Beginning this fall, Hyundai Motor Corp., the South Korean automaker that is competing aggressively and successfully against both U.S. and foreign automakers for the loyalty of American consumers, will start producing sedans at its first American manufacturing plant in Montgomery, Ala.

Hyundai's decision to locate a manufacturing facility in the Deep South reflects a trend that has gathered momentum in the last two decades, i.e., an increasing number of foreign automakers establishing assembly plants in the South. From BMW in Spartanburg County, S.C., to Mercedes in Tuscaloosa, Ala., to Toyota in Georgetown, Ky., an expanding number of Southern states have succeeded in luring an impressive roster of foreign automakers to set up assembly operations within their borders.

America's complicated and multi-faceted love affair with the automobile has flourished for more than a century now. The automobile's impact on American society and cultural mores remains so pervasive that there are few other products that can stake the same claim. In fact, few, if any, other products have been so enshrined in
the nation's movies, clothing, dance, music and in the general American psyche as has the car. Similarly, automobiles have been revered, celebrated, nearly worshiped, sometimes harmed, used incessantly and relied on almost entirely for most of our surface transportation needs. In addition, there are few other industries in the country that can claim the kind of economic complexity, broad connections and impact that the automobile industry can since the beginning of the 20th century. From employing a formidable percentage of the nation's workforce - numbering many millions in direct, indirect and dependent employees - at thousands of assembly plants and auto parts production and service facilities and tens of thousands of dealerships, the industry generates tens of billions in wages and hundreds of billions in annual sales. While the national economic figures and their ripple effects remain truly massive, the automobile industry's contribution to the economic magnitude of the 16 states in The Council of State Governments' Southern region, the Southern Legislative Conference, remains significant too. According to information released by the federal government, the motor vehicle industry's contribution to the gross state product of these Southern states amply documents this assertion. For instance, in 2001, the industry amounted to $10.3 billion in Kentucky, $5.5 billion in Missouri and $5.4 billion in Tennessee. These numbers constituted 8.5 percent of GDP in Kentucky and 3 percent of GDP in both Missouri and Tennessee, respectively. Some of the specifics on the role of the automobile industry are worth reiterating to drive home the potency that the industry has catapulted the state in the region to rank among the fastest growing in the country.

The state of Kentucky is the fourth largest car producing state in the United States and one of the nation's top selling cars, the Toyota Camry, is manufactured at the company's Georgetown plant. The importance of the industry to the state economy is more than confirmed by the 87,794 Kentuckians employed by 461 motor-vehicle related facilities as of July 2003. The BMW plant in Spartanburg, S.C., announced in 1992, manufactures the Z3 and Z4 roadsters and the X5 sports activity vehicle. This plant involves a total investment of $1.9 billion and employs 4,300 workers. The plant's total economic output is more than $4.1 billion (based on 2001 operations), in addition to supporting 16,991 jobs and producing $691 million in wages. State officials were ecstatic in September 2002 when BMW, to commemorate the plant's 10th anniversary in South Carolina, announced a $400 million expansion with an additional 400 jobs in the pipeline.

The Mercedes plant in Tuscaloosa, Ala., established in 1993, produced more than 100,000 M-Class sports utility vehicles in 2002 and employed close to 2,000 people. Because Mercedes has initiated a $600 million expansion in the state, the number of employees is expected to expand to about 4,000 people and production was expected to increase to 160,000 vehicles per year by 2004. In Mississippi, Nissan's announcement in November 2000 to build a manufacturing facility in Madison County near Canton was greeted with great enthusiasm. The state provided Nissan with $363 million in direct incentives to build a $1.4 billion assembly plant. According to the Mississippi Development Authority, production at the plant commenced ahead of schedule in May 2003 and will result in 400,000 vehicles being produced annually. In addition, in a little more than two years, 18 companies had established operations as suppliers to the Nissan plant. Some of the other positive flows from the Nissan plant include an estimated 31,683 total jobs (direct, indirect and induced) by 2010; $903 million in total personal income (once again, direct, indirect and induced) being generated, also by 2010; and, $363 million in Mississippi County taxes and $287 million in state taxes being generated by 2010.

The South's latest automobile manufacturing plant was announced in February 2003 when Toyota, the world's third-largest automaker, decided to set up an assembly plant in San Antonio, Texas. The plant, an $800 million operation employing 2,000 workers, is scheduled to build 150,000 Tundra full-size pickup trucks by 2006. While the combined state, county and city incentive package amounted to $135 million, the economic ripple effect is expected to reach $1.4 billion within the next decade. In addition to the $80 million annual payroll, thousands of spin-off jobs are anticipated given the need for parts and other supplies.

The element of globalization remains strong in the automobile industry, and the ever-increasing roster of foreign automakers establishing assembly plants in the country, especially in the South, remains one of the most striking features in the industry during the past few decades. Several reasons are proffered for the growing number of automakers that are either relocating or relocating their assembly operations in Southern states. For instance, automakers can create ground-up manufacturing facilities - incorporating the latest technologies - more easily in the South than reconfiguring the older assembly plants in the Midwest and Northeast. Assembly plants in the South, such as the Nissan plant in Smyrna, Tenn., have achieved impressive efficiency and productivity gains and automakers are eager to take advantage of these gains. Southern states have offered automakers attractive incentive packages including such compelling features as tax breaks, state funding for programs to train workers, an abundant labor pool at a relatively lower cost, low rates of unionization and the ability to train a workforce that has not worked in the auto industry previously.

Another important consideration in the location of auto plants in the South is the highly efficient intermodal transportation networks in the region, which includes highways, airports and, most importantly, ports. A number of the nation's busiest and most efficient ports are located in the South, and they remain a decisive factor in the location calculations of the automakers. The cluster effect, created by the presence of numerous automobile assembly plants and thousands of auto parts suppliers in close proximity to each other, is another major advantage.
available to these automobile industry players locating to the South. Finally, the benefits flowing from such general features as the weather, climate, cost of living, lower or no personal income taxes, free or inexpensive property costs to build assembly plants, and quality of life are some of the other positive attributes considered by corporations locating to the South.

On the topic of the increasing globalization of the automobile industry, in addition to foreign automakers increasingly establishing plants mostly in the American South, there is another important trend: a booming automotive parts business is also located in South America. This trend worsened by 2002 when the United States auto trade deficit soared to unprecedented heights. (It should be noted that this trend in the automobile sector is symptomatic of a much broader trend with the overall U.S. trade deficit plunging toward deficits for some years now.) Specifically, between 1990 and 2002, the U.S. trade balance in passenger vehicles, light trucks and automotive parts deteriorated from $63.1 billion to $123.3 billion, or by almost 96 percent. As a direct result of the sluggish U.S. economy, the cost of living, and the attractiveness of the automobile industry in the South, South America is establishing plants primarily in the Big Three U.S. automakers (DaimlerChrysler, General Motors, and Ford), all facing additional sales pressure from the growing roster of foreign automakers. As noted, not only do these foreign automakers manufacture vehicles in the United States, they import them for sale in the country, too. The following table reinforces the growing importance of foreign automakers in overall U.S. sales and provides sales figures for new car and light trucks in the United States in 1997 and 2002. While the table affords a comparison between American (primarily the Big Three) and foreign automakers, the data also demonstrates the percentage of total vehicle sales controlled by each major country.

Perhaps the most instructive statistic to be extrapolated from the table involves the continued decline of the sale of American vehicles as a proportion of total sales in recent times. From 1963 to 1997, this percentage declined every year to finally reach 61.3 percent in 2002. In contrast, the sale of foreign vehicles increased in each of these years at the expense of American vehicles, from 28.7 percent in 1997 to 37.9 percent in 2002. In fact, between 1997 and 2002, the sale of Japanese vehicles increased from 23.6 percent to 27.9 percent; German vehicles increased from 2.9 percent to 3.4 percent; and Korean vehicles increased from 1.1 percent to 1.7 percent. It should also be noted that the foreign automakers generally have been better at weathering the economic storms than the Big Three, even recording impressive earnings levels in recent years. Hence, it is quite apparent that the industry in general will continue to face serious obstacles and challenges in rising to overcome the turbulent economic storms; the Big Three, in particular, will confront an even greater challenge as they struggle with the competition from foreign automakers and an economy still trying to leap over hurdles in several areas.

But for the South, even with the economic challenges, the surge of the automobile industry brings the promise of economic opportunity. The sphere of influence of the industry is undeniable, and the benefits derived...

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whether directly or indirectly, substantial. In a region of the
country once viewed as the bastion of low-skill, low-wage
positions, the thriving automobile industry has vaulted a
number of locations into magnets for high-tech, higher-
wage positions. The presence of a Mercedes facility in
Alabama and a BMW facility in South Carolina has cer-
tainly eased in a sea of change in both the perception and
structure of these Southern states’ economies.

As outlined, the automobile industry remains one of
the most important elements in this vast, complicated
American economic system, and recent trends indicate
that an increasing proportion of this production is
occurring in the South. In addition to contributing sig-
nificantly to the states’ gross product, these auto plants
provide employment to tens of thousands, generate bil-
lions in diverse forms of revenue and create myriad
other benefits. Globalization’s influence is more than evi-
dent in this industry too, as more companies combine
their assets and skills to better harness their resources in
order to compete effectively and efficiently.

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