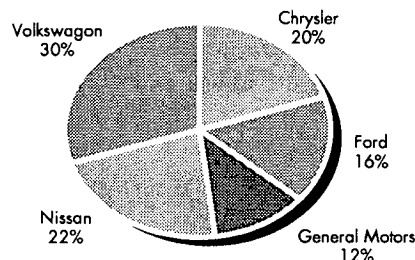


PASSENGER CAR PRODUCTION FOR LOCAL MARKET IN MEXICO, 1992



Source: Asociación Mexicana de la Industria Automotriz (AMIA), Mexican Association of the Automobile Industry.

Local content requirements were reduced to 36 percent by the presidential decree of 1989. The decree allowed vehicle imports, but required manufacturers to maintain a positive trade balance. In 1991, the Mexican content achieved by the five passenger car manufacturers ranged from 71 percent for Chrysler to 84 percent for Nissan. The three truck manufacturers had lower rates, but all exceeded 60 percent.

AUTO PARTS GROUPS IN MEXICO, 1989

Group Name	Affiliates
Grupo Bocar	13
Grupo Condumex	16
Grupo Echlin	7
Grupo Federal Mogul	4
Grupo ICA	3
Grupo Proeza	6
Grupo Ramirez	6
Grupo Rassini	3
Grupo Spicer	26
Grupo Summa	8
Grupo Tebo	12
Grupo Industrial Telleria	3
Grupo Vitro	3

Source: Automotive Industries Association of Canada (AIAC).

INDUSTRY STRUCTURE

The Mexican auto parts industry is organized into groups. The industry's national association, *Industria Nacional de Autopartes (INA)*, National Auto Parts Industry, represents the 140 largest parts manufacturers and produces most of the industry's statistics. The majority of these firms are clustered into 13 parts groups which link fabricators and distributors. Little information is available about the remaining 400 or so firms because they are small and do not belong to the *INA* or the parts groups. In addition, there are about 160 foreign-owned *maquiladora* companies, most of them located in the northern border region. They import parts duty-free, in-bond from the U.S. and re-export assembled components.