

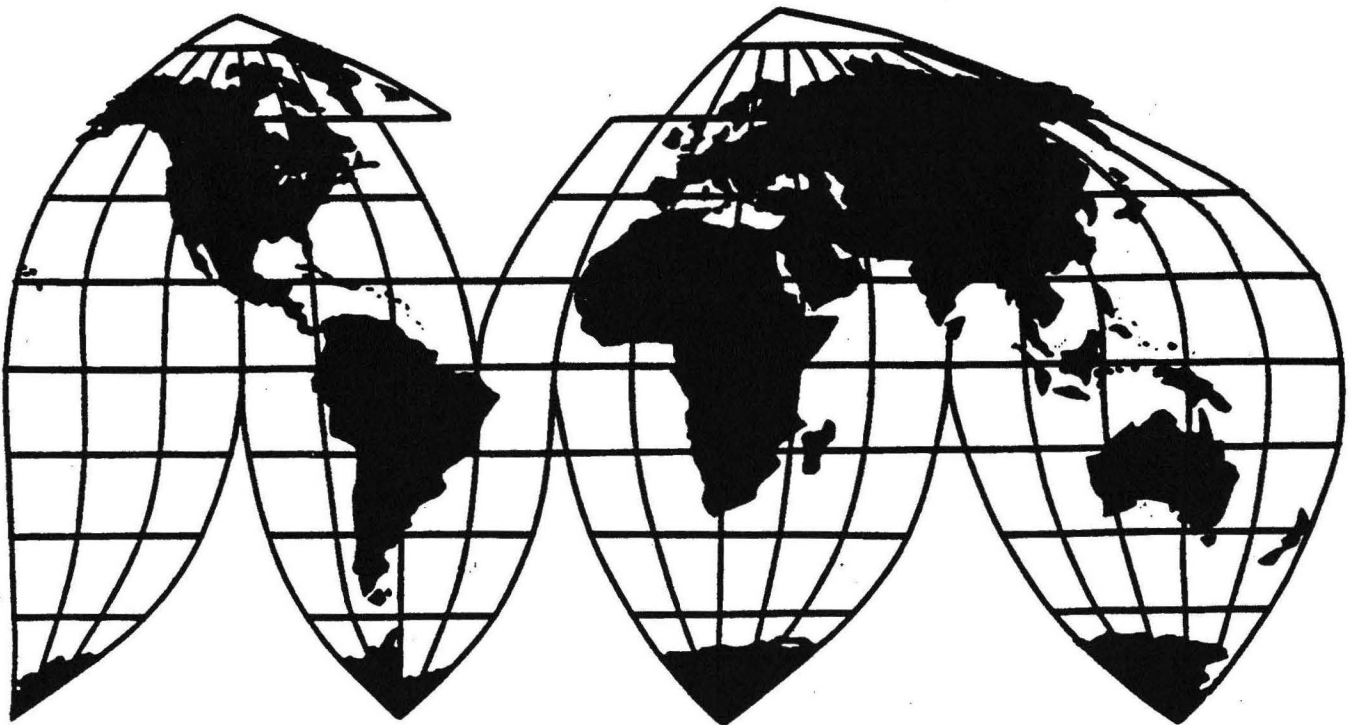
The U.S. Automobile Industry Annual 1996 Report on Selected Economic Indicators

Investigation No. 332-207

Publication 3028

March 1997

U.S. International Trade Commission



Washington, DC 20436

U.S. International Trade Commission

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PREFACE

In accordance with an October 17, 1995 request from the Committee on Ways and Means of the U.S. House of Representatives, this is the final report to be produced in this series of reports containing selected data on the U.S. automobile industry.

In November 1980, the U.S. International Trade Commission, under section 201 of the Trade Act of 1974, determined that certain motor vehicles and certain chassis and bodies therefore were not being imported into the United States in such increased quantities as to be a substantial cause of serious injury, or threat thereof, to the domestic industry producing articles like or directly competitive with the imported articles (inv. No. TA-201-44). In December 1980, the Subcommittee on Trade, Committee on Ways and Means of the U.S. House of Representatives requested that the Commission provide it with monthly data on U.S. automobile imports, sales, production, and prices. In late December 1980, the Commission instituted inv. No. 332-121, U.S. Automobile Industry Monthly Report on Selected Economic Indicators. The request by the Subcommittee for monthly data on the automobile industry was renewed four times between 1981-85, with the final request in 1985 (inv. No. 332-207) having no fixed date for termination. On October 17, 1995, the Committee on Ways and Means requested the Commission to change its publication schedule from monthly to quarterly reports, move to annual publication by January 1996, and cease publication of the report by January 1998.

The report uses trade data compiled from official statistics of the U.S. Department of Commerce. Sales and production data and quarterly financial results for U.S.-owned automakers are derived from *Automotive News*. The U.S. Department of Labor provides employment and consumer and producer price data.

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Table 1

New passenger automobiles: U.S. retail sales of domestic production, production, and employment, 1994-96

(In thousands of units; thousands of employees)

Item	1996	1995	1994
Retail sales of domestic production	7,140	7,024	7,182
Production	6,052	6,327	6,606
Employment: ¹			
Total employees ²	909	968	954
Production workers ²	704	759	753

¹ Employment data are for SIC 371 (motor vehicles and motor vehicle equipment).

² Data are an average of the specified period.

Source: Production and retail sales, *Automotive News*; and employment, U.S. Department of Labor.

Table 2

New passenger automobiles: U.S. imports, by principal source, 1994-96¹

Source	1996	1995	1994
	<i>Quantity (units)</i>		
Japan	1,190,581	1,387,193	1,593,169
Canada	1,688,123	1,678,276	1,591,326
Germany	234,480	206,892	187,999
Korea, South	225,613	216,618	217,962
Sweden	86,595	82,634	63,867
Mexico	550,622	463,305	360,370
United Kingdom	43,616	42,176	28,239
Italy	1,221	973	1,028
France	8	23	60
Brazil	16	114	16
All other	43,572	35,711	52,978
Total	4,064,447	4,113,917	4,097,014
	<i>Value (1,000 dollars)</i>		
Japan	20,130,405	21,849,271	24,279,858
Canada	25,255,810	24,638,147	22,515,616
Germany	7,393,219	6,604,254	5,776,161
Korea, South	1,851,305	1,655,019	1,470,334
Sweden	1,921,785	1,765,628	1,257,986
Mexico	7,899,427	5,815,045	3,943,418
United Kingdom	1,508,871	1,415,082	1,011,174
Italy	84,493	67,298	75,884
France	184	211	1,110
Brazil	247	2,230	292
All other	870,530	713,969	1,034,780
Total	66,916,276	64,526,182	61,366,612

¹ Data include imports into Puerto Rico; data do not include automobiles assembled in U.S. foreign trade zones.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Note.--Because of rounding, figures may not add to the totals shown.

Table 3

Lightweight automobile trucks¹ and bodies and cab/chassis for lightweight automobile trucks:
U.S. imports, by principal source, 1994-96²

Source	1996	1995	1994
	<i>Quantity (units)</i>		
Japan	36,741	67,851	142,426
Canada	377,334	406,968	441,270
Mexico	198,541	108,790	39,732
All other	618	942	3,302
Total	<u>626,731</u>	<u>584,552</u>	<u>626,731</u>
	<i>Value (1,000 dollars)</i>		
Japan	494,609	734,745	1,197,111
Canada	6,051,321	6,230,355	6,284,541
Mexico	2,997,739	1,766,082	648,854
All other	43,263	56,884	102,961
Total	<u>9,586,932</u>	<u>8,788,066</u>	<u>8,233,466</u>

¹ Defined as not over 10,000 pounds gvwt.

² Partially estimated, all data include imports into Puerto Rico.

³ Quantity data include complete trucks and cab/chassis, but exclude bodies.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Note.--Because of rounding, figures may not add to the totals shown.

Table 4

New passenger automobiles: U.S. exports of domestic merchandise, by principal markets, 1994-96

Source	1996	1995	1994
	<i>Quantity (units)</i>		
Canada	502,652	492,107	559,513
Japan	109,917	130,524	100,400
All other	361,065	366,736	359,340
Total	973,634	989,367	1,019,258
	<i>Value (1,000 dollars)</i>		
Canada	7,723,088	7,197,162	7,478,401
Japan	2,003,602	2,527,624	1,725,087
All other	4,664,987	4,526,518	5,387,627
Total	14,391,677	14,251,305	14,591,189

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

Note.--Because of rounding, figures may not add to the totals shown.

Table 5

Lightweight automobile trucks¹ and bodies and cab/chassis for lightweight automobile trucks:
U.S. exports of domestic merchandise, by principal markets, 1994-96²

Source	1996	1995	1994
	Quantity (<i>units</i>)		
Canada	164,373	151,357	162,088
All other	95,840	43,272	55,630
Total	260,214	194,629	217,773
	Value (<i>1,000 dollars</i>)		
Canada	2,606,484	2,245,688	2,105,804
All other	1,708,601	785,764	714,908
Total	4,315,085	3,031,452	2,821,672

¹ Defined as not over 10,000 pounds gvwt.

² Partially estimated.

³ Quantity data include complete trucks and cab/chassis, but exclude bodies.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Note.--Because of rounding, figures may not add to the totals shown.

Table 6

New passenger automobiles: Sales of domestic and imported passenger automobiles and sales of imported passenger automobiles as a percent of total U.S. sales, 1994-96

Source	1996	1995	1994
	Quantity (<i>units</i>)		
Sales of:			
Domestic automobiles ¹ . . .	7,139,884	7,023,843	7,181,984
Imported automobiles ² . . .	1,389,078	1,611,594	1,809,566
Total automobiles ^{1,2}	8,528,962	8,635,437	8,992,550
Ratio of import sales to total sales ^{1,2}	16.3	18.7	20.1

¹ Domestic automobile sales include U.S.-, Canadian-, and Mexican-built automobiles sold in the United States.

² Does not include automobiles imported from Canada and Mexico.

Source: *Automotive News*.

Table 7

New passenger automobiles: Average price indexes, 1994-96¹

Item	1996	1995	1994	Percent change	
				1996-95	1995-94
Consumer Price Index:					
Seasonally adjusted	141.4	139.0	136.0	+1.7	+2.2
Producer Price Index:					
Seasonally adjusted	135.4 ²	134.1	133.9	+1.0 ²	+0.2

¹ Consumer price index, 1982-1984 = 100. Producer price index, 1982 = 100.² Preliminary.

Source: U.S. Department of Labor, Bureau of Labor Statistics.

Table 8

Sales and profits (loss) on major U.S. automobile manufacturers' operations, 1994-96¹

<i>(In millions of dollars)</i>			
Source	1996	1995	1994
Sales:			
General Motors	164,069	160,272	154,951
Ford	146,991	137,137	128,439
Chrysler	61,397	53,195	52,235
Total	372,457	350,604	335,625
Net Income:			
General Motors	4,953	5,981	4,901
Ford	4,446	4,139	5,308
Chrysler	3,529	2,025	3,713
Total	12,928	12,145	13,922

¹ Data are for world operations.Source: *Automotive News*.