## U.S. Motor Vehicle Industry Domestic and International Trade Quick-Facts

Compiled by U.S. Commerce Dept, Office of Aerospace and Automotive Industries, from Government \& Industry Sources; 2008

| New Car and Non-Commercial Light Truck Sales in the United States, Millions of Vehicles |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2003 | Share* | 2004 | Share* | 2005 | Share* | 2006 | Share* | $12 \mathrm{MOs} / 2007$ | Share* | $12 \mathrm{MOs} / 200 ¢$ | Share* |
| Total Market | 16.630 | 100.0\% | 16.848 | 100.0\% | 16.921 | 100.0\% | 16.477 | 100.0\% | 16.068 | 100.0\% | 13.176 | 100.0\% |
| From NAFTA ** | 13.326 | 80.1\% | 13.469 | 79.9\% | 13.357 | 80.0\% | 12.811 | 77.8\% | 12.334 | 76.8\% | 9.845 | 74.7\% |
| From All 'Imports': | 3.303 | 19.9\% | 3.379 | 20.1\% | 3.384 | 20.0\% | 3.666 | 22.2\% | 3.734 | 23.2\% | 3.331 | 25.3\% |
| -Germany | 0.586 | 3.5\% | 0.629 | 3.7\% | 0.602 | 3.6\% | 0.591 | 3.6\% | 0.620 | 3.9\% | 0.569 | 4.3\% |
| -Japan | 1.719 | 10.3\% | 1.632 | 9.7\% | 1.700 | 10.0\% | 2.093 | 12.7\% | 2.177 | 13.5\% | 1.948 | 14.8\% |
| -Korea | 0.646 | 3.9\% | 0.783 | 4.6\% | 0.783 | 4.6\% | 0.664 | 4.0\% | 0.644 | 4.0\% | 0.563 | 4.3\% |

= Computed on Unrounded Numbers ** NAFTA = Sales From All Plants in USA, Canada, Mexico. 'All Imports' = All Non-NAFTA

| New Car and Non-Commercial Light Truck National Nameplate** Sales and Shares, Millions of Vehicles |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2003 | Share* | 2004 | Share* | 2005 | Share* | 2006 | Share* | $12 \mathrm{MOs} / 2007$ | Share* | $12 \mathrm{MOs} / 200 ¢$ | Share* |
| American | 10.001 | 60.1\% | 9.864 | 58.5\% | 9.609 | 56.8\% | 8.816 | 53.5\% | 8.181 | 50.9\% | 6.240 | 47.4\% |
| German | 0.913 | 5.5\% | 0.883 | 5.2\% | 0.870 | 5.1\% | 0.092 | 5.6\% | 0.948 | 5.9\% | 0.886 | 6.7\% |
| Japanese | 4.802 | 28.9\% | 5.154 | 30.6\% | 5.472 | 32.0\% | 5.769 | 35.0\% | 5.962 | 37.1\% | 5.236 | 39.7\% |
| Korean | 0.638 | 3.8\% | 0.689 | 4.1\% | 0.731 | 4.3\% | 0.750 | 4.6\% | 0.772 | 4.8\% | 0.675 | 5.1\% |
| All Others | 0.276 | 1.7\% | 0.259 | 1.5\% | 0.239 | 1.4\% | 0.221 | 1.3\% | 0.204 | 1.3\% | 0.139 | 1.1\% |

Total U.S. GDP** and PCE*** for New Cars and Light Trucks, Billions of Current Dollars

|  | 2003 | Chg * | 2004 | Chg * | 2005 | Chg * | 2006 | Chg * | Q2 2007 | Chg * | Q2 2007 | Chg * |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total U.S. GDP | 10,960.8 | 4.9\% | 11,685.9 | 6.6\% | 12,433.9 | 6.4\% | 13,194.7 | 6.1\% | 13,755.9 | 4.3\% | 13,755.9 | 0.0\% |
| PCE- New Cars | 97.2 | (4.4\%) | 97.7 | 0.5\% | 104.0 | 6.4\% | 107.1 | 3.0\% | 107.4 | 0.3\% | 107.4 | 0.0\% |
| PCE- New Lt.Truck | 160.8 | 8.6\% | 161.7 | 0.6\% | 152.8 | (5.5\%) | 134.1 | (12.2\%) | 140.6 | 4.8\% | 140.6 | 0.0\% |

* $=$ From Previous Year ${ }^{* *}=$ Gross Domestic Product ${ }^{* * *}=$ Personal Consumption Expenditures (i.e., Consumer Purchases)

| U.S. Light Vehicle Production (Millions), Plant Capacity Use (PCU), NAIC 2261 Tot. Employment (1000s) |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2003 | PCU | 2004 | PCU | 2005 | PCU | 2006 | Chg * | 2007 | Chg * | $12 \mathrm{Mos} / 08$ | Chg * |
| Total Production | 11.788 | 86.70\% | 11.567 | 86.600 | 11.496 | 86.700 | 10.783 | (6.4\%) | 10.457 | (2.8\%) | 8,449,402 | (19.2\%) |
| -by the Big-3** | 8.669 | 86.00\% | 8.201 | 84.800 | 7.638 | 84.800 | 6.837 | (10.4\%) | 6.390 | (6.6\%) | 4,841,645 | (24.2\%) |
| -by Jpn Affiliates | 2.869 | 87.00\% | 3.148 | 92.900 | 3.547 | 92.900 | 3.431 | (3.3\%) | 3.492 | 1.8\% | 3,043,894 | (12.8\%) |
| -by Grm Affiliates | 0.25 | 96.60\% | 0.218 | 66.900 | 0.220 | 66.900 | 0.278 | 15.4\% | 0.324 | 27.3\% | 326,821 | (0.1\%) |
| -by Korean Affiliates | 0.000 |  | 0.000 |  | 0.091 | NA | 0.237 | 160.2\% | 0.251 | 5.5\% | 237,042 | (5.4\%) |
| Avg. Ann. Employ. | 264.6 |  | 255.9 |  | 249.7 |  | 242.5 |  | 0 |  | 0 |  |

* Production Volume Change from Same Previous Period; ** = Chrysler Group, Ford Motor Company, General Motors Corporation

| Big-2's Worldwide Automotive Net Sales \& Revenue; Net Income, Billions of Current Dollars |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2003 | Chg * | 2004 | Chg * | 2005 | Chg * | 2006 | Chg * | 2007 Half | Chg * | 2007 Half | Chg * |
| Sales \& Revenue | 294.273 | 0.0\% | 283.019 | (3.8\%) | 294.162 | 3.9\% | 367.449 | 29.8\% | 91.001 | (69.1\%) | 91.001 | (75.2\%) |
| -Net Income | 0.495 | (143.8\%) | (7.434) | (1601.8\%) | (8.393) | 12.9\% | (14.726) | 98.1\% | 1.283 |  | 1.283 |  | ${ }^{*}=$ Change from Same Previous Period; ** $=1998$ and later is Ford, GM. ' 98 change compared with ' 97 Ford, GM


| U.S. Trade Flows by All Shippers of Road Motor Vehicles,** Billions of Current Dollars |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2003 | Chg * | 2004 | Chg * | 2005 | Chg* | 2006 | Chg * | 2007 | Chg * | $12 \mathrm{MOs} / 08$ | Chg * |
| World |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 30.388 | 10.9\% | 33.973 | 11.8\% | 40.939 | 18.4\% | 46.307 | 13.1\% | 56.596 | 22.2\% | 60.206 | 6.4\% |
| Imports | 132.124 | 0.5\% | 140.828 | 6.6\% | 142.946 | 0.8\% | 156.173 | 9.3\% | 154.104 | (1.3\%) | 138.802 | (9.9\%) |
| Balance | (101.736) | (2.3\%) | (106.855) | 5.0\% | (102.007) | (4.9\%) | (109.866) | 7.7\% | (97.508) | (11.2\%) | (78.596) | (19.4\%) |
| Canada |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 17.405 | 11.3\% | 18.092 | 3.9\% | 20.541 | 11.8\% | 22.988 | 11.9\% | 25.602 | 11.4\% | 23.118 | (9.7\%) |
| Imports | 40.732 | (1.4\%) | 46.354 | 13.8\% | 48.079 | 3.3\% | 48.076 | (0.0\%) | 47.022 | (2.2\%) | 36.508 | (22.4\%) |
| Balance | (23.327) | (9.1\%) | (28.262) | 21.2\% | (27.538) | (2.2\%) | (25.088) | (8.9\%) | (21.420) | (14.6\%) | (13.390) | (37.5\%) |
| Germany |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 3.946 | 40.5\% | 4.005 | 1.5\% | 3.676 | (8.6\%) | 5.199 | 41.4\% | 7.205 | 38.6\% | 8.443 | 17.2\% |
| Imports | 19.755 | 10.9\% | 20.439 | 3.5\% | 20.415 | (0.1\%) | 19.384 | (5.0\%) | 17.829 | (8.0\%) | 18.561 | 4.1\% |
| Balance | (15.809) | 5.4\% | (16.434) | 4.0\% | (16.739) | 2.0\% | (14.186) | (15.3\%) | (10.623) | (25.1\%) | (10.118) | (4.8\%) |
| Japan |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 0.470 | 0.7\% | 0.478 | 1.7\% | 0.557 | 13.0\% | 0.477 | (14.3\%) | 0.550 | 15.2\% | 0.603 | 9.8\% |
| Imports | 32.039 | (7.9\%) | 32.290 | 0.8\% | 35.040 | 6.5\% | 43.638 | 24.5\% | 43.668 | 0.1\% | 41.330 | (5.4\%) |
| Balance | (31.569) | (8.0\%) | (31.812) | 0.8\% | (34.483) | 6.4\% | (43.161) | 25.2\% | (43.119) | (0.1\%) | (40.727) | (5.5\%) |
| Korea |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 0.086 | (7.1\%) | 0.054 | (37.7\%) | 0.118 | 117.6\% | 0.159 | 34.8\% | 0.383 | 140.4\% | 0.375 | (2.0\%) |
| Imports | 7.934 | 16.8\% | 10.040 | 26.5\% | 8.769 | (12.7\%) | 8.671 | (1.1\%) | 8.218 | (5.2\%) | 7.457 | (9.3\%) |
| Balance | (7.849) | 17.1\% | (9.987) | 27.2\% | (8.650) | (13.4\%) | (8.512) | (1.6\%) | (7.835) | (8.0\%) | (7.082) | (9.6\%) |
| Mexico |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 3.298 | (16.0\%) | 4.133 | 25.3\% | 4.614 | 11.4\% | 4.311 | (6.6\%) | 4.816 | 11.7\% | 4.854 | 0.8\% |
| Imports | 19.397 | (7.2\%) | 19.068 | (1.7\%) | 18.444 | (3.3\%) | 23.420 | 27.0\% | 23.123 | (1.3\%) | 22.057 | (4.6\%) |
| Balance | (16.099) | (5.2\%) | (14.935) | (7.2\%) | (13.830) | (7.3\%) | (19.109) | 38.2\% | (18.307) | (4.2\%) | (17.204) | (6.0\%) |

[^0]
## U.S. Trade Flows by All Shippers of Road Motor Vehicles, Total Units

|  | 2003 | Chg * | 2004 | Chg * | 2005 | Chg * | 2006 | Chg * | 2007 | Chg * | $12 \mathrm{MOs} / 08$ | Chg * |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| World |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 1,601,019 | (2.7\%) | 1,766,186 | 10.3\% | 2,051,858 | 8.6\% | 2,197,429 | 7.1\% | 2,597,845 | 18.2\% | 2,787,787 | 7.3\% |
| Imports | 6,594,365 | (5.3\%) | 6,855,680 | 4.0\% | 6,757,922 | (7.3\%) | 7,511,456 | 11.2\% | 7,319,370 | (2.6\%) | 6,609,056 | (9.7\%) |
| Canada |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 850,112 | (6.6\%) | 843,839 | (0.7\%) | 889,534 | (1.4\%) | 927,047 | 4.2\% | 1,009,399 | 8.9\% | 925,448 | (8.3\%) |
| Imports | 2,244,360 | (3.8\%) | 2,437,747 | 8.6\% | 2,373,080 | (4.0\%) | 2,289,841 | (3.5\%) | 2,281,568 | (0.4\%) | 1,739,120 | (23.8\%) |
| Germany |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 130,062 | 34.4\% | 129,391 | (0.5\%) | 120,125 | (9.2\%) | 156,063 | 29.9\% | 210,315 | 34.8\% | 241,792 | 15.0\% |
| Imports | 562,376 | (2.3\%) | 548,411 | (2.5\%) | 548,992 | (0.0\%) | 529,956 | (3.5\%) | 477,657 | (9.9\%) | 507,527 | 965.0\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 24,364 | (0.5\%) | 21,641 | (11.2\%) | 23,207 | 3.5\% | 19,354 | (16.6\%) | 21,961 | 13.5\% | 27,310 | 24.4\% |
| Imports | 1,579,503 | (14.9\%) | 1,541,187 | (2.4\%) | 1,661,925 | (5.2\%) | 2,229,853 | 34.2\% | 2,199,276 | (1.4\%) | 2,120,088 | (3.6\%) |
| Korea |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 4,015 | (18.3\%) | 2,796 | (30.4\%) | 4,897 | 64.8\% | 8,707 | 77.8\% | 13,650 | 56.8\% | 15,434 | 13.1\% |
| Imports | 624,097 | 0.0\% | 860,091 | 37.8\% | 730,527 | (15.1\%) | 695,219 | (4.8\%) | 674,711 | (2.9\%) | 615,786 | (8.7\%) |
| Mexico |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 264,986 | (11.7\%) | 313,802 | 18.4\% | 348,695 | 10.3\% | 327,586 | (6.1\%) | 327,325 | (0.1\%) | 296,465 | (9.4\%) |
| Imports | 998,856 | (14.0\%) | 957,346 | (4.2\%) | 1,015,199 | 6.0\% | 1,344,931 | 32.5\% | 1,253,585 | (6.8\%) | 1,219,604 | (2.7\%) |


| U.S. Trade Flows by All Shippers of Passenger Vehicles \& Light Trucks,** Billions of Current Dollars |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2003 | Chg * | 2004 | Chg * | 2005 | Chg * | 2006 | Chg * | 2007 | Chg * | $12 \mathrm{MOs} / 08$ | Chg * |
| World |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 26.839 | 9.1\% | 29.499 | 9.9\% | 35.374 | 17.5\% | 40.179 | 13.6\% | 50.664 | 26.1\% | 54.199 | 7.0\% |
| Imports | 127.906 | 0.3\% | 135.148 | 5.7\% | 136.450 | 0.2\% | 148.364 | 8.7\% | 147.643 | (0.5\%) | 133.010 | (9.9\%) |
| Balance | (101.068) | (1.8\%) | (105.649) | 4.5\% | (101.075) | (4.7\%) | (108.185) | 7.0\% | (96.979) | (10.4\%) | (78.811) | (18.7\%) |
| Canada |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 14.802 | 9.4\% | 14.687 | (0.8\%) | 16.185 | 8.1\% | 18.083 | 11.7\% | 21.448 | 18.6\% | 19.407 | (9.5\%) |
| Imports | 38.332 | (1.9\%) | 43.255 | 12.8\% | 44.009 | 1.3\% | 43.058 | (2.2\%) | 44.115 | 2.5\% | 33.642 | (23.7\%) |
| Balance | (23.530) | (7.8\%) | (28.568) | 21.4\% | (27.824) | (2.3\%) | (24.975) | (10.2\%) | (22.667) | (9.2\%) | (14.235) | (37.2\%) |
| Germany |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 3.928 | 41.0\% | 3.980 | 1.3\% | 3.661 | (8.4\%) | 5.177 | 41.4\% | 7.145 | 38.0\% | 8.344 | 16.8\% |
| Imports | 19.710 | 10.8\% | 20.344 | 3.2\% | 20.306 | (0.2\%) | 19.233 | (5.3\%) | 17.609 | (8.4\%) | 18.374 | 4.3\% |
| Balance | (15.782) | 5.1\% | (16.364) | 3.7\% | (16.645) | 1.8\% | (14.056) | (15.6\%) | (10.464) | (25.6\%) | (10.030) | (4.1\%) |
| Japan |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 0.460 | (0.1\%) | 0.472 | 2.6\% | 0.533 | 9.5\% | 0.472 | (11.6\%) | 0.510 | 8.2\% | 0.537 | 5.2\% |
| Imports | 31.596 | (8.0\%) | 31.625 | 0.1\% | 34.413 | 6.8\% | 42.898 | 24.7\% | 43.133 | 0.5\% | 41.054 | (4.8\%) |
| Balance | (31.136) | (8.1\%) | (31.153) | 0.1\% | (33.880) | 6.7\% | (42.426) | 25.2\% | (42.623) | 0.5\% | (40.517) | (4.9\%) |
| Korea |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 0.082 | (8.9\%) | 0.051 | (37.8\%) | 0.114 | 120.5\% | 0.150 | 31.7\% | 0.347 | 131.3\% | 0.322 | (7.2\%) |
| Imports | 7.933 | 16.7\% | 10.040 | 26.6\% | 8.769 | (12.7\%) | 8.671 | (1.1\%) | 8.218 | (5.2\%) | 7.455 | (9.3\%) |
| Balance | (7.851) | 17.1\% | (9.989) | 27.2\% | (8.655) | (13.4\%) | (8.521) | (1.5\%) | (7.871) | (7.6\%) | (7.133) | (9.4\%) |
| Mexico |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 3.178 | (16.3\%) | 3.987 | 25.4\% | 4.438 | 11.1\% | 4.160 | (6.3\%) | 4.475 | 7.6\% | 4.672 | 4.4\% |
| Imports | 18.261 | (7.6\%) | 17.407 | (4.7\%) | 16.945 | (2.7\%) | 21.701 | 28.1\% | 20.526 | (5.4\%) | 19.805 | (3.5\%) |
| Balance | (15.082) | (5.6\%) | (13.421) | (11.0\%) | (12.507) | (6.7\%) | (17.541) | 40.2\% | (16.051) | (8.5\%) | (15.134) | (5.7\%) |

* = Change Computed on Unrounded Numbers; **"General Imports," Excludes Vehicles Assembled in U.S. Foreign Trade Zones

| U.S. Trade Flows by All Shippers of Passenger Vehicles \& Light Trucks, Total Units |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2003 | Chg * | 2004 | Chg * | 2005 | Chg * | 2006 | Chg * | 2007 | Chg * | $12 \mathrm{MOs} / 08$ | Chg * |
| World |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 1,481,337 | (4.5\%) | 1,648,052 | 11.3\% | 1,925,391 | 8.7\% | 2,074,904 | 7.8\% | 2,469,856 | 19.0\% | 2,656,718 | 7.6\% |
| Imports | 6,498,339 | (5.4\%) | 6,731,384 | 3.6\% | 6,618,287 | (7.7\%) | 7,348,753 | 11.0\% | 7,160,096 | (2.6\%) | 6,502,212 | (9.2\%) |
| Canada |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 796,172 | (11.0\%) | 780,267 | (2.0\%) | 810,279 | (3.4\%) | 843,541 | 4.1\% | 936,207 | 11.0\% | 862,021 | (7.9\%) |
| Imports | 2,203,112 | (4.0\%) | 2,385,898 | 8.3\% | 2,308,834 | (4.6\%) | 2,215,445 | (4.0\%) | 2,241,907 | 1.2\% | 1,704,536 | (24.0\%) |
| Germany |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 126,679 | 34.0\% | 126,986 | 0.2\% | 119,470 | (8.0\%) | 155,145 | 29.9\% | 207,825 | 34.0\% | 238,564 | 14.8\% |
| Imports | 561,502 | (2.3\%) | 546,395 | (2.7\%) | 546,593 | (0.1\%) | 525,780 | (3.8\%) | 471,172 | (10.4\%) | 502,589 | 6.7\% |
| Japan |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 23,892 | (0.0\%) | 21,409 | (10.4\%) | 22,500 | 1.4\% | 19,235 | (14.5\%) | 20,658 | 7.4\% | 25,441 | 23.2\% |
| Imports | 1,602,493 | (12.7\%) | 1,573,535 | (1.8\%) | 1,630,186 | (5.2\%) | 2,193,554 | 34.6\% | 2,176,153 | (0.8\%) | 2,110,830 | (3.0\%) |
| Korea |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 3,680 | (20.2\%) | 2,412 | (34.5\%) | 4,577 | 76.9\% | 5,732 | 37.3\% | 12,510 | 118.2\% | 13,654 | 9.1\% |
| Imports | 690,912 | 10.7\% | 860,088 | 24.5\% | 730,527 | (15.1\%) | 695,134 | (4.8\%) | 674,710 | (2.9\%) | 615,853 | (8.7\%) |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 259,235 | (11.6\%) | 307,447 | 18.6\% | 342,069 | 10.4\% | 322,965 | (5.6\%) | 316,384 | (2.0\%) | 291,810 | (7.8\%) |
| Imports | 970,816 | (14.5\%) | 923,459 | (4.9\%) | 979,259 | 6.0\% | 1,305,496 | 33.3\% | 1,172,251 | (10.2\%) | 1,164,800 | (0.6\%) |


| U.S. Trade Flows by All Shippers of Medium \& Heavy Trucks and Tractors,** Billions of Current Dollars |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2003 | Chg * | 2004 | Chg * | 2005 | Chg * | 2006 | Chg * | 2007 | Chg * | $12 \mathrm{MOs} / 08$ | Chg * |
| World |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 2.639 | 31.8\% | 3.441 | 30.4\% | 4.446 | 29.2\% | 4.944 | 11.2\% | 4.546 | (8.1\%) | 4.408 | (3.0\%) |
| Imports | 3.284 | 3.6\% | 4.629 | 40.9\% | 5.479 | 18.4\% | 6.763 | 23.4\% | 5.402 | (20.1\%) | 4.924 | (8.8\%) |
| Balance | (0.645) | (44.7\%) | (1.188) | 84.2\% | (1.032) | (13.1\%) | (1.819) | 76.2\% | (0.856) | (52.9\%) | (0.516) | (39.7\%) |
| Canada |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 2.029 | 22.4\% | 2.723 | 34.2\% | 3.478 | 27.7\% | 3.924 | 12.8\% | 3.028 | (22.8\%) | 2.633 | (13.1\%) |
| Imports | 1.721 | 2.9\% | 2.307 | 34.1\% | 3.357 | 45.5\% | 4.308 | 28.3\% | 2.187 | (49.2\%) | 2.343 | 7.1\% |
| Balance | 0.308 | (2028.8\%) | 0.416 | 35.0\% | 0.121 | (70.9\%) | (0.384) | (417.5\%) | 0.841 | (318.9\%) | 0.290 | (65.6\%) |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 0.002 | (71.8\%) | 0.004 | 98.0\% | 0.005 | 23.6\% | 0.010 | 104.5\% | 0.049 | 378.1\% | 0.059 | 22.1\% |
| Imports | 0.000 | (72.0\%) | 0.000 | 648.9\% | 0.000 | (59.9\%) | 0.001 | 702.8\% | 0.099 | 9003.5\% | 0.107 | 7.8\% |
| Balance | 0.002 | (71.8\%) | 0.004 | 85.5\% | 0.005 | 31.3\% | 0.009 | 87.8\% | (0.050) | (651.4\%) | (0.047) | (6.0\%) |
| Japan |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 0.004 | 878.7\% | 0.001 | (79.7\%) | 0.002 | 94.8\% | 0.001 | (45.9\%) | 0.035 | 3596.9\% | 0.064 | 81.8\% |
| Imports | 0.443 | 1.8\% | 0.660 | 48.9\% | 0.623 | (5.6\%) | 0.729 | 17.1\% | 0.519 | (28.7\%) | 0.229 | (55.9\%) |
| Balance | (0.439) | 0.9\% | (0.659) | 50.2\% | (0.621) | (5.8\%) | (0.728) | 17.2\% | (0.484) | (33.5\%) | (0.165) | (65.9\%) |
| Korea |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 0.002 | 179.7\% | 0.001 | (63.5\%) | 0.001 | 51\% | 0.003 | 162\% | 0.002 | (43\%) | 0.001 | (20\%) |
| Imports | 0.001 | 1075.6\% | 0.000 | (100.0\%) | 0.000 | \#DIV/0! | 0.000 | (79\%) | 0.000 | 98\% | 0.002 | 13617\% |
| Balance | 0.001 | 21.6\% | 0.001 | (1.3\%) | 0.001 | 46\% | 0.003 | 0\% | 0.002 | 0\% | (0.001) | 0\% |
| Mexico |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 0.091 | 22.5\% | 0.103 | 14.1\% | 0.132 | 27.7\% | 0.122 | (7.5\%) | 0.299 | 145.1\% | 0.132 | (55.9\%) |
| Imports | 1.118 | 7.8\% | 1.660 | 48.5\% | 1.498 | (9.8\%) | 1.719 | 14.7\% | 2.590 | 50.7\% | 2.236 | (13.7\%) |
| Balance | (1.028) | 6.7\% | (1.557) | 51.5\% | (1.366) | (12.3\%) | (1.596) | 16.9\% | (2.291) | 43.5\% | (2.104) | (8.2\%) |

* $=$ Change Computed on Unrounded Numbers; **"General Imports," Excludes Vehicles Assembled in U.S. Foreign Trade Zones

| U.S. Trade Flows by All Shippers of Medium \& Heavy Trucks and Tractors, Total Units |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2003 | Chg * | 2004 | Chg * | 2005 | Chg * | 2006 | Chg * | 2007 | Chg * | $12 \mathrm{MOs} / 08$ | Chg * |
| World |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 64,130 | 19.1\% | 72,263 | 12.7\% | 94,851 | 31.3\% | 98,078 | 3.4\% | 100,465 | 2.4\% | 97,498 | (3.0\%) |
| Imports | 83,698 | 4.5\% | 111,192 | 32.8\% | 127,826 | 15.0\% | 149,786 | 17.2\% | 148,551 | (0.8\%) | 101,401 | (31.7\%) |
| Canada |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 42,124 | 13.4\% | 51,002 | 21.1\% | 64,916 | 27.3\% | 67,710 | 4.3\% | 55,347 | (18.3\%) | 45,866 | (17.1\%) |
| Imports | 32,100 | 3.5\% | 42,732 | 33.1\% | 56,606 | 32.5\% | 67,766 | 19.7\% | 33,863 | (50.0\%) | 31,563 | (6.8\%) |
| Germany |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 58 | (71.6\%) | 123 | 112.1\% | 380 | 208.9\% | 542 | 42.6\% | 2,217 | 309.0\% | 2,199 | (0.8\%) |
| Imports | 4 | (42.9\%) | 74 | 1750.0\% | 3 | (95.9\%) | 30 | 900.0\% | 3,778 | 12493.3\% | 3,750 | (0.7\%) |
| Japan |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 73 | 108.6\% | 21 | (71.2\%) | 50 | 138.1\% | 0 | (50.0\%) | 0 | 4732.0\% | 1,793 | 48.4\% |
| Imports | 22,979 | 5.7\% | 32,181 | 40.0\% | 31,468 | (2.2\%) | 36,062 | 14.6\% | 22,919 | (36.4\%) | 9,139 | (60.1\%) |
| Korea |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 59 | 28.3\% | 24 | (59.3\%) | 37 | 54.2\% | 72 | 94.6\% | 46 | (36.1\%) | 50 | 8.7\% |
| Imports | 59 | 1080.0\% | 0 | (100.0\%) | 63 | \#DIV/0! | 36 | (42.9\%) | 1 | (97.2\%) | 128 | 12700.0\% |
| Mexico |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 3,197 | 6.1\% | 2,897 | (9.4\%) | 3,093 | 6.8\% | 2,903 | (6.1\%) | 9,001 | 210.1\% | 2,509 | (72.1\%) |
| Imports | 27,963 | 5.5\% | 33,881 | 21.2\% | 35,935 | 6.1\% | 39,421 | 9.7\% | 81,239 | 106.1\% | 54,690 | (32.7\%) |

[^1]
[^0]:    * = Change Computed on Unrounded Numbers; **"General Imports," Excludes Vehicles Assembled in U.S. Foreign Trade Zones

[^1]:    Prepared: USDOC/Office of Transportation and Machinery/Todd Peterson

