

Mexico Economics – View from the Top

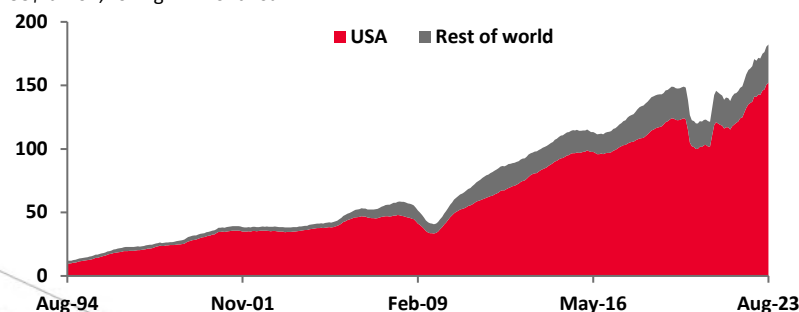
- The strike in the US auto sector has reached 28 days. We analyze key data from the sector in Mexico, as well as some of its potential effects
- On the weekly agenda, we expect August's retail sales and September's *Timely Indicator of Economic Activity* to show that economic dynamism remained in place

The strike in the US auto sector continues, with rising costs. The strike of the *United Auto Workers* (UAW) entered its 28th day, affecting the three main US producers: *General Motors*, *Ford*, and *Stellantis* (formerly *Fiat-Chrysler*). Together, they represent about 50% of US annual vehicle production (15 million). So far, 33.7 thousand of the 146 thousand autoworkers (23.1%) are on strike in 44 plants across 22 states. In addition, it has caused the temporary and permanent lay-offs of around 5,000 workers in the three companies –both in assembly and auto parts plants– due to supply chain disruptions. The union had US\$825 million at the beginning of the strike to cover the lost wages of its members. According to our calculations, as of today –with the number of UAW autoworkers, closed plants, and an established ‘strike pay’ of US\$500 per week–, missed wages for the 146 thousand employees could be covered for the next ten weeks (as of December 22nd). *Anderson Economic Group* calculated that the economic losses during the first three weeks were on the order of US\$5.5 billion –with US\$2.7 billion for the ‘Big Three’, and US\$1.6 billion for their auto parts suppliers, among others. At the beginning of the strike, *Goldman Sachs* estimated that the weekly cost would be around US\$2.5 and US\$3.0 billion for GM and Ford, respectively. Meanwhile, their cost for accepting the UAW’s conditions would be US\$4.5 billion and US\$5.5 billion in the next four years, in the same order. According to GM CEO, Mary Barra, the 2019 strike –that included 50,000 autoworkers and lasted for 42 days– caused losses of US\$3.6 billion. Therefore, at today’s prices, the daily cost was estimated at US\$102.4 million vs US\$128.6 million currently. In any case, the strike continues, its effects are likely non-linear, and have implications for the Mexican economy.

The importance of autos for the Mexican economy. In 2022, the sector represented 4.4% of GDP, with a 21.8% share of total manufacturing. Workforce figures are also notable –102.5 thousand autoworkers in assembly plants, and 876.7 thousand in auto parts– with a participation of around 22.0% in manufacturing. In terms of FDI, the sector received 12.4% of the total. According to the *International Organization of Motor Vehicle Manufactures*, Mexico is the seventh largest automaker in the world. In auto parts, it is the first supplier for the US –US\$80 billion in 2022, according to the *National Auto Parts Industry* (INA)– and the fourth globally. There are more than 2,000 suppliers and 86% of their annual production is exported. In terms of international trade, in the last twelve months through August, the sector exported US\$182.2 billion, with 83.5% of total exports destined to the US (see chart below).

Mexico auto exports

US\$ billion, rolling 12-month sum



Source: Banorte with data from Banxico



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Presence of the 'Big Three' in Mexico. Back to the assembly subsector, 13 light vehicle companies were established in our country by 2022. The most important were *GM* (22.5%), *Stellantis* (12.5%), *Nissan* (11.8%) and *Ford* (9.2%). In particular, the 'Big Three' concentrate 44.2% of total production. On exports, the 'Big Three' explain 47.0% of the total, with GM as the largest participant. The following table shows total workers by company, the share of global workforce, and their locations within the country. Considering this, the states with a greater presence of the 'Big Three' are Estado de México, Coahuila, and Guanajuato.

'Big three' in México

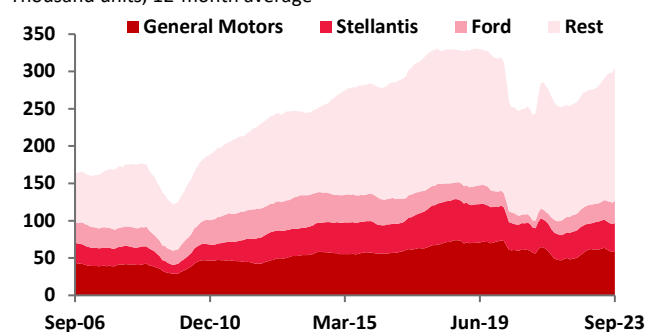
Thousands of workers, % of global workforce

Company	Workers	% Global workforce	Regional presence
General Motors	20.0	12.0	Coahuila, Estado de México, Guanajuato, San Luis Potosí
Ford	8.7	5.0	Chihuahua, Estado de México, Guanajuato
Stellantis	8.0	2.9	Coahuila, Estado de México

Source: Companies web sites

Light vehicles production by company

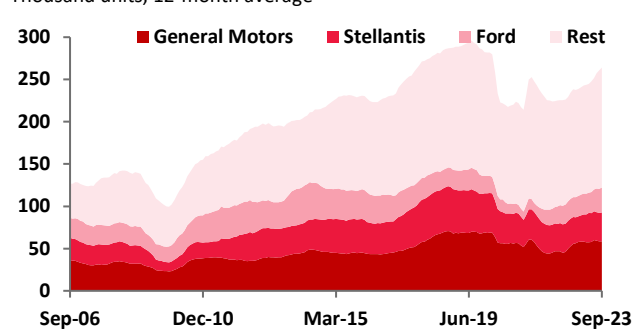
Thousand units, 12-month average



Source: Banorte with data from INEGI

Light vehicles exports by company

Thousand units, 12-month average



Source: Banorte with data from INEGI

Possible effects of the strike in Mexico. In 2019, the effects of the GM strike included: (1) Technical stoppages for about two and three weeks on assembly plants; (2) temporary layoffs, with approximately 6,500 autoworkers in two of its four plants furloughed, receiving an equivalent of 55% of their wages; (3) shortage of models and auto parts since the second week; and (4) the resumption of activities between one and three days after the end of the strike. Currently, the first reports about the strike already indicate technical stoppages in auto parts companies as early as four days after it started, with autoworkers receiving 50% of their wages and an estimated duration of a month and a half month due to the effects on supply chains (e.g. shortage of inputs, logistics, and inventory management). Comparing this with the 2019 strike, it is likely that there will be stoppages in local assembly plants. In this context, the INA estimates that the effects on the auto parts industry have amounted to US\$412 million in four weeks, equivalent to 0.5% of exports to the US in 2022. However, we do not have a precise calculation for the 'Big Three' on Mexico. We anticipate that the impact in the assembly sector will be focused on these companies, although only partially. In this context, Estado de México, and Coahuila, would be the states with higher headwinds, while Querétaro will likely be more resilient due to its higher diversification.

Calendar of economic events

Date	Time (ET)	Event or indicator	Period	Unit	Banorte	Consensus	Previous
Tue 17-Oct	11:00am	International reserves	Oct-13	US\$ bn	--	--	203.5
Tue 17-Oct	11:00am	Government weekly auction: 1-, 3-, 6-, and 12-month Cetes; 30-year Mbono (Jul'53), 10-year Udibono (Nov'31) and 2-, and 5-year Bondes F					
Thu 19-Oct	8:00am	Timely Indicator of Economic Activity*	September	% y/y	--	--	3.4
Fri 20-Oct	8:00am	Retail sales	August	% y/y	4.5	4.2	5.1
		Retail sales*		% m/m	0.3	--	0.2
Fri 20-Oct		Deadline for the approval of the Revenue Law by the Lower House					
Fri 20-Oct	4:30pm	Citibanamex bi-weekly survey of economic expectations					

*Seasonally adjusted figures. Source: Banorte with figures from INEGI, Banxico, and Bloomberg

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We, Alejandro Padilla Santana, Juan Carlos Alderete Macal, Alejandro Cervantes Llamas, Manuel Jiménez Zaldívar, Marissa Garza Ostos, Katia Celina Goya Ostos, Francisco José Flores Serrano, José Luis García Casales, Víctor Hugo Cortes Castro, José Itzamna Espitia Hernández, Carlos Hernández García, Leslie Thalia Orozco Vélez, Hugo Armando Gómez Solís, Yazmín Selene Pérez Enríquez, Cintia Gisela Nava Roa, Miguel Alejandro Calvo Domínguez, José De Jesús Ramírez Martínez, Gerardo Daniel Valle Trujillo, Luis Leopoldo López Salinas, Isaías Rodríguez Sobrino, Juan Carlos Mercado Garduño, Daniel Sebastián Sosa Aguilar, Jazmin Daniela Cuautencos Mora and Andrea Muñoz Sánchez, certify that the points of view expressed in this document are a faithful reflection of our personal opinion on the company (s) or firm (s) within this report, along with its affiliates and/or securities issued. Moreover, we also state that we have not received, nor receive, or will receive compensation other than that of Grupo Financiero Banorte S.A.B. of C.V for the provision of our services.

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