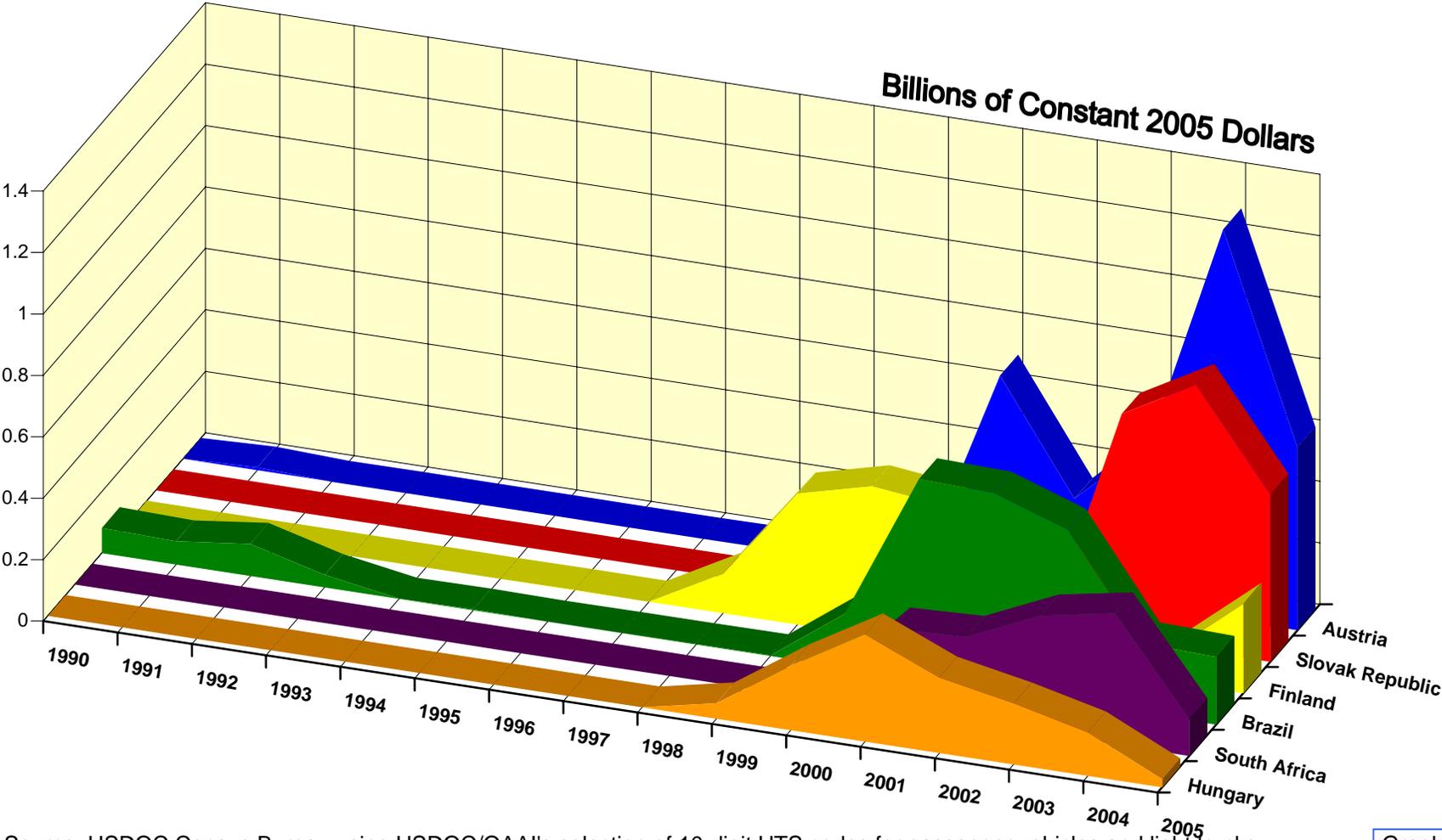
Light vehicle imports from the top six supplier-countries have continued their upward trajectory with little respite.



Source: USDOC Census Bureau using USDOC/OAAI's selection of 10-digit HTS codes for passenger vehicles and light trucks

Graph 7

Many of the second tier emerging light-vehicle suppliers to the USA, as demonstrated by the six shown here, exhibit rapid, but unstable growth in shipments.



Source: USDOC Census Bureau using USDOC/OAAI's selection of 10-digit HTS codes for passenger vehicles and light trucks

Graph 8