

United States imports of Japan automobiles will rise from just under 2.0 million units in 1984 to an estimated 3 million units in 1987 or from 18.3 per cent to 27.7 per cent of the market. Japanese automobiles assembled in the United States and Canada will also become a factor during this period and by 1987 shipments are expected to be 675 thousand units or 6.2 per cent of the North American market. Together Japanese produced automobiles will represent almost 34 per cent of North American demand in 1987 while imports from Europe, Asia (other than Japan) and Mexico will capture 5.4 per cent of demand.

Many North American industry executives and the United States Department of Commerce predict that by 1988 the split between North American producers and Japanese producers of North American automobile demand will be not less than 60/40 while other predictions show a more even split. In testimony before the U.S. Subcommittee on Trade, Productivity and Economic Growth on June 24, 1985, Maryann N. Keller, noted automotive industry analyst, stated that the Department of Commerce study implies "that sales of foreign sourced cars are a function of supply and that U.S. manufacturers' volume is the residual of total sales less foreign brand cars."