Senate Fiscal Agency

THE U.S. AND MICHIGAN MOTOR VEHICLE STATISTICAL REPORT

September 2003

Gary S. Olson, Director - Lansing, Michigan - (517) 373-2768 - TDD (517) 373-0543
Internet Address: http://www.senate.michigan.gov/sfa

THE SENATE FISCAL AGENCY

The Senate Fiscal Agency is governed by a board of five members, including the majority and minority leaders of the Senate, the Chairperson of the Appropriations Committee of the Senate, and two other members of the Appropriations Committee of the Senate appointed by the Chairperson of the Appropriations Committee with the concurrence of the Majority Leader of the Senate, one from the minority party.

The purpose of the Agency, as defined by statute, is to be of service to the Senate Appropriations Committee and other members of the Senate. In accordance with this charge the Agency strives to achieve the following objectives:

1. To provide technical, analytical, and preparatory support for all appropriations bills.
2. To provide written analyses of all Senate bills, House bills and Administrative Rules considered by the Senate.
3. To review and evaluate proposed and existing State programs and services.
4. To provide economic and revenue analysis and forecasting.
5. To review and evaluate the impact of Federal budget decisions on the State.
6. To review and evaluate State issuance of long-term and short-term debt.
7. To review and evaluate the State's compliance with constitutional and statutory fiscal requirements.
8. To prepare special reports on fiscal issues as they arise and at the request of members of the Senate.

The Agency is located on the 8th floor of the Victor Office Center. The Agency is an equal opportunity employer.

Gary S. Olson, Director
Senate Fiscal Agency
P.O. Box 30036
Lansing, Michigan 48909-7536
Telephone (517) 373-2767
TDD (517) 373-0543
Internet Home Page http://www.senate.michigan.gov/sfa

ACKNOWLEDGMENTS

David Zin, Senate Fiscal Agency (SFA) Economist, compiled the data contained in this report, and the many tables and charts were prepared by Karen Hendrick. Special thanks are extended to Andrew Lockwood of the Office of Revenue and Tax Analysis, Michigan Department of Treasury, for his assistance. Any questions concerning this report should be directed to David Zin or Jay Wortley, SFA Senior Economist, at (517) 373-2768.

THE U.S. AND MICHIGAN MOTOR VEHICLE STATISTICAL REPORT

This marks the fifth edition of the U.S. and Michigan Motor Vehicle Statistical Report. The purpose of this report is to provide an ongoing source for both historical and up-to-date annual data on the motor vehicle industry.

The motor vehicle industry continues to play a very significant role in Michigan's economy. In 2002, almost one out of every 16 workers in Michigan was directly employed in the motor vehicle and equipment industry. The motor vehicle industry was even more dominant in terms of the income generated in Michigan. In 2001, the relatively high-paying motor vehicle jobs accounted for $1 out of every $9 earned by all workers in Michigan. Michigan's motor vehicle industry also dominates in terms of the total U.S. motor vehicle industry. Michigan produces about one-fourth of the motor vehicles produced in the U.S., and General Motors, Ford, and Chrysler all have their headquarters in Michigan. Given the relatively large size of Michigan's motor vehicle industry, in terms of both the Michigan economy and the national motor vehicle industry, changes in the level of motor vehicle sales nationally, particularly sales of domestically built vehicles, have significant impacts on Michigan.

Some of the dramatic and significant changes that have occurred during the past 20 to 25 years include:

- The import share of U.S. auto sales increased from 19% in 1975 to a high of 31% in 1987.
- The rising share of imports was reversed in the late 1980s and early 1990s as more foreign auto companies began producing autos in the U.S. In 1985, foreign companies accounted for only 3% of the motor vehicles produced in the U.S. By 2001, this percentage share had increased to 26%.
- Consumers are making a dramatic and steady shift away from autos to trucks. In the early to mid-1970s, autos accounted for about 80% of total U.S. motor vehicle sales, but by 2001 light truck sales comprised the majority of sales. In 2002, light trucks accounted for 52% of total U.S. motor vehicle sales.
- The median age of autos in use rose from 4.9 years in 1970 to 8.3 years in 2000.
- Leasing has become a popular way to purchase an auto. In the early 1970s, virtually no leasing was done, but by 1999, 34% of new cars were leased. In recent years leasing has declined in popularity, comprising 23% of sales in 2002.
- Michigan's share of total U.S. light vehicle production peaked at 35% in 1983. In 2002, Michigan accounted for 24% of total U.S. output of light vehicle and 36% of all automobile production.
- Michigan's motor vehicle and equipment industry accounted for 11% of total wage and salary employment in Michigan in 1978, but that share had fallen to 6% by 2002. This decline was due to increased productivity and the motor vehicle manufacturers' increasing use of purchasing components and parts from other companies.

These and other trends are highlighted in the data contained in this report.

TABLE OF CONTENTS

		Page
U.S. Motor Vehicle Sales		**1**
Figure 1	U.S. Motor Vehicle Sales: 1975-2002	2
Figure 2	U.S. Motor Vehicle Sales and Real Gross Domestic Product: 1975-2002	3
Table 1	U.S. Motor Vehicle Sales: 1975-2002	4
Figure 3	U.S. Car and Truck Sales as a Percent of Total: 1975-2002	5
Table 2	U.S. New Auto Sales, Domestic Versus Foreign: 1975-2001	6
Table 3	U.S. New Truck Sales, Domestic Versus Foreign: 1975-2001	7
Table 4	U.S. Car Sales by Source: 1990-2001	8
Table 5	U.S. Total Truck Sales by Source: 1990-2001	9
Table 6	Percent of U.S. Car Sales by Market Class: Selected Years 1975-2001	10
Figure 4	U.S. Car Sales by Market Class: 1970 and 2001	11
Table 7	Distribution of U.S. Light Truck Sales by Type of Vehicle: 1992-2002	12
Table 8	U.S. Car and Truck Leases: 1984-2002	13
Table 9	Percent of New Vehicles Leased by Type of Vehicle: Selected Years 1985-2000	13
Figure 5	Percent of New U.S. Cars and Trucks Leased: 1984-2002	14
Table 10	U.S. Used Vehicle Sales by Dealers: 1986-2002	15
U.S. Motor Vehicle Production		**17**
Table 11	U.S. Motor Vehicle Production: 1975-2002	18
Figure 6	U.S. Motor Vehicle Production: 1975-2002	19
Figure 7	U.S. Motor Vehicle Production: 1970 and 2002 (Percent of Total)	20
Table 12	U.S. Motor Vehicle Production by Source: 1992-2002	21
Motor Vehicle Prices, Average Age and Other U.S. Statistics		**23**
Figure 8	U.S. New Car Average Price Increases Compared to Inflation: 1980-2001	24
Table 13	New Car Average Price: 1980-2001	25
Table 14	Median Age of Cars and Trucks in Operation: Selected Years	26
Figure 9	Median Age of Motor Vehicles in Operation: 1980-2001	27

TABLE OF CONTENTS

		Page
Table 15	U.S. Motor Vehicle Stock: 1982-2001	28
Figure 10	Vehicles in Use in U.S. - Per Capita: 1982-2001	29
Table 16	Average Fuel Consumption for New Cars: 1978-2001	30
Figure 11	Average Fuel Mileage for New Cars: 1978-2001	31
Michigan Motor Vehicle Statistics		**33**
Figure 12	Michigan Motor Vehicle Production: 1975-2002	34
Table 17	Michigan Motor Vehicle Production: 1975-2002	35
Figure 13	Michigan's Percent of U.S. Auto and Truck Production: 1982-2001 (Model Year)	36
Table 18	U.S. Auto Production by State, Model Years: 1990-2001	37
Table 19	U.S. Truck Production by State, Model Years: 1990-2001	38
Table 20	Michigan Motor Vehicle Production by Company: 1997-2002	39
Figure 14	Michigan Motor Vehicle Production by Company: 2002	40
Table 21	Michigan Motor Vehicle Production by Company and Market Class: 1997-2001	41
Figure 15	Michigan Motor Vehicle Production vs U.S. Sales by Market Class for 2001	43
Table 22	Motor Vehicles Produced in Michigan by Plant: 2002	44
Figure 16	Motor Vehicle Plant Locations in Michigan: 2002	45
Figure 17	Michigan Motor Vehicle and Equipment Employment: 1975-2002	46
Table 23	Michigan Employment: 1975-2002	47
Table 24	Wages and Salaries Earned by Workers in Michigan: 1975-2001	48
Figure 18	Growth in Michigan Average Wages and Salaries Per Worker: 1975-2001	49
Figure 19	Change in Michigan Motor Vehicle Production and Employment: 1975-2002	50

U.S. Motor Vehicle Sales

Figure 1

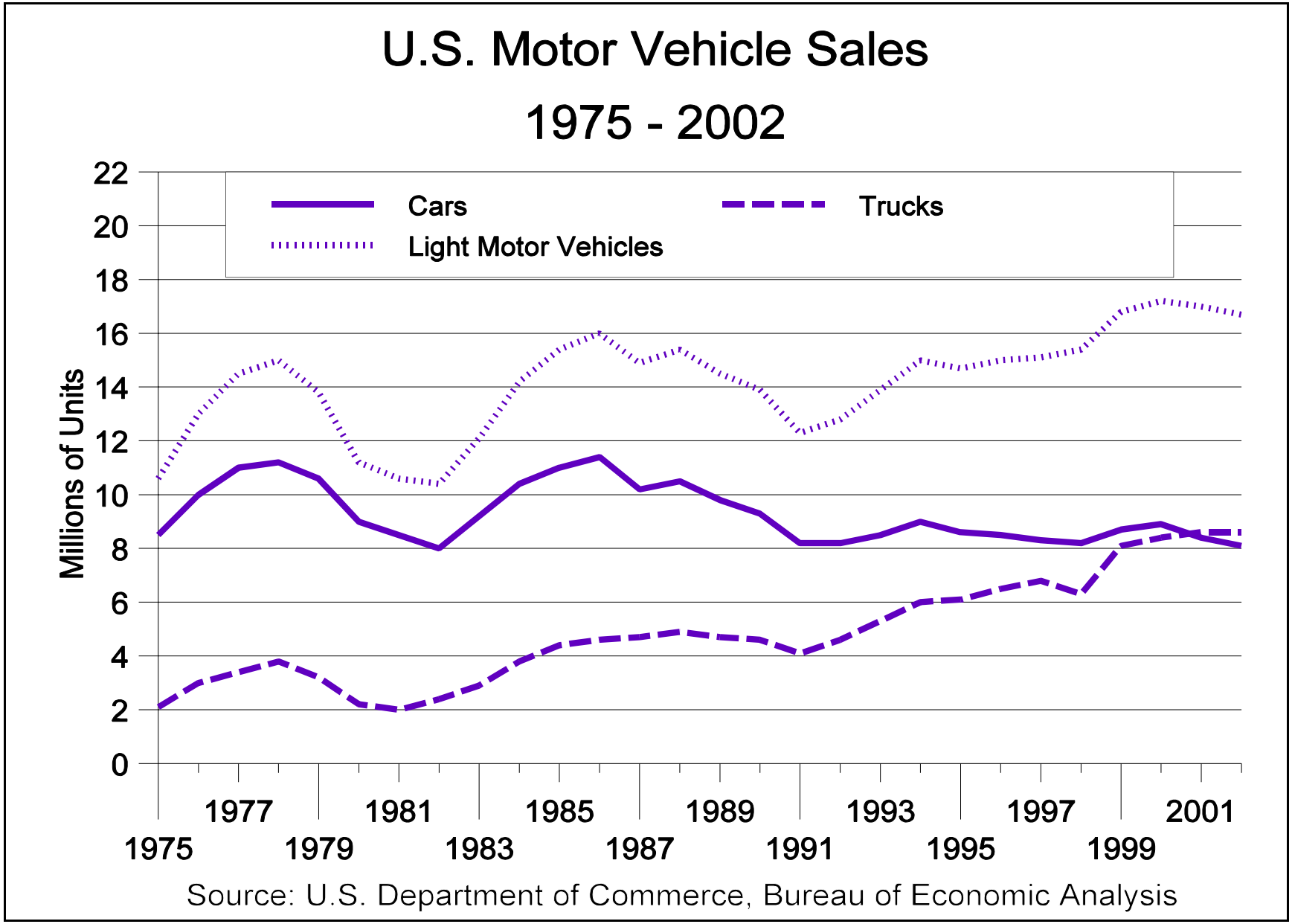

U.S. Motor Vehicle Sales
1975 - 2002
Cars
Trucks
Light Motor Vehicles
Millions of Units
22
20
18
16
14
12
10
8
6
4
2
0
1975
1977
1979
1981
1983
1985
1987
1989
1991
1993
1995
1997
1999
2001
Source: U.S. Department of Commerce, Bureau of Economic Analysis

Figure 2

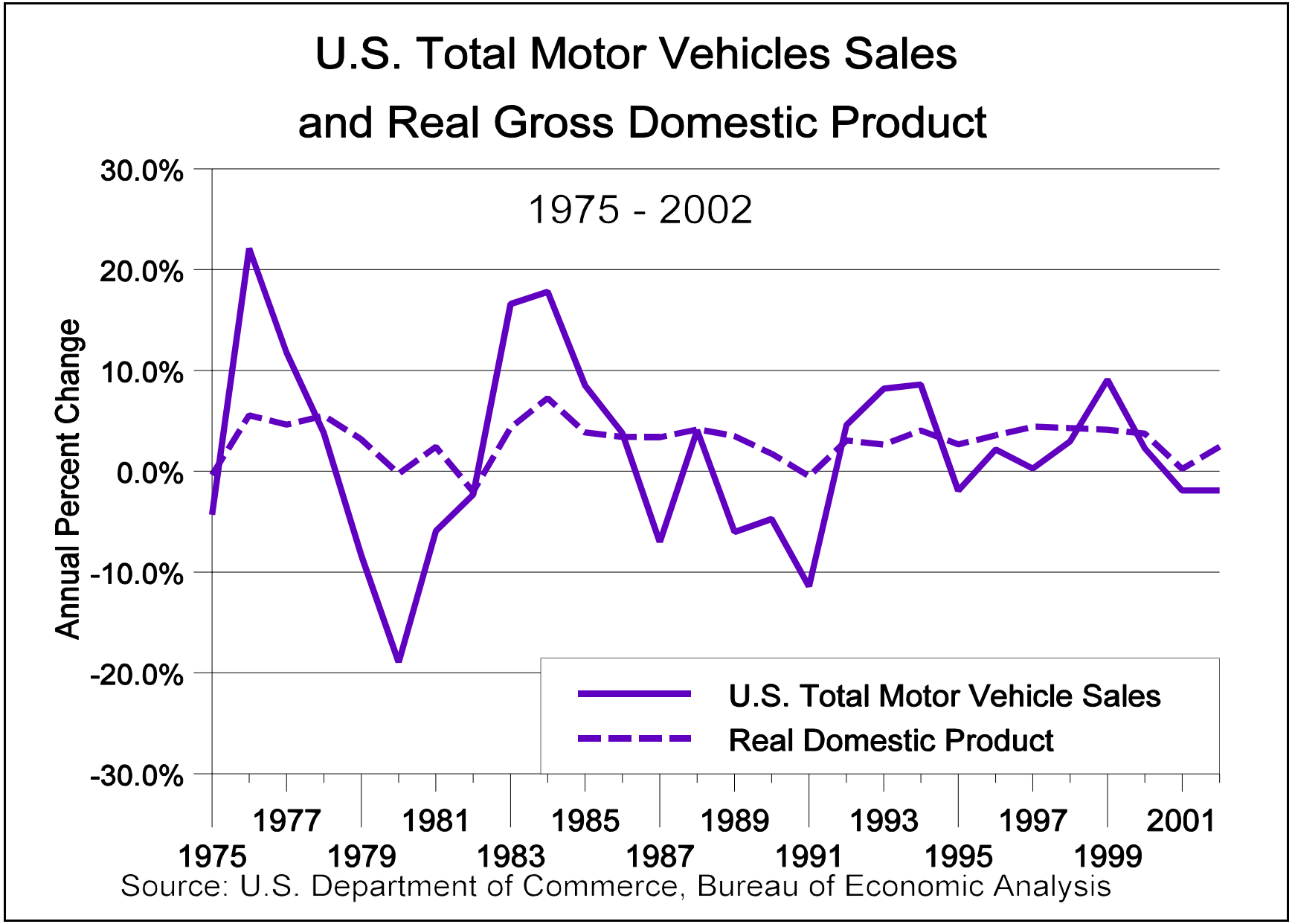

U.S. Total Motor Vehicles Sales
and Real Gross Domestic Product
1975 - 2002
Annual Percent Change
30.0%
20.0%
10.0%
0.0%
-10.0%
-20.0%
-30.0%
1975
1977
1979
1981
1983
1985
1987
1989
1991
1993
1995
1997
1999
2001
U.S. Total Motor Vehicle Sales
Real Domestic Product
Source: U.S. Department of Commerce, Bureau of Economic Analysis

Table 1

U.S. MOTOR VEHICLE SALES: 1975-2002
(units in thousands)

Year	Cars	Percent Change	Light Trucks	Percent Change	Total Light Vehicles	Percent Change	Heavy Trucks	Percent Change	Total Motor Vehicles	Percent Change
1975	8,537.8	-2.7%	2,052.6	-5.8%	10,590.4	-3.3%	298.3	-29.6%	10,888.7	-4.3%
1976	9,994.0	17.1%	2,975.8	45.0%	12,969.8	22.5%	324.7	8.9%	13,294.5	22.1%
1977	11,046.0	10.5%	3,435.9	15.5%	14,481.9	11.7%	377.1	16.1%	14,859.0	11.8%
1978	11,164.0	1.1%	3,817.0	11.1%	14,981.0	3.4%	439.8	16.6%	15,420.8	3.8%
1979	10,558.8	-5.4%	3,199.6	-16.2%	13,758.4	-8.2%	390.1	-11.3%	14,148.5	-8.3%
1980	8,981.8	-14.9%	2,215.7	-30.8%	11,197.5	-18.6%	271.7	-30.4%	11,469.2	-18.9%
1981	8,534.3	-5.0%	2,029.3	-8.4%	10,563.6	-5.7%	226.3	-16.7%	10,789.9	-5.9%
1982	7,979.4	-6.5%	2,377.9	17.2%	10,357.3	-2.0%	184.9	-18.3%	10,542.2	-2.3%
1983	9,178.6	15.0%	2,928.5	23.2%	12,107.1	16.9%	188.8	2.1%	12,295.9	16.6%
1984	10,390.2	13.2%	3,814.9	30.3%	14,205.1	17.3%	278.2	47.4%	14,483.3	17.8%
1985	10,978.4	5.7%	4,446.7	16.6%	15,425.1	8.6%	295.0	6.0%	15,720.1	8.5%
1986	11,405.7	3.9%	4,638.6	4.3%	16,044.3	4.0%	273.5	-7.3%	16,317.8	3.8%
1987	10,170.9	-10.8%	4,698.3	1.3%	14,869.2	-7.3%	302.3	10.5%	15,171.5	-7.0%
1988	10,545.6	3.7%	4,893.7	4.2%	15,439.3	3.8%	348.7	15.3%	15,788.0	4.1%
1989	9,776.8	-7.3%	4,737.3	-3.2%	14,514.1	-6.0%	330.5	-5.2%	14,844.6	-6.0%
1990	9,300.2	-4.9%	4,550.1	-4.0%	13,850.3	-4.6%	298.3	-9.7%	14,148.6	-4.7%
1991	8,175.0	-12.1%	4,123.6	-9.4%	12,298.6	-11.2%	242.2	-18.8%	12,540.8	-11.4%
1992	8,214.4	0.5%	4,628.6	12.2%	12,843.0	4.4%	274.7	13.4%	13,117.7	4.6%
1993	8,517.7	3.7%	5,345.4	15.5%	13,863.1	7.9%	335.7	22.2%	14,198.8	8.2%
1994	8,990.4	5.5%	6,034.3	12.9%	15,024.7	8.4%	388.1	15.6%	15,412.8	8.6%
1995	8,636.2	-3.9%	6,053.2	0.3%	14,689.4	-2.2%	428.2	10.3%	15,117.6	-1.9%
1996	8,526.8	-1.3%	6,518.4	7.7%	15,045.3	2.4%	410.8	-4.1%	15,456.0	2.2%
1997	8,272.5	-3.0%	6,797.1	4.3%	15,069.6	0.2%	428.9	4.4%	15,498.5	0.3%
1998	8,142.1	-1.6%	7,296.7	7.4%	15,438.8	2.5%	524.4	22.3%	15,963.2	3.0%
1999	8,696.5	6.8%	8,072.5	10.6%	16,769.0	8.6%	644.7	22.9%	17,413.7	9.1%
2000	8,852.1	1.8%	8,386.7	3.9%	17,238.8	2.8%	578.5	-10.3%	17,817.3	2.3%
2001	8,422.1	-4.9%	8,607.2	2.6%	17,029.3	-1.2%	442.9	-23.4%	17,472.2	-1.9%
2002	8,102.4	-3.8%	8,633.0	0.3%	16,735.4	-1.7%	402.4	-9.1%	17,137.8	-1.9%

Note: Due to different sources, figures may conflict with other tables.

Source: U.S. Department of Commerce, Bureau of Economic Analysis

Figure 3

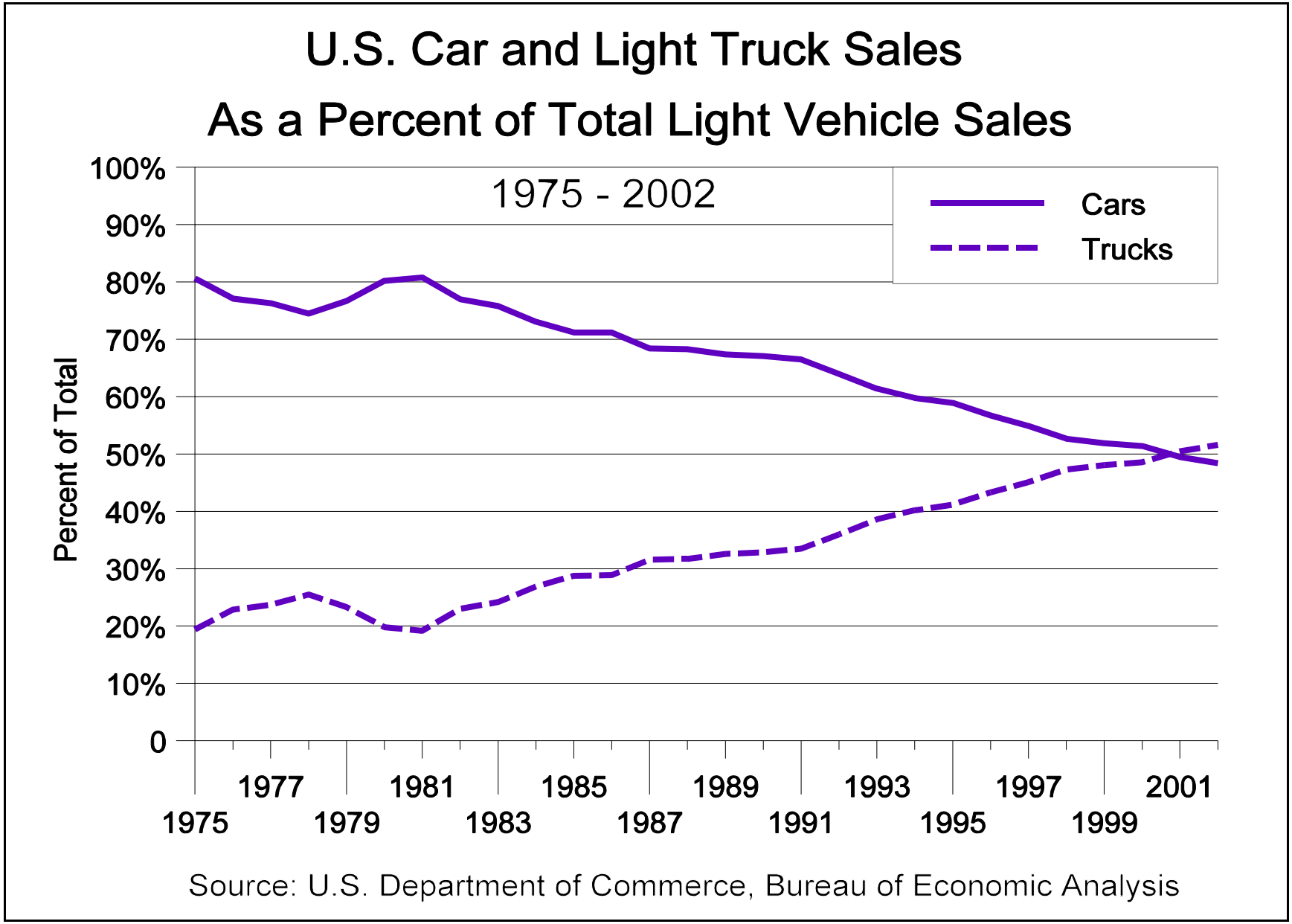

U.S. Car and Light Truck Sales
As a Percent of Total Light Vehicle Sales
1975 - 2002
Cars
Trucks
Percent of Total
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0
1975
1977
1979
1981
1983
1985
1987
1989
1991
1993
1995
1997
1999
2001
Source: U.S. Department of Commerce, Bureau of Economic Analysis

Table 2

U.S. NEW AUTO SALES, DOMESTIC VERSUS FOREIGN: 1975-2001
(units in thousands)

Year	Domestic Nameplates	Percent of Total Sales	Domestic Transplants	Percent of Total Sales	Total Domestic	Percent of Total Sales	Imports	Percent of Total Sales	Total U.S. Auto Sales
1975	6,951.0	81.4%	0.0	0.0%	6,951.0	81.4%	1,586.9	18.6%	8,537.9
1976	8,492.0	85.0%	0.0	0.0%	8,492.0	85.0%	1,502.0	15.0%	9,994.0
1977	8,971.0	81.2%	0.0	0.0%	8,971.0	81.2%	2,074.8	18.8%	11,045.8
1978	9,164.0	82.1%	0.0	0.0%	9,164.0	82.1%	2,000.1	17.9%	11,164.1
1979	8,230.0	77.9%	0.0	0.0%	8,230.0	77.9%	2,328.7	22.1%	10,558.7
1980	6,581.0	73.3%	0.0	0.0%	6,581.0	73.3%	2,400.4	26.7%	8,981.4
1981	6,209.0	72.8%	0.0	0.0%	6,209.0	72.8%	2,325.5	27.2%	8,534.5
1982	5,758.0	72.2%	0.0	0.0%	5,758.0	72.2%	2,221.2	27.8%	7,979.2
1983	6,793.0	74.0%	0.0	0.0%	6,793.0	74.0%	2,385.6	26.0%	9,178.6
1984	7,951.0	76.5%	0.0	0.0%	7,951.0	76.5%	2,438.5	23.5%	10,389.5
1985	7,905.6	72.0%	299.1	2.7%	8,204.7	74.7%	2,774.5	25.3%	10,979.2
1986	7,675.1	67.3%	539.8	4.7%	8,214.9	72.0%	3,189.2	28.0%	11,404.1
1987	6,402.4	62.8%	678.8	6.7%	7,081.2	69.5%	3,106.6	30.5%	10,187.8
1988	6,735.0	63.9%	804.9	7.6%	7,539.9	71.5%	3,003.7	28.5%	10,543.6
1989	6,042.5	61.8%	1,053.0	10.8%	7,095.5	72.6%	2,680.4	27.4%	9,775.9
1990	5,482.1	59.0%	1,431.9	15.4%	6,914.0	74.4%	2,384.3	25.6%	9,298.3
1991	4,675.9	57.2%	1,476.3	18.1%	6,152.2	75.3%	2,023.4	24.7%	8,175.6
1992	4,816.1	58.6%	1,469.8	17.9%	6,285.9	76.5%	1,927.2	23.5%	8,213.1
1993	5,156.2	60.5%	1,585.4	18.6%	6,741.6	79.1%	1,776.2	20.9%	8,517.8
1994	5,414.1	60.2%	1,841.3	20.5%	7,255.4	80.7%	1,735.2	19.3%	8,990.6
1995	5,138.1	59.5%	1,990.6	23.1%	7,128.7	82.6%	1,506.3	17.4%	8,635.0
1996	5,001.9	58.7%	2,251.7	26.4%	7,253.6	85.1%	1,272.2	14.9%	8,525.8
1997	4,947.7	59.8%	1,969.1	23.8%	6,916.8	83.6%	1,355.3	16.4%	8,272.1
1998	4,671.6	57.4%	2,090.3	25.7%	6,761.9	83.1%	1,379.8	16.9%	8,141.7
1999	4,863.5	55.9%	2,115.9	24.3%	6,979.4	80.2%	1,718.9	19.8%	8,698.3
2000	4,651.3	52.6%	2,179.2	24.6%	6,830.5	77.2%	2,016.1	22.8%	8,846.6
2001	4,132.5	49.1%	2,192.5	26.0%	6,325.0	75.1%	2,097.6	24.9%	8,422.6

Note: Due to different sources, some figures may conflict with other tables.

Source: U.S. Department of Commerce, Bureau of Economic Analysis & Ward's Communications Inc., "Ward's Automotive Yearbook", various issues

Table 3

U.S. NEW LIGHT AND HEAVY TRUCK SALES, DOMESTIC VERSUS FOREIGN: 1975-2001

Year	Domestic Light Trucks	% of Total Truck Sales	Light Truck Domestic Transplants	% of Total Truck Sales	Domestic Light Trucks	% of Total Truck Sales	Truck Imports	% of Total Truck Sales	Heavy Trucks	% of Total Truck Sales	Truck Sales
1975	2,052.6	87.3%	0.0	0.0%	2,052.6	87.3%	0.0	0.0%	298.3	12.7%	2,350.9
1976	2,738.3	83.0%	0.0	0.0%	2,738.3	83.0%	237.5	7.2%	324.7	9.8%	3,300.5
1977	3,112.8	81.6%	0.0	0.0%	3,112.8	81.6%	323.1	8.5%	377.1	9.9%	3,813.0
1978	3,481.1	81.8%	0.0	0.0%	3,481.1	81.8%	335.9	7.9%	439.8	10.3%	4,256.8
1979	2,730.2	76.1%	0.0	0.0%	2,730.2	76.1%	469.4	13.1%	390.1	10.9%	3,589.7
1980	1,731.1	69.6%	0.0	0.0%	1,731.1	69.6%	484.6	19.5%	271.7	10.9%	2,487.4
1981	1,581.7	70.1%	0.0	0.0%	1,581.7	70.1%	447.6	19.8%	226.3	10.0%	2,255.6
1982	1,967.5	76.8%	0.0	0.0%	1,967.5	76.8%	410.4	16.0%	184.9	7.2%	2,562.8
1983	2,465.2	79.1%	0.0	0.0%	2,465.2	79.1%	463.3	14.9%	188.8	6.1%	3,117.3
1984	3,207.2	78.4%	0.0	0.0%	3,207.2	78.4%	607.7	14.8%	278.2	6.8%	4,093.1
1985	3,407.8	71.9%	210.6	4.4%	3,618.4	76.3%	828.3	17.5%	295.0	6.2%	4,741.7
1986	3,579.1	72.8%	96.8	2.0%	3,675.9	74.8%	967.2	19.7%	273.5	5.6%	4,916.6
1987	3,842.7	74.8%	76.7	1.5%	3,919.4	76.3%	912.2	17.8%	302.3	5.9%	5,133.9
1988	4,082.9	77.8%	116.7	2.2%	4,199.6	80.1%	697.9	13.3%	348.7	6.6%	5,246.2
1989	3,977.7	78.4%	136.1	2.7%	4,113.8	81.1%	630.3	12.4%	330.5	6.5%	5,074.6
1990	3,763.9	77.5%	192.8	4.0%	3,956.8	81.5%	602.7	12.4%	298.3	6.1%	4,857.8
1991	3,396.4	77.6%	207.6	4.7%	3,604.0	82.4%	528.8	12.1%	242.2	5.5%	4,375.0
1992	3,954.0	80.4%	293.1	6.0%	4,247.1	86.4%	395.9	8.1%	274.7	5.6%	4,917.7
1993	4,654.0	81.6%	346.5	6.1%	5,000.5	87.7%	364.5	6.4%	335.7	5.9%	5,700.7
1994	5,252.1	81.5%	406.2	6.3%	5,658.3	87.8%	396.3	6.2%	388.1	6.0%	6,442.7
1995	5,307.6	81.5%	383.4	5.9%	5,690.9	87.4%	390.5	6.0%	428.2	6.6%	6,509.6
1996	5,712.1	81.9%	417.4	6.0%	6,129.4	87.9%	430.9	6.2%	410.8	5.9%	6,971.1
1997	5,844.1	80.4%	423.4	5.8%	6,267.4	86.2%	571.2	7.9%	428.9	5.9%	7,267.5
1998	6,181.0	77.9%	580.9	7.3%	6,761.9	85.2%	646.2	8.1%	524.4	6.6%	7,932.5
1999	6,657.2	75.4%	762.8	8.6%	7,420.0	84.1%	762.8	8.6%	644.7	7.3%	8,827.5
2000	6,675.7	73.6%	975.1	10.8%	7,650.8	84.4%	852.3	9.4%	578.5	6.4%	9,081.6
2001	6,664.1	72.9%	1,054.3	11.5%	7,718.4	84.4%	981.4	10.7%	442.9	4.8%	9,142.6

Note: Due to different sources, some figures may conflict with other tables.

Source: U.S. Department of Commerce, Bureau of Economic Analysis & Ward's Communications Inc., "Ward's Automotive Yearbook", various issues

Table 4

U.S. CAR SALES BY SOURCE: 1990-2001
(units in thousands)

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
U.S. BRAND DOMESTICS												
CHRYSLER	725.7	570.7	556.1	721.8	745.6	691.2	746.5	736.5	739.2	745.3	649.4	558.0
	7.8%	7.0%	6.8%	8.5%	8.3%	8.0%	8.8%	8.9%	9.1%	8.6%	7.3%	6.6%
FORD	1,777.3	1,496.5	1,667.6	1,746.1	1,812.5	1,679.3	1,667.4	1,575.9	1,531.8	1,733.1	1,527.0	1,349.3
	19.1%	18.3%	20.3%	20.5%	20.2%	19.4%	19.6%	19.1%	18.8%	19.9%	17.3%	16.0%
GENERAL MOTORS	2,979.1	2,608.8	2,592.4	2,688.4	2,855.9	2,767.6	2,587.9	2,635.3	2,400.1	2,591.4	2,475.0	2,225.2
	32.0%	31.9%	31.6%	31.6%	31.8%	32.1%	30.4%	31.9%	29.5%	29.8%	28.0%	26.4%
TOTAL U.S.-BRAND DOMESTICS	5,482.1	4,675.9	4,816.1	5,156.2	5,414.1	5,138.1	5,001.9	4,947.7	4,671.1	506.98	4,651.3	4,132.5
	59.0%	57.2%	58.6%	60.5%	60.2%	59.5%	58.7%	59.8%	57.4%	58.3%	52.6%	49.1%
TRANSPLANTS	1,431.9	1,476.3	1,469.8	1,585.4	1,841.3	1,990.6	2,251.7	1,969.1	2,090.3	2,115.9	2,179.2	2,192.5
	15.4%	18.1%	17.9%	18.6%	20.5%	23.1%	26.4%	23.8%	25.7%	24.3%	24.6%	26.0%
TOTAL DOMESTIC-BUILT	6,914.0	6,152.2	6,285.9	6,741.7	7,255.3	7,128.7	7,253.6	6,916.8	6,761.4	7,185.7	6,830.5	6,325.0
	74.4%	75.3%	76.5%	79.1%	80.7%	82.6%	85.1%	83.6%	83.1%	82.6%	77.2%	75.1%
IMPORTS	2,384.3	2,023.4	1,927.2	1,776.2	1,735.2	1,506.3	1,272.2	1,355.3	1,378.1	1,718.9	2,016.1	2,097.6
	25.6%	24.7%	23.5%	20.9%	19.3%	17.4%	14.9%	16.4%	16.9%	19.8%	22.8%	24.9%
GRAND TOTAL ALL CARS	**9,298.4**	**8,175.6**	**8,213.1**	**8,517.9**	**8,990.5**	**8,635.0**	**8,525.8**	**8,272.0**	**8,139.5**	**8,698.3**	**8,846.6**	**8,422.6**
	100.0%	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Note: Due to different sources, some figures may conflict with other tables.

Source: Ward's Communications Inc., "Ward's Automotive Yearbook", various issues

Table 5

U.S. TOTAL TRUCK SALES BY SOURCE: 1990-2001

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
US BRAND DOMESTICS												
CHRYSLER	824.3	800.5	1,028.1	1,212.0	1,392.2	1,378.2	1,618.2	1,567.3	1,770.8	1,893.3	1,873.3	1,715.2
	17.0%	18.3%	20.9%	21.3%	21.6%	21.2%	23.2%	21.6%	22.3%	21.4%	20.6%	18.8%
FORD	1,347.3	1,211.7	1,397.1	1,662.8	1,849.8	1,976.5	2,069.5	2,171.6	2,300.1	2,384.9	2,426.7	2,369.1
	27.7%	27.7%	28.4%	29.2%	28.7%	30.4%	29.7%	29.9%	29.0%	27.0%	26.7%	25.9%
GENERAL MOTORS	1,588.9	1,372.9	1,512.1	1,704.0	1,896.3	1,853.6	1,924.5	2,006.6	2,110.2	2,379.0	2,375.7	2,579.8
	32.7%	31.4%	30.7%	29.9%	29.4%	28.5%	27.6%	27.6%	26.6%	27.0%	26.2%	28.2%
OTHER	340.9	113.7	167.2	75.2	113.9	99.3	99.8	98.7	0.0	0.0	0.0	0.0
	0.1%	0.3%	0.3%	1.3%	1.8%	1.5%	1.4%	1.4%	0.0%	0.0%	0.0%	0.0%
TOTAL US-BRAND DOMESTIC	3,763.9	3,396.4	3,954.0	4,654.0	5,252.1	5,307.6	5,712.1	5,844.1	6,181.0	6,657.2	6,675.7	6,664.1
	77.5%	77.6%	80.4%	81.6%	81.5%	81.5%	81.9%	80.4%	77.9%	75.4%	73.5%	72.9%
TRANSPLANTS	192.8	207.6	293.1	346.5	406.2	383.4	417.4	423.4	580.9	762.8	975.1	1,054.2
	4.0%	4.7%	6.0%	6.1%	6.3%	5.9%	6.0%	5.8%	7.3%	8.6%	10.7%	11.5%
TOTAL DOMESTIC-BUILT	3,956.8	3,604.0	4,247.1	5,000.5	5,658.3	5,690.9	6,129.4	6,267.4	6,761.9	7,420.0	7,650.8	7,718.4
	81.5%	82.4%	86.4%	87.7%	87.8%	87.4%	87.9%	86.2%	85.2%	84.1%	84.2%	84.4%
IMPORTS	602.7	528.8	395.9	364.5	396.3	390.5	430.9	571.2	646.2	762.8	852.3	981.4
	12.4%	12.1%	8.1%	6.4%	6.2%	6.0%	6.2%	7.9%	8.1%	8.6%	9.4%	10.7%
HEAVY TRUCKS . . .	298.3	242.2	274.7	335.7	388.1	428.2	410.8	428.9	524.4	644.7	578.5	442.9
	6.1%	5.5%	5.6%	5.9%	6.0%	6.6%	5.9%	5.9%	6.6%	7.3%	6.4%	4.8%
GRAND TOTAL ALL TRUCKS	**4,857.8**	**4,375.0**	**4,917.7**	**5,700.7**	**6,442.7**	**6,509.6**	**6,971.1**	**7,267.5**	**7,932.5**	**8,827.5**	**9,081.6**	**9,142.6**
	100.0%	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Note: Due to different sources, some figures may conflict with other tables

Source: Ward's Communications Inc., "Ward's Automotive Yearbook", various issues

Table 6

PERCENT OF U.S. CAR SALES BY MARKET CLASS: SELECTED YEARS 1975-2001

	SMALL			MIDDLE			LARGE			LUXURY		
Year	Domestic[1)]	Import	Total	Domestic[1)]	Import	Total	Domestic[1)]	Import	Total	Domestic[1)]	Import	Total
1975	NA	NA	42.1%	NA	NA	29.2%	NA	NA	31.0%	NA	NA	5.8%
1980	NA	NA	38.5	NA	NA	32.3	NA	NA	22.4	NA	NA	6.8
1983	35.2%	49.4%	38.8	39.8%	42.9%	40.6	14.3%	0.0%	10.7	10.7%	7.7%	9.9
1984	36.2	49.0	39.1	39.0	41.6	39.6	15.0	0.0	11.6	9.8	9.4	9.7
1985	34.6	47.8	37.9	42.5	40.9	42.1	13.1	0.0	9.8	9.8	11.3	10.2
1986	32.6	50.4	37.6	44.4	37.6	42.5	13.6	0.0	9.8	9.4	12.0	10.1
1987	32.1	53.0	38.4	45.8	34.3	42.3	13.1	0.0	9.1	9.0	12.7	10.2
1988	30.7	55.0	37.6	46.5	32.5	42.5	13.9	0.0	10.0	8.9	12.5	9.9
1989	30.9	51.8	36.6	45.6	32.2	41.9	13.7	0.0	9.9	9.8	16.0	11.6
1990	30.1	49.8	35.2	46.8	31.5	42.8	12.7	0.0	9.5	10.4	18.7	12.5
1991	27.4	50.0	33.0	50.7	27.2	44.9	11.0	0.0	8.3	10.9	22.8	13.9
1992	27.8	49.4	32.9	50.6	24.8	44.5	12.0	0.0	9.2	9.6	25.7	13.4
1993	29.1	46.5	32.8	48.3	24.4	43.3	14.0	0.0	11.1	8.6	29.0	12.8
1994	27.4	36.7	29.2	49.2	30.6	45.6	14.5	0.0	11.7	8.9	32.7	13.5
1995	25.6	34.2	27.1	52.7	29.0	48.5	13.1	0.0	10.8	8.7	36.8	13.6
1996	26.9	29.3	27.3	53.2	27.6	49.4	11.6	0.0	9.9	8.3	43.1	13.5
1997	26.9	23.5	26.3	53.4	29.6	49.5	11.3	0.0	9.5	8.5	47.0	14.8
1998	25.8	19.1	24.7	55.0	31.4	51.0	9.9	0.0	8.2	9.1	49.5	16.0
1999	23.1	23.7	23.2	57.5	33.1	52.7	9.5	0.0	7.6	9.9	43.2	16.5
2000	27.3	30.9	28.1	52.8	30.6	47.8	9.1	0.0	7.0	10.8	38.4	17.1
2001	27.6	32.5	28.8	54.4	28.3	47.9	8.6	0.0	6.4	9.4	39.2	16.8

1) Units built in North America

Source: Crain Communications, Inc., "Automotive News Market Data Book" and Ward's Communications Inc., "Ward's Automotive Yearbook", various issues

Figure 4

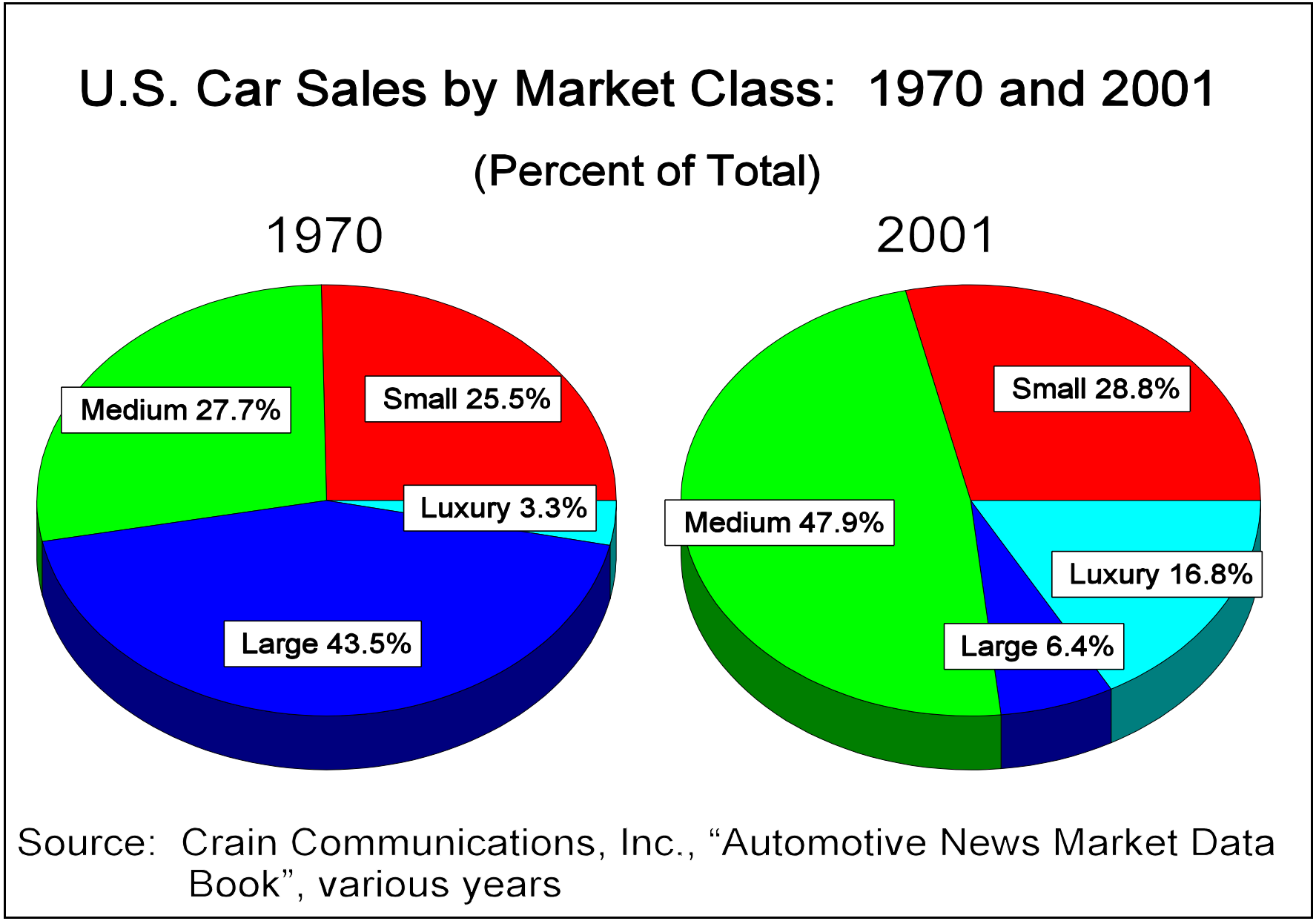

U.S. Car Sales by Market Class: 1970 and 2001
(Percent of Total)
1970
Medium 27.7%
Small 25.5%
Luxury 3.3%
Large 43.5%
2001
Small 28.8%
Medium 47.9%
Luxury 16.8%
Large 6.4%
Source: Crain Communications, Inc., "Automotive News Market Data Book", various years

Table 7

DISTRIBUTION OF U.S. LIGHT TRUCK SALES BY TYPE OF VEHICLE: 1992-2002

MARKET CLASS	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Compact Pickup	21.9	19.9	19.6	16.5	15.1	15.5	14.5	13.2	12.6	10.7	9.3
Full-Sized Pickup	25.2	26.0	27.4	28.1	28.6	26.4	26.5	26.7	26.1	26.9	25.4
Subtotal Pickup	47.1	45.9	47.0	44.6	43.7	41.9	41.0	39.9	38.7	37.5	34.7
Minivan	20.9	21.1	20.7	20.3	18.4	17.7	15.7	16.3	16.3	13.9	13.3
Full-Sized Van	7.8	7.4	6.8	6.5	5.6	5.5	5.3	5.1	4.9	4.1	3.9
Subtotal Van	28.7	28.5	27.5	26.8	24.0	23.2	21.0	21.4	21.2	18.0	17.2
Compact Sport-Utility	21.1	22.0	21.9	23.9	25.9	27.0	29.8	30.4	30.8	33.7	36.6
Full-Sized Sport-Utility	3.1	3.5	3.6	4.7	6.5	7.9	8.2	8.2	9.3	10.8	11.5
Subtotal Sport-Utility	24.2	25.5	25.5	28.6	32.4	34.9	38.0	38.6	40.0	44.4	48.1
Total	100.0	99.9	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Classes defined by Automotive News

Source: Crain Communications, Inc., "Automotive News Market Data Book".

Table 8

U.S. CAR AND TRUCK LEASES: 1984-2002
(units in millions)

Year	Car Leases	% Share of Sales	Light Truck Leases	% Share of Sales
1984	0.86	8.3%	0.05	1.4%
1985	0.92	8.4%	0.07	1.6%
1986	0.87	7.6%	0.08	1.7%
1987	1.13	11.1%	0.09	1.8%
1988	1.27	12.0%	0.07	1.5%
1989	1.15	11.8%	0.08	1.7%
1990	0.98	10.5%	0.08	1.8%
1991	1.12	13.7%	0.13	3.3%
1992	1.33	16.2%	0.39	8.5%
1993	1.72	20.2%	0.76	14.2%
1994	2.23	24.8%	0.99	16.5%
1995	2.23	25.8%	1.15	19.0%
1996	2.35	27.5%	1.43	21.9%
1997	2.31	28.1%	1.53	22.6%
1998	2.79	34.1%	1.72	23.4%
1999	2.66	30.4%	2.80	34.1%
2000	2.71	30.1%	2.58	30.7%
2001	2.26	26.2%	2.48	29.1%
2002	1.95	23.5%	2.00	23.4%

Source: CNW Marketing/Research

Table 9

PERCENT OF NEW VEHICLES LEASED BY TYPE OF VEHICLE: SELECTED YEARS 1985-2000

MARKET CLASS	1985	1990	1995	1996	1997	1998	1999	2000
Budget	2.2%	5.5%	12.1%	13.6%	13.9%	15.2%	12.0%	10.5%
Small	1.8%	5.3%	18.9%	18.5%	17.6%	25.3%	22.0%	19.1%
Mid-size	11.5%	16.2%	30.4%	31.8%	31.5%	32.8%	28.7%	26.3%
Luxury	39.6%	52.6%	62.0%	64.2%	66.5%	60.4%	57.6%	56.4%
Compact Sport Utility Vehicle	5.2%	9.6%	34.3%	36.7%	38.3%	37.7%	36.6%	32.1%
Full-Sized Sport Utility Vehicle	4.2%	9.3%	36.9%	38.2%	40.3%	53.0%	53.5%	41.6%
Compact Pickup	1.3%	4.4%	14.6%	15.2%	16.1%	22.1%	27.3%	25.0%
Full-size Pickup	4.6%	8.2%	18.3%	19.4%	21.3%	29.0%	30.2%	28.2%
Minivan	4.2%	8.4%	25.8%	28.1%	31.4%	32.6%	32.9%	30.3%

Source: CNW Marketing/Research

Figure 5

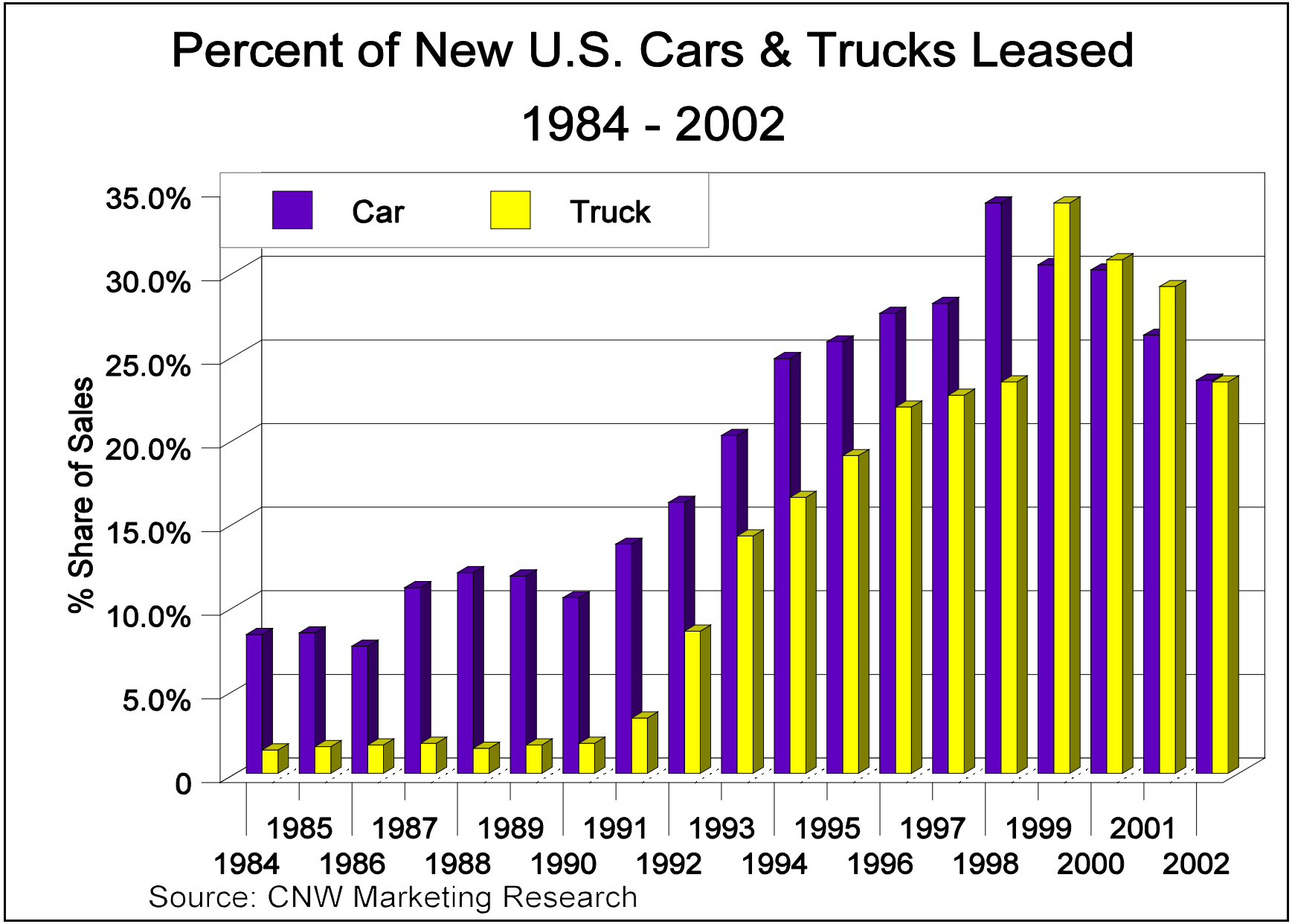

Percent of New U.S. Cars & Trucks Leased
1984 - 2002
Car
Truck
% Share of Sales
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0
1985
1987
1989
1991
1993
1995
1997
1999
2001
1984
1986
1988
1990
1992
1994
1996
1998
2000
2002
Source: CNW Marketing Research

Table 10

U.S. USED VEHICLE SALES BY DEALERS: 1986-2002
(units in thousands)

Year	Dealer Private	Dealer Franchised	Total Dealer Used Sales	U.S. New Vehicle Sales	Total Dealer Used and New Sales	Used as a Percent of Total Sales
1986	8,500	13,216	21,716	16,318	38,034	57.1%
1987	9,000	13,144	22,144	15,172	37,316	59.3%
1988	9,500	14,207	23,707	15,788	39,495	60.0%
1989	9,800	14,710	24,510	14,845	39,355	62.3%
1990	10,680	14,400	25,080	14,149	39,049	63.9%
1991	10,630	14,270	24,900	12,541	37,747	66.5%
1992	11,680	15,140	26,820	13,119	39,418	67.2%
1993	14,010	14,790	28,800	14,199	43,002	67.0%
1994	14,550	15,050	29,600	15,413	45,008	65.8%
1995	14,120	15,680	29,800	15,118	44,921	66.3%
1996	13,250	15,710	28,960	15,456	44,416	65.2%
1997	12,690	15,800	28,480	15,499	43,980	64.8%
1998	13,180	15,680	28,870	15,963	44,829	64.4%
1999	12,790	16,500	29,290	17,414	46,704	62.7%
2000	13,560	16,180	29,740	17,817	47,554	62.5%
2001	14,420	15,930	30,350	17,472	47,818	63.5%
2002	13,080	16,470	29,550	17,138	46,688	63.3%

Note: Excludes individual transactions which represent approximately half of the market.

Source: National Auto Dealers Association (NADA), CNW Marketing, U.S. Department of Commerce, Bureau of Economic Analysis

U.S. Motor Vehicle Production

Table 11

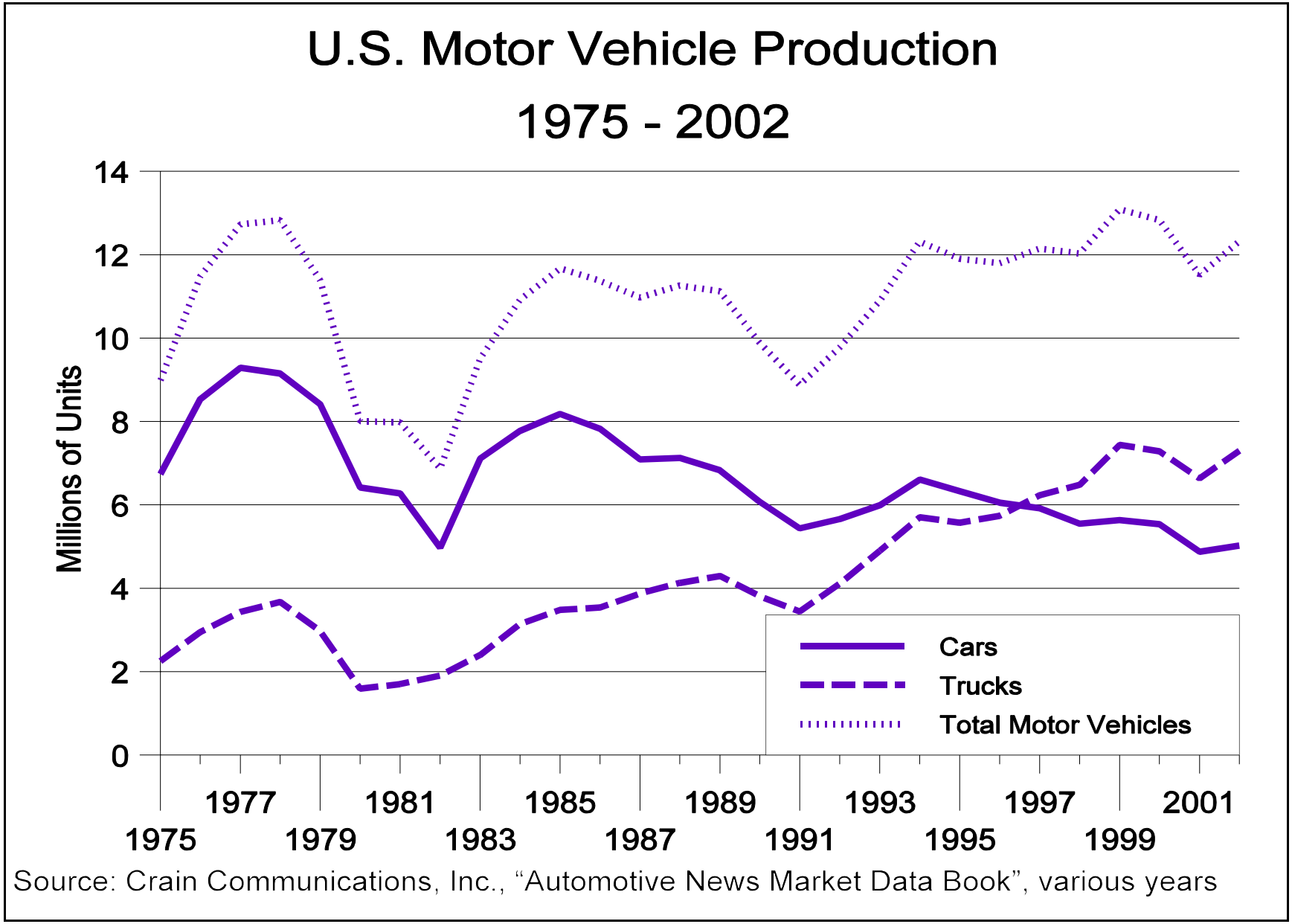
U.S. MOTOR VEHICLE PRODUCTION: 1975-2002

Year	Cars	Percent Change	Total Trucks	Percent Change	Motor Vehicles	Percent Change
1975	6,740,584	-7.8%	2,250,507	-17.9%	8,991,091	-10.6%
1976	8,537,759	26.7%	2,946,410	30.9%	11,484,169	27.7%
1977	9,293,674	8.9%	3,433,569	16.5%	12,727,243	10.8%
1978	9,153,299	-1.5%	3,676,747	7.1%	12,830,046	0.8%
1979	8,418,369	-8.0%	2,973,498	-19.1%	11,391,867	-11.2%
1980	6,416,885	-23.8%	1,593,489	-46.4%	8,010,374	-29.7%
1981	6,280,045	-2.1%	1,701,122	6.8%	7,981,167	-0.4%
1982	4,973,870	-20.8%	1,902,164	11.8%	6,876,034	-13.8%
1983	7,112,352	43.0%	2,400,429	26.2%	9,512,781	38.3%
1984	7,777,721	9.4%	3,146,356	31.1%	10,924,077	14.8%
1985	8,186,040	5.2%	3,485,435	10.8%	11,671,475	6.8%
1986	7,829,697	-4.4%	3,543,168	1.7%	11,372,865	-2.6%
1987	7,094,992	-9.4%	3,880,342	9.5%	10,975,334	-3.5%
1988	7,129,420	0.5%	4,132,729	6.5%	11,262,149	2.6%
1989	6,829,976	-4.2%	4,294,969	3.9%	11,124,945	-1.2%
1990	6,079,192	-11.0%	3,808,844	-11.3%	9,888,036	-11.1%
1991	5,439,379	-10.5%	3,444,390	-9.6%	8,883,769	-10.2%
1992	5,659,323	4.0%	4,116,642	19.5%	9,775,965	10.0%
1993	5,988,534	5.8%	4,901,548	19.1%	10,890,082	11.4%
1994	6,609,523	10.4%	5,707,176	16.4%	12,316,699	13.1%
1995	6,326,700	-4.3%	5,577,515	-2.3%	11,904,215	-3.3%
1996	6,055,939	-4.3%	5,741,064	2.9%	11,797,003	-0.9%
1997	5,922,205	-2.2%	6,230,915	8.5%	12,153,120	3.0%
1998	5,549,500	-6.3%	6,480,603	4.0%	12,030,103	-1.0%
1999	5,640,030	1.6%	7,445,141	14.9%	13,085,171	8.8%
2000	5,542,475	-1.7%	7,290,148	-2.1%	12,832,623	-1.9%
2001	4,879,119	-12.0%	6,638,503	-8.9%	11,517,622	-10.2%
2002	5,027,425	3.0%	7,300,881	10.0%	12,328,306	7.0%

Note: Due to different sources, some figures may conflict with other tables

Source: Crain Communications, Inc., "Automotive News Market Data Book", various issues

Figure 6



Source: Crain Communications, Inc., "Automotive News Market Data Book", various years

Figure 7

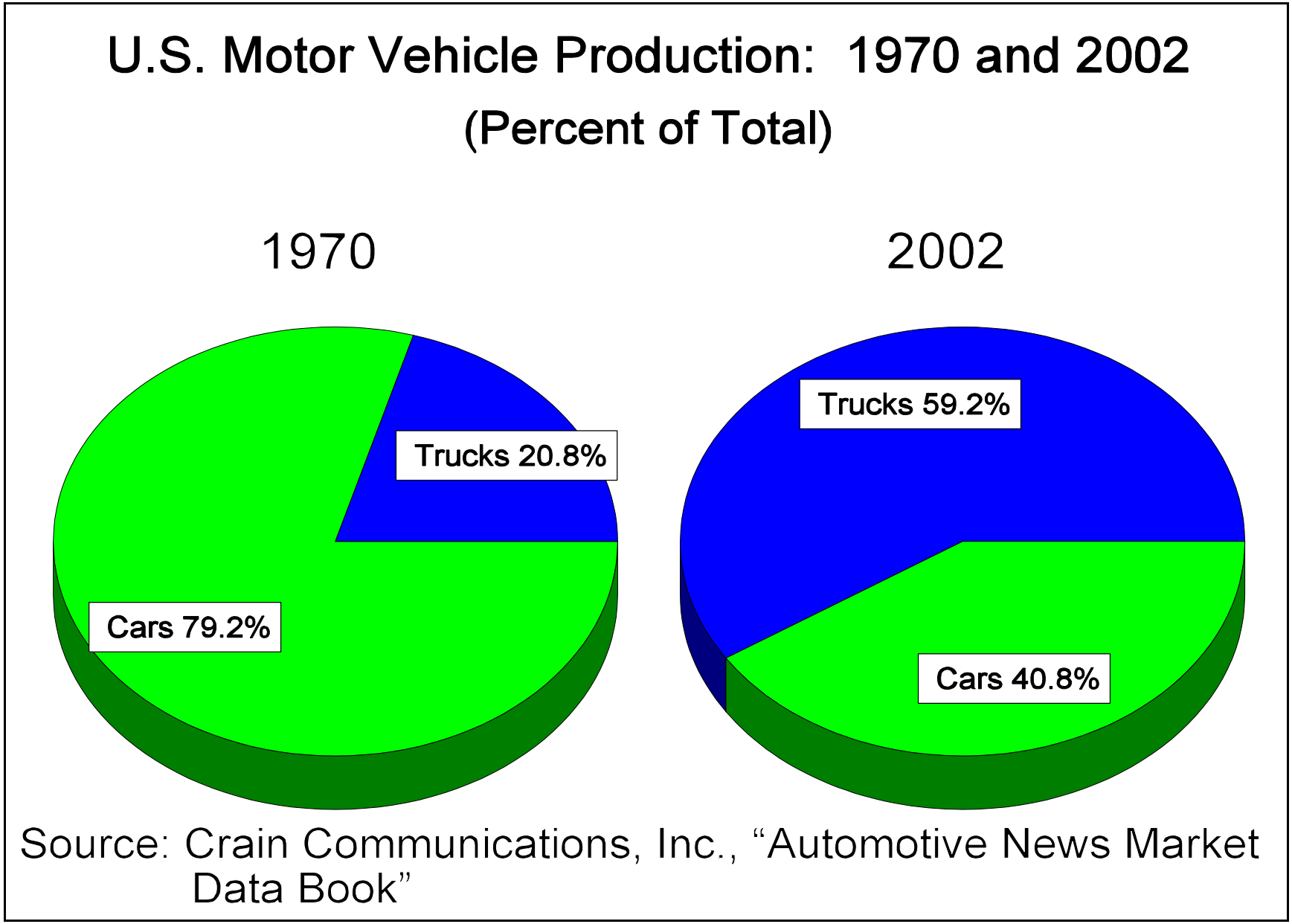

U.S. Motor Vehicle Production: 1970 and 2002
(Percent of Total)
1970
Trucks 20.8%
Cars 79.2%
2002
Trucks 59.2%
Cars 40.8%
Source: Crain Communications, Inc., "Automotive News Market Data Book"

Table 12

U.S. MOTOR VEHICLE PRODUCTION BY SOURCE: 1992-2002
(millions of units)

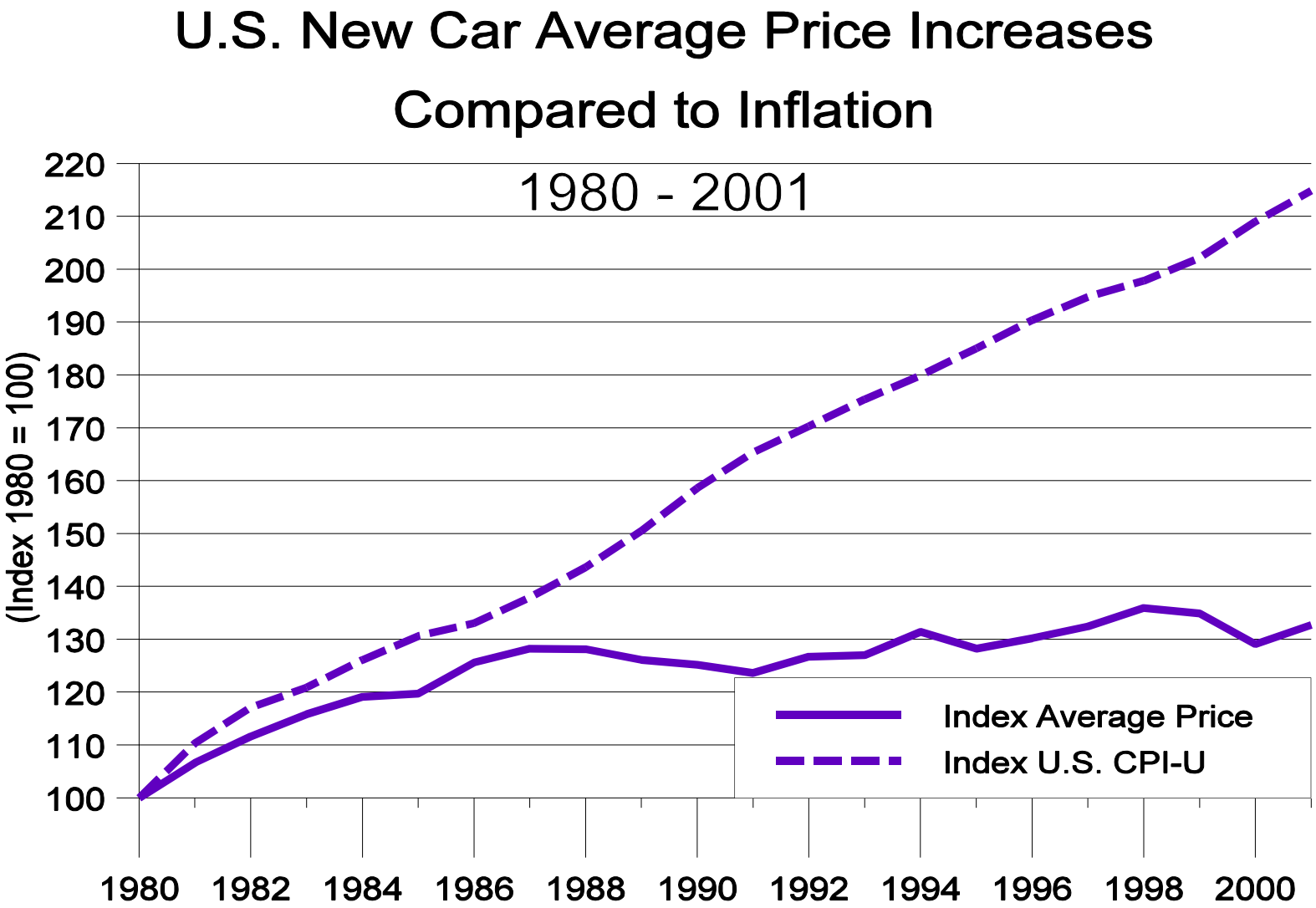
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Traditional Domestics											
General Motors	3.750	4.081	4.445	4.250	3.936	4.262	3.913	4.501	4.224	3.723	4.093
Ford	2.830	3.349	3.736	3.454	3.539	3.519	3.485	3.670	3.759	3.258	3.413
Chrysler	1.273	1.427	1.693	1.702	1.702	1.705	1.809	2.038	1.864	1.710	1.837
Total Traditional Domestics	7.853	8.857	9.874	9.406	9.177	9.485	9.207	10.209	9.846	8.691	9.344
Percent Change	5.2%	12.8%	11.5%	-4.7%	-2.4%	3.4%	-2.9%	10.9%	-3.6%	-11.7%	7.5%
Foreign-Based Domestics											
Nissan	0.300	0.386	0.446	0.466	0.414	0.398	0.309	0.323	0.377	0.326	0.410
Subaru-Izusu	0.124	0.124	0.188	0.180	0.195	0.187	0.216	0.192	0.209	0.186	0.131
Nummi	0.256	0.321	0.330	0.353	0.365	0.358	0.362	0.367	0.344	0.352	0.370
Honda	0.458	0.404	0.499	0.553	0.634	0.648	0.695	0.686	0.677	0.695	0.753
Toyota	0.240	0.234	0.285	0.381	0.386	0.432	0.476	0.534	0.625	0.616	0.668
Other	0.545	0.564	0.695	0.565	0.626	0.645	0.784	0.795	0.776	0.652	0.653
Total Foreign-Based Domestics	1.923	2.033	2.443	2.498	2.620	2.668	2.841	2.898	3.008	2.826	2.985
Percent Change	9.7%	5.7%	20.2%	2.3%	4.9%	1.8%	6.5%	2.0%	3.8%	-5.4%	5.6%
Total U.S. Production	9.776	10.890	12.317	11.904	11.797	12.153	12.049	13.107	12.855	11.518	12.328
Percent Change	6.1%	11.4%	13.1%	-3.4%	-0.9%	3.0%	-0.9%	8.8%	-1.9%	-10.2%	7.0%
Foreign-Based Dom. Share of Total	19.7%	18.7%	19.8%	21.0%	22.2%	22.0%	23.6%	22.1%	23.4%	24.5%	24.2%
Traditional Domestic Share of Total	80.3%	81.3%	80.2%	79.0%	77.8%	78.0%	76.4%	77.9%	76.6%	75.5%	75.8%

Note: Due to different sources, some figures may conflict with other tables.

Source: Crain Communications, Inc., "Automotive News Market Data Books", various issues & American Automobile Manufacturers Association, "Motor Vehicles Facts and Figures", various issues.

Motor Vehicle Prices, Average Age and Other U.S. Statistics

Figure 8



Source: U.S. Department of Labor, Bureau of Economic Analysis and American Automotive Manufacturers Association

Table 13

NEW CAR AVERAGE PRICE: 1980-2001

Year	Domestic	Percent Change	Import	Percent Change	Average	Percent Change	Average Inflation-Adjusted Price*	Percent Change
1980	7,609	10.5%	7,482	11.6%	7,574	10.6%	9,192	-2.5%
1981	8,912	17.1%	8,896	18.9%	8,910	17.6%	9,802	6.6%
1982	9,865	10.7%	9,957	11.9%	9,903	11.1%	10,262	4.7%
1983	10,516	6.6%	10,868	9.1%	10,606	7.1%	10,649	3.8%
1984	11,079	5.4%	12,336	13.5%	11,375	7.3%	10,948	2.8%
1985	11,589	4.6%	12,853	4.2%	11,838	4.1%	11,002	0.5%
1986	12,319	6.3%	13,670	6.4%	12,652	6.9%	11,544	4.9%
1987	12,922	4.9%	14,470	5.9%	13,386	5.8%	11,783	2.1%
1988	13,418	3.8%	15,221	5.2%	13,932	4.1%	11,777	-0.1%
1989	13,936	3.9%	15,510	1.9%	14,371	3.2%	11,590	-1.6%
1990	14,489	4.0%	16,640	7.3%	15,042	4.7%	11,509	-0.7%
1991	15,192	4.9%	16,327	-1.9%	15,475	2.9%	11,362	-1.3%
1992	15,644	3.0%	18,593	13.9%	16,336	5.6%	11,644	2.5%
1993	15,976	2.1%	20,261	9.0%	16,871	3.3%	11,675	0.3%
1994	16,930	6.0%	21,989	8.5%	17,903	6.1%	12,080	3.5%
1995	16,864	-0.4%	23,202	5.5%	17,959	0.3%	11,784	-2.5%
1996	17,468	3.6%	26,205	12.9%	18,777	4.6%	11,967	1.6%
1997	17,907	2.5%	27,722	5.8%	19,531	4.0%	12,169	1.7%
1998	18,479	3.2%	29,614	6.8%	20,364	4.3%	12,493	2.7%
1999	18,630	0.8%	28,931	-2.3%	20,658	1.4%	12,400	-0.7%
2000	18,897	1.4%	27,767	-4.0%	20,427	-1.1%	11,862	-4.3
2001	19,654	4.0%	27,477	-1.0%	21,605	5.8%	12,199	2.8%

* Inflation-adjusted prices based upon average value of prices during 1982-84.

Source: U.S. Department of Labor, Bureau of Economic Analysis & American Automobile Manufacturers Association

Table 14		
MEDIAN AGE OF CARS AND TRUCKS IN OPERATION: SELECTED YEARS		
Year	**Cars**	**Trucks**
1950	6.2	4.7
1960	5.4	7.4
1970	4.9	5.9
1980	6.0	6.3
1981	6.0	6.5
1982	6.2	6.8
1983	6.5	7.2
1984	6.7	7.4
1985	6.9	7.6
1986	7.0	7.7
1987	6.9	7.8
1988	6.8	7.1
1989	6.5	6.7
1990	6.5	6.5
1991	6.7	6.8
1992	7.0	7.2
1993	7.3	7.5
1994	7.5	7.5
1995	7.7	7.6
1996	7.9	7.7
1997	8.1	7.8
1998	8.3	7.6
1999	8.3	7.2
2000	8.3	6.9
2001	8.1	6.8
Source: R.L. Polk & Company		

Figure 9

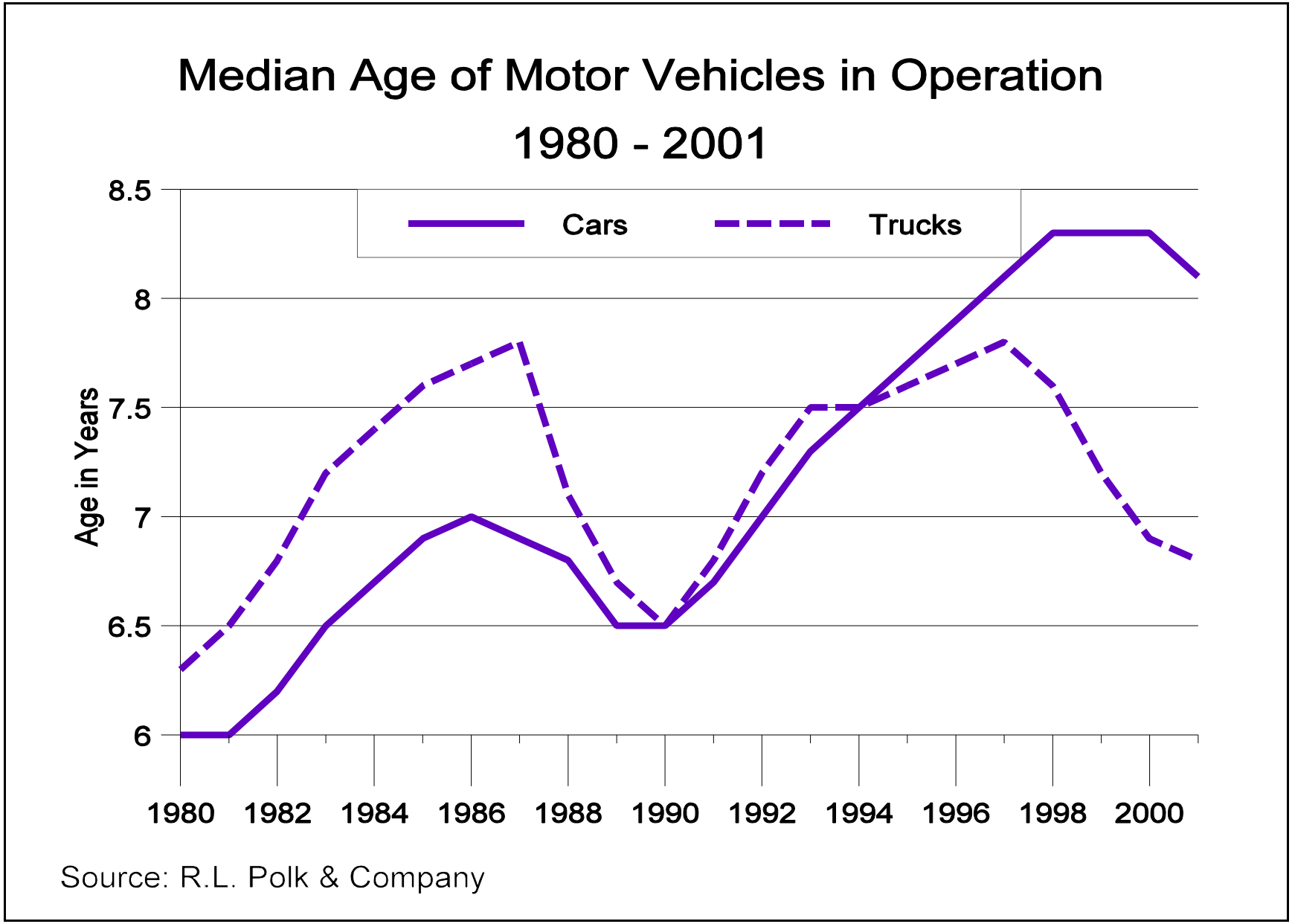

Median Age of Motor Vehicles in Operation
1980 - 2001
Cars
Trucks
Age in Years
8.5
8
7.5
7
6.5
6
1980
1982
1984
1986
1988
1990
1992
1994
1996
1998
2000
Source: R.L. Polk & Company

Table 15

U.S. MOTOR VEHICLE STOCK: 1982-2001
(thousands of units)

Year	Autos In Use	Percent Change	Trucks In Use	Percent Change	Total Vehicles In Use	Per Capita Vehicles In Use [1)]
1982	106,867	---	36,987	---	143,854	0.82
1983	108,961	2.0%	38,142	3.1%	147,103	0.83
1984	112,019	2.8%	40,143	5.2%	152,162	0.85
1985	114,662	2.4%	42,386	5.6%	157,048	0.87
1986	117,268	2.3%	44,825	5.8%	162,093	0.88
1987	119,849	2.2%	47,344	5.6%	167,193	0.90
1988	121,520	1.4%	50,222	6.1%	171,742	0.92
1989	122,758	1.0%	53,202	5.9%	175,960	0.93
1990	123,276	0.4%	56,021	5.3%	179,297	0.93
1991	123,328	0.0%	58,178	3.9%	181,506	0.94
1992	120,347	-2.4%	61,172	5.1%	181,519	0.93
1993	121,055	0.6%	65,260	6.7%	186,315	0.94
1994	121,997	0.8%	66,717	2.2%	188,714	0.95
1995	122,242	0.2%	70,199	5.2%	192,441	0.96
1996	124,613	1.9%	73,681	5.0%	198,294	0.97
1997	124,673	0.0%	76,397	3.7%	201,070	0.98
1998	125,966	1.0%	79,077	3.5%	205,043	0.98
1999	126,869	0.7%	82,640	4.5%	209,509	1.00
2000	127,721	0.7%	85,579	3.6%	213,299	0.98
2001	128,714	0.8%	87,969	2.8%	216,683	0.98

1) Vehicles per person over 15 years old.

Source: R.L. Polk & Company & Crain Communications, Inc., Automotive News Market Data Book".

Figure 10

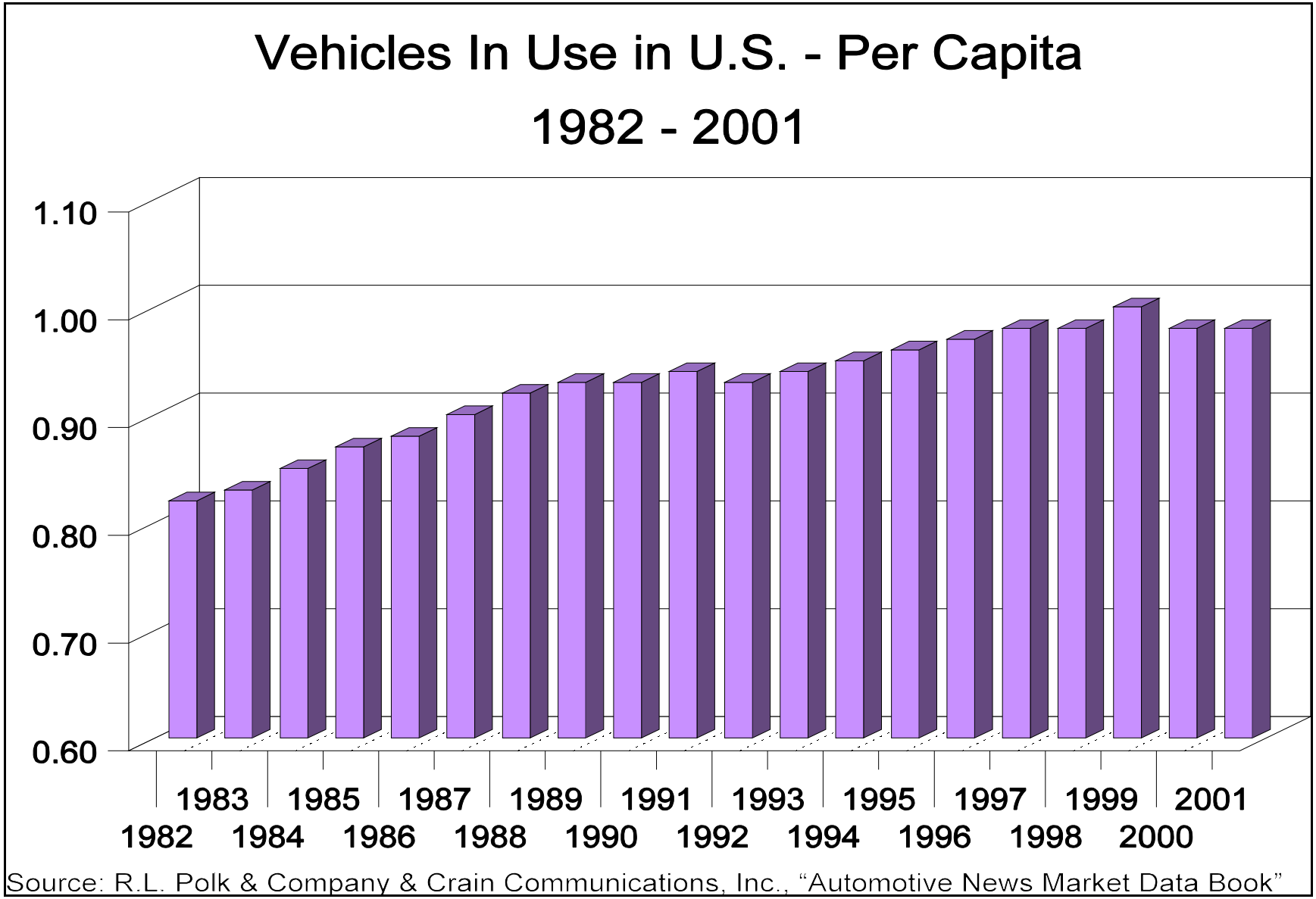

Vehicles In Use in U.S. - Per Capita
1982 - 2001
1.10
1.00
0.90
0.80
0.70
0.60
1983
1985
1987
1989
1991
1993
1995
1997
1999
2001
1982
1984
1986
1988
1990
1992
1994
1996
1998
2000
Source: R.L. Polk & Company & Crain Communications, Inc., "Automotive News Market Data Book"

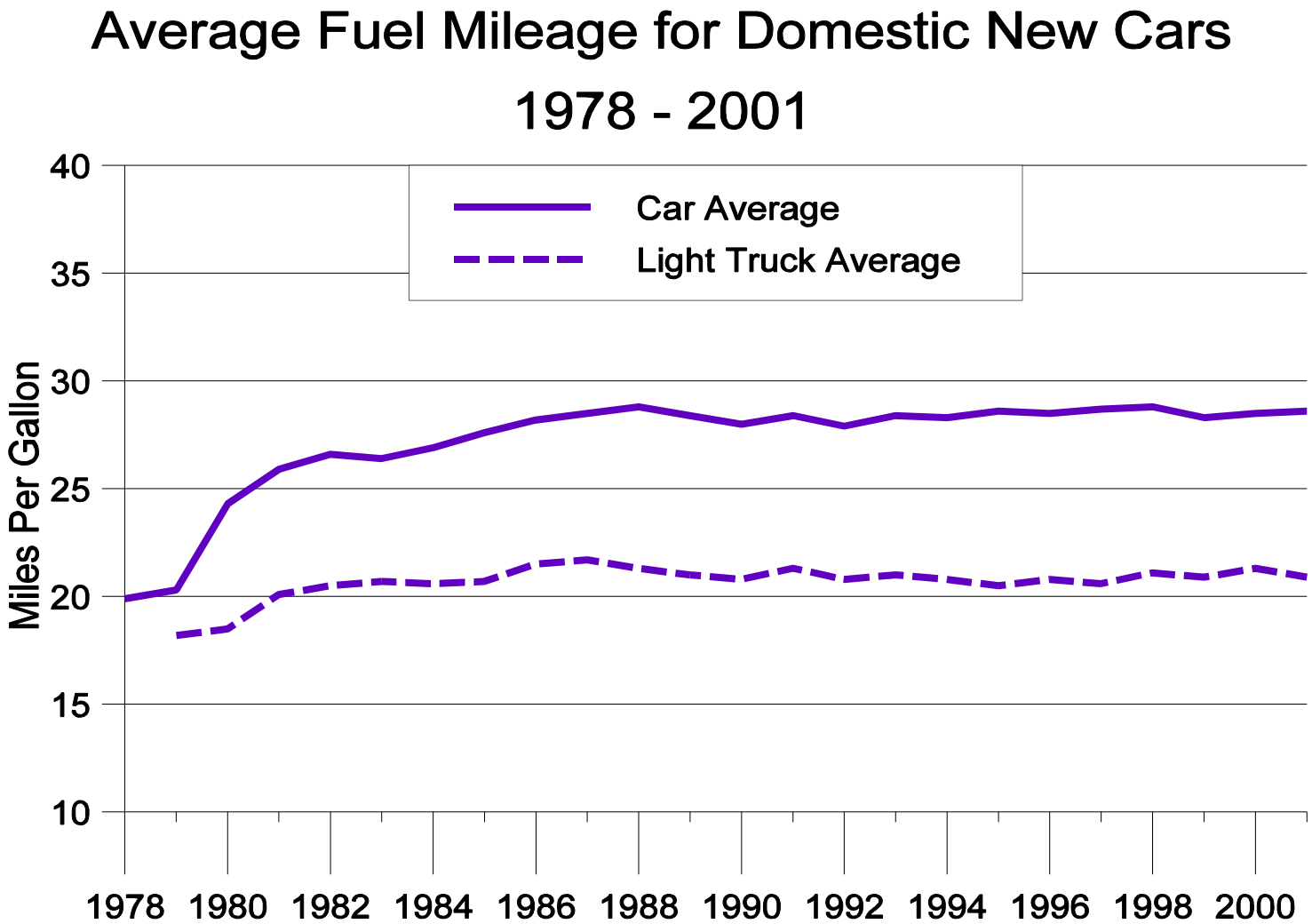
Table 16

AVERAGE FUEL CONSUMPTION FOR NEW CARS AND LIGHT TRUCKS: 1978-2001
(miles per gallon)

	New Cars				New Light Trucks			
Year	CAFÉ Standard	Domestic Average	Import Average	Total Cars	CAFÉ Standard	Domestic Average	Import Average	Total Light Trucks
1978	18.0	18.7	27.3	19.9	N/A	N/A	N/A	N/A
1979	19.0	19.3	26.1	20.3	16.5	17.7	20.8	18.2
1980	20.0	22.6	29.6	24.3	15.0	16.8	24.3	18.5
1981	22.0	24.2	31.5	25.9	15.9	18.3	27.4	20.1
1982	24.0	25.0	31.1	26.6	17.5	19.2	27.0	20.5
1983	26.0	24.4	32.4	26.4	19.0	19.6	27.1	20.7
1984	27.0	25.5	32.0	26.9	20.0	19.3	26.7	20.6
1985	27.5	26.3	31.5	27.6	19.5	19.6	26.5	20.7
1986	26.0	26.9	31.6	28.2	20.0	20.0	25.9	21.5
1987	26.0	27.0	31.2	28.5	20.5	20.5	25.2	21.7
1988	26.0	27.4	31.5	28.8	20.5	20.6	24.6	21.3
1989	26.5	27.2	30.8	28.4	20.5	20.4	23.5	21.0
1990	27.5	26.9	29.9	28.0	20.0	20.3	23.0	20.8
1991	27.5	27.3	30.1	28.4	20.2	20.9	23.0	21.3
1992	27.5	27.0	29.2	27.9	20.2	20.5	22.7	20.8
1993	27.5	27.8	29.6	28.4	20.4	20.7	22.8	21.0
1994	27.5	27.5	29.6	28.3	20.5	20.5	22.1	20.8
1995	27.5	27.7	30.3	28.6	20.6	20.3	21.5	20.5
1996	27.5	28.3	29.7	28.5	20.7	20.5	22.2	20.8
1997	27.5	27.8	30.1	28.7	20.7	20.2	22.2	20.6
1998	27.5	28.1	30.0	28.8	20.7	20.5	22.9	21.1
1999	27.5	28.0	29.0	28.3	20.7	20.4	22.5	20.9
2000	27.5	28.7	28.3	28.5	20.7	N/A	N/A	21.3
2001	27.5	28.8	28.4	28.6	20.7	N/A	N/A	20.9

Source: U.S. Department of Transportation & U.S. Environmental Protection Agency

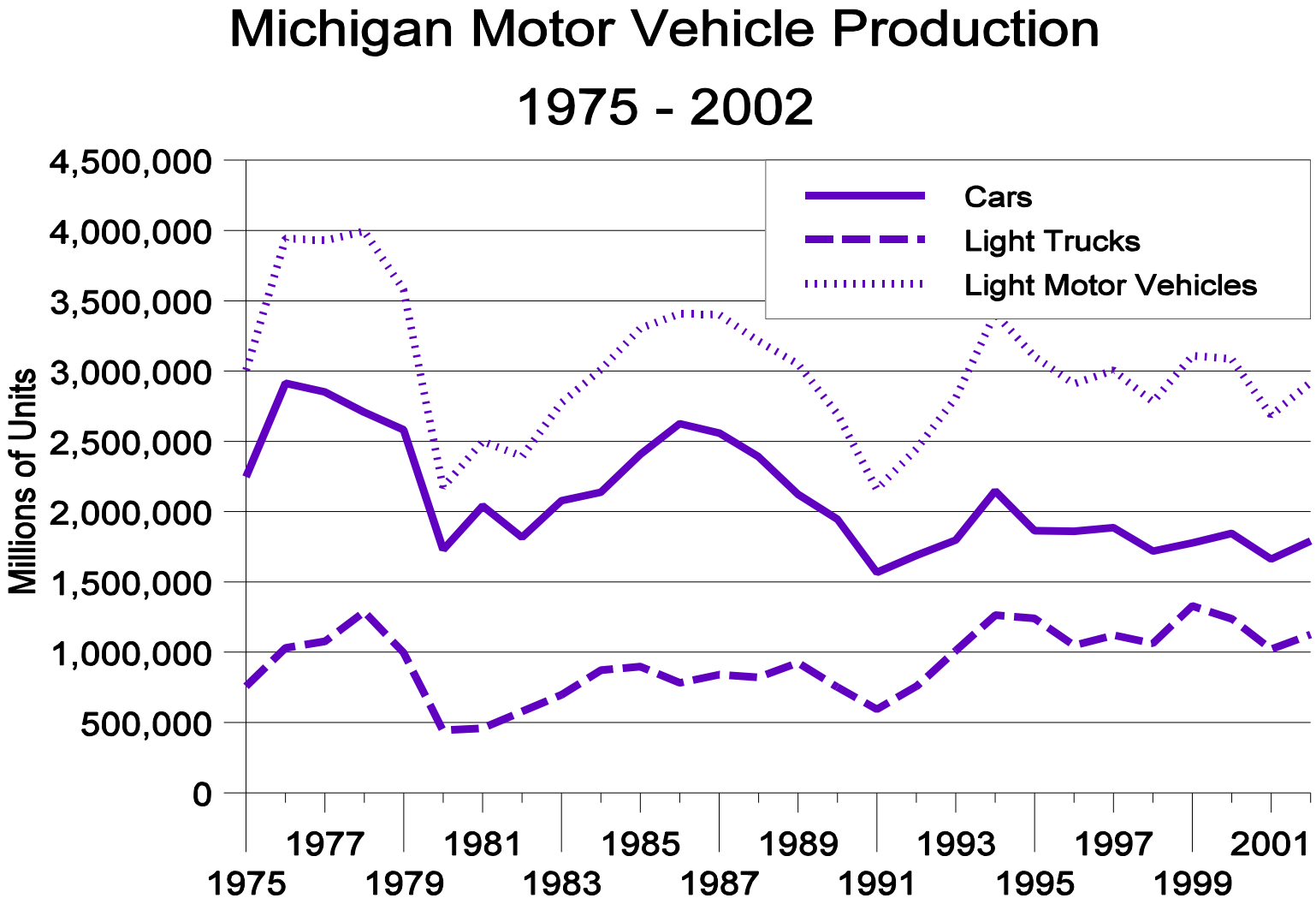
Figure 11



Source: U.S. Department of Transportation and U.S. Environmental Protection Agency

Michigan Motor Vehicle Statistics

Figure 12



Source: Crain Communications, Inc., "Automotive News Market Data Book", and Motor Vehicles Manufacturer's Association, "Motor Vehicle Facts and Figures" various issues

Table 17

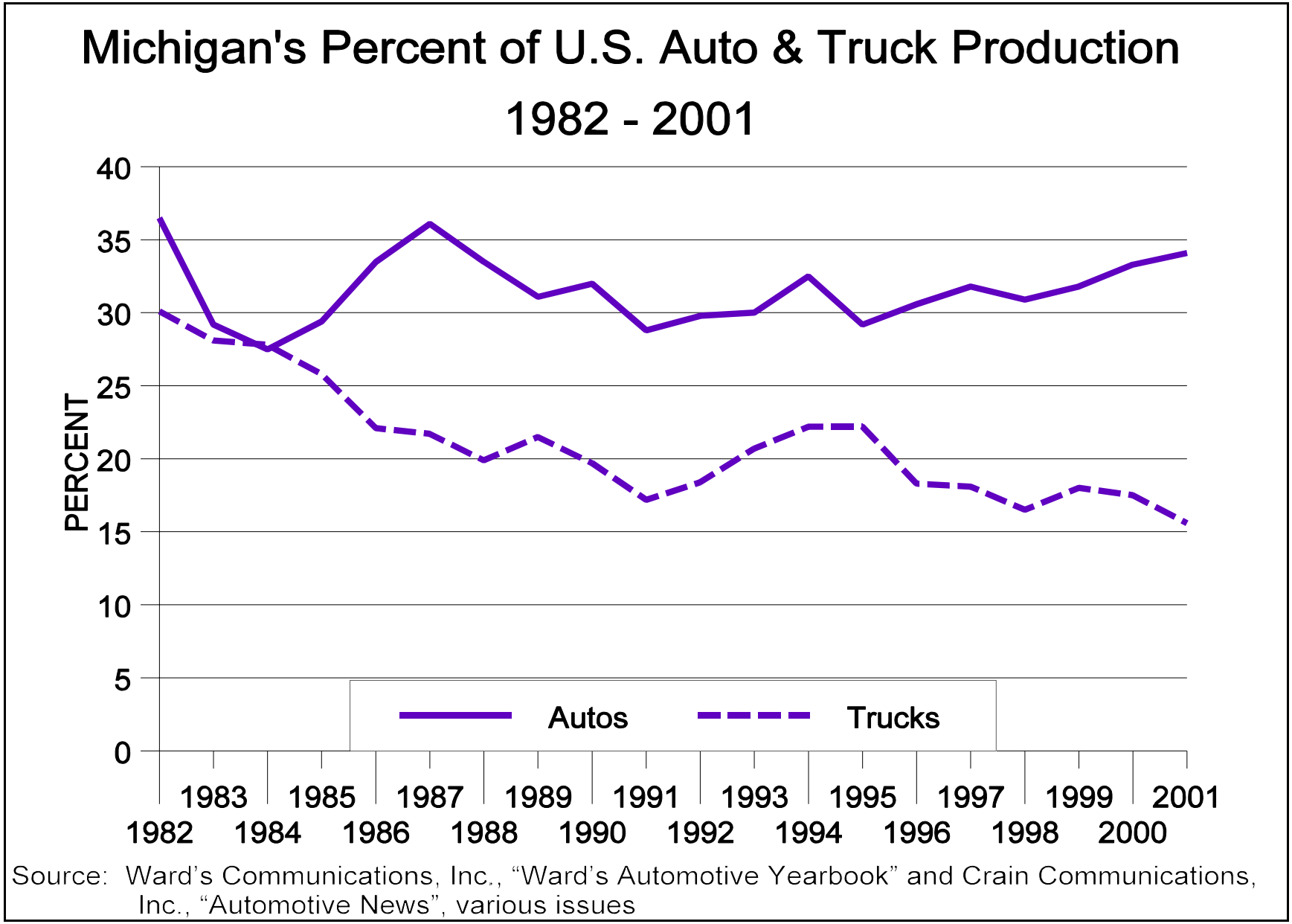
MICHIGAN MOTOR VEHICLE PRODUCTION: 1975-2002

Year	Cars	Percent Change	Total Trucks	Percent Change	Motor Vehicles	Percent Change
1975	2,249,000	-6.4%	757,000	-15.6%	3,006,000	-8.9%
1976	2,914,000	29.6%	1,030,000	36.1%	3,944,000	31.2%
1977	2,852,000	-2.1%	1,077,000	4.6%	3,929,000	-0.4%
1978	2,707,560	-5.1%	1,288,000	19.6%	3,995,560	1.7%
1979	2,581,919	-4.6%	995,781	-22.7%	3,577,700	-10.5%
1980	1,731,501	-32.9%	443,125	-55.5%	2,174,626	-39.2%
1981	2,040,238	17.8%	459,673	3.7%	2,499,911	15.0%
1982	1,817,456	-10.9%	577,142	25.6%	2,394,598	-4.2%
1983	2,077,412	14.3%	696,546	20.7%	2,773,958	15.8%
1984	2,138,844	3.0%	873,452	25.4%	3,012,296	8.6%
1985	2,406,822	12.5%	897,914	2.8%	3,304,736	9.7%
1986	2,626,299	9.1%	782,155	-12.9%	3,408,454	3.1%
1987	2,559,963	-2.5%	842,132	7.7%	3,402,095	-0.2%
1988	2,389,431	-6.7%	822,213	-2.4%	3,211,644	-5.6%
1989	2,124,044	-11.1%	925,383	12.5%	3,049,427	-5.1%
1990	1,945,632	-8.4%	751,129	-18.8%	2,696,761	-11.6%
1991	1,566,716	-19.5%	593,320	-21.0%	2,160,036	-19.9%
1992	1,688,034	7.7%	756,354	27.5%	2,444,388	13.2%
1993	1,797,880	6.5%	1,012,858	33.9%	2,810,738	15.0%
1994	2,145,918	19.4%	1,264,398	24.8%	3,410,316	21.3%
1995	1,863,509	-13.2%	1,239,666	-2.0%	3,103,175	-9.0%
1996	1,859,287	-0.2%	1,049,718	-15.3%	2,909,005	-6.3%
1997	1,884,669	1.4%	1,121,266	6.8%	3,005,935	3.3%
1998	1,718,689	-8.8%	1,063,688	-5.1%	2,781,377	-7.5%
1999	1,778,231	3.5%	1,330,075	25.0%	3,108,306	11.7%
2000	1,846,995	3.9%	1,238,652	-6.9%	3,085,647	-0.7%
2001	1,664,380	-9.9%	1,022,863	-17.4%	2,687,243	-12.9%
2002	1,793,177	7.7%	1,125,611	10.0%	2,918,788	8.6%

Note: Due to different sources, some figures may conflict with other tables.

Source: Crain Communications, Inc., "Automotive News Market Data Book", various years & Motor Vehicles Manufacturer's Association, "Motor Vehicle Facts and Figures", various issues

Figure 13



Source: Ward's Communications, Inc., "Ward's Automotive Yearbook" and Crain Communications, Inc., "Automotive News", various issues

Table 18

U.S. AUTO PRODUCTION BY STATE: 1990-2001
(Percent Distribution)

STATE	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
California	5.2%	6.0%	5.3%	3.2%	3.5%	3.6%	3.7%	3.5%	3.7%	3.7%	3.6%	3.9%
Delaware	6.1	6.4	7.1	6.1	7.1	5.4	2.4	1.4	1.6	1.5	1.6	2.1
Georgia	6.4	5.2	6.0	6.3	5.9	5.0	4.6	4.2	4.6	4.3	5.1	4.4
Illinois	9.5	9.5	10.1	8.5	8.7	11.6	11.7	10.9	11.1	11.3	13.1	12.4
Indiana	0.2	0.9	1.0	0.8	0.5	1.3	1.6	1.7	1.9	1.7	1.9	2.1
Kansas	2.0	1.7	2.1	1.9	2.4	2.9	3.2	4.0	4.2	4.8	4.1	3.5
Kentucky	3.7	3.8	4.9	4.4	5.0	6.3	6.5	7.2	7.4	6.9	7.3	8.0
Michigan	**31.9**	**31.9**	**27.7**	**32.4**	**30.0**	**29.4**	**30.6**	**31.8**	**30.9**	**31.8**	**33.3**	**34.1**
Missouri	7.7	6.8	7.4	5.9	3.9	3.1	3.4	3.0	3.1	2.7	0.4	0.0
New Jersey	3.7	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ohio	13.4	16.7	16.2	15.9	16.8	15.6	17.9	18.6	18.3	18.7	18.4	20.8
Oklahoma	3.8	3.0	4.1	4.1	4.0	3.5	2.4	3.2	3.9	4.4	4.6	1.2
South Carolina	0.0	0.0	0.0	0.0	0.0	0.2	0.8	1.1	1.0	0.9	0.7	0.7
Tennessee	1.6	3.0	5.5	8.6	9.9	10.0	9.7	9.3	8.4	7.2	5.9	6.8
Texas	1.4	1.4	2.5	1.8	2.8	2.0	1.5	0.0	0.0	0.0	0.0	0.0
Wisconsin	3.4	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Note: Data through 1993 data is for model-year production of designated "year" models; not for a time period. Data for 1994 and later is calendar year production.

Source: Ward's Communications Inc., "Ward's Automotive Yearbook", various years, and Crain Communications, Inc., "Automotive News", various issues.

Table 19

U.S. TRUCK PRODUCTION BY STATE: 1990-2001
(Percent Distribution)

STATE	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Alabama	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	1.1%	1.2%	1.1%	1.3%
California	0.0	0.0	0.0	2.3	2.4	2.2	2.5	2.4	2.5	2.1	2.0	2.5
Delaware	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	2.8	3.0	2.5	2.0
Georgia	0.0	0.0	0.0	0.0	0.0	0.0	0.6	4.1	4.0	3.9	3.6	3.5
Indiana	7.3	5.7	7.4	6.1	6.5	5.9	5.7	5.2	4.2	4.8	6.7	7.6
Kentucky	8.1	13.5	12.9	10.1	11.1	10.5	11.4	10.9	12.0	11.4	11.6	11.5
Louisiana	1.8	7.1	4.2	2.9	3.3	3.3	3.1	2.6	2.9	2.9	2.8	2.4
Maryland	4.9	4.2	5.0	4.0	3.9	3.2	3.4	2.8	2.1	2.3	1.7	1.3
Michigan	**21.8**	**20.6**	**16.3**	**22.1**	**22.5**	**22.0**	**18.3**	**18.1**	**16.5**	**18.0**	**17.5**	**15.6**
Minnesota	5.0	3.3	3.1	4.1	4.7	3.2	2.7	2.7	2.9	2.9	2.8	2.6
Missouri	16.9	12.7	17.0	17.1	12.3	12.2	16.8	16.2	15.8	14.5	15.4	18.0
New Jersey	0.0	1.4	2.5	2.0	6.4	5.8	5.3	4.9	5.1	5.8	5.0	4.3
New York	4.3	2.3	3.1	2.4	2.4	1.9	1.1	0.0	0.0	0.0	0.0	0.0
North Carolina	0.4	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ohio	19.0	20.0	17.2	17.0	14.0	16.1	14.9	14.4	13.0	12.4	11.6	11.0
Oregon	0.3	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pennsylvania	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
South Carolina	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	1.3
Tennessee	3.9	3.6	3.8	2.2	2.3	2.4	2.4	1.9	1.3	2.1	3.1	2.6
Texas	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.7	1.9	1.7	1.4	3.1
Utah	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Virginia	4.9	3.4	3.5	3.0	3.4	2.8	3.7	3.8	3.5	3.2	3.2	3.0
Washington	0.2	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wisconsin	0.5	0.9	2.4	4.6	4.9	4.7	4.5	4.7	3.8	3.3	3.3	3.8
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Note: Data through 1993 data is for model-year production of designated "year" models; not for a time period. Data for 1994 and later is calendar year production.

Source: Ward's Communications Inc., "Ward's Automotive Yearbook", various years and Crain Communications, Inc., "Automotive News", various issues

Table 20

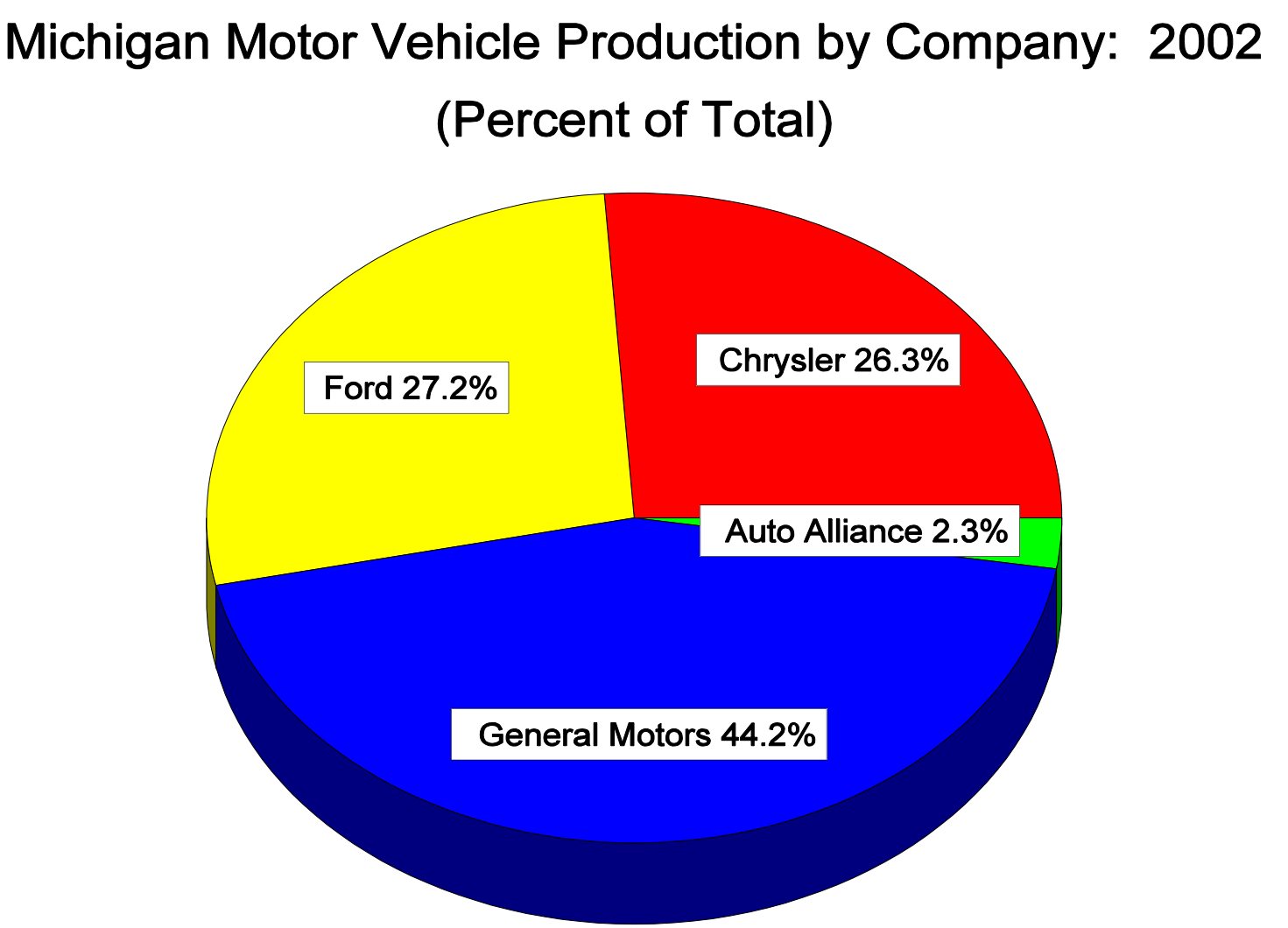
MICHIGAN MOTOR VEHICLE PRODUCTION BY COMPANY: 1997-2002

	1997	1998	1999	2000	2001	2002
AUTOS						
Chrysler	229,140	241,115	199,699	203,036	254,340	251,022
Ford	543,132	528,717	582,829	668,910	544,601	590,537
General Motors	1,002,824	780,288	830,213	861,987	791,591	885,107
Mazda/Auto Alliance	100,394	167,268	165,102	107,618	73,376	65,611
TOTAL AUTOS	1,875,490	1,717,388	1,777,843	1,841,551	1,663,908	1,792,277
TRUCKS						
Chrysler	532,954	483,226	600,491	550,901	434,888	505,455
Ford	279,093	292,408	299,251	286,469	224,829	206,718
General Motors	308,889	293,960	432,158	389,984	363,420	391,098
TOTAL TRUCKS	1,120,936	1,069,594	1,331,900	1,227,354	1,023,137	1,103,271
MOTOR VEHICLES						
Chrysler	762,094	724,341	800,190	753,937	689,228	756,477
Ford	822,225	821,125	882,080	955,379	769,430	797,255
General Motors	1,311,713	1,074,248	1,262,371	1,251,971	1,155,011	1,276,205
Mazda	100,394	167,268	165,102	107,618	73,376	65,611
TOTAL MOTOR VEHICLES	2,996,426	2,786,982	3,109,743	3,068,905	2,687,045	2,895,548

Note: Due to different sources, some figures may conflict with other tables.

Source: Michigan Department of Treasury, Office of Revenue and Tax Analysis

Figure 14



Source: Michigan Department of Treasury, Office of Revenue and Tax Analysis

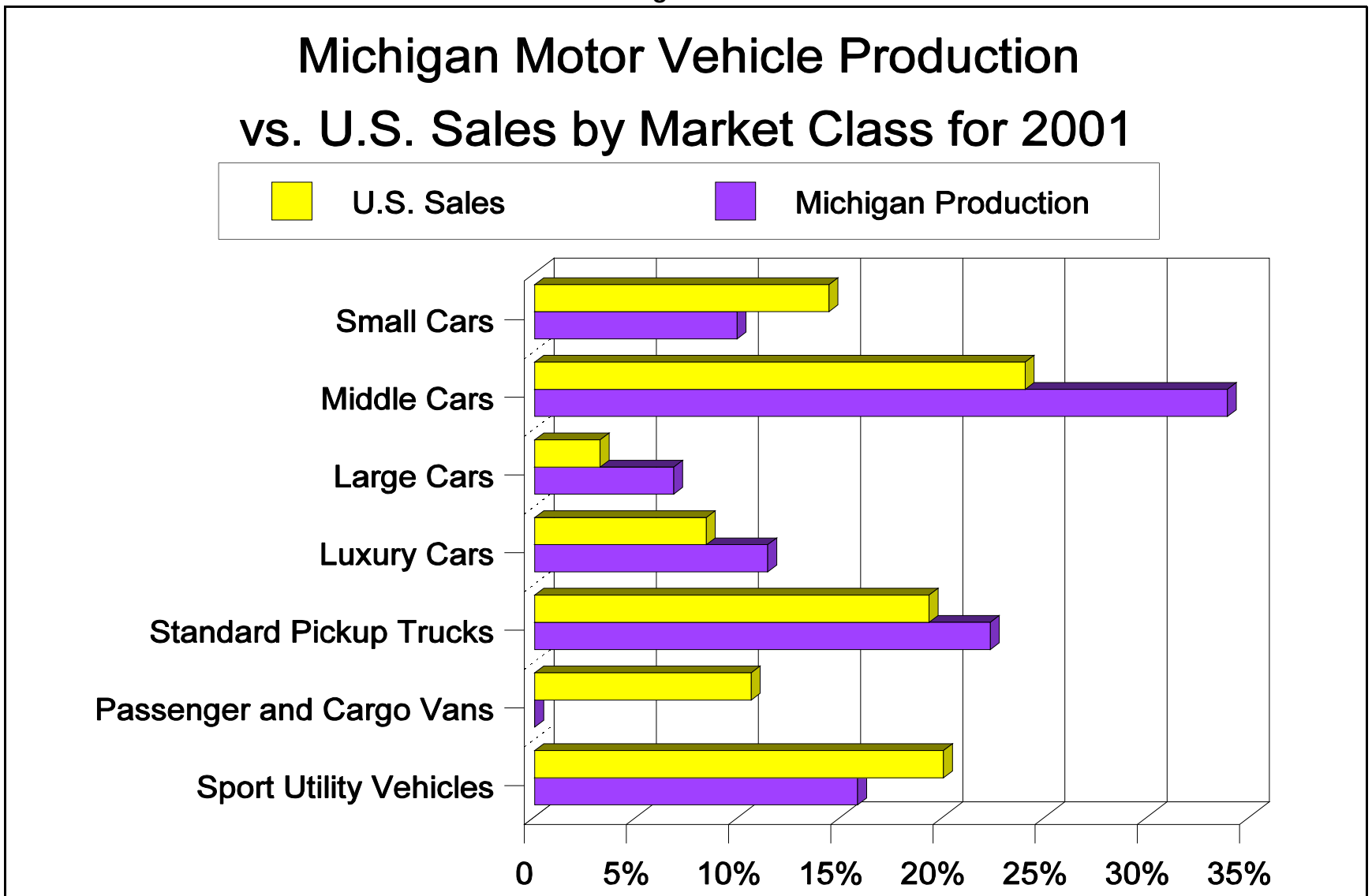
Table 21					
MICHIGAN MOTOR VEHICLE PRODUCTION BY COMPANY & MARKET CLASS, 1997-2001					
	1997	1998	1999	2000	2001
MINICOMPACT					
CHRYSLER	2,253	3,340	4,462	4,621	4,889
FORD	0	0	0	0	7,955
GENERAL MOTORS	404	125	318	0	0
Total Minicompact	2,253	3,465	4,780	4,621	12,844
% of Total Car Production	0.1%	0.2%	0.3%	0.3%	0.8%
SUBCOMPACT					
AUTOALLIANCE	11,146	0	0	0	0
FORD	119,196	149,129	191,432	180,431	160,184
GENERAL MOTORS	0	5,496	6,771	5	0
Total Subcompact	130,342	154,625	198,203	180,436	160,184
% of Total Car Production	6.9%	9.0%	11.0%	9.8%	9.6%
COMPACT					
AUTOALLIANCE	0	73,093	78,078	40,176	25,016
CHRYSLER	0	0	0	7,338	50,597
FORD	277,454	226,439	243,544	325,720	251,879
GENERAL MOTORS	427,259	249,299	415,074	385,469	316,875
Total Compact	704,713	548,831	736,696	758,703	644,367
% of Total Car Production	37.4%	31.9%	41.1%	41.1%	38.7%
MID-SIZE					
AUTOALLIANCE	89,248	94,175	87,065	67,255	46,707
CHRYSLER	226,977	227,190	195,231	192,312	200,979
FORD	17,467	6,103	39,266	58,791	39,081
GENERAL MOTORS	95,967	98,894	68,805	85,810	164,226
Total Mid-size	429,659	426,362	390,367	404,168	450,993
% of Total Car Production	22.8%	24.8%	21.8%	21.9%	27.1%

Table 21 (continued)					
MICHIGAN MOTOR VEHICLE PRODUCTION BY COMPANY & MARKET CLASS, 1997-2001					
	1997	**1998**	**1999**	**2000**	**2001**
LARGE					
FORD	129,015	147,046	108,672	103,980	85,502
GENERAL MOTORS	488,283	438,360	355,552	395,087	310,484
Total Large	617,298	585,406	464,224	499,067	395,986
% of Total Car Production	32.8%	34.1%	25.9%	27.0%	23.8%
STANDARD PICKUP TRUCKS					
CHRYSLER	254,511	242,217	256,955	270,013	220,052
FORD	10,278	0	0	23,730	14,529
GENERAL MOTORS	309,209	290,377	430,232	389,010	363,519
Total Std. Pickup Trucks	573,998	532,594	687,187	682,753	598,100
% of Total Truck Production	50.2%	50.1%	51.7%	54.1%	58.5%
SPORT UTILITY VEHICLES					
CHRYSLER	278,453	238,686	343,536	293,160	214,773
FORD	268,815	292,408	299,251	286,469	210,300
Total Sport Utility Vehicles	547,268	531,094	642,787	579,629	425,073
% of Total Truck Production	48.8%	49.9%	48.3%	45.9%	41.5%
TOTAL CAR PRODUCTION	1,884,265	1,718,689	1,794,270	1,846,995	1,664,374
TOTAL TRUCK PRODUCTION	1,121,266	1,063,688	1,329,974	1,262,382	1,023,173
TOTAL PRODUCTION	3,005,531	2,782,377	3,124,244	3,109,377	2,687,547
SHARE OF TOTAL PRODUCTION LOCATED IN MICHIGAN					
CHRYSLER	44.7%	39.3%	40.8%	43.0%	42.4%
FORD	23.4%	23.6%	24.0%	26.0%	23.6%
GENERAL MOTORS	30.9%	27.7%	28.4%	29.7%	31.0%

Size classes defined by the EPA and condensed by the SFA.
Note: Due to different sources, some figures may conflict with other tables.

Source: Ward's Communications, Inc., "Ward's Automotive Yearbook", various years

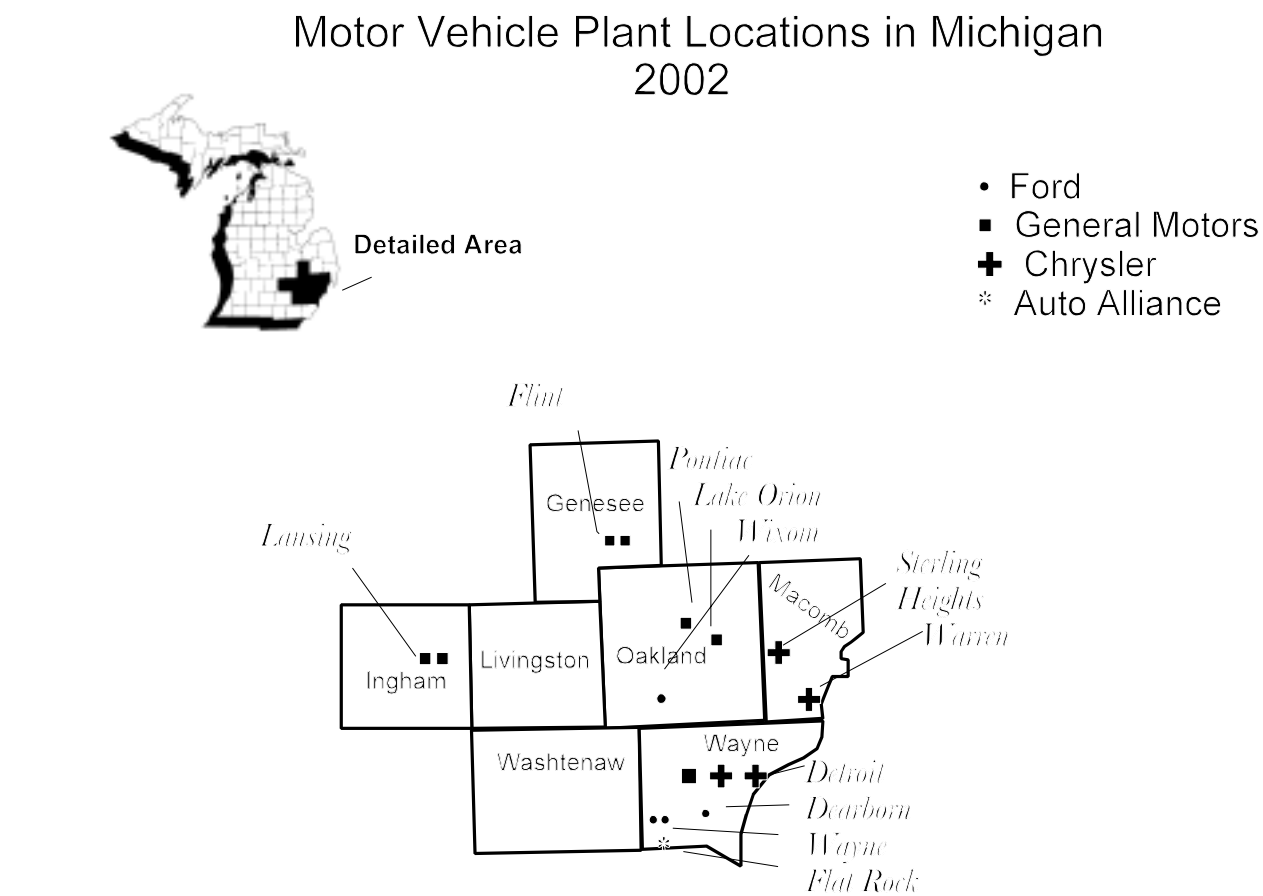
Figure 15



Source: Ward's Communications, Inc., "Ward's Automotive Yearbook" and Crain's Communications, Inc., "Automotive News Market Data Book", various issues

Table 22			
MOTOR VEHICLES PRODUCED IN MICHIGAN BY PLANT, 2002			
Company	**Plant**	**County**	**Vehicles**
CHRYSLER:	Conner Avenue, Detroit	Wayne	Dodge Viper; Chrysler Prowler
	Sterling Heights	Macomb	Dodge Stratus; Chrysler Sebring Convertible, Chrysler Sebring Sedan
	Jefferson Avenue, Detroit	Wayne	Jeep Grand Cherokee
	Dodge City, Warren	Macomb	Dodge Ram Pickup; Dodge Dakota
FORD:	Dearborn	Wayne	Ford Mustang
	Wayne	Wayne	Ford Focus
	Wixom	Oakland	Lincoln Continental; Lincoln LS; Lincoln Town Car, Ford Thunderbird
	Michigan Truck	Wayne	Lincoln Navigator; Ford Exhibition
	Detroit	Wayne	Ford F-Series Stripped Chassis
GENERAL MOTORS:	Detroit-Hamtramck	Wayne	Cadillac DeVille; Buick LeSabre; Cadillac Seville
	Lake Orion	Oakland	Buick Park Avenue; Oldsmobile Aurora; Buick LeSabre; Pontiac Bonneville
	Lansing	Ingham	Cadillac Eldorado; Pontiac Grand Am; Oldsmobile Alero; Chevrolet Malibu; Cadillac CTS, Chevrolet SSR
	Flint	Genesee	Chevrolet Silverado; GMC Sierra; Chevrolet C-Series
	Pontiac	Oakland	Chevrolet Silverado Pickup; GMC Sierra Pickup
AUTO ALLIANCE:[1)]	Flat Rock	Wayne	Mercury Cougar; Mazda 626; Mazda 6
1) AUTO ALLIANCE is a joint venture between Ford (50%) and Mazda (50%)			
Source: Crain Communications, Inc., "Automotive News Market Data Book", 2003.			

Figure 16



Source: Crain Communications, Inc., "Automotive News Market Data Book", 2003.

Figure 17

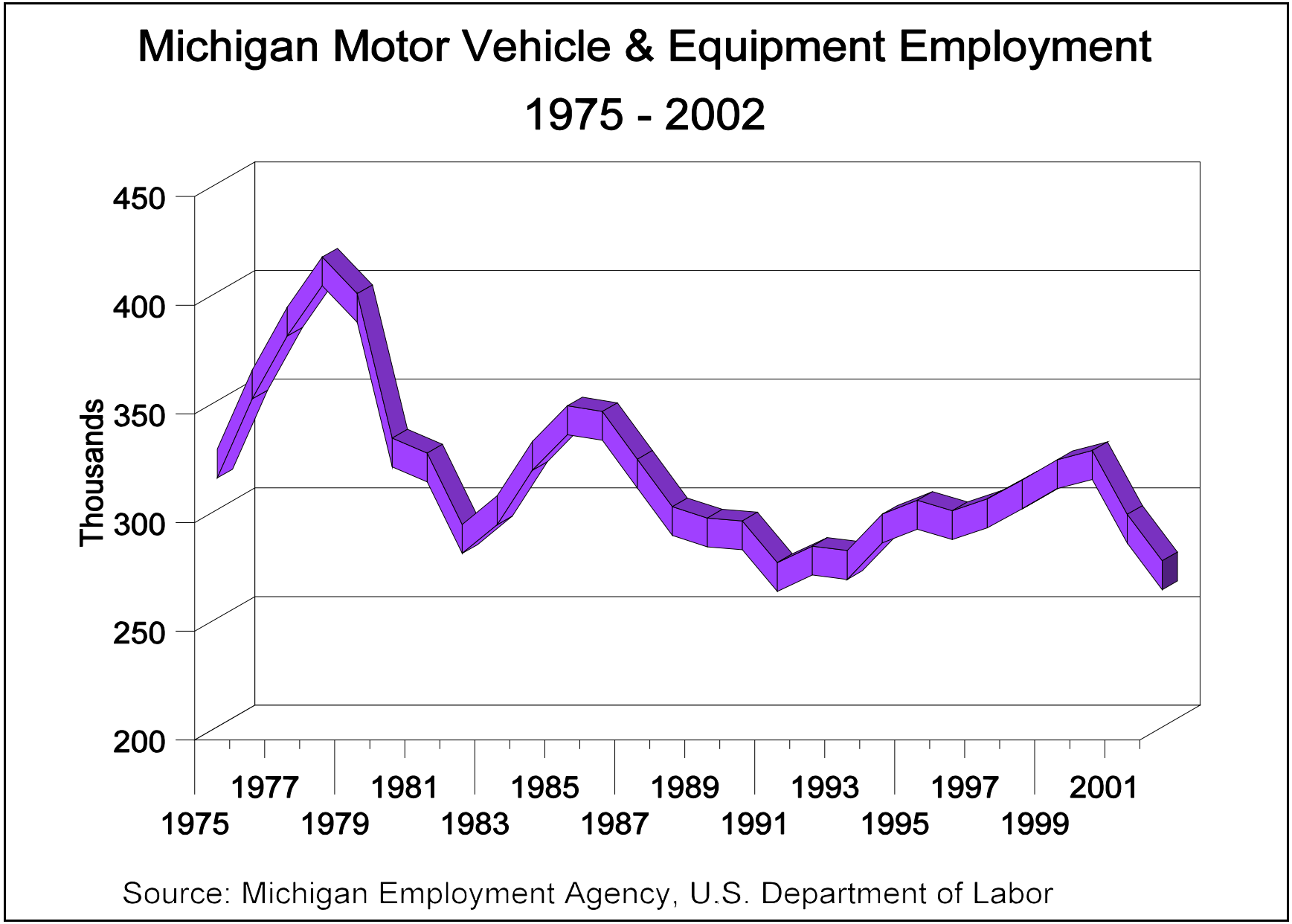

Michigan Motor Vehicle & Equipment Employment
1975 - 2002
Thousands
450
400
350
300
250
200
1975
1977
1979
1981
1983
1985
1987
1989
1991
1993
1995
1997
1999
2001
Source: Michigan Employment Agency, U.S. Department of Labor

Table 23

MICHIGAN EMPLOYMENT: 1975-2002
(thousands)

Year	Total Wage & Salary Employment	Motor Vehicles & Equipment Employment	Motor Vehicles & Equipment as % of Wage & Salary	Total Manufacturing Employment	Motor Vehicle Mfg. as a % of Total Mfg.	Nonmotor Vehicle Manufacturing	Nonmotor Vehicle Mfg. as % of Wage & Salary
1975	3,136.6	321.2	10.2%	983.7	32.7%	662.5	21.1%
1976	3,283.0	357.6	10.9%	1,061.7	33.7%	704.1	21.4%
1977	3,442.3	386.5	11.2%	1,128.4	34.3%	741.9	21.6%
1978	3,609.4	409.6	11.3%	1,179.6	34.7%	770.0	21.3%
1979	3,637.1	392.7	10.8%	1,160.2	33.8%	767.5	21.1%
1980	3,442.8	326.3	9.5%	998.9	32.7%	672.6	19.5%
1981	3,364.4	319.4	9.5%	979.0	32.6%	659.6	19.6%
1982	3,193.3	286.5	9.0%	876.9	32.7%	590.4	18.5%
1983	3,223.1	299.7	9.3%	880.5	34.0%	580.8	18.0%
1984	3,381.0	324.7	9.6%	962.8	33.7%	638.1	18.9%
1985	3,561.5	341.1	9.6%	1,002.4	34.0%	661.3	18.6%
1986	3,657.3	338.5	9.3%	1,000.4	33.8%	661.9	18.1%
1987	3,735.8	316.5	8.5%	972.5	32.5%	656.0	17.6%
1988	3,819.2	294.7	7.7%	955.4	30.8%	660.7	17.3%
1989	3,922.3	289.5	7.4%	971.3	29.8%	681.8	17.4%
1990	3,969.7	288.2	7.3%	837.6	34.4%	549.4	13.8%
1991	3,891.2	269.0	6.9%	793.0	33.9%	524.0	13.5%
1992	3,927.5	276.5	7.0%	796.3	34.7%	519.8	13.2%
1993	4,005.8	274.5	6.9%	805.7	34.1%	531.2	13.3%
1994	4,146.9	291.3	7.0%	848.4	34.3%	557.1	13.4%
1995	4,273.9	297.6	7.0%	873.0	34.1%	575.4	13.5%
1996	4,360.8	292.9	6.7%	866.0	33.8%	573.1	13.1%
1997	4,448.1	298.3	6.7%	873.4	34.2%	575.1	12.9%
1998	4,510.2	307.0	6.8%	889.9	34.5%	582.9	12.9%
1999	4,581.9	316.3	6.9%	898.1	35.2%	581.8	12.7%
2000	4,673.9	320.5	6.9%	896.7	35.7%	576.2	12.3%
2001	4,555.9	291.2	6.4%	819.6	35.5%	528.4	11.6%
2002	4,476.1	269.8	6.0%	759.1	35.5%	489.3	10.9%

Note: Data from 1990 and later reflects the North American Industry Classification System (NAICS). Earlier years categorize industries under the U.S. Standard Industrial Classification (SIC) System.

Source: Michigan Employment Security Agency, U.S. Department of Labor

Table 24

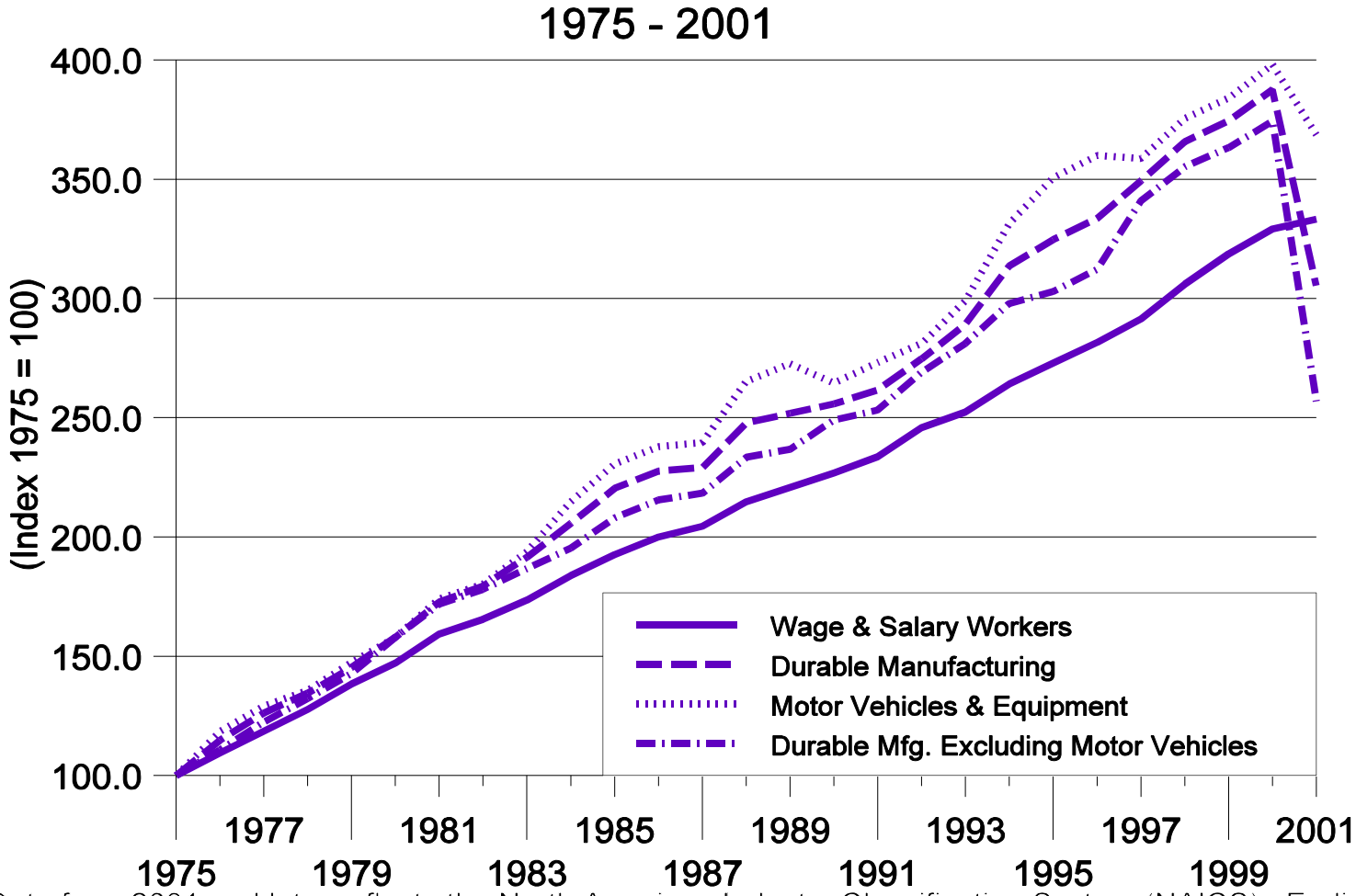
WAGES & SALARIES EARNED BY WORKERS IN MICHIGAN: 1975-2001
(millions of dollars)

Year	Total Wages & Salaries	Motor Vehicles Wages & Salaries	Motor Vehicles as % of Total
1975	35,798.7	5,535.8	15.5%
1976	41,042.8	7,301.6	17.8%
1977	46,634.3	8,601.9	18.4%
1978	52,639.4	9,578.8	18.2%
1979	57,446.7	9,976.2	17.4%
1980	57,819.0	8,884.7	15.4%
1981	61,177.3	9,577.7	15.7%
1982	60,326.5	8,901.2	14.8%
1983	63,818.2	10,011.8	15.7%
1984	70,953.4	12,019.2	16.9%
1985	78,285.2	13,558.7	17.3%
1986	83,480.8	13,874.3	16.6%
1987	87,212.3	13,067.1	15.0%
1988	93,622.4	13,471.0	14.4%
1989	98,888.6	13,603.9	13.8%
1990	102,802.9	13,137.3	12.8%
1991	103,761.5	12,661.2	12.2%
1992	110,209.7	13,398.3	12.2%
1993	115,419.6	14,154.2	12.3%
1994	124,987.7	16,643.4	13.3%
1995	133,112.6	17,986.7	13.5%
1996	140,167.1	18,172.0	13.0%
1997	147,996.0	18,440.0	12.5%
1998	157,527.6	19,865.9	12.6%
1999	166,672.2	20,935.6	12.6%
2000	175,593.4	21,993.4	12.5%
2001	173,299.0	18,505.3	10.7%

Note: Data from 2001 and later reflects the North American Industry Classification System (NAICS). Earlier years categorize industries under the U.S. Standard Industrial Classification (SIC) System.

Source: U.S. Department of Commerce, Bureau of Economic Analysis

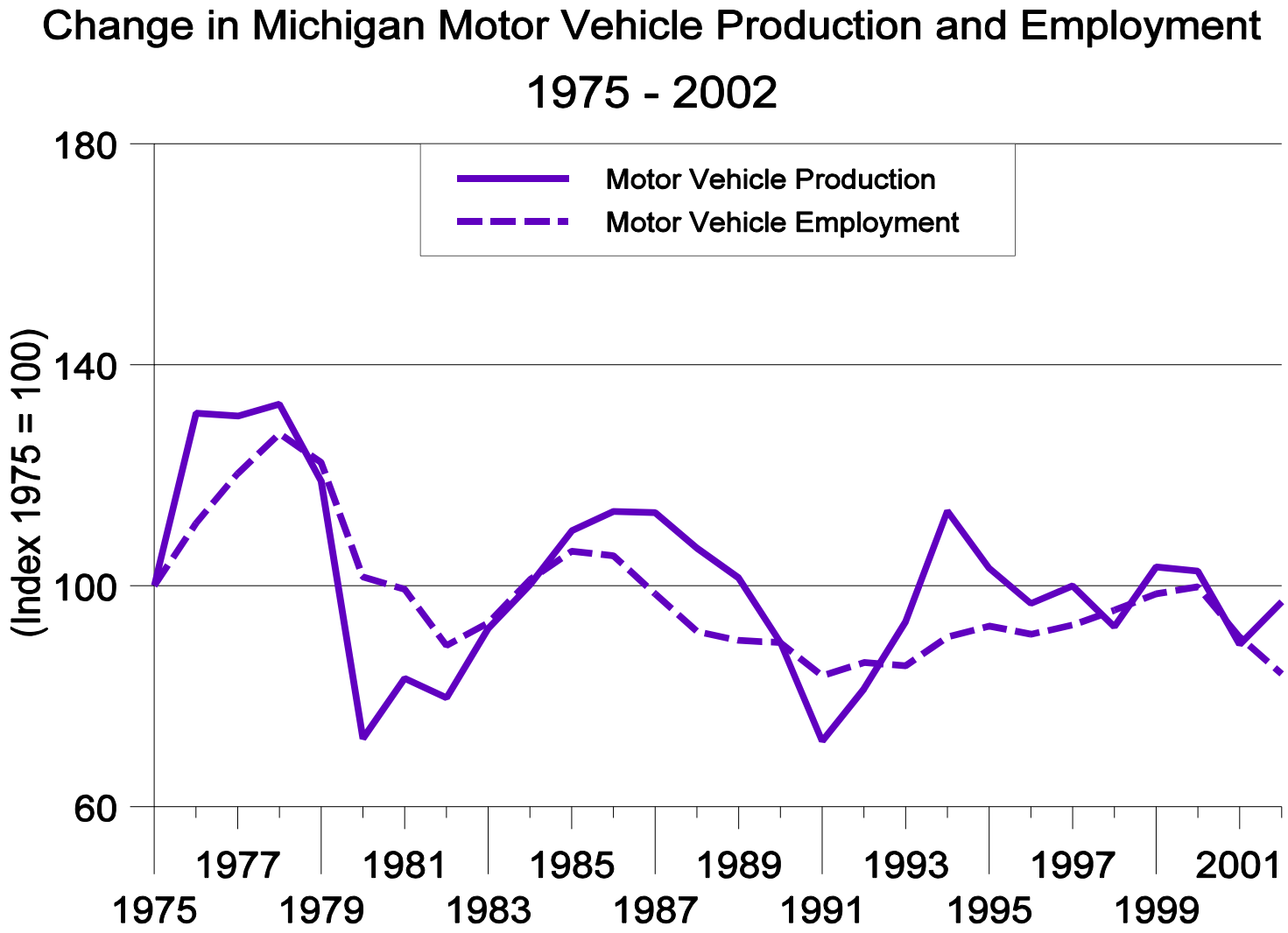
Figure 18



Note: Data from 2001 and later reflects the North American Industry Classification System (NAICS). Earlier years categorize industries under the U.S. Standard Industrial Classification (SIC) System.

Source: Michigan Employment Security Commmission, U.S. Department of Labor and U.S. Department of Commerce, Bureau of Economic Analysis

Figure 19



Note: Data from 1990 and later reflects the North American Industry Classification System (NAICS). Earlier years categorize industries under the U.S. Standard Industrial Classification (SIC) System.

Source: Michigan Employment Security Agency, U.S. Department of Labor, and Crain Communications, Inc.

RECENT SENATE FISCAL AGENCY REPORTS

"DEVELOPMENTS IN FUEL CELL TECHNOLOGY"
by Julie Koval June, 2003

"MICHIGAN'S ECONOMIC OUTLOOK AND BUDGET REVIEW - ISSUE 2003-1" May 8, 2003

"FUNDING COMMUNITY COLLEGES - THE RELATIONSHIP AMONG APPROPRIATIONS, TUITION AND ENROLLMENT"
by Mike Hansen March, 2003

"STATUS OF LAWSUITS AGAINST THE STATE OF MICHIGAN - FY 2001-02 UPDATE" March, 2003

"FY 2001-02 APPROPRIATIONS REPORT - YEAR - END APPROPRIATIONS" March, 2003

"FY 2003-04 APPROPRIATIONS REPORT PART I - GOVERNOR'S RECOMMENDATIONS" March, 2003

"THE MICHIGAN SCHOOL AID ACT COMPILED AND APPENDICES" January, 2003

"MICHIGAN'S ECONOMIC OUTLOOK AND BUDGET REVIEW - ISSUE 2002-2" December 19, 2002

"FY 2002-03 APPROPRIATIONS REPORT - INITIAL APPROPRIATIONS" October, 2002

"FISCAL YEAR 2002-03 HIGHER EDUCATION APPROPRIATIONS REPORT" September, 2002

"ADDRESSING THE TEACHER SHORTAGE: A SYNOPSIS OF STATE AND FEDERAL LEGISLATION"
by Claire Layman September, 2002

BOVINE TUBERCULOSIS ERADICATION IN MICHIGAN - UPDATE"
by Craig Thiel August, 2002

"CHILD CARE AND DEVELOPMENT FUND: AN OVERVIEW OF THE MICHIGAN PROGRAM AND THE EXPENDITURE OF FEDERAL AND STATE RESOURCES"
by Katherine L. Johnson, Intern August, 2002

"PRESERVING MICHIGAN FARMLAND THROUGH PURCHASE OF DEVELOPMENT RIGHTS"
by Craig Thiel August, 2002

"ESTIMATED STATE SPENDING AND STATE TAX COLLECTIONS BY COUNTY - FY 1998-99" June, 2002

"MICHIGAN'S ECONOMIC OUTLOOK AND BUDGET REVIEW - ISSUE 2002-1" May, 2002

"FY 2000-01 APPROPRIATIONS REPORT - YEAR-END APPROPRIATIONS" April, 2002

RECURRING SENATE FISCAL AGENCY REPORTS	
Appropriations Report - Governor's Recommendations	Produced Annually
Appropriations Report - Initial Appropriations	Produced Annually
Appropriations Report - Year-End Appropriations	Produced Annually
Estimated State Spending by County	Produced Annually
Status of Lawsuits Against the State	Produced Annually
Higher Education Appropriations Report	Produced Annually
Michigan's Economic Outlook and Budget Review	Produced Twice a Year
Monthly Revenue Report	Produced Monthly
Michigan Economic Indicators	Produced Monthly
State Notes: Topics of Legislative Interest	Produced 6 Times a Year
U.S. and Michigan Motor Vehicle Statistical Report	Produced Annually