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

upiled by U.S. Commerce Dept, Office of Transportation and Machinery, from Government and Industry Sources; 2009

| New Car and Non-Commercial Light Truck Sales in the United States, Millions of Vehicles |  |  |  |  |  |  |  |  |  |  | 3MOs/200¢ Share* |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2004 | Share* | 2005 | Share* | 2006 | Share* | 2007 | Share* | 3MOs/2008 | Share* |  |  |
| Total Market | 16.848 | 100.0\% | 16.921 | \#\#\#\#\#\# | 16.477 | 100.0\% | 16.067 | 100.0\% | 3.558 | 100.0\% | 2.196 | 100.0\% |
| From NAFTA ** | 13.469 | 79.9\% | 13.357 | 80.0\% | 12.811 | 77.8\% | 12.331 | 76.7\% | 2.702 | 75.9\% | 1.574 | 71.7\% |
| From All 'Imports': | 3.379 | 20.1\% | 3.384 | 20.0\% | 3.666 | 22.2\% | 3.736 | 23.3\% | 0.856 | 24.1\% | 0.622 | 28.3\% |
| -Germany | 0.629 | 3.7\% | 0.602 | 3.6\% | 0.591 | 3.6\% | 0.604 | 3.8\% | 0.133 | 3.7\% | 0.105 | 4.8\% |
| -Japan | 1.632 | 9.7\% | 1.700 | 10.0\% | 2.093 | 12.7\% | 2.180 | 13.6\% | 0.520 | 14.6\% | 0.339 | 15.4\% |
| -Korea | 0.783 | 4.6\% | 0.783 | 4.6\% | 0.664 | 4.0\% | 0.644 | 4.0\% | 0.138 | 3.9\% | 0.130 | 5.9\% |

ıputed on Unrounded Numbers ** NAFTA = Sales From All Plants in USA, Canada, Mexico. 'All Imports' = All Non-NAFT,
w Car and Non-Commercial Light Truck National Nameplate** Sales and Shares, Millions of Vehicles

|  | 2004 | Share* | 2005 | Share* | 2006 | Share* | 2007 | Share* | $3 \mathrm{MOs} / 2006$ | Share* | 3MOs/2009 | Share* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| American | 9.864 | 58.5\% | 9.609 | 56.8\% | 8.816 | 53.5\% | 1.775 | 11.0\% | 1.775 | 49.9\% | 0.957 | 43.6\% |
| German | 0.883 | 5.2\% | 0.870 | 5.1\% | 0.092 | 5.6\% | 0.208 | 1.3\% | 0.208 | 5.8\% | 0.159 | 7.3\% |
| Japanese | 5.154 | 30.6\% | 5.472 | 32.0\% | 5.769 | 35.0\% | 1.368 | 8.5\% | 1.368 | 38.5\% | 0.890 | 40.5\% |
| Korean | 0.689 | 4.1\% | 0.731 | 4.3\% | 0.750 | 4.6\% | 0.164 | 1.0\% | 0.164 | 4.6\% | 0.165 | 7.5\% |
| All Others | 0.259 | 1.5\% | 0.239 | 1.4\% | 0.221 | 1.3\% | 12.553 | 78.1\% | 0.043 | 1.2\% | 0.024 | 1.1\% |

* = Computed on Unrounded Numbers ${ }^{* *}=$ Traditional Affiliations (I.e., American $=$ GM, Ford, Chrysler Group)

| Total U.S. GDP** and PCE*** for New Cars and Light Trucks, Billions of Current Dollars |  |  |  |  |  |  |  |  |  |  | Q2 2007 Chg * |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2004 | Chg * | 2005 | Chg * | 2006 | Chg * | Q2 2007 | Chg * | Q2 2007 | Chg * |  |  |
| Total U.S. GDP | 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\% | 13,755.9 | 0.0\% |
| PCE- New Cars | 97.7 | 0.5\% | 104.0 | 6.4\% | 107.1 | 3.0\% | 107.4 | 0.3\% | 107.4 | 0.0\% | 107.4 | 0.0\% |
| PCE- New Lt.Truck. | 161.7 | 0.6\% | 152.8 | (5.5\%) | 134.1 | (12.2\%) | 140.6 | 4.8\% | 140.6 | 0.0\% | 140.6 | 0.0\% |

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

## 5. Light Vehicle Production (Millions), Plant Capacity Use (PCU), NAIC 2261 Tot. Employment (1000s)

|  | 2004 | PCU | 2005 | PCU | 2006 | Chg * | 2007 | Chg * | 2008 | Chg * | $12 \mathrm{Mos} / 08$ | Chg * |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Production | 11.567 | 86.600 | 11.496 | 86.700 | 10.783 | (6.4\%) | 10.457 | (2.8\%) | 8,449,402 | (19.2\%) | 8,449,402 | (19.2\%) |
| -by the Big-3** | 8.201 | 84.800 | 7.638 | 84.800 | 6.837 | (10.4\%) | 6.390 | (6.6\%) | 4,841,645 | (24.2\%) | 4,841,645 | (24.2\%) |
| -by Jpn Affiliates | 3.148 | 92.900 | 3.547 | 92.900 | 3.431 | (3.3\%) | 3.492 | 1.8\% | 3,043,894 | (12.8\%) | 3,043,894 | (12.8\%) |
| -by Grm Affiliates | 0.218 | 66.900 | 0.220 | 66.900 | 0.278 | 15.4\% | 0.324 | 27.3\% | 326,821 | (0.1\%) | 326,821 | (0.1\%) |
| -by Korean Affiliate | 0.000 |  | 0.091 | NA | 0.237 | 160.2\% | 0.251 | 5.5\% | 237,042 | (5.4\%) | 237,042 | (5.4\%) |
| Avg. Ann. Employ. | 255.9 |  | 249.7 |  | 242.5 |  | 0 |  | 0 |  | 0 |  |

ıction Volume Change from Same Previous Period; ** = Chrysler Group, Ford Motor Company, General Motors Corporatio
s Worldwide Automotive Net Sales \& Revenue; Net Income, Billions of Current Dollars

|  | 2004 | Chg * | 2005 | Chg * | 2006 | Chg * | 2007 Half | Chg * | 2007 Half | Chg * | 2007 Half | Chg * |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Sales \& Revenue | 283.019 | (3.8\%) | 294.162 | 3.9\% | 367.449 | 29.8\% | 91.001 | (69.1\%) | 91.001 | (75.2\%) | 91.001 | 0.0\% |
| -Net Income | (7.434) | (1601.8\%) | (8.393) | 12.9\% | (14.726) | 98.1\% | 1.283 |  | 1.283 |  | 1.283 |  |

$=$ Change from Same Previous Period; ${ }^{* *}=1998$ and later is Ford, GM. '98 change compared with '97 Ford, GM
5. Trade Flows by All Shippers of Road Motor Vehicles,** Billions of Current Dollars

|  | 2004 | Chg * | 2005 | Chg * | 2006 | Chg * | 2007 | Chg * | 2008 | Chg * | $3 \mathrm{MOs} / 09$ | Chg * |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| World |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 33.973 | 11.8\% | 40.939 | 18.4\% | 46.307 | 13.1\% | 56.596 | 22.2\% | 60.206 | 6.4\% | 7.100 | (49.3\%) |
| Imports | 140.828 | 6.6\% | 142.946 | 0.8\% | 156.173 | 9.3\% | 154.104 | (1.3\%) | 138.802 | (9.9\%) | 17.182 | (54.5\%) |
| Balance | (106.855) | 5.0\% | (102.007) | (4.9\%) | (109.866) | 7.7\% | (97.508) | (11.2\%) | (78.596) | (19.4\%) | (10.082) | (57.5\%) |
| Canada |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 18.092 | 3.9\% | 20.541 | 11.8\% | 22.988 | 11.9\% | 25.602 | 11.4\% | 23.118 | (9.7\%) | 2.653 | (55.8\%) |
| Imports | 46.354 | 13.8\% | 48.079 | 3.3\% | 48.076 | (0.0\%) | 47.022 | (2.2\%) | 36.508 | (22.4\%) | 4.438 | (55.5\%) |
| Balance | (28.262) | 21.2\% | (27.538) | (2.2\%) | (25.088) | (8.9\%) | (21.420) | (14.6\%) | (13.390) | (37.5\%) | (1.785) | (55.0\%) |
| Germany |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 4.005 | 1.5\% | 3.676 | (8.6\%) | 5.199 | 41.4\% | 7.205 | 38.6\% | 8.443 | 17.2\% | 1.025 | (48.2\%) |
| Imports | 20.439 | 3.5\% | 20.415 | (0.1\%) | 19.384 | (5.0\%) | 17.829 | (8.0\%) | 18.561 | 4.1\% | 2.327 | (47.4\%) |
| Balance | (16.434) | 4.0\% | (16.739) | 2.0\% | (14.186) | (15.3\%) | (10.623) | (25.1\%) | (10.118) | (4.8\%) | (1.303) | (46.8\%) |
| Japan |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 0.478 | 1.7\% | 0.557 | 13.0\% | 0.477 | (14.3\%) | 0.550 | 15.2\% | 0.603 | 9.8\% | 0.069 | (59.2\%) |
| Imports | 32.290 | 0.8\% | 35.040 | 6.5\% | 43.638 | 24.5\% | 43.668 | 0.1\% | 41.330 | (5.4\%) | 4.062 | (66.3\%) |
| Balance | (31.812) | 0.8\% | (34.483) | 6.4\% | (43.161) | 25.2\% | (43.119) | (0.1\%) | (40.727) | (5.5\%) | (3.993) | (66.4\%) |
| Korea |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 0.054 | (37.7\%) | 0.118 | \#\#\#\#\#\# | 0.159 | 34.8\% | 0.383 | 140.4\% | 0.375 | (2.0\%) | 0.030 | (69.5\%) |
| Imports | 10.040 | 26.5\% | 8.769 | (12.7\%) | 8.671 | (1.1\%) | 8.218 | (5.2\%) | 7.457 | (9.3\%) | 1.595 | (21.2\%) |
| Balance | (9.987) | 27.2\% | (8.650) | (13.4\%) | (8.512) | (1.6\%) | (7.835) | (8.0\%) | (7.082) | (9.6\%) | (1.565) | (18.7\%) |
| Mexico |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 4.133 | 25.3\% | 4.614 | 11.4\% | 4.311 | (6.6\%) | 4.816 | 11.7\% | 4.854 | 0.8\% | 0.384 | (66.4\%) |
| Imports | 19.068 | (1.7\%) | 18.444 | (3.3\%) | 23.420 | 27.0\% | 23.123 | (1.3\%) | 22.057 | (4.6\%) | 3.264 | (37.7\%) |
| Balance | (14.935) | (7.2\%) | (13.830) | (7.3\%) | (19.109) | 38.2\% | (18.307) | (4.2\%) | (17.204) | (6.0\%) | (2.881) | (29.7\%) |

`omputed on Unrounded Numbers; **"General Imports," Excludes Vehicles Assembled in U.S. Foreign Trade Zones

| U.S. Trade Flows by All Shippers of Road Motor Vehicles, Total Units |  |  |  |  |  |  |  |  |  |  | $3 \mathrm{MOs} / 09$ | Chg * |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2004 | Chg * | 2005 | Chg * | 2006 | Chg * | 2007 | Chg * | 2008 | Chg* |  |  |
| World |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 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\% | 378,611 | (38.6\%) |
| Imports | 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\%) | 864,078 | (50.1\%) |
| Canada |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 843,839 | (0.7\%) | 889,534 | (1.4\%) | 927,047 | 4.2\% | 1,009,399 | 8.9\% | 925,448 | (8.3\%) | 123,317 | (46.3\%) |
| Imports | 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\%) | 220,932 | (52.0\%) |
| Germany |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 129,391 | (0.5\%) | 120,125 | (9.2\%) | 156,063 | 29.9\% | 210,315 | 34.8\% | 241,792 | 15.0\% | 29,688 | (47.5\%) |
| Imports | 548,411 | (2.5\%) | 548,992 | (0.0\%) | 529,956 | (3.5\%) | 477,657 | (9.9\%) | 507,527 | 965.0\% | 71,431 | (36.9\%) |
| Japan |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 21,641 | (11.2\%) | 23,207 | 3.5\% | 19,354 | (16.6\%) | 21,961 | 13.5\% | 27,310 | 24.4\% | 2,537 | (55.2\%) |
| Imports | 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\%) | 225,087 | (62.7\%) |
| Korea |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 2,796 | (30.4\%) | 4,897 | 64.8\% | 8,707 | 77.8\% | 13,650 | 56.8\% | 15,434 | 13.1\% | 1,601 | (59.1\%) |
| Imports | 860,091 | 37.8\% | 730,527 | (15.1\%) | 695,219 | (4.8\%) | 674,711 | (2.9\%) | 615,786 | (8.7\%) | -231,308 | (20.5\%) |
| Mexico |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 313,802 | 18.4\% | 348,695 | 10.3\% | 327,586 | (6.1\%) | 327,325 | (0.1\%) | 296,465 | (9.4\%) | 25,493 | (66.4\%) |
| Imports | 957,346 | (4.2\%) | 1,015,199 | 6.0\% | 1,344,931 | 32.5\% | 1,253,585 | (6.8\%) | 1,219,604 | (2.7\%) | 160,822 | (42.2\%) |

.S. Trade Flows by All Shippers of Passenger Vehicles \& Light Trucks,** Billions of Current Dollars

|  | 2004 | Chg * | 2005 | Chg * | 2006 | Chg * | 2007 | Chg * | 2008 | Chg * | $3 \mathrm{MOs} / 09$ | Chg * |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| World |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 29.499 | 9.9\% | 35.374 | 17.5\% | 40.179 | 13.6\% | 50.664 | 26.1\% | 54.199 | 7.0\% | 6.256 | (49.9\%) |
| Imports | 135.148 | 5.7\% | 136.450 | 0.2\% | 148.364 | 8.7\% | 147.643 | (0.5\%) | 133.010 | (9.9\%) | 16.126 | (55.6\%) |
| Balance | (105.649) | 4.5\% | (101.075) | (4.7\%) | (108.185) | 7.0\% | (96.979) | (10.4\%) | (78.811) | (18.7\%) | (9.870) | (58.6\%) |
| Canada |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 14.687 | (0.8\%) | 16.185 | 8.1\% | 18.083 | 11.7\% | 21.448 | 18.6\% | 19.407 | (9.5\%) | 2.134 | (57.2\%) |
| Imports | 43.255 | 12.8\% | 44.009 | 1.3\% | 43.058 | (2.2\%) | 44.115 | 2.5\% | 33.642 | (23.7\%) | 4.017 | (57.0\%) |
| Balance | (28.568) | 21.4\% | (27.824) | (2.3\%) | (24.975) | (10.2\%) | (22.667) | (9.2\%) | (14.235) | (37.2\%) | (1.883) | (56.6\%) |
| Germany |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 3.980 | 1.3\% | 3.661 | (8.4\%) | 5.177 | 41.4\% | 7.145 | 38.0\% | 8.344 | 16.8\% | 1.023 | (47.6\%) |
| Imports | 20.344 | 3.2\% | 20.306 | (0.2\%) | 19.233 | (5.3\%) | 17.609 | (8.4\%) | 18.374 | 4.3\% | 2.310 | (47.3\%) |
| Balance | (16.364) | 3.7\% | (16.645) | 1.8\% | (14.056) | (15.6\%) | (10.464) | (25.6\%) | (10.030) | (4.1\%) | (1.287) | (47.1\%) |
| Japan |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 0.472 | 2.6\% | 0.533 | 9.5\% | 0.472 | (11.6\%) | 0.510 | 8.2\% | 0.537 | 5.2\% | 0.055 | (62.6\%) |
| Imports | 31.625 | 0.1\% | 34.413 | 6.8\% | 42.898 | 24.7\% | 43.133 | 0.5\% | 41.054 | (4.8\%) | 4.048 | (66.1\%) |
| Balance | (31.153) | 0.1\% | (33.880) | 6.7\% | (42.426) | 25.2\% | (42.623) | 0.5\% | (40.517) | (4.9\%) | (3.993) | (66.1\%) |
| Korea |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 0.051 | (37.8\%) | 0.114 | \#\#\#\#\#\# | 0.150 | 31.7\% | 0.347 | 131.3\% | 0.322 | (7.2\%) | 0.029 | (65.2\%) |
| Imports | 10.040 | 26.6\% | 8.769 | (12.7\%) | 8.671 | (1.1\%) | 8.218 | (5.2\%) | 7.455 | (9.3\%) | 1.595 | (21.2\%) |
| Balance | (9.989) | 27.2\% | (8.655) | (13.4\%) | (8.521) | (1.5\%) | (7.871) | (7.6\%) | (7.133) | (9.4\%) | (1.566) | (19.3\%) |
| Mexico |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 3.987 | 25.4\% | 4.438 | 11.1\% | 4.160 | (6.3\%) | 4.475 | 7.6\% | 4.672 | 4.4\% | 0.372 | (66.3\%) |
| Imports | 17.407 | (4.7\%) | 16.945 | (2.7\%) | 21.701 | 28.1\% | 20.526 | (5.4\%) | 19.805 | (3.5\%) | 2.713 | (41.8\%) |
| Balance | (13.421) | (11.0\%) | (12.507) | (6.7\%) | (17.541) | 40.2\% | (16.051) | (8.5\%) | (15.134) | (5.7\%) | (2.341) | (34.3\%) | somputed on Unrounded Numbers; **"General Imports," Excludes Vehicles Assembled in U.S. Foreign Trade Zones

## .S. Trade Flows by All Shippers of Passenger Vehicles \& Light Trucks, Total Units

|  | 2004 | Chg * | 2005 | Chg * | 2006 | Chg * | 2007 | Chg * | 2008 | Chg * | $3 \mathrm{MOs} / 09$ | Chg * |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| World |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 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\% | 357,993 | (40.9\%) |
| Imports | 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\%) | 6,502,212 | (9.2\%) |
| Canada |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 780,267 | (2.0\%) | 810,279 | (3.4\%) | 843,541 | 4.1\% | 936,207 | 11.0\% | 862,021 | (7.9\%) | 113,763 | (46.7\%) |
| Imports | 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\%) | 216,235 | (52.2\%) |
| Germany |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 126,986 | 0.2\% | 119,470 | (8.0\%) | 155,145 | 29.9\% | 207,825 | 34.0\% | 238,564 | 14.8\% | 29,592 | (46.7\%) |
| Imports | 546,395 | (2.7\%) | 546,593 | (0.1\%) | 525,780 | (3.8\%) | 471,172 | (10.4\%) | 502,589 | 6.7\% | 71,284 | (36.8\%) |
| Japan |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 21,409 | (10.4\%) | 22,500 | 1.4\% | 19,235 | (14.5\%) | 20,658 | 7.4\% | 25,441 | 23.2\% | 2,085 | (57.9\%) |
| Imports | 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\%) | 224,602 | (62.5\%) |
| Korea |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 2,412 | (34.5\%) | 4,577 | 76.9\% | 5,732 | 37.3\% | 12,510 | 118.2\% | 13,654 | 9.1\% | 1,558 | (54.1\%) |
| Imports | 860,088 | 24.5\% | 730,527 | (15.1\%) | 695,134 | (4.8\%) | 674,710 | (2.9\%) | 615,853 | (8.7\%) | 134,193 | (20.5\%) |
| Mexico |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 307,447 | 18.6\% | 342,069 | 10.4\% | 322,965 | (5.6\%) | 316,384 | (2.0\%) | 291,810 | (7.8\%) | 24,900 | (66.7\%) |
| Imports | 923,459 | (4.9\%) | 979,259 | 6.0\% | 1,305,496 | 33.3\% | 1,172,251 | (10.2\%) | 1,164,800 | (0.6\%) | 148,375 | (43.4\%) |

S. Trade Flows by All Shippers of Medium \& Heavy Trucks and Tractors,** Billions of Current Dollars

|  | 2004 | Chg * | 2005 | Chg * | 2006 | Chg * | 2007 | Chg * | 2008 | Chg * | $3 \mathrm{MOs} / 09$ | Chg * |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| World |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 3.441 | 30.4\% | 4.446 | 29.2\% | 4.944 | 11.2\% | 4.546 | (8.1\%) | 4.408 | (3.0\%) | 0.649 | (40.9\%) |
| Imports | 4.629 | 40.9\% | 5.479 | 18.4\% | 6.763 | 23.4\% | 5.402 | (20.1\%) | 4.924 | (8.8\%) | 0.881 | (26.0\%) |
| Balance | (1.188) | 84.2\% | (1.032) | (13.1\%) | (1.819) | 76.2\% | (0.856) | (52.9\%) | (0.516) | (39.7\%) | (0.231) | 154.2\% |
| Canada |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 2.723 | 34.2\% | 3.478 | 27.7\% | 3.924 | 12.8\% | 3.028 | (22.8\%) | 2.633 | (13.1\%) | 0.408 | (42.2\%) |
| Imports | 2.307 | 34.1\% | 3.357 | 45.5\% | 4.308 | 28.3\% | 2.187 | (49.2\%) | 2.343 | 7.1\% | 0.317 | (34.9\%) |
| Balance | 0.416 | 35.0\% | 0.121 | (70.9\%) | (0.384) | \#\#\#\#\#\#\# | 0.841 | (318.9\%) | 0.290 | (65.6\%) | 0.091 | (58.3\%) |
| Germany |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 0.004 | 98.0\% | 0.005 | 23.6\% | 0.010 | 104.5\% | 0.049 | 378.1\% | 0.059 | 22.1\% | 0.001 | (97.5\%) |
| Imports | 0.000 | 648.9\% | 0.000 | (59.9\%) | 0.001 | 702.8\% | 0.099 | 9003.5\% | 0.107 | 7.8\% | 0.000 | (98.6\%) |
| Balance | 0.004 | 85.5\% | 0.005 | 31.3\% | 0.009 | 87.8\% | (0.050) | (651.4\%) | (0.047) | (6.0\%) | 0.000 | (103.2\%) |
| Japan |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 0.001 | (79.7\%) | 0.002 | 94.8\% | 0.001 | (45.9\%) | 0.035 | 3596.9\% | 0.064 | 81.8\% | 0.013 | (32.7\%) |
| Imports | 0.660 | 48.9\% | 0.623 | (5.6\%) | 0.729 | 17.1\% | 0.519 | (28.7\%) | 0.229 | (55.9\%) | 0.014 | (86.9\%) |
| Balance | (0.659) | 50.2\% | (0.621) | (5.8\%) | (0.728) | 17.2\% | (0.484) | (33.5\%) | (0.165) | (65.9\%) | (0.000) | (99.5\%) |
| Korea |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 0.001 | (63.5\%) | 0.001 | 51\% | 0.003 | 162\% | 0.002 | (43\%) | 0.001 | (20\%) | 0.000 | (100\%) |
| Imports | 0.000 | (100.0\%) | 0.000 | \#DIV/0! | 0.000 | (79\%) | 0.000 | 98\% | 0.002 | 13617\% | 0.000 | \#DIV/0! |
| Balance | 0.001 | (1.3\%) | 0.001 | 46\% | 0.003 | 0\% | 0.002 | 0\% | (0.001) | 0\% | 0.000 | 0\% |
| Mexico |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 0.103 | 14.1\% | 0.132 | 27.7\% | 0.122 | (7.5\%) | 0.299 | 145.1\% | 0.132 | (55.9\%) | 0.006 | (77.8\%) |
| Imports | 1.660 | 48.5\% | 1.498 | (9.8\%) | 1.719 | 14.7\% | 2.590 | 50.7\% | 2.236 | (13.7\%) | 0.549 | (3.5\%) |
| Balance | (1.557) | 51.5\% | (1.366) | (12.3\%) | (1.596) | 16.9\% | (2.291) | 43.5\% | (2.104) | (8.2\%) | (0.543) | 0.2\% |

’omputed 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

|  | 2004 | Chg * | 2005 | Chg * | 2006 | Chg * | 2007 | Chg * | 2008 | Chg * | $3 \mathrm{MOs} / 09$ | Chg * |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| World |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 72,263 | 12.7\% | 94,851 | 31.3\% | 98,078 | 3.4\% | 100,465 | 2.4\% | 97,498 | (3.0\%) | 16,346 | (29.2\%) |
| Imports | 111,192 | 32.8\% | 127,826 | 15.0\% | 149,786 | 17.2\% | 148,551 | (0.8\%) | 101,401 | (31.7\%) | 101,401 | (31.7\%) |
| Canada |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 51,002 | 21.1\% | 64,916 | 27.3\% | 67,710 | 4.3\% | 55,347 | (18.3\%) | 45,866 | (17.1\%) | 8,036 | (29.3\%) |
| Imports | 42,732 | 33.1\% | 56,606 | 32.5\% | 67,766 | 19.7\% | 33,863 | (50.0\%) | 31,563 | (6.8\%) | 4,228 | (38.2\%) |
| Germany |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 123 | 112.1\% | 380 | \#\#\#\#\#\# | 542 | 42.6\% | 2,217 | 309.0\% | 2,199 | (0.8\%) | 25 | (97.1\%) |
| Imports | 74 | 1750.0\% | 3 | (95.9\%) | 30 | 900.0\% | 3,778 | \#\#\#\#\#\#\#\# | 3,750 | (0.7\%) | 14 | (98.6\%) |
| Japan |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 21 | (71.2\%) | 50 | \#\#\#\#\#\# | 0 | (50.0\%) | 0 | 4732.0\% | 1,793 | 48.4\% | 448 | (34.8\%) |
| Imports | 32,181 | 40.0\% | 31,468 | (2.2\%) | 36,062 | 14.6\% | 22,919 | (36.4\%) | 9,139 | (60.1\%) | 484 | (88.6\%) |
| Korea |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 24 | (59.3\%) | 37 | 54.2\% | 72 | 94.6\% | 46 | (36.1\%) | 50 | 8.7\% | 0 | (100.0\%) |
| Imports | 0 | (100.0\%) | 63 | \#DIV/0! | 36 | (42.9\%) | 1 | (97.2\%) | 128 | \#\#\#\#\#\#\#\# | 0 | \#DIV/0! |
| Mexico |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports | 2,897 | (9.4\%) | 3,093 | 6.8\% | 2,903 | (6.1\%) | 9,001 | 210.1\% | 2,509 | (72.1\%) | 270 | (57.0\%) |
| Imports | 33,881 | 21.2\% | 35,935 | 6.1\% | 39,421 | 9.7\% | 81,239 | 106.1\% | 54,690 | (32.7\%) | 12,434 | (21.6\%) |

Prepared: USDOC/Office of Aerospace and Automotive Industries/Todd Peterson

