Transportation Equipment

Peder A. Andersen, Coordinator
(202) 205-3388
peder.andersen@usitc.gov

Change in 2006 from 2005:

U.S. trade deficit: Decreased by $14.7 billion (16 percent) to $76.3 billion
U.S. exports: Increased by $35.3 billion (20 percent) to $215.8 billion
U.S. imports: Increased by $20.6 billion (8 percent) to $292.1 billion

The trade deficit for transportation equipment narrowed by $14.7 billion (16 percent) in 2006 to $76.3 billion. The improvement in this sector deficit was led by strong growth in U.S. exports of goods such as aircraft, spacecraft, and related equipment; motor vehicles; and construction and mining equipment.

Canada continued to be the largest U.S. trading partner in transportation equipment, accounting for 26 percent of U.S. imports and 29 percent of U.S. exports in 2006 (table TE-1). The motor vehicle industries in the United States and Canada are highly integrated, leading to large volumes of two-way trade in motor vehicles and motor vehicle parts. Japan and Mexico are also leading U.S. trading partners in transportation equipment, retaining their second and third spots for overall trade. Japan is a leading motor vehicle and motor-vehicle parts producer, and U.S. demand for vehicles from Japan, as well as demand for Japanese motor-vehicle parts for use in U.S. vehicle assembly by Japanese transplants, accounts for a significant portion of transportation equipment trade with Japan. Over the last decade, Mexico has grown both as a global automotive producer and as a U.S. trading partner in the automotive sector.

In 2006, the largest value increases in U.S. imports of transportation equipment products (table TE-2) included motor vehicles; construction and mining equipment; and certain motor vehicle parts. U.S. imports of motor vehicles rose by $13.2 billion (9 percent) to $159.3 billion. U.S. imports of motor vehicles were largely driven by the popularity of Japanese-built passenger vehicles. U.S. imports of construction and mining equipment amounted to $13.5 billion, an increase of $1.9 billion (16 percent). Parts for construction and mining equipment and self-propelled excavation equipment contributed to this rise. The trade surplus in construction and mining equipment rose by $1.1 billion (29 percent) to $4.9 billion, as U.S. exports outpaced U.S. imports in 2006.

Imports of aircraft engines, other gas turbines, and parts grew by $1.6 billion (14 percent) to $12.8 billion. Parts for aircraft and other gas turbine engines were the most significant import in this sector, accounting for $8.9 billion (70 percent) of 2006 imports. Principal sources of such parts imports were France, the United Kingdom, and Canada, together accounting for $4.4 billion (49 percent) of total U.S. imports of parts for such engines. U.S. imports of aircraft turbojet engines of a thrust exceeding 25 kiloNewtons (kN) grew by $477 million (22 percent) to $2.7 billion. Principal suppliers of these engines included France, the United Kingdom, and Germany. Together, these countries accounted for $2.1 billion (77 percent) of such engine imports.

TABLE TE-1 Transportation equipment: U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2002–06[a]

Item	2002	2003	2004	2005	2006	Change, 2006 from 2005: Absolute	Change, 2006 from 2005: Percent
	Million dollars						
U.S. exports of domestic merchandise:							
Canada	46,733	48,568	52,268	58,366	63,007	4,641	8.0
Japan	8,099	8,402	7,947	8,442	9,422	980	11.6
Mexico	14,524	13,725	15,882	16,871	19,266	2,395	14.2
Germany	6,961	7,932	6,534	6,869	11,111	4,242	61.7
United Kingdom	6,970	7,526	6,744	7,361	8,430	1,069	14.5
Korea	3,364	2,809	3,126	3,594	5,057	1,463	40.7
China	4,293	3,757	3,835	6,440	8,973	2,533	39.3
France	6,042	4,288	6,631	6,789	7,527	738	10.9
Brazil	3,116	2,458	3,763	3,955	5,602	1,647	41.6
United Arab Em	1,608	1,425	1,228	4,916	7,506	2,590	52.7
All other	42,946	42,056	47,943	56,912	69,908	12,996	22.8
Total	144,655	142,948	155,902	180,517	215,810	35,293	19.6
EU-15	31,778	32,237	34,481	36,013	42,773	6,760	18.8
EU-25	32,269	33,155	35,475	36,916	44,628	7,712	20.9
OPEC	5,641	4,769	5,778	11,647	16,536	4,889	42.0
Latin America	22,226	20,303	24,595	27,606	33,916	6,310	22.9
CBERA	1,756	1,700	1,537	1,889	2,406	517	27.4
Asia	25,073	24,576	25,421	30,897	39,195	8,298	26.9
Sub-Saharan Africa	1,877	2,284	2,893	4,035	4,579	543	13.5
Central and Eastern Europe	389	751	997	858	1,558	700	81.5
U.S. imports of merchandise for consumption:							
Canada	65,462	66,727	73,154	77,209	75,682	-1,526	-2.0
Japan	55,583	53,274	56,745	62,308	71,047	8,739	14.0
Mexico	31,117	30,664	33,025	34,451	41,291	6,840	19.9
Germany	24,978	27,346	29,008	31,874	30,917	-957	-3.0
United Kingdom	10,147	10,485	10,483	12,351	12,226	-125	-1.0
Korea	8,282	9,836	12,241	12,450	13,137	687	5.5
China	2,302	3,072	4,548	6,072	8,133	2,062	34.0
France	9,161	7,941	8,012	7,338	9,332	1,994	27.2
Brazil	3,739	3,877	4,779	4,651	4,365	-286	-6.2
United Arab Em	17	104	3	10	6	-4	-41.2
All other	16,358	18,888	21,777	22,751	25,928	3,177	14.0
Total	227,147	232,212	253,775	271,464	292,065	20,601	7.6
EU-15	53,599	56,103	59,846	64,609	66,946	2,337	3.6
EU-25	54,381	57,837	61,629	66,049	69,014	2,965	4.5
OPEC	344	501	356	393	450	57	14.6
Latin America	35,223	34,929	38,238	39,580	46,150	6,570	16.6
CBERA	70	69	84	84	103	19	22.7
Asia	69,115	69,476	77,346	85,229	97,198	11,968	14.0
Sub-Saharan Africa	621	823	651	389	586	197	50.6
Central and Eastern Europe	842	1,769	1,853	1,589	2,161	572	36.0

TABLE TE-1 Transportation equipment: U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2002–06[a]—*continued*

Item	2002	2003	2004	2005	2006	Change, 2006 from 2005 Absolute	Percent
	Million dollars						
U.S. merchandise trade balance:							
Canada	-18,730	-18,159	-20,886	-18,842	-12,675	6,167	32.7
Japan	-47,484	-44,872	-48,797	-53,866	-61,624	-7,759	-14.4
Mexico	-16,593	-16,939	-17,143	-17,579	-22,025	-4,446	-25.3
Germany	-18,017	-19,414	-22,473	-25,005	-19,806	5,199	20.8
United Kingdom	-3,177	-2,958	-3,739	-4,990	-3,796	1,194	23.9
Korea	-4,918	-7,027	-9,115	-8,856	-8,080	776	8.8
China	1,990	686	-713	369	840	471	127.6
France	-3,119	-3,652	-1,381	-549	-1,805	-1,256	-228.7
Brazil	-623	-1,419	-1,016	-696	1,238	1,933	([2])
United Arab Em	1,591	1,321	1,225	4,905	7,499	2,594	52.9
All other	26,588	23,168	26,166	34,161	43,980	9,818	28.7
Total	-82,492	-89,264	-97,873	-90,947	-76,254	14,692	16.2
EU-15	-21,820	-23,866	-25,365	-28,596	-24,173	4,423	15.5
EU-25	-22,112	-24,682	-26,155	-29,133	-24,386	4,748	16.3
OPEC	5,297	4,269	5,422	11,254	16,086	4,832	42.9
Latin America	-12,997	-14,625	-13,643	-11,974	-12,234	-260	-2.2
CBERA	1,686	1,631	1,453	1,805	2,303	498	27.6
Asia	-44,042	-44,900	-51,925	-54,332	-58,003	-3,671	-6.8
Sub-Saharan Africa	1,256	1,461	2,241	3,646	3,992	346	9.5
Central and Eastern Europe	-453	-1,017	-857	-731	-603	128	17.5

Source: Compiled from official statistics of the U.S. Department of Commerce.

Note.—Calculations based on unrounded data. The countries shown are those with the largest total U.S. trade (U.S. imports plus exports) in these products in 2006.

[a]Import values are based on customs value; export values are based on f.a.s. value, U.S. port of export.
[b]Not meaningful for purposes of comparison.

TABLE TE-2 Leading changes in U.S. exports and imports of transportation equipment, 2002–06[a]

Industry/commodity group	2002	2003	2004	2005	2006	Change, 2006 from 2005 Absolute	Change, 2006 from 2005 *Percent*
	Million dollars						
U.S. EXPORTS:							
Increases:							
Aircraft, spacecraft, and related equipment (ET013)	41,447	37,835	40,076	47,981	64,374	16,393	34.2
Motor vehicles (ET009)	26,209	29,379	29,979	34,681	43,707	9,026	26.0
Construction and mining equipment (ET004)	9,504	9,461	11,689	15,418	18,377	2,959	19.2
Certain motor-vehicle parts (ET010)	26,651	25,625	27,741	28,292	29,938	1,646	5.8
All other	40,844	40,648	46,416	54,145	59,414	5,269	9.7
TOTAL	144,655	142,948	155,902	180,517	215,810	35,293	19.6
U.S. IMPORTS:							
Increases:							
Motor vehicles (ET009)	133,264	134,286	142,750	146,169	159,331	13,163	9.0
Construction and mining equipment (ET004)	5,302	5,904	8,844	11,607	13,462	1,855	16.0
Certain motor-vehicle parts (ET010)	27,761	30,897	35,045	38,908	40,556	1,648	4.2
Aircraft engines and gas turbines (ET001)	10,993	8,834	9,642	11,243	12,816	1,573	14.0
Aircraft, spacecraft, and related equipment (ET013)	17,636	16,910	16,485	16,475	17,557	1,083	6.6
All other	32,191	35,381	41,010	47,062	48,342	1,280	2.7
TOTAL	227,147	232,212	253,775	271,464	292,065	20,601	7.6

Source: Compiled from official statistics of the U.S. Department of Commerce.

Note.—Calculations based on unrounded data.

[a]Import values are based on customs value; export values are based on f.a.s. value, U.S. port of export.

The largest increases in U.S. transportation equipment exports were registered in aircraft, spacecraft, and related equipment; motor vehicles; construction and mining equipment; and aircraft engines, other gas turbines, and parts. U.S. exports of aircraft, spacecraft and related equipment rose because of increasing global demand for large civil aircraft (LCA) and parts for the existing fleet of LCA. Total U.S. exports in this group rose by $16.4 billion (34 percent) to $64.4 billion, with LCA representing $34.4 billion (53 percent). Exports of other parts for civil airplanes or helicopters, excluding propellers, rotors, undercarriages and parts thereof, rose by $1.9 billion (20 percent) to $12.7 billion. Principal export markets in 2006 included Asia ($25.1 billion) and Latin America ($5.8 billion). Strong exports led to a $15.3 billion rise (49 percent) in the trade surplus for aircraft, spacecraft, and related equipment, reaching $46.8 billion in 2006.

U.S. exports of motor vehicles rose by $9.0 billion (26 percent) to $43.7 billion in 2006. However, the deficit in motor vehicles trade increased by $4.1 billion (4 percent) to $115.6 billion. U.S. exports of construction and mining equipment rose by $3.0 billion (19 percent) to $18.4 billion, the bulk of which was accounted for by construction and mining equipment parts, exports of which were valued at $10 billion. Other construction and mining equipment products contributing to increased exports were off-highway dump trucks and self-propelled front-end shovel loaders.

In 2006, U.S. exports of aircraft engines, other gas turbines, and parts increased by $860 million (4 percent) to $21.6 billion. Principal markets for these goods were France, the United Kingdom, and Germany. U.S. exports of parts for aircraft and other gas turbine engines increased by $1.5 billion (13 percent) to $13.4 billion, while exports of turbofan engines whose thrust exceeded 25 kN declined by $617 million (14 percent) to $3.8 billion.

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Aircraft Engines, Other Gas Turbines, and Parts Thereof

Change in 2006 from 2005:

U.S. trade surplus: Decreased by $713 million (8 percent) to $8.8 billion
U.S. exports: Increased by $860 million (4 percent) to $21.6 billion
U.S. imports: Increased by $1.6 billion (14 percent) to $12.8 billion

In 2006, the U.S. trade surplus in aircraft engines, other gas turbines, and parts declined in the face of modest export gains, countered by a much larger increase in imports (table TE-3). The United States had a record year for aircraft production, leading to an increase in demand for both imported parts of aircraft engines and turbofan engines of a thrust exceeding 25 kiloNewtons (kN).

U.S. Exports

U.S. exports of parts rose because of increased foreign production of civil aircraft turbine engines to meet the need of increased production of foreign aircraft. European LCA manufacturer Airbus delivered 434 aircraft in 2006, an increase of 15 percent over 2005 deliveries.[1] Each aircraft required multiple engines, and the contracts typically included spare engines as well. Decreased exports of completed engines likely are the result of surging U.S. production of civil aircraft.[2] Increased exports of parts for civil aircraft gas turbine engines, which rose by $1.2 billion (17 percent) to $8.3 billion, and parts of other nonaircraft gas turbines, which rose by $153 million (6 percent) to $2.6 billion, were muted by decreased exports of turbofan engines over 25kN, which declined by $617 million (14 percent) to $3.7 billion, and other gas turbines of a power exceeding 5,000 kiloWatts, which declined by $183 million (12 percent) to $1.4 billion.

The top three U.S. export markets were France, with a decrease of $108 million (3 percent) to $3.4 billion; the United Kingdom, increasing by $252 million (11 percent) to $2.6 billion; and Germany, with an increase of $286 million (16 percent) to $2.1 billion. More than one-half of the total 2006 U.S. exports of aircraft engines, other gas turbines, and parts to France were accounted for by engine parts, which rose by $162 million (9 percent) to $2.1 billion, while such exports to the United Kingdom, principally consisting of similar parts for aircraft and other gas turbine engines, rose by $220 million (15 percent) to $1.7 billion. U.S. exports of aircraft and other gas turbine parts to Germany amounted to $979 million in 2006, an increase of $99 million (11 percent).

[1] Airbus S.A.S., "Airbus 2006 Results."
[2] Boeing delivered 398 LCA in 2006, a 37 percent increase over 2005 deliveries. The Boeing Co., "Orders and Deliveries."

TABLE TE-3 Aircraft engines and gas turbines (ET001): U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2002–06[a]

Item	2002	2003	2004	2005	2006	Change, 2006 from 2005 Absolute	Change, 2006 from 2005 *Percent*
	Million dollars						
U.S. exports of domestic merchandise:							
France	2,750	2,230	2,938	3,515	3,407	-108	-3.1
United Kingdom	1,568	1,711	1,606	2,314	2,566	252	10.9
Canada	1,789	1,646	1,671	1,854	1,792	-63	-3.4
Germany	1,424	1,427	1,506	1,811	2,097	286	15.8
Japan	1,230	1,043	1,237	1,224	1,439	216	17.6
Singapore	723	757	1,094	1,243	1,567	324	26.0
Mexico	523	419	486	627	784	156	24.9
Brazil	1,023	739	1,012	1,140	1,131	-9	-0.8
Italy	556	604	508	638	623	-15	-2.4
Korea	364	318	524	635	574	-61	-9.6
All other	3,548	3,848	5,124	5,769	5,652	-118	-2.0
Total	15,498	14,742	17,706	20,771	21,631	860	4.1
EU-15	7,447	7,096	8,053	9,992	10,389	397	4.0
EU-25	7,501	7,152	8,153	10,175	10,644	469	4.6
OPEC	390	520	872	1,045	1,041	-4	-0.4
Latin America	1,899	1,522	1,831	2,170	2,465	295	13.6
CBERA	70	157	123	140	148	8	5.6
Asia	3,061	2,959	3,987	4,388	4,852	465	10.6
Sub-Saharan Africa	63	53	76	119	291	172	145.5
Central and Eastern Europe	48	43	102	181	265	84	46.2
U.S. imports of merchandise for consumption:							
France	2,630	2,096	2,281	2,842	3,150	309	10.9
United Kingdom	2,803	2,100	2,050	2,247	2,638	390	17.4
Canada	2,300	1,594	1,677	1,801	1,847	47	2.6
Germany	1,028	800	1,006	1,216	1,284	67	5.5
Japan	517	567	667	745	955	211	28.3
Singapore	66	59	77	105	116	11	10.0
Mexico	177	217	275	337	394	57	16.8
Brazil	20	9	14	6	12	6	98.2
Italy	265	234	257	326	392	67	20.4
Korea	185	140	150	210	257	47	22.3
All other	1,003	1,018	1,189	1,408	1,771	363	25.8
Total	10,993	8,834	9,642	11,243	12,816	1,573	14.0
EU-15	7,065	5,553	5,971	7,139	7,999	859	12.0
EU-25	7,138	5,659	6,098	7,274	8,357	1,084	14.9
OPEC	2	4	4	6	3	-4	-60.2
Latin America	200	228	295	349	415	66	19.0
CBERA	1	([2])	([b])	1	1	-1	-48.7
Asia	897	890	1,109	1,279	1,602	324	25.3
Sub-Saharan Africa	2	2	2	2	2	([2])	-1.8
Central and Eastern Europe	88	113	153	165	393	229	139.0

See footnote(s) at end of table.

TABLE TE-3 Aircraft engines and gas turbines (ET001): U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2002–06[a]—*Continued*

						Change, 2006 from 2005	
Item	**2002**	**2003**	**2004**	**2005**	**2006**	**Absolute**	***Percent***
	Million dollars						
U.S. merchandise trade balance:							
France	120	133	658	673	257	-416	-61.8
United Kingdom	-1,235	-388	-444	67	-72	-138	([c])
Canada	-511	52	-6	54	-56	-110	([c])
Germany	396	627	501	595	813	218	36.7
Japan	713	476	570	479	484	5	1.1
Singapore	657	698	1,016	1,138	1,451	313	27.5
Mexico	346	201	212	290	390	100	34.4
Brazil	1,004	730	999	1,134	1,119	-15	-1.3
Italy	291	370	250	313	231	-82	-26.2
Korea	179	178	374	425	317	-108	-25.4
All other	2,545	2,830	3,935	4,362	3,881	-481	-11.0
Total	4,505	5,907	8,064	9,528	8,815	-713	-7.5
EU-15	382	1,543	2,082	2,853	2,391	-463	-16.2
EU-25	363	1,493	2,055	2,901	2,287	-614	-21.2
OPEC	388	517	868	1,038	1,039	([b])	([d])
Latin America	1,699	1,294	1,536	1,821	2,050	229	12.6
CBERA	69	156	123	139	148	8	6.0
Asia	2,164	2,069	2,878	3,109	3,250	141	4.5
Sub-Saharan Africa	61	51	74	116	289	172	148.2
Central and Eastern Europe	-40	-70	-51	17	-128	-145	([c])

Source: Compiled from official statistics of the U.S. Department of Commerce.

Note.—Calculations based on unrounded data. The countries shown are those with the largest total U.S. trade (U.S. imports plus exports) in these products in 2006.

[a]Import values are based on customs value; export values are based on f.a.s. value, U.S. port of export.
[b]Less than $500,000.
[c]Not meaningful for purposes of comparison.
[d]Less than 0.05 percent.

U.S. Imports

U.S. imports of aircraft engines, other gas turbines, and parts rose because of increased demand from U.S. aircraft manufacturers and increased domestic airline fleet utilization. Parts of aircraft engines and other gas turbine engines were the largest import category in this sector in 2006, rising by $1.1 billion (14 percent) to $8.9 billion. These parts were followed by imports of turbojet engines over 25kN, imports of which rose by $477 million (22 percent) to $2.7 billion.

In 2006, principal sources of U.S. imports of aircraft engines, other gas turbines, and parts thereof included France, the United Kingdom, and Canada. Together, these countries accounted for $7.6 billion (60 percent) of such imports. The principal U.S. imports from each of these nations were parts of aircraft engines and other gas turbine engines. Imports from France rose by $309 million (11 percent) to $3.2 billion, those from the United Kingdom rose by $390 million (17 percent) to $2.6 billion, while those from Canada rose by $47 million (3 percent) to $1.8 billion.

In 2006, principal sources of U.S. imports of aircraft turbojets exceeding 25kN in thrust were France ($819 million, a decline of 2 percent), the United Kingdom ($818 million, an increase of 34 percent), and Canada ($342 million, an increase of 1 percent). SNECMA, a French aerospace company, is a partner with GE Aircraft Engines in a joint venture known as CFM International. CFM is the sole engine supplier for Boeing 737 series aircraft. In 2005, Boeing delivered 212 of this aircraft type; such deliveries rose to 302 in 2006, thus increasing the demand for this engine.[3]

Peder Andersen
(202) 205-3388
peder.andersen@usitc.gov

[3] The Boeing Company, Deliveries 2006.

Aircraft, Spacecraft, and Related Equipment

Change in 2006 from 2005:

U.S. trade surplus: Increased by $15.3 billion (49 percent) to $46.8 billion
U.S. exports: Increased by $16.4 billion (34 percent) to $64.4 billion
U.S. imports: Increased by $1.1 billion (7 percent) to $17.6 billion

The U.S. trade surplus for aircraft, spacecraft, and related equipment grew primarily because of a sizeable increase in exports coupled with a modest increase in U.S. imports. Increased U.S. exports of large civil aircraft (LCA) and parts for civil aircraft accounted for $34.4 billion (74 percent) of the U.S. trade surplus. The surplus reflects the continued prosperity of foreign airlines, that have taken delivery of the majority of U.S.-built LCA. The U.S. trade balance has risen in each of the last three years as the market for LCA and parts has grown with the increased world demand for air transportation services (table TE-6).

U.S. Exports

The largest absolute dollar increase in U.S. exports was accounted for by increased exports to Asia and Latin America. However, the EU-25 was the top market for U.S. aerospace exports in 2006, accounting for $15.8 billion of U.S. exports, a 17 percent increase over 2005. U.S. exports of aircraft, spacecraft, and related equipment to Asia increased by $6.7 billion (37 percent) to $25.1 billion, while such exports to Latin America increased by $2.8 billion (90 percent) to $5.8 billion in 2006 (table TE-4). Together, U.S. exports to Asia and Latin America accounted for 48 percent of total U.S. exports of aircraft, spacecraft, and related equipment.

The principal exports to Asia were passenger and cargo LCA and parts for civil aircraft. Shipments to Asia of these three goods increased by $5.6 billion (36 percent) to $21.2 billion in 2006. U.S. exports to Latin America principally consisted of civil aircraft, both LCA and smaller aircraft. In 2006, Latin America imported $2.8 billion worth of LCA from the United States and $637 million of other civil aircraft. Airline route and frequency expansion and fleet renewal were the prime motivator of these purchases in both areas.

In 2006, the top three products exported included new civil passenger transports of an unladen weight exceeding 15,000 kg (i.e., LCA), and two parts categories. U.S. exports of LCA rose by $10 billion (41 percent) to $34.4 billion, while exports of civil aircraft parts grew by $1.8 billion (17 percent) to $12.7 billion and exports of noncivil aircraft parts rose by $1.1 billion (28 percent) to $5 billion.

TABLE TE-4 Aircraft, spacecraft, and related equipment (ET013): U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2002–06[a]—*continued*

Item	2002	2003	2004	2005	2006	Change, 2006 from 2005 Absolute	Change, 2006 from 2005 *Percent*
	Million dollars						
U.S. exports of domestic merchandise:							
Canada	1,727	1,520	1,762	2,381	2,488	106	4.5
France	2,629	1,359	2,943	2,438	3,111	674	27.6
Japan	3,768	4,757	4,750	5,182	5,721	539	10.4
China	3,367	2,447	1,948	4,338	6,047	1,709	39.4
United Arab Em	971	728	173	3,283	5,060	1,776	54.1
United Kingdom	2,569	2,925	2,486	2,641	2,627	-14	-0.5
Korea	2,300	1,803	1,744	1,890	3,463	1,573	83.2
Germany	1,483	1,336	1,200	1,619	2,311	692	42.8
Singapore	2,812	2,606	2,292	2,603	3,504	902	34.6
Brazil	1,145	649	1,243	1,031	2,323	1,292	125.3
All other	18,675	17,705	19,536	20,576	27,719	7,144	34.7
Total	41,447	37,835	40,076	47,981	64,374	16,393	34.2
EU-15	12,335	11,855	14,425	13,260	14,865	1,605	12.1
EU-25	12,604	12,495	15,019	13,552	15,847	2,296	16.9
OPEC	2,018	1,310	674	4,496	6,319	1,823	40.6
Latin America	2,336	1,909	2,862	3,067	5,813	2,746	89.5
CBERA	418	345	327	357	448	91	25.5
Asia	15,164	15,053	14,613	18,401	25,131	6,730	36.6
Sub-Saharan Africa	587	814	975	1,262	1,329	67	5.3
Central and Eastern Europe	194	510	645	344	868	524	152.1
U.S. imports of merchandise for consumption:							
Canada	5,268	6,345	5,347	6,006	5,082	-924	-15.4
France	4,948	4,128	3,688	2,441	4,322	1,881	77.1
Japan	1,027	848	872	1,058	1,443	384	36.3
China	54	62	80	84	134	49	58.4
United Arab Em	([b])	([b])	([b])	([b])	1	1	182.6
United Kingdom	932	936	874	988	1,215	228	23.1
Korea	89	87	113	186	226	40	21.4
Germany	1,663	1,091	1,217	1,837	1,352	-485	-26.4
Singapore	62	64	74	81	82	1	1.5
Brazil	1,847	1,845	2,508	1,806	1,202	-604	-33.4
All other	1,746	1,504	1,711	1,989	2,499	510	25.7
Total	17,636	16,910	16,485	16,475	17,557	1,083	6.6
EU-15	8,286	6,685	6,481	6,123	7,843	1,719	28.1
EU-25	8,332	6,755	6,577	6,214	7,990	1,777	28.6
OPEC	3	3	3	5	7	2	35.7
Latin America	2,078	1,915	2,543	1,852	1,260	-592	-32.0
CBERA	1	2	3	5	4	-1	-21.8
Asia	1,286	1,133	1,236	1,511	1,991	480	31.8
Sub-Saharan Africa	3	3	5	4	3	-1	-29.2
Central and Eastern Europe	47	70	100	91	149	58	64.0
U.S. merchandise trade balance:							
Canada	-3,541	-4,826	-3,585	-3,625	-2,595	1,030	28.4
France	-2,319	-2,770	-745	-3	-1,211	-1,208	-44,411.1
Japan	2,741	3,910	3,878	4,123	4,279	155	3.8

See footnote(s) at end of table.

TABLE TE-4 Aircraft, spacecraft, and related equipment (ET013): U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2002–06[a]—*continued*

Item	2002	2003	2004	2005	2006	Change, 2006 from 2005: Absolute	Change, 2006 from 2005: *Percent*
	Million dollars						
China	3,313	2,384	1,868	4,254	5,913	1,659	39.0
United Arab Em	971	728	173	3,283	5,059	1,776	54.1
United Kingdom	1,637	1,989	1,612	1,653	1,412	-241	-14.6
Korea	2,211	1,716	1,630	1,704	3,237	1,533	90.0
Germany	-180	245	-17	-218	959	1,177	([c])
Singapore	2,751	2,542	2,218	2,522	3,422	900	35.7
Brazil	-702	-1,195	-1,265	-775	1,121	1,895	([c])
All other	16,928	16,201	17,825	18,587	25,220	6,633	35.7
Total	23,811	20,924	23,592	31,506	46,817	15,311	48.6
EU-15	4,048	5,170	7,944	7,137	7,022	-115	-1.6
EU-25	4,271	5,740	8,442	7,338	7,857	519	7.1
OPEC	2,015	1,307	671	4,491	6,312	1,822	40.6
Latin America	259	-6	319	1,215	4,553	3,338	274.6
CBERA	417	343	324	352	444	92	26.2
Asia	13,878	13,921	13,377	16,890	23,140	6,249	37.0
Sub-Saharan Africa	584	811	970	1,259	1,326	68	5.4
Central and Eastern Europe	146	440	545	254	719	466	183.6

Source: Compiled from official statistics of the U.S. Department of Commerce.

Note.—Calculations based on unrounded data. The countries shown are those with the largest total U.S. trade (U.S. imports plus exports) in these products in 2006.

[a]Import values are based on customs value; export values are based on f.a.s. value, U.S. port of export.
[b]Less than $500,000.
[c]Not meaningful for purposes of comparison.

U.S. Imports

In 2006, the leading product imported in this sector was new LCA, which were valued at $4.9 billion, a 17 percent decrease over 2005. The decline in imports reflects U.S. airlines' continued fleet contraction, a move that increases load factors on existing aircraft, which can lead to improved per-flight profitability. Imports of these aircraft from France continued to rise, accounting for $1.7 billion (23 percent increase), while imports from Canada and Germany combined accounted for $2.5 billion (51 percent decline). These three nations have supplied the bulk of imported LCA to the United States for the last 5 years. Brazil, the other major producer of these aircraft, saw its exports to the United States decline by $79 million (10 percent) to $708 million.

U.S. imports of parts for civil aircraft, the second-largest import group, grew by $1 billion (28 percent) to $4.7 billion. The top three suppliers of these imports included Japan, the United Kingdom, and Canada. Together, these three countries supplied $2.8 billion (59 percent) of total imports in this category. All U.S. manufacturers of civil aircraft increased their production of aircraft in 2006, which in turn required more imported parts for these aircraft.

Peder Andersen
(202) 205-3388
peder.andersen@usitc.gov

Construction and Mining Equipment

Change in 2006 from 2005:

U.S. trade surplus: Increased by $1.1 billion (29 percent) to $4.9 billion
U.S. exports: Increased by $3.0 billion (19 percent) to $18.4 billion
U.S. imports: Increased by $1.9 billion (16 percent) to $13.5 billion

The U.S. trade surplus in construction and mining equipment expanded for the third consecutive year, as the growth in U.S. exports continued to outpace that of U.S. imports (table TE-5). The construction and mining equipment industry is highly globalized, consisting of large multinational companies that source product and related components from their worldwide production locations to serve global markets. The increased value of U.S. trade in these products in 2006 resulted from a combination of factors, including growth in mining activity worldwide,[4] generally higher prices for construction and mining equipment,[5] and growth in nonresidential construction. In terms of quantity, U.S. exports of construction and mining equipment reportedly rose for the fourth consecutive year, growing by nearly 9 percent to an estimated 54,570 units in 2006, while U.S. imports reportedly declined for the first time in 4 years, dropping by nearly 2 percent to an estimated 85,115 units.[6]

U.S. Exports

The 2006 increase in U.S. exports continued to be dominated by parts for construction and mining equipment (increased by 12 percent to $10 billion), followed by off-highway dump trucks (increased by 33 percent to $2.1 billion), and self-propelled front-end shovel loaders (increased by 20 percent to $1.5 billion). Canada continued to be the leading market for U.S. exports of construction and mining equipment, accounting for $3.4 billion (19 percent) of total exports in 2006. Parts, off-highway dump-trucks, and self-propelled front-end shovel loaders accounted for much of this growth. Total exports of construction and mining equipment to Canada grew by $791 million (30 percent), reflecting Canada's reported position as the world's second-largest investor in future mining projects in 2006.[7]

Other major mining markets also contributed to increased exports. Australia, reported to be the world leader in future mining investments in 2006,[8] continued to be the second-largest U.S. export market, accounting for $1.4 billion (8 percent) of total sector exports. U.S. exports of construction and mining equipment to Australia grew by $341 million (32 percent). Off-highway dump trucks accounted for the vast majority of this increase (73 percent).[9] Brazil, reportedly the world's fifth-largest investor in future mining projects

[4] Ericsson and Olsson, Raw Materials Group, "Project Survey 2007," 28.
[5] Compiled from official trade data of the U.S. Department of Commerce.
[6] *Machinery Outlook*, "2007 Forecast," 28.
[7] Ericsson and Olsson, "Project Survey 2007," 29.
[8] Ibid.
[9] Although parts dominated increased U.S. exports to Australia in 2005, accounting for 79 percent of $318 million, parts shipments to Australia decreased by 9 percent to almost $450 million in 2006.

TABLE TE-5 Construction and mining equipment (ET004): U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2002–06[a]—*continued*

Item	2002	2003	2004	2005	2006	Change, 2006 from 2005 Absolute	*Percent*
	Million dollars						
U.S. exports of domestic merchandise:							
Canada	1,249	1,524	1,926	2,650	3,441	791	29.9
Japan	124	102	109	182	115	-67	-36.6
Brazil	337	437	487	823	1,243	420	51.0
Mexico	554	561	572	649	1,015	366	56.4
United Kingdom	396	366	385	466	502	36	7.8
Australia	428	446	754	1,073	1,413	341	31.8
China	268	295	423	413	542	129	31.2
Germany	152	228	261	275	282	7	2.7
Italy	99	115	149	161	151	-10	-6.3
Singapore	454	446	521	834	740	-94	-11.3
All other	5,444	4,941	6,101	7,892	8,932	1,040	13.2
Total	9,504	9,461	11,689	15,418	18,377	2,959	19.2
EU-15	1,504	1,480	1,638	2,057	1,865	-192	-9.3
EU-25	1,521	1,514	1,665	2,102	1,924	-178	-8.5
OPEC	1,371	982	1,635	1,889	2,322	433	22.9
Latin America	2,378	2,243	2,734	3,436	4,783	1,347	39.2
CBERA	422	296	291	342	467	125	36.6
Asia	1,455	1,429	1,723	2,165	2,165	([b])	([c])
Sub-Saharan Africa	788	848	1,166	1,518	1,732	214	14.1
Central and Eastern Europe	14	31	28	43	66	24	55.0
U.S. imports of merchandise for consumption:							
Canada	519	575	750	979	1,074	95	9.7
Japan	1,259	1,526	2,511	3,161	3,612	452	14.3
Brazil	142	187	442	570	664	94	16.4
Mexico	349	353	501	766	795	29	3.8
United Kingdom	584	611	810	1,070	1,267	197	18.4
Australia	20	31	28	40	49	9	21.8
China	212	132	182	358	903	545	152.2
Germany	569	591	753	1,135	1,127	-7	-0.6
Italy	334	391	544	725	888	163	22.5
Singapore	7	7	6	13	18	6	44.5
All other	1,308	1,501	2,315	2,792	3,065	273	9.8
Total	5,302	5,904	8,844	11,607	13,462	1,855	16.0
EU-15	2,410	2,624	3,647	4,785	5,242	456	9.5
EU-25	2,441	2,680	3,708	4,866	5,334	468	9.6
OPEC	20	51	17	26	26	([b])	0.4
Latin America	504	555	959	1,365	1,495	130	9.6
CBERA	3	1	1	2	3	1	28.8
Asia	1,708	1,942	3,281	4,231	5,340	1,109	26.2
Sub-Saharan Africa	26	42	55	43	16	-27	-62.8
Central and Eastern Europe	32	60	70	86	98	12	14.0
U.S. merchandise trade balance:							
Canada	730	948	1,176	1,671	2,367	696	41.6
Japan	-1,136	-1,425	-2,402	-2,978	-3,497	-519	-17.4
Brazil	195	250	45	253	579	326	128.9

See footnote(s) at end of table.

TABLE TE-5 Construction and mining equipment (ET004): U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2002–06[a]—*continued*

Item	2002	2003	2004	2005	2006	Change, 2006 from 2005 Absolute	Change, 2006 from 2005 *Percent*
	Million dollars						
Mexico	206	208	71	-116	220	337	([d])
United Kingdom	-188	-245	-425	-604	-765	-161	-26.6
Australia	408	416	726	1,033	1,365	332	32.1
China	56	163	241	55	-361	-416	([d])
Germany	-417	-363	-492	-859	-845	15	1.7
Italy	-235	-276	-395	-563	-737	-173	-30.8
Singapore	448	439	515	821	722	-100	-12.1
All other	4,136	3,440	3,786	5,099	5,867	767	15.0
Total	4,202	3,557	2,845	3,811	4,915	1,105	29.0
EU-15	-906	-1,144	-2,009	-2,729	-3,377	-648	-23.8
EU-25	-920	-1,166	-2,043	-2,764	-3,410	-646	-23.4
OPEC	1,351	931	1,618	1,863	2,296	433	23.3
Latin America	1,874	1,689	1,775	2,071	3,288	1,217	58.8
CBERA	420	294	290	340	464	124	36.6
Asia	-253	-513	-1,558	-2,066	-3,175	-1,109	-53.7
Sub-Saharan Africa	762	806	1,111	1,475	1,716	241	16.3
Central and Eastern Europe	-17	-29	-42	-43	-32	12	26.7

Source: Compiled from official statistics of the U.S. Department of Commerce.

Note.—Calculations based on unrounded data. The countries shown are those with the largest total U.S. trade (U.S. imports plus exports) in these products in 2006.

[a]Import values are based on customs value; export values are based on f.a.s. value, U.S. port of export.
[b]Less than $500,000.
[c]Less than 0.05 percent.
[d]Not meaningful for purposes of comparison.

See footnote(s) at end of table.

in 2006, was the third-largest U.S. export market, growing by $420 million (51 percent), of which parts accounted for the dominant share (93 percent).

U.S. Imports

The increase in U.S. imports was principally led by parts for construction and mining equipment (increased by 19 percent to $4.5 billion) and self-propelled excavation equipment[10] with a 360-degree revolving superstructure (increased by 18 percent to $3.1 billion). Japan continued to be the leading supplier of U.S. imports of construction and mining equipment, accounting for $3.6 billion (27 percent) of total imports in 2006. Total imports of construction and mining equipment from Japan grew by $452 million (14 percent), with much of this growth accounted for by excavators with a 360 degree revolving superstructure, which posted an increase of 12 percent to $2.0 billion. Numerous smaller suppliers also contributed to the import increase. Imports from the United Kingdom, Germany, and Canada, the next largest suppliers, together rose by $285 million (9 percent) to almost $3.5 billion in 2006.

Linda White
(202) 205-3427
linda.white@usitc.gov

[10] In this context, excavation equipment covers backhoes, mechanical shovels, clamshells, and draglines.

Motor Vehicles[11]

Change in 2006 from 2005:

U.S. trade deficit: Increased by $4.1 billion (4 percent) to $115.6 billion
U.S. exports: Increased by $9.0 billion (26 percent) to $43.7 billion
U.S. imports: Increased by $13.2 billion (9 percent) to $159.3 billion

Despite a healthy increase in U.S. exports in 2006, the motor vehicle trade deficit increased due to a larger increase in U.S. imports (table TE-6). The growth in imports primarily reflects strong U.S. demand for vehicles made in Japan and U.S.-branded vehicles made in Mexico. Hence, the most notable increases in the motor vehicle trade deficit were with Japan and Mexico—the U.S. deficit with these countries increased by $8.6 billion and $5.4 billion, respectively, in 2006.

U.S. Exports

U.S. exports of motor vehicles also continued to increase in 2006. Canada is by far the leading destination for U.S. motor vehicle exports, accounting for 52 percent ($22.6 billion) of total U.S. exports in 2006. Such exports increased by 11 percent in 2006; this increase may be partly attributable to small growth in the motor vehicle market in Canada. Additionally, in terms of the number of vehicles exported, U.S. exports to Canada increased by less than 4 percent, indicating that the vehicles exported to Canada increased in value in 2006. In 2006, the motor vehicle categories that registered the largest increases—both in terms of value and quantity—were larger gasoline-powered passenger vehicles, including minivans and SUVs (increase of 36,050 units, or $850 million) and gasoline-powered pickup trucks (increase of 14,572 units, or $687 million).

The second-leading export market for U.S. motor vehicles is Germany, accounting for 11 percent of U.S. exports in 2006.[12] Overall, sales of passenger vehicles in Germany were strong in 2006 because customers brought forward purchases that may have otherwise been

[11] This industry group includes passenger vehicles, commercial trucks, and buses. Passenger vehicles account for the overwhelming majority of trade in this industry group.

[12] U.S. domestic export data show a substantial increase to Germany in 2006—176 percent. However, while U.S. data show that the largest category, both in terms of total U.S. exports to Germany and the value increase over 2005, is passenger cars with gasoline-powered engines between 1.5 and 3.0 liters, German import data from Eurostat show that the largest category, both in terms of total U.S. exports to Germany and the value increase over 2005, is passenger cars with diesel-powered engines over 2.5 liters. The Eurostat data for Germany also show a more modest increase in motor vehicle imports from the United States– approximately 60 percent. GTIS, *World Trade Atlas*. German trade association data report that new registrations of German brand imported passenger cars increased by 10 percent, or 55,046 vehicles in 2006. Verband der Automobilindustrie Web site. Data reported by Ward's and *Automotive News* show that Mercedes-Benz's U.S. production in excess of U.S. sales nearly doubled in 2006, increasing by almost 50,000 vehicles. *Ward's Automotive Reports*, "Ward's North American Production by Plant," 8; and *Automotive News*, "U.S. Light-vehicle Sales by Nameplate," 40.

TABLE TE-6 Motor vehicles (ET009): U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2002–06[a]

Item	2002	2003	2004	2005	2006	Change, 2006 from 2005	
						Absolute	*Percent*
	Million dollars						
U.S. exports of domestic merchandise:							
Canada	15,486	17,193	17,918	20,404	22,625	2,221	10.9
Japan	423	438	320	339	430	91	26.8
Mexico	3,711	3,186	3,983	4,323	3,964	-358	-8.3
Germany	2,737	3,888	2,451	1,769	4,875	3,106	175.6
Korea	87	77	49	98	148	50	50.9
United Kingdom	622	907	574	325	987	661	203.2
Sweden	20	27	76	164	68	-96	-58.7
Saudi Arabia	575	476	629	1,009	1,857	848	84.0
Austria	19	12	14	12	15	4	32.9
Belgium	151	124	61	80	198	118	146.8
All other	2,380	3,050	3,904	6,159	8,539	2,381	38.7
Total	26,209	29,379	29,979	34,681	43,707	9,026	26.0
EU-15	3,865	5,431	3,779	3,072	7,224	4,152	135.2
EU-25	3,887	5,484	3,904	3,287	7,544	4,258	129.6
OPEC	1,049	1,158	1,505	2,677	4,712	2,036	76.0
Latin America	4,280	3,745	4,593	5,447	5,520	73	1.3
CBERA	346	363	371	496	573	76	15.4
Asia	718	786	716	1,008	1,398	390	38.7
Sub-Saharan Africa	228	335	406	769	695	-74	-9.6
Central and Eastern Europe	18	33	62	101	113	12	11.5
U.S. imports of merchandise for consumption:							
Canada	41,589	41,022	46,651	48,458	48,465	7	([b])
Japan	35,847	33,061	33,170	35,946	44,608	8,662	24.1
Mexico	20,793	19,327	19,116	18,520	23,539	5,019	27.1
Germany	17,851	20,312	21,147	21,824	20,940	-883	-4.0
Korea	6,847	7,913	10,033	8,970	9,103	133	1.5
United Kingdom	4,218	5,148	4,840	5,893	5,024	-869	-14.7
Sweden	2,114	2,875	2,441	2,356	1,969	-386	-16.4
Saudi Arabia	0	([c])	([c])	0	0	0	0.0
Austria	307	521	1,245	618	1,506	888	143.7
Belgium	1,022	1,033	1,343	1,332	1,122	-211	-15.8
All other	2,677	3,073	2,764	2,252	3,055	803	35.7
Total	133,264	134,286	142,750	146,169	159,331	13,163	9.0
EU-15	26,481	30,657	31,665	32,996	31,955	-1,041	-3.2
EU-25	26,769	31,636	32,723	33,624	32,850	-774	-2.3
OPEC	([c])	([c])	([c])	([c])	([c])	([c])	-24.4
Latin America	21,417	19,874	19,343	18,743	23,707	4,964	26.5
CBERA	([c])	([c])	([c])	([c])	([c])	([c])	-55.6
Asia	42,696	40,977	43,209	44,923	53,722	8,799	19.6
Sub-Saharan Africa	479	634	418	139	341	202	145.5
Central and Eastern Europe	288	979	1,057	628	895	266	42.4
U.S. merchandise trade balance:							
Canada	-26,103	-23,829	-28,732	-28,054	-25,840	2,214	7.9
Japan	-35,424	-32,623	-32,850	-35,607	-44,178	-8,571	-24.1
Mexico	-17,083	-16,140	-15,133	-14,197	-19,574	-5,377	-37.9
Germany	-15,114	-16,424	-18,696	-20,055	-16,065	3,990	19.9

TABLE TE-6 Motor vehicles (ET009): U.S. exports of domestic merchandise, imports for consumption, and merchandise trade balance, by selected countries and country groups, 2002–06[a]—*Continued*

Item	2002	2003	2004	2005	2006	Change, 2006 from 2005 Absolute	Change, 2006 from 2005 *Percent*
	Million dollars						
Korea	-6,760	-7,836	-9,984	-8,872	-8,955	-84	-0.9
United Kingdom	-3,596	-4,241	-4,266	-5,568	-4,038	1,530	27.5
Sweden	-2,095	-2,849	-2,365	-2,192	-1,902	290	13.2
Saudi Arabia	575	476	629	1,009	1,857	848	84.0
Austria	-288	-509	-1,231	-606	-1,490	-884	-145.8
Belgium	-871	-909	-1,282	-1,252	-923	328	26.2
All other	-297	-23	1,140	3,907	5,485	1,578	40.4
Total	-107,054	-104,907	-112,770	-111,488	-115,625	-4,137	-3.7
EU-15	-22,616	-25,226	-27,886	-29,925	-24,732	5,193	17.4
EU-25	-22,882	-26,152	-28,818	-30,338	-25,306	5,032	16.6
OPEC	1,049	1,158	1,505	2,677	4,712	2,036	76.1
Latin America	-17,137	-16,128	-14,750	-13,296	-18,187	-4,891	-36.8
CBERA	345	363	371	496	573	76	15.4
Asia	-41,978	-40,191	-42,494	-43,915	-52,324	-8,409	-19.1
Sub-Saharan Africa	-252	-299	-13	630	354	-276	-43.8
Central and Eastern Europe	-270	-946	-995	-527	-782	-255	-48.3

Source: Compiled from official statistics of the U.S. Department of Commerce.

Note.—Calculations based on unrounded data. The countries shown are those with the largest total U.S. trade (U.S. imports plus exports) in these products in 2006.

[a]Import values are based on customs value; export values are based on f.a.s. value, U.S. port of export.
[b]Less than 0.05 percent.
[c]Less than $500,000.

made in 2007 to avoid a 3 percentage point increase in the VAT rate beginning in January 2007.[13]

The third-leading export market for U.S. motor vehicles is Mexico, accounting for 9 percent of U.S. exports in 2006. U.S. exports to Mexico decreased by 8 percent in 2006. In volume terms, the largest declines were in gasoline-powered pickup trucks (20,666 fewer vehicles exported in 2006, a 38 percent decline) and larger passenger vehicles, including minivans and SUVs (10,068 fewer vehicles in 2006, a 9 percent decline). The Mexican light vehicle market declined slightly—by 0.7 percent—in 2006, while as noted above, domestic production rose by 22 percent. Declining sales likely resulted from a lack of consumer confidence in the wake of political protests and interest rates that made mortgage lending attractive enough to take lenders away from vehicle purchases.[14]

U.S. Imports

U.S. imports of motor vehicles continued to increase in 2006. Canada, Japan, and Mexico—the leading three sources of U.S. motor vehicle imports—accounted for 73 percent of U.S. motor vehicle imports in 2006. Imports from Canada, the leading source, increased by just $7.3 million, or less than 1 percent.

U.S. imports from Japan rose by 24 percent to $44.6 billion. With a continually weakening domestic motor vehicle market in Japan as a backdrop, Japanese automakers have been adding capacity and increasing exports. In 2006, Japanese automakers as a group exported more than one-half of their Japanese vehicle production.[15] According to a U.S. industry official, the current value of the yen provides Japanese automakers a per vehicle cost advantage ranging from $4,000 on smaller passenger cars to as much as $10,000 on upper end luxury cars.[16] U.S. sales of passenger vehicles imported from Japan increased by 24 percent in 2006. Toyota is the leading Japanese import brand by a large margin, with imports increasing by 37 percent to nearly 1.2 million units in 2006. Honda is a relatively distant second, with imports increasing by 17 percent to 346,652 units in 2006.[17]

U.S. imports from Mexico grew by 27 percent to $23.5 billion, reflecting healthy increases in Mexican motor vehicle production and exports in 2006. Total motor vehicle production in Mexico increased by nearly 22 percent to 2.0 million units, and export production increased by 28 percent to 1.6 million units.[18] Ford reported that, despite selling fewer vehicles in Mexico in 2006, its local production grew by 137 percent to 349,910 units. Combined U.S. sales of the Ford Fusion, Mercury Milan, and Lincoln Zephyr, built in Mexico starting in mid-2005, led to a near trebling of Ford's exports from Mexico in 2006.

[13] Just-auto.com editorial team, "Germany: 2006 Market Ended with Fireworks."
[14] *Mexico Watch*, "2006 in Review." 9.
[15] Treece, "Japan Exports to U.S. Soar," 1.
[16] Just-auto.com editorial team, "Weak Yen Seen Damaging Competitiveness."
[17] Calculated by Commission staff from *Automotive News*, "U.S. Light-Vehicle Sales by Nameplate," 40–41.
[18] *Ward's Automotive Reports*, "Ward's Mexico Production by Vehicle Line," 4.

Other popular models sold in the United States and assembled in Mexico include the Chevrolet HHR, Chrysler's PT Cruiser, and the Volkswagen Jetta.[19]

Laura Polly
(202) 205-3408
laura.polly@usitc.gov

[19] *Mexico Watch*, "2006 in Review," 9.

TABLE TE-7 Transportation equipment : U.S. trade for industry/commodity groups and subgroups, 2002–06[a]

USITC code[b]	Industry/commodity group	2002	2003	2004	2005	2006	Change, 2006 from 2005 Absolute	Change, 2006 from 2005 *Percent*
		Million dollars						
ET001	Aircraft engines and gas turbines:							
	Exports	15,498	14,742	17,706	20,771	21,631	860	4.1
	Imports	10,993	8,834	9,642	11,243	12,816	1,573	14.0
	Trade balance	4,505	5,907	8,064	9,528	8,815	-713	-7.5
ET002	Internal combustion piston engines, other than for aircraft:							
	Exports	13,069	12,741	13,444	14,969	15,930	961	6.4
	Imports	14,841	16,250	18,682	21,035	20,617	-417	-2.0
	Trade balance	-1,771	-3,509	-5,238	-6,065	-4,688	1,378	22.7
ET003	Forklift trucks and similar industrial vehicles:							
	Exports	1,090	1,028	1,324	1,760	2,172	412	23.4
	Imports	1,266	1,408	1,853	2,435	2,717	282	11.6
	Trade balance	-176	-381	-528	-675	-545	131	19.4
ET004	Construction and mining equipment:							
	Exports	9,504	9,461	11,689	15,418	18,377	2,959	19.2
	Imports	5,302	5,904	8,844	11,607	13,462	1,855	16.0
	Trade balance	4,202	3,557	2,845	3,811	4,915	1,105	29.0
ET005	Ball and rollers bearings:							
	Exports	1,249	1,320	1,494	1,638	1,841	202	12.3
	Imports	1,598	1,680	2,052	2,351	2,429	79	3.4
	Trade balance	-349	-360	-558	-712	-589	123	17.3
ET006	Primary cells and batteries and electric storage batteries:							
	Exports	1,807	1,786	1,977	2,272	2,801	530	23.3
	Imports	2,196	2,175	2,620	2,841	3,075	234	8.2
	Trade balance	-389	-389	-642	-570	-274	296	51.9
ET007	Ignition, starting, lighting, and other electrical equipment:							
	Exports	1,894	1,822	1,773	1,844	1,880	36	2.0
	Imports	3,467	3,858	4,371	4,813	5,122	309	6.4
	Trade balance	-1,574	-2,036	-2,598	-2,969	-3,242	-273	-9.2

See footnote(s) at end of table.

TABLE TE-7 Transportation equipment : U.S. trade for industry/commodity groups and subgroups, 2002–06[a]—*Continued*

USITC code[b]	Industry/commodity group	2002	2003	2004	2005	2006	Change, 2006 from 2005 Absolute	*Percent*
		Million dollars						
ET008	Rail locomotive and rolling stock:							
	Exports	1,006	1,386	1,649	2,124	2,600	477	22.4
	Imports	1,039	1,105	1,282	1,516	1,742	226	14.9
	Trade balance	-33	282	368	607	858	251	41.3
ET009	Motor vehicles:							
	Exports	26,209	29,379	29,979	34,681	43,707	9,026	26.0
	Imports	133,264	134,286	142,750	146,169	159,331	13,163	9.0
	Trade balance	-107,054	-104,907	-112,770	-111,488	-115,625	-4,137	-3.7
ET010	Certain motor-vehicle parts:							
	Exports	26,651	25,625	27,741	28,292	29,938	1,646	5.8
	Imports	27,761	30,897	35,045	38,908	40,556	1,648	4.2
	Trade balance	-1,110	-5,272	-7,304	-10,616	-10,618	-2	([c])
ET011	Motorcycles, mopeds, and parts:							
	Exports	793	864	917	983	1,252	268	27.3
	Imports	2,927	3,213	3,809	4,277	4,449	172	4.0
	Trade balance	-2,134	-2,349	-2,891	-3,293	-3,197	96	2.9
ET012	Miscellaneous vehicles and transportation-related equipment:							
	Exports	2,725	3,187	3,803	4,997	5,583	586	11.7
	Imports	2,744	2,926	3,386	4,084	4,450	366	9.0
	Trade balance	-19	261	417	913	1,133	220	24.1
ET013	Aircraft, spacecraft, and related equipment:							
	Exports	41,447	37,835	40,076	47,981	64,374	16,393	34.2
	Imports	17,636	16,910	16,485	16,475	17,557	1,083	6.6
	Trade balance	23,811	20,924	23,592	31,506	46,817	15,311	48.6
ET014	Ships, tugs, pleasure boats, and similar vessels:							
	Exports	1,234	1,195	1,659	1,950	2,601	650	33.3
	Imports	1,413	1,932	1,888	2,350	2,146	-204	-8.7
	Trade balance	-179	-736	-229	-400	454	854	([d])

See footnote(s) at end of table.

TABLE TE-7 Transportation equipment : U.S. trade for industry/commodity groups and subgroups, 2002–06[a]—*Continued*

USITC code[b]	Industry/commodity group	2002	2003	2004	2005	2006	Change, 2006 from 2005 Absolute	*Percent*
		Million dollars						
ET015	Motors and engines, except internal combustion, aircraft, or electric:							
	Exports	479	578	668	837	1,124	287	34.3
	Imports	700	834	1,066	1,360	1,594	234	17.2
	Trade balance	-221	-256	-399	-523	-470	53	10.1

Source: Compiled from official statistics of the U.S. Department of Commerce.

Note.—Calculations based on unrounded data.

[a]Import values are based on customs value; export values are based on f.a.s. value, U.S. port of export.
[b]This coding system is used by the U.S. International Trade Commission to identify major groupings and subgroupings of HTS import and export items for trade monitoring purposes
[c]Less than 0.05 percent.
[d]Not meaningful for purposes of comparison.

TABLE TE-8 Transportation equipment sector: Profile of U.S. industry and market, by industry/commodity groups and subgroups, 2002–06

USITC code	Industry/commodity group	2002	2003	2004	2005	2006	Percent change, 2006 from 2005
ET001	Aircraft engines and gas turbines:						
	Number of establishments	27	25	25	22	([a])	([a])
	Employees (thousands)	95.3	95.2	88.0	89.8	91.0	1.3
	Capacity utilization (percent)	75	75	70	80	80	0.0
	U.S. shipments (million dollars)	44,307	37,120	37,682	39,566	38,326	-3.1
	U.S. exports (million dollars)	15,498	14,742	17,706	20,771	21,631	4.1
	U.S. imports (million dollars)	([b])	8,834	9,642	([b])	12,816	14.0
	Apparent U.S. consumption (million dollars)	39,802	31,213	29,618	30,038	29,511	-1.8
	Trade balance (million dollars)	4,505	5,907	8,064	9,528	8,815	-7.5
	Ratio of imports to consumption (percent)	27.6	28.3	32.6	37.4	43.4	16.0
	Ratio of exports to shipments (percent)	35.0	39.7	47.0	52.5	56.4	7.5
ET002	Internal combustion piston engines, other than for aircraft:						
	Number of establishments	1,450	1,450	1,450	([a])	([a])	([a])
	Employees (thousands)	155.0	150.0	150.0	145.0	151.0	4.1
	Capacity utilization (percent)	78	71	74	([a])	([a])	([a])
	U.S. shipments (million dollars)	54,800	55,000	58,900	62,800	64,800	3.2
	U.S. exports (million dollars)	13,069	12,741	13,444	14,969	15,930	6.4
	U.S. imports (million dollars)	([a])	16,250	18,682	([a])	20,617	-2.0
	Apparent U.S. consumption (million dollars)	56,571	58,509	64,138	68,865	69,488	0.9
	Trade balance (million dollars)	-1,771	-3,509	-5,238	-6,065	-4,688	22.7
	Ratio of imports to consumption (percent)	26.2	27.8	29.1	30.5	29.7	-2.9
	Ratio of exports to shipments (percent)	23.8	23.2	22.8	23.8	24.6	3.1
ET003	Forklift trucks and similar industrial vehicles:						
	Number of establishments	419	419	419	419	419	0.0
	Employees (thousands)	22.0	22.0	22.0	22.0	22.0	0.0
	Capacity utilization (percent)	70	72	75	78	78	0.0
	U.S. shipments (million dollars)	5,113	5,708	6,854	8,767	9,200	4.9
	U.S. exports (million dollars)	1,090	1,028	1,324	1,760	2,172	23.4
	U.S. imports (million dollars)	([b])	1,408	1,853	([b])	2,717	11.6
	Apparent U.S. consumption (million dollars)	5,289	6,089	7,382	9,442	9,745	3.2
	Trade balance (million dollars)	-176	-381	-528	-675	-545	19.4
	Ratio of imports to consumption (percent)	23.9	23.1	25.1	25.8	27.9	8.1
	Ratio of exports to shipments (percent)	21.3	18.0	19.3	20.1	23.6	17.6
ET004	Construction and mining equipment:						
	Number of establishments	1,611	1,611	1,611	1,611	([a])	([a])
	Employees (thousands)	95.0	95.0	95.0	100.0	92.0	-8.0
	Capacity utilization (percent)	56	61	64	70	([a])	([a])
	U.S. shipments (million dollars)	23,479	25,087	31,789	37,408	18,600	-50.3
	U.S. exports (million dollars)	9,504	9,461	11,689	15,418	18,377	19.2
	U.S. imports (million dollars)	([b])	5,904	8,844	([b])	13,462	16.0
	Apparent U.S. consumption (million dollars)	19,277	21,530	28,944	33,597	13,685	-59.3
	Trade balance (million dollars)	4,202	3,557	2,845	3,811	4,915	29.0
	Ratio of imports to consumption (percent)	27.5	27.4	30.6	34.5	98.4	184.7
	Ratio of exports to shipments (percent)	40.5	37.7	36.8	41.2	98.8	139.7

See footnote(s) at end of table.

TABLE TE-8 Transportation equipment sector: Profile of U.S. industry and market, by industry/commodity groups and subgroups, 2002–06—*Continued*

USITC code	Industry/commodity group	2002	2003	2004	2005	2006	Percent change, 2006 from 2005
ET005	Ball and rollers bearings:						
	Number of establishments	181	181	181	([a])	([a])	([a])
	Employees (thousands)	35.0	35.0	35.0	35.0	35.0	0.0
	Capacity utilization (percent)	62	71	78	([a])	([a])	([a])
	U.S. shipments (million dollars)	5,700	5,600	6,000	6,600	6,800	3.0
	U.S. exports (million dollars)	1,249	1,320	1,494	1,638	1,841	12.3
	U.S. imports (million dollars)	([b])	1,680	2,052	([b])	2,429	3.4
	Apparent U.S. consumption (million dollars)	6,049	5,960	6,558	7,312	7,389	1.1
	Trade balance (million dollars)	-349	-360	-558	-712	-589	17.3
	Ratio of imports to consumption (percent)	26.4	28.2	31.3	32.1	32.9	2.3
	Ratio of exports to shipments (percent)	21.9	23.6	24.9	24.8	27.1	9.0
ET006	Primary cells and batteries and electric storage batteries:						
	Number of establishments	165	165	165	([a])	([a])	([a])
	Employees (thousands)	28.0	28.0	27.0	28.0	28.0	0.0
	Capacity utilization (percent)	75	65	67	([a])	([a])	([a])
	U.S. shipments (million dollars)	6,200	6,100	5,800	6,500	6,700	3.1
	U.S. exports (million dollars)	1,807	1,786	1,977	2,272	2,801	23.3
	U.S. imports (million dollars)	([b])	2,175	2,620	([b])	3,075	8.2
	Apparent U.S. consumption (million dollars)	6,589	6,489	6,442	7,070	6,974	-1.4
	Trade balance (million dollars)	-389	-389	-642	-570	-274	51.9
	Ratio of imports to consumption (percent)	33.3	33.5	40.7	40.2	44.1	9.7
	Ratio of exports to shipments (percent)	29.1	29.3	34.1	35.0	41.8	19.6
ET007	Ignition, starting, lighting, and other electrical equipment:						
	Number of establishments	670	670	670	([a])	([a])	([a])
	Employees (thousands)	108.0	103.0	99.0	97.0	92.0	-5.2
	Capacity utilization (percent)	75	64	74	([a])	([a])	([a])
	U.S. shipments (million dollars)	19,200	19,000	17,400	18,000	18,600	3.3
	U.S. exports (million dollars)	1,894	1,822	1,773	1,844	1,880	2.0
	U.S. imports (million dollars)	([b])	3,858	4,371	([b])	5,122	6.4
	Apparent U.S. consumption (million dollars)	20,774	21,036	19,998	20,969	21,842	4.2
	Trade balance (million dollars)	-1,574	-2,036	-2,598	-2,969	-3,242	-9.2
	Ratio of imports to consumption (percent)	16.7	18.3	21.9	23.0	23.5	2.2
	Ratio of exports to shipments (percent)	9.9	9.6	10.2	10.2	10.1	-1.3
ET008	Rail locomotive and rolling stock:						
	Number of establishments	199	200	200	200	([a])	([a])
	Employees (thousands)	25.0	24.0	23.0	25.0	26.0	4.0
	Capacity utilization (percent)	60	60	69	79	85	7.6
	U.S. shipments (million dollars)	7,793	5,000	7,906	9,205	9,796	6.4
	U.S. exports (million dollars)	1,006	1,386	1,649	2,124	2,600	22.4
	U.S. imports (million dollars)	([b])	1,105	1,282	([b])	1,742	14.9
	Apparent U.S. consumption (million dollars)	7,826	4,718	7,538	8,598	8,938	4.0
	Trade balance (million dollars)	-33	282	368	607	858	41.3
	Ratio of imports to consumption (percent)	13.3	23.4	17.0	17.6	19.5	10.5
	Ratio of exports to shipments (percent)	12.9	27.7	20.9	23.1	26.5	15.1

See footnote(s) at end of table.

TABLE TE-8 Transportation equipment sector: Profile of U.S. industry and market, by industry/commodity groups and subgroups, 2002–06—*Continued*

USITC code	Industry/commodity group	2002	2003	2004	2005	2006	Percent change, 2006 from 2005
ET009	Motor vehicles:						
	Number of establishments	1,312	1,307	1,305	1,303	1,305	0.2
	Employees (thousands)	281.0	273.0	281.0	272.0	264.0	-2.9
	Capacity utilization (percent)	89	84	89	92	88	-4.3
	U.S. shipments (million dollars)	254,347	278,200	277,681	276,505	260,191	-5.9
	U.S. exports (million dollars)	26,209	29,379	29,979	34,681	43,707	26.0
	U.S. imports (million dollars)	([b])	134,286	142,750	([b])	159,331	9.0
	Apparent U.S. consumption (million dollars)	361,401	383,107	390,451	387,993	375,816	-3.1
	Trade balance (million dollars)	-107,054	-104,907	-112,770	-111,488	-115,625	-3.7
	Ratio of imports to consumption (percent)	36.9	35.1	36.6	37.7	42.4	12.5
	Ratio of exports to shipments (percent)	10.3	10.6	10.8	12.5	16.8	33.9
ET010	Certain motor-vehicle parts:						
	Number of establishments	3,125	3,125	3,125	([a])	([a])	([a])
	Employees (thousands)	525.0	525.0	520.0	500.0	491.0	-1.8
	Capacity utilization (percent)	80	73	74	([a])	([a])	([a])
	U.S. shipments (million dollars)	122,200	121,800	124,400	129,000	133,000	3.1
	U.S. exports (million dollars)	26,651	25,625	27,741	28,292	29,938	5.8
	U.S. imports (million dollars)	([b])	30,897	35,045	([b])	40,556	4.2
	Apparent U.S. consumption (million dollars)	123,310	127,072	131,704	139,616	143,618	2.9
	Trade balance (million dollars)	-1,110	-5,272	-7,304	-10,616	-10,618	([3])
	Ratio of imports to consumption (percent)	22.5	24.3	26.6	27.9	28.2	1.3
	Ratio of exports to shipments (percent)	21.8	21.0	22.3	21.9	22.5	2.6
ET011	Motorcycles, mopeds, and parts:						
	Number of establishments	60	65	70	75	80	6.7
	Employees (thousands)	12.0	12.0	12.0	13.0	13.0	0.0
	Capacity utilization (percent)	85	85	85	85	85	0.0
	U.S. shipments (million dollars)	5,500	6,100	6,800	7,500	8,200	9.3
	U.S. exports (million dollars)	793	864	917	983	1,252	27.3
	U.S. imports (million dollars)	([2])	3,213	3,809	([b])	4,449	4.0
	Apparent U.S. consumption (million dollars)	7,634	8,449	9,691	10,793	11,397	5.6
	Trade balance (million dollars)	-2,134	-2,349	-2,891	-3,293	-3,197	2.9
	Ratio of imports to consumption (percent)	38.3	38.0	39.3	39.6	39.0	-1.5
	Ratio of exports to shipments (percent)	14.4	14.2	13.5	13.1	15.3	16.4
ET012	Miscellaneous vehicles and transportation-related equipment:						
	Number of establishments	1,676	1,665	1,670	1,670	1,672	0.1
	Employees (thousands)	90.0	90.0	99.0	106.0	110.0	3.8
	Capacity utilization (percent)	64	65	68	68	68	0.0
	U.S. shipments (million dollars)	19,120	20,010	23,969	27,557	28,000	1.6
	U.S. exports (million dollars)	2,725	3,187	3,803	4,997	5,583	11.7
	U.S. imports (million dollars)	([b])	2,926	3,386	([b])	4,450	9.0
	Apparent U.S. consumption (million dollars)	19,139	19,749	23,552	26,644	26,867	0.8
	Trade balance (million dollars)	-19	261	417	913	1,133	24.1
	Ratio of imports to consumption (percent)	14.3	14.8	14.4	15.3	16.6	8.1
	Ratio of exports to shipments (percent)	14.3	15.9	15.9	18.1	19.9	10.0

See footnote(s) at end of table.

TABLE TE-8 Transportation equipment sector: Profile of U.S. industry and market, by industry/commodity groups and subgroups, 2002–06—*Continued*

USITC code	Industry/commodity group	2002	2003	2004	2005	2006	Percent change, 2006 from 2005
ET013	Aircraft, spacecraft, and related equipment:						
	Number of establishments	210	200	190	210	([a])	([a])
	Employees (thousands)	324.9	325.5	323.9	328.1	342.1	4.3
	Capacity utilization (percent)	55	52	65	68	70	2.9
	U.S. shipments (million dollars)	53,338	43,365	50,503	80,475	103,600	28.7
	U.S. exports (million dollars)	41,447	37,835	40,076	47,981	64,374	34.2
	U.S. imports (million dollars)	([b])	16,910	16,485	([b])	17,557	6.6
	Apparent U.S. consumption (million dollars)	29,527	22,441	26,911	48,969	56,783	16.0
	Trade balance (million dollars)	23,811	20,924	23,592	31,506	46,817	48.6
	Ratio of imports to consumption (percent)	59.7	75.4	61.3	33.6	30.9	-8.1
	Ratio of exports to shipments (percent)	77.7	87.2	79.4	59.6	62.1	4.2
ET014	Ships, tugs, pleasure boats, and similar vessels:						
	Number of establishments	1,600	1,600	1,640	1,685	([a])	([a])
	Employees (thousands)	113.0	115.0	144.2	140.6	138.0	-1.8
	Capacity utilization (percent)	57	60	71	72	70	-2.8
	U.S. shipments (million dollars)	14,100	14,300	24,004	25,516	24,000	-5.9
	U.S. exports (million dollars)	1,234	1,195	1,659	1,950	2,601	33.3
	U.S. imports (million dollars)	([b])	1,932	1,888	([b])	2,146	-8.7
	Apparent U.S. consumption (million dollars)	14,279	15,036	24,233	25,916	23,546	-9.1
	Trade balance (million dollars)	-179	-736	-229	-400	454	([4])
	Ratio of imports to consumption (percent)	9.9	12.8	7.8	9.1	9.1	0.5
	Ratio of exports to shipments (percent)	8.8	8.4	6.9	7.6	10.8	41.8
ET015	Motors and engines, except internal combustion, aircraft, or electric:						
	Number of establishments	335	335	335	([a])	([a])	([a])
	Employees (thousands)	40.0	40.0	40.0	([a])	([a])	([a])
	Capacity utilization (percent)	70	([a])	([a])	([a])	([a])	([a])
	U.S. shipments (million dollars)	6,600	6,400	6,500	6,500	6,700	3.1
	U.S. exports (million dollars)	479	578	668	837	1,124	34.3
	U.S. imports (million dollars)	([b])	834	1,066	([b])	1,594	17.2
	Apparent U.S. consumption (million dollars)	6,821	6,656	6,899	7,023	7,170	2.1
	Trade balance (million dollars)	-221	-256	-399	-523	-470	10.1
	Ratio of imports to consumption (percent)	10.3	12.5	15.5	19.4	22.2	14.8
	Ratio of exports to shipments (percent)	7.3	9.0	10.3	12.9	16.8	30.3

Source: These data have been estimated by the Commission's international trade analysts on the basis of primary and secondary data sources including discussions with various Government and industry contacts. These estimated data are subject to change either from secondary sources or from detailed surveys the Commission often conducts in the course of statutory investigations or other work. Further, these data may undergo adjustments based on revisions in tariff nomenclature, classification practices, or redefinitions of industry classes.

Note.—Calculations based on unrounded data.

[a]Not available.
[b]Less than 500,000.
[c]Less than 0.05 percent.
[d]Not meaningful.