



U.S. INTERNATIONAL TRAVEL AND TRANSPORTATION TRENDS: 2006 UPDATE



U.S. DEPARTMENT OF TRANSPORTATION
RESEARCH AND INNOVATIVE TECHNOLOGY ADMINISTRATION
BUREAU OF TRANSPORTATION STATISTICS

U.S.-International Travel and Transportation Trends: 2006 Update

**Bureau of
Transportation
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Research and Innovative Technology Administration
U.S. Department of Transportation

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Table of Contents

Summary	1
CHAPTER 1	
Travel Trends to and from the United States by Region	5
CHAPTER 2	
Travel Destinations and Expenditures	13
CHAPTER 3	
North American Travel Trends	29
CHAPTER 4	
Transportation Security	39
CHAPTER 5	
Conclusion: International Travel Data Needs	47
Sources	51
Appendix	53

Summary



After successive years of decline in the aftermath of the 2001 terrorist attacks, there was a substantial rebound in U.S. international travel in 2004, with most travel categories experiencing growth from 2003. The U.S. outbound travel market grew by 12 percent in 2004 over 2003 totals, with an all time record high number of U.S. visitors (27.4 million) traveling to overseas countries. U.S. residents spent nearly \$66 billion on their foreign travel, while foreign residents spent over \$74 billion on travel in the United States in 2004. Thus, the U.S. trade balance in travel was positive—almost reaching \$9 billion dollars.

While most of the travel categories in 2004 were below 2000 levels, there were other notable exceptions aside from U.S. residents traveling to overseas countries. More Mexican residents came to the United States than in 2000, and slightly more U.S. residents took overnight trips to Mexico than in 2000.

There was a 5.2 million (12 percent) increase in the number of overnight visitors traveling between the United States and overseas regions between 2003 and 2004. Travel between the United States and Western Europe and between the United States and Asia increased from 2003 to 2004 (12 and 22 percent, respectively). Western Europe and Asia are the top two regions for

U.S. bidirectional overseas travel (42 and 22 percent of these trips in 2004, respectively). The 2004 rebound in the Asia traffic followed a setback in 2003 after an outbreak of the Severe Acute Respiratory Syndrome (SARS).

Same-day travel across the United States border with Mexico is vastly greater than the volume of travel across our northern border with Canada: U.S. and Mexican residents made a total of 189 million same-day visits to the adjoining country in 2004, compared to 42 million same-day visits across the border by U.S. and Canadian residents in 2004. Blaine, Washington, experienced the largest percentage increase in personal vehicle crossings (10 percent) of any border crossing on the U.S.-Canada border from 2003 to 2004, while Otay Mesa, California, had the largest percentage increase in personal vehicle crossings (26 percent) of any U.S.-Mexican border crossing during the same time period. Massena, New York, on the U.S.-Canada border, and Laredo, Texas, on the U.S.-Mexico border, experienced the largest percentage decreases in personal vehicle crossings between 2003 and 2004 on their respective borders, falling 6 and 0.8 percent respectively.

Report Description

This report presents data on international travel to and from the United States. It combines data from a variety of sources (see box) to provide a more complete picture of U.S.-international travel than is available from individual sources. This report breaks out travel trends (inbound and outbound) with overseas (noncontiguous) countries and our North American neighbors, Canada and Mexico, which account for the greatest number of foreign travelers to the United States.

A large number of people travel to and from the United States each year, making use of U.S. and foreign transportation carriers and infrastructure and generating a large amount of economic activity. The magnitude of this travel, involving nearly 340 million visits into and out of the United States in 2004, has far-reaching implications for planning transportation infrastructure, for tourism-related economic development, and for security, both in terms of terrorism concerns and planning for a possible global pandemic.

The majority of the travel data in the report covers the period 2000 through 2004, allowing for comparison of international travel in the year immediately preceding and three years following the September 11, 2001 terrorist attacks. Compared to 2000, there were notably fewer U.S.-international trips taken from 2001 to 2004. The lowest period of international travel was in 2003. A prior RITA/BTS report in this series focuses on the travel trends between 1990 and 2000; however, for the convenience of the reader an appendix has been included to show trends from 1990 through 2004.

International Travel Data

There are multiple sources for U.S.-international travel and related transportation data. These sources include data collected primarily for administrative/regulatory purposes, data collected by air carriers, and data collected through travel surveys. Each source provides pieces of information that are important in analyzing U.S.-international travel. However, no one source is comprehensive, and the United States does not conduct an international travel survey for all modes of transportation for both same-day and overnight travel. Data on both same-day and overnight travel are necessary to evaluate the impact of travel volumes on U.S. transportation systems and services. Reliance on these data creates challenges for direct comparison because the sources may use different definitions, time series, and methodologies.

Administrative/Regulatory Data

Country of Residence Data

As part of the documentation process for entry into the United States, the U.S. Department of Homeland Security, U.S. Customs and Border Protection (CBP) requires non-U.S. residents entering the country to complete form I-94 (Arrival/Departure Record), collected by a CBP officer at U.S. ports-of-entry. Residents of certain countries, such as Canada, are exempt from filing the I-94. Mexican citizens are exempt if they stayed in the United States for less than a certain time period and remained within a specific geographic area. To accommodate this gap, the U.S. Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries supplements the I-94 data with other sources for those countries. Information on U.S. residents departing or returning by air is collected through the CBP form I-92. Information collected from both of these forms provides data for travel volumes of foreign citizens from specific countries to the United States as well as the destination countries visited by U.S. residents when they leave the United States.

Border Crossing Data

CBP also collects count data on the entry of all persons and vehicles into the United States along the northern and southern borders. These data do not provide travel and trip characteristics. Nor do they identify travelers by nationality, and as such cannot be used to determine the number of persons entering the United States that are U.S., Canadian, Mexican,

or residents of other countries. Because of this distinction, these data do not directly correspond to other sources such as travel surveys. However, CBP's data do show the level of activity at specific border-crossing ports of entry.

Travel Surveys

Survey of International Air Travelers

Supplementing the travel volume figures available from the CBP administrative data, the U.S. Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries conducts a Survey of International Air Travelers that provides travel and trip characteristic information on overseas and Mexican air passenger travel to and from the United States. Canadian travel is not currently included.

U.S.-Canada and U.S.-Mexico Data

Travel volumes and trip characteristics for same-day travel between the United States and Canada and the United States and Mexico (other than the CBP data mentioned above) are based on travel surveys conducted by Canadian and Mexican government agencies. No comparable data are available from U.S. sources. Overnight travel data between the United States and its North American neighbors are also available from Canadian and Mexican agencies as well as limited information from the International Trade Administration's Office of Travel and Tourism Industries.

For U.S.-Canada travel, travel data are collected through Statistics Canada's Tourism Statistical Program. The travel data are based on administrative count data as well as a more detailed international travel survey. The administrative count data track crossings and arrivals, modal characteristics, and nationality characteristics at all Canadian ports-of-entry on a census basis (except for a sampling scheme used at seven ports to estimate automobile and motorcycle flows). For U.S.-Mexico travel, the Banco de Mexico utilizes sample survey methods at specific international airports and border cities to collect total visitor data, as well as statistics for trip duration, income level, trip purpose, transportation mode breakdowns, points of departure, and major cities visited under its tourism survey program.

Air Carrier Data

Air carrier data on international travel and transportation are collected by the Office of Airline Information of

Continued on next page

4 ♦ U.S. -International Travel and Transportation Trends: 2006 Update

the Research and Innovative Technology Administration's Bureau of Transportation Statistics. These data include the T-100 segment data collected from approximately 90 U.S. commercial air carriers and cover all scheduled and unscheduled international nonstop commercial traffic arriving and departing U.S. airports for aircrafts of 60 seats or more. Approximately 140 foreign carriers serving or tran-

siting the United States file similar information to the U.S. carriers, which is included in the T-100(f) statistics. The T-100 data will vary compared to the International Trade Administration, Travel and Tourism Industries data due to reporting and collection variances. Interagency efforts are underway to improve the comparability of these data.

Travel Trends to and from the United States by International Region



U.S.-international travel rebounded in 2004, showing growth from 2003 and surpassing pre-9/11 levels in a few categories. In two categories, U.S. residents traveling overseas and Mexican residents visiting the United States, the number of visits in 2004 even surpassed 2000 levels. (see table 1.1). In 2004, the majority of U.S.-international travel, about 86 percent, was with Canada and Mexico, and most of this was same-day travel. In 2004, U.S.-international overseas travel increased by 12 percent over the 2003 total, from 42.5 million to 47.7 million visits (table 1.2), surpassing the 47.1 million visits made in 2001. Countries within the European Union are the top regional origins and destinations for U.S. overseas travel, accounting for 21.9 million visits in 2004, surpassing 2001 levels. From 2000 to 2004, Eastern Europe and the Caribbean experienced the fastest growth (25 and 15 percent, respectively).

6 ♦ U.S.-International Travel and Transportation Trends: 2006 Update

Table 1.1

Travel Between the United States and Foreign Countries: 2000–2004

(Thousands of visits)

	2000	2001	2002	2003	2004	Percent change, 2000–2004	Average annual growth rate (percent) 2000–2004
TOTAL	367,122	346,916	335,927	320,891	338,132	-7.9	-2.0
Outbound from the United States	171,696	163,846	158,126	146,217	153,455	-10.6	-2.8
Inbound to the United States	195,426	183,070	177,801	174,674	184,677	-5.5	-1.4
NORTH AMERICA¹	314,294	299,834	293,413	278,413	290,459	-7.6	-2.0
Overnight²	59,735	59,287	59,134	54,990	60,181	0.7	0.2
U.S. residents to Canada	15,188	15,570	16,168	14,232	15,056	-0.9	-0.2
U.S. residents to Mexico	19,285	18,623	18,501	17,566	19,370	0.4	0.1
Canadian residents to the United States	14,666	13,527	13,025	12,666	13,849	-5.6	-1.4
Mexican residents to the United States	10,596	11,567	11,440	10,526	11,906	12.4	3.0
Same-day	254,559	240,547	234,279	223,423	230,278	-9.5	-2.5
U.S. residents to Canada	28,805	27,301	24,710	21,277	19,539	-32.2	-9.2
U.S. residents to Mexico	81,565	77,103	75,350	68,690	72,139	-11.6	-3.0
Canadian residents to the United States	28,000	24,481	21,534	21,486	22,191	-20.7	-5.6
Mexican residents to the United States	116,189	111,662	112,685	111,970	116,409	0.2	0.0
North America share of total (percent)	85.6	86.3	87.3	86.8	85.9		
OVERSEAS OVERNIGHT³	52,828	47,082	42,514	42,478	47,673	-9.8	-2.5
Outbound from the United States	26,853	25,249	23,397	24,452	27,351	1.9	0.5
Inbound to the United States	25,975	21,833	19,117	18,026	20,322	-21.8	-6.0

¹ North American data in this table are different from and should not be compared with the land border-crossing data in table 3.3. These data cover visits by residents and/or citizens of the United States, Canada, and Mexico to and from the United States, while data in table 3.3 cover only the number of border crossings into the United States regardless of residency or citizenship.

² U.S.-Canada and U.S.-Mexico overnight data presented in this table are from the U.S. Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries. Throughout this report, U.S. Department of Commerce data are used for overall overnight visitor totals, while Canadian and Mexican sources are used for mode of transportation and trip purpose reporting. Data for table 3.1 are provided by Canadian and Mexican government agencies who make adjustments and revisions to their data at the modal level. Subsequently, the overall overnight travel totals provided by the U.S. Department of Commerce will differ from those in table 3.1.

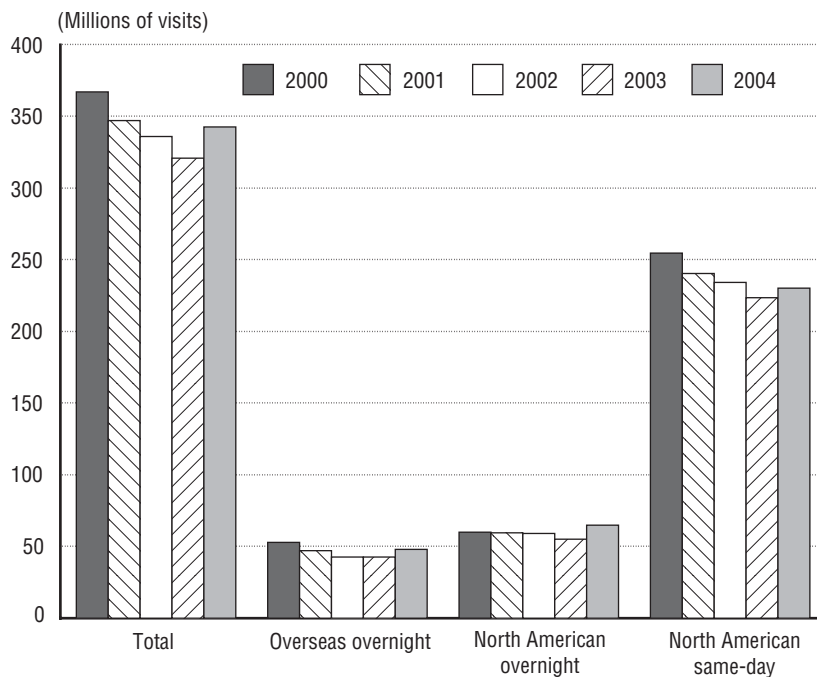
³ The aggregate figures for overseas visits differ from the sum of visits to or from individual regions because a single outbound visit by a U.S. resident is counted once as an "overseas" visit but could be attributed to multiple regions. Overseas travel excludes travel to Canada and Mexico. Outbound refers to U.S. residents traveling overseas and inbound refers to foreign residents traveling to the United States.

NOTES: 2000-2003 inbound data revised for Canada and Mexico only.
Overnight = one or more nights spent on travel.

SOURCES: **Overnight**—U.S. Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries, "Arrivals to the U.S. 1997-2004," and "U.S. Resident Travel Abroad: Historical Visitation—Outbound 1990-2004 (One or More Nights)," available at <http://tinet.ita.doc.gov> as of August 2005.

Same-day—Statistics Canada, *International Travel: Travel Between Canada and Other Countries (Touriscope)*, Catalogue No. 66201 -XIE (Ottawa, Ontario: various years). Statistics Canada, Culture, Tourism and the Centre for Education Statistics Division, special tabulations (Ottawa, Ontario: various years). Banco de México, Dirección General de Investigación Económica, Dirección de Medición Económica, special tabulations (Mexico City, D.F.: various years).

Figure 1.1
Travel Between the United States and Foreign Countries: 2000-2004



NOTE: 2000 data are revised from the previous edition.

SOURCES: **Overnight**—U.S. Department of Commerce, International Trade Administration, Office of Tourism Industries, "Arrivals to the U.S. 1997-2004," and "U.S. Resident Travel Abroad: Historical Visitation—Outbound 1990-2004 (One or More Nights)," available at <http://tinet.ita.doc.gov> as of August 2005.

Same-day—Statistics Canada. *International Travel: Travel Between Canada and Other Countries (Touriscope)*, Catalogue 66-201-XIE. (Ottawa, Ont.: various years). Banco de México. Dirección General de Investigación Económica. Dirección de Medición Económica, special tabulations. (Mexico City, D.F.: various years).

**Table 1.1
 &
 Figure 1.1**

- In 2004, travelers made 338 million visits between the United States and other countries, an increase of 5 percent from 2003, but still below the 2000 level.
- The 2004 increase compared to 2003, contrasts with declines in the number of visits in 2001, 2002, and 2003.
- Canada and Mexico accounted for almost 86 percent of travel to and from the United States. While most of these North American visits were same-day travel, more than half (56 percent) of all overnight U.S.-international visits are with Canada and Mexico.
- In 2004, U.S. residents made 61.8 million overnight visits (visits of at least one night) to foreign countries, surpassing the prior record in 2000.
- In 2004, travelers from overseas made 20.3 million visits to the United States—an increase over arrivals in 2003, but still less than in 2001.
- Overnight travel to and from the United States and overseas countries increased 12 percent in 2004 compared to 2003. U.S. residents made 2.9 million more visits overseas, and travelers from overseas made 2.3 million more visits to the United States in 2004 than in 2003.

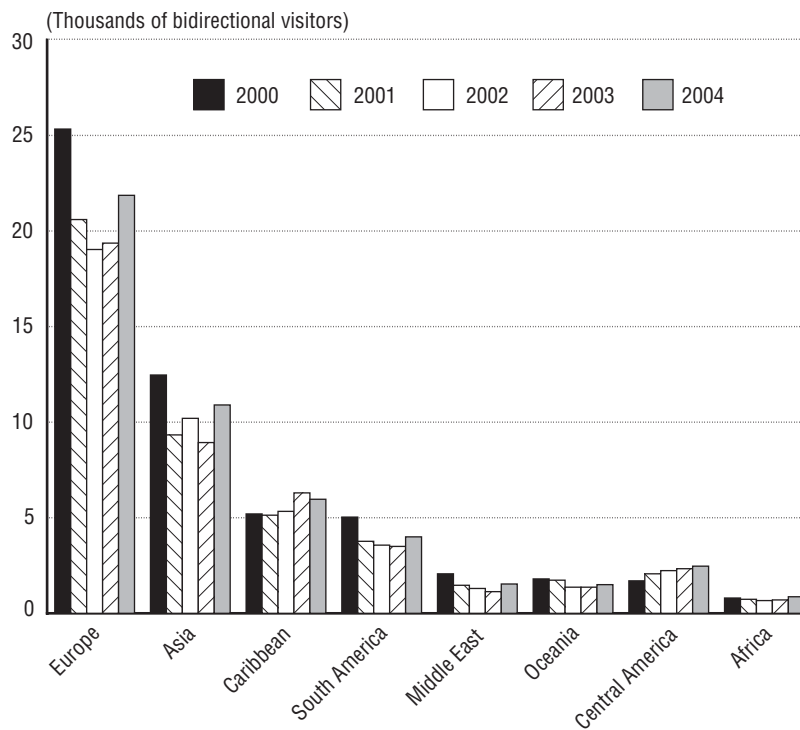
8 ♦ U.S. -International Travel and Transportation Trends: 2006 Update

Table 1.2
Travel Between the United States and Overseas Regions: 2000–2004
 (Thousands of bidirectional visits)

	2000	2001	2002	2003	2004
TOTAL	52,828	47,082	42,514	42,478	47,673
Europe	25,319	20,581	19,038	19,349	21,856
Western Europe	24,091	19,277	17,888	18,075	20,327
Eastern Europe	1,228	1,304	1,150	1,274	1,529
Asia	12,468	9,321	10,182	8,940	10,888
Caribbean	5,198	5,139	5,311	6,304	5,962
South America	5,036	3,769	3,570	3,503	3,997
Middle East	2,072	1,457	1,301	1,132	1,541
Oceania	1,778	1,711	1,348	1,356	1,480
Central America	1,708	2,070	2,225	2,319	2,469
Africa	778	741	662	701	869

SOURCES: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics based on data from U.S. Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries, "Arrivals to the U.S. 1997-2004," and "U.S. Resident Travel Abroad: Historical Visitation--Outbound 1990-2004 (One or More Nights)," available at <http://tinet.ita.doc.gov> as of August 2005.

Figure 1.2
Travel Between the United States and Overseas Regions: 2000-2004



SOURCES: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics based on data from U.S. Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries, "Arrivals to the U.S. 1997-2004," and "U.S. Resident Travel Abroad: Historical Visitation--Outbound 1990-2004 (One or More Nights)," available at <http://tinet.ita.doc.gov> as of August 2005.

Table 1.2
&
Figure 1.2

- The top two overseas regions for travel with the United States are Western Europe and Asia (42 and 22 percent of these trips in 2004, respectively).
- Compared with 2000, travel between the United States and several overseas regions—Central America, Eastern Europe, the Caribbean, and Africa—was up in 2004 in terms of visitor numbers. Travel with Central America grew the most rapidly—45 percent over the period.
- Travel between the United States and the Middle East decreased 26 percent from 2000 to 2004—the sharpest decline among overseas regions—but picked up between 2003 and 2004.
- Africa had the least amount of travel with the United States.

10 ♦ U.S. -International Travel and Transportation Trends: 2006 Update

Table 1.3

Overnight Travel Between the United States and Canada and the United States and Mexico: 2000–2004
(Thousands of visits)

	2000	2001	2002	2003	2004	Percent change, 2000–2004	Average annual growth rate (percent) 2000–2004
U.S. residents to Canada	15,188	15,570	16,168	14,232	15,056	-0.9	-0.2
U.S. residents to Mexico	19,285	18,623	18,501	17,566	19,370	0.4	0.1
Canadian residents to the United States	14,666	13,527	13,025	12,666	13,849	-5.6	-1.4
Mexican residents to the United States	10,596	11,567	11,440	10,526	11,906	12.4	3.0
Overnight total¹	59,735	59,287	59,134	54,990	60,181	0.7	0.2
Overnight & same-day totals²	314,294	299,834	293,413	278,413	290,459	-7.6	-2.0
Overnight as a share of total (percents)	19.0	19.8	20.2	19.8	20.7		

¹ This table includes overnight and same-day totals. These totals are different from and should not be compared with the border-crossing data in section 3.

² U.S.-Canada and U.S.-Mexico overnight data presented in this table are from the U.S. Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries. Throughout this report, U.S. Department of Commerce data are used for overall overnight visitor totals, while Canadian and Mexican sources are used for mode of transportation and trip purpose reporting. Data for table 3.1 are provided by Canadian and Mexican government agencies who make adjustments and revisions to their data at the modal level. Subsequently, the overall overnight travel totals provided by the U.S. Department of Commerce will differ from those in table 3.1.

NOTES: The International Trade Administration counts inbound overnight arrivals using Department of Homeland Security, Customs and Border Protection I-94 data and includes only arrivals from each tourist visitor to the United States. A tourist visitor is defined as a "person traveling to the United States for one or more nights for a period not exceeding 12 months and who is traveling for pleasure, business, or study."

SOURCES: U.S. Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries, "Arrivals to the U.S. 1997-2004," and "U.S. Resident Travel Abroad: Historical Visitation--Outbound 1994-2004 (One or More Nights)," available at <http://tinnet.ita.doc.gov> as of August 2005.

Table 1.3

- In 2004, residents of the United States, Canada, and Mexico made about 60 million overnight visits to the adjoining country. Slightly more of these visits were between the United States and Mexico—52 percent—than between the United States and Canada—the remaining 48 percent.
- U.S. residents make more overnight visits to Mexico and Canada than they do to all other countries combined. More U.S. overnight visitors go to Mexico than Canada.
- Canadian and Mexican residents make more overnight visits to the United States than do overnight visitors to the United States from all other countries combined.
- Canadians make more overnight visits to the United States than Mexicans, but the number of Canadians taking overnight visits to the United States declined, while the number of overnight visits by Mexicans increased between 2000 and 2004.
- In 2004, Mexican residents made almost 12 million overnight visits to the United States—a 12-percent increase from 2000; this was the highest increase among categories of overnight travel.

Table 1.4

Same-Day Travel Between the United States and Canada and the United States and Mexico: 2000–2004

(Thousands of visits)

	2000	2001	2002	2003	2004	Percent change, 2000–2004	Average annual growth rate (percent) 2000–2004
U.S. residents to Canada	28,805	27,301	24,710	21,277	19,539	–32.2	–9.2
U.S. residents to Mexico	81,565	77,103	75,350	68,690	72,139	–11.6	–3.0
Canadian residents to the United States	28,000	24,481	21,534	21,486	22,191	–20.7	–5.6
Mexican residents to the United States	116,189	111,662	112,685	111,970	116,409	0.2	0.0
Same-day	254,559	240,547	234,279	223,423	230,278	–9.5	–2.5
Same-day and overnight total¹	314,294	299,834	293,413	278,413	290,459	–7.6	–2.0
Same-day as a share of total (percent)	81.0	80.2	79.8	80.2	79.3		

¹ This table includes overnight and same-day totals. These totals are different from and should not be compared with the border-crossing data in section 3.

SOURCES: Statistics Canada, *International Travel: Travel Between Canada and Other Countries (Touriscope)*, Catalogue No. 66201 -XIE (Ottawa, Ontario: various years). Statistics Canada, Culture, Tourism and the Centre for Education Statistics Division, special tabulations (Ottawa, Ontario: various years). Banco de México, Dirección General de Investigación Económica, Dirección de Medición Económica, special tabulations (Mexico City, D.F.: various years).

Table 1.4

- There were four and one-half times more same-day visits between the United States and Mexico than there were between the United States and Canada in 2004—189 million same-day visits versus 41 million.
- Same-day travel from the United States to Mexico increased by 3.5 million visits from 2003 to 2004; during the same time period, travel from Mexico to the United States increased by 4.5 million visits.
- Same-day travel between the United States and its two neighbors declined by 10 percent between 2000 and 2004 but rebounded a bit between 2003 and 2004 as more Mexicans and Canadians visited the United States and more U.S. residents visited Mexico.

Travel Destinations and Expenditures



Tourism is an enormous worldwide industry. In 2004, Japanese visitors' expenditures were largely responsible for the U.S. travel and passenger fare expenditures surplus (see table 2.1). They spent almost \$10 billion dollars more in the United States on travel and passenger fares than did U.S. residents traveling in Japan. The United States ran travel and passenger fare deficits of approximately \$2.5 billion dollars with Mexico and \$1.8 billion dollars with Europe.

All regions of the United States attract visitors from overseas, but the majority of travel is concentrated in a few states. Out of the 26.6 million visitors to the United States and territories, the top 5 states (New York, Florida, California, Hawaii, and Nevada) drew 63 percent of the total (see table 2.2A). Among overseas visitors to the United States in 2004, 70 percent visited just one state, 17 percent visited two states, and 13 percent visited 3 or more states. That same year, international visitors to the United States spent an average of \$2,990 per trip, and their average international airfare was \$1,380 (US DOC, ITA 2004).

As for U.S. residents traveling abroad, Mexico and Canada accounted for the majority of overnight visits as millions crossed their borders, but 19

other countries attract at least 500,000 U.S. visitors each. Those traveling to Canada and Mexico typically travel in personal vehicles crossing at major Northern and Southern border ports-of-entry, while those going overseas typically fly. This affects travel receipts. The average amount of money spent on an international trip by a U.S. resident was \$2,920, with an average international airfare costing \$1,400 in 2004. [US DOC, ITA.]

Among the top 10 countries for arrivals in the United States for overnight visits, only Mexico showed a gain between 2000 and 2004. The gain in overnight arrivals from Mexico was substantial—1.3 million more in 2004 than in 2000.

Table 2.1

U.S. Receipts and Payments for Travel and Passenger Fares with the Top 5 Areas: 2004
(Millions of dollars)

Areas	Receipts from foreign residents			Payments by U.S. residents			Balance (receipts minus payments)		
	Total	Travel receipts	Passenger fare receipts	Total	Travel payments	Passenger fare payments	Total	Travel balance	Passenger fare balance
European Union ¹	29,179	22,730	6,449	30,980	20,032	10,948	-1,801	2,698	-4,499
United Kingdom	12,655	9,576	3,079	9,855	6,071	3,784	2,800	3,505	-705
Japan	13,091	10,051	3,040	3,377	2,467	910	9,714	7,584	2,130
Canada	10,436	7,930	2,506	7,609	7,166	443	2,827	764	2,063
Mexico	7,624	6,257	1,367	10,177	9,317	860	-2,553	-3,060	507
Australia	2,554	2074	480	1,846	1,128	718	708	946	-238
Total, top 5	62,884	49,042	13,842	53,989	40,110	13,879	8,895	8,932	-37
Total, all areas	93,339	74,481	18,858	89,336	65,635	23,701	4,003	8,846	-4,843

¹ The "European Union" includes Austria, Belgium, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Luxembourg, Netherlands, Portugal, Spain, Sweden, United Kingdom; and beginning with the second quarter of 2004, also includes Cyprus, Czech Republic, Estonia, Hungary, Latvia, Lithuania, Malta, Poland, Slovakia, Slovenia.

NOTES: Areas are ranked by total receipts. BEA does not provide detailed data for the European Union.

Travel—Travel accounts cover purchases of goods and services by U.S. citizens traveling abroad and by foreign travelers in the United States for business or personal reasons. These goods and services include food, lodging, recreation, gifts, entertainment, and other items incidental to a foreign visit.

Passenger fare—Passenger fare accounts cover fares paid by residents of one country to airline and vessel operators (carriers) of another country.

Receipts—Fares received by U.S. air carriers from foreign residents for travel between the United States and foreign countries and between two foreign points and for travel on U.S. cruise vessels.

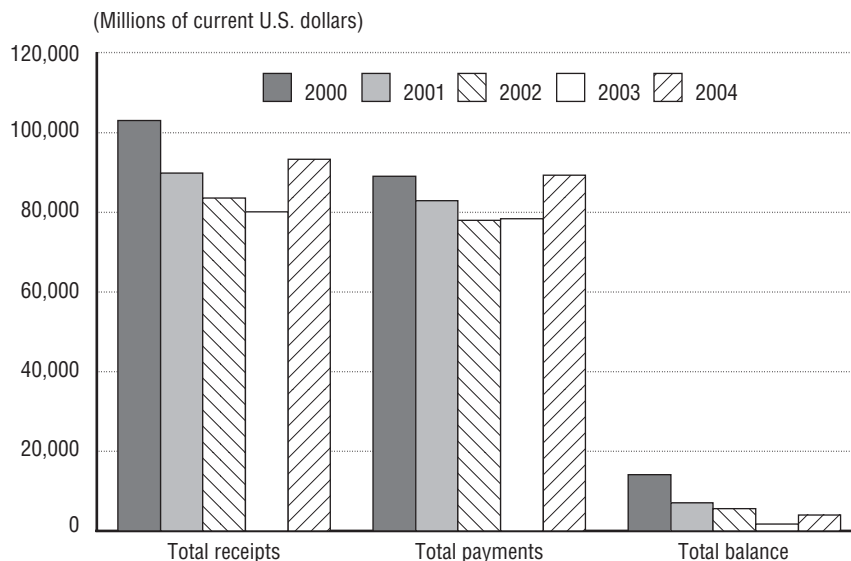
Payments—Fares paid by U.S. residents to foreign air carriers for travel between the United States and foreign countries and for travel on foreign cruise vessels.

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, Survey of Current Business, April 2006, tables K and 11.

Table 2.1

- In 2004, U.S. residents spent nearly \$66 billion in travel payments in foreign countries. About \$20 billion of these travel payments were for travel within European Union countries with the United Kingdom accruing the largest share of payments, followed by over \$9 billion in Mexico and \$7 billion in Canada.
- The European Union member states as a group generated nearly one-third (31 percent) of the total travel receipts for the United States.
- Among individual countries, Japan led in generating travel receipts for the United States—over \$13 billion.

Figure 2.1
U.S. Receipts, Payments, and Balance from Passenger Fares and Travel: 2000-2004



NOTES: Total receipts and payments include travel and passenger fares.

Travel—Travel accounts cover purchases of goods and services by U.S. citizens traveling abroad and by foreign travelers in the United States for business or personal reasons. These goods and services include food, lodging, recreation, gifts, entertainment, and other items incidental to a foreign visit.

Passenger fare—Passenger fare accounts cover fares paid by residents of one country to airline and vessel operators (carriers) of another country.

Receipts—Fares received by U.S. air carriers from foreign residents for travel between the United States and foreign countries and between two foreign points and for travel on U.S. cruise vessels.

Payments—Fares paid by U.S. residents to foreign air carriers for travel between the United States and foreign countries and for travel on foreign cruise vessels.

SOURCES: U.S. Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries, Historical U.S. International Balance of Trade for Select U.S. Markets, available at <http://tinnet.ita.doc.gov/>, as of May 2005. **2003-4**: U.S. Department of Commerce, Bureau of Economic Analysis, Survey of Current Business, April 2006, table K.

Figure 2.1

- In 2004, U.S. residents spent \$89 billion dollars on international visits, including travel and fare payments. Foreign residents spent \$93 billion in the United States, including travel and fare payments, bringing the total tourism balance to a surplus of almost \$4 billion in 2004.
- Between 2000 and 2004, payments by U.S. residents have remained fairly steady while receipts from foreign residents (fares for travel to the United States) declined 10 percent. The decline in total receipts from foreign residents during this time period contributed to a reduction in the surplus.

Table 2.2A

Overseas Visitors to the United States by Destination State or Territory: 2000–2004(Thousands of visitors¹)

2004 Rank	State/Territory	2000	2001	2002	2003	2004	Percent change, 2000–2004
1	New York	5,922	5,043	4,492	4,200	5,426	-8.4
2	Florida	6,026	5,262	4,416	4,200	4,430	-26.5
3	California	6,364	4,847	4,053	3,984	4,207	-33.9
4	Hawaii	2,727	2,205	1,950	1,947	2,215	-18.8
5	Nevada	2,364	1,572	1,281	1,370	1,626	-31.2
6	Guam	1,325	1,113	1,071	847	1,036	-21.8
7	Illinois	1,377	1,113	1,071	829	975	-29.2
8	Massachusetts	1,429	1,179	937	829	935	-34.6
9	Texas	1,169	939	822	829	874	-25.2
10	New Jersey	909	808	707	685	833	-8.4
11	Pennsylvania	649	699	669	613	691	6.5
12	Arizona	883	633	554	487	630	-28.7
13	Georgia	805	786	593	451	427	-47.0
14	Michigan	494	437	363	361	366	-25.9
14	Washington	468	393	363	342	366	-21.8
16	Colorado	519	437	382	288	345	-33.5
17	Ohio	390	393	325	324	325	-16.7
17	Utah	416	284	287	252	325	-21.9
19	Virginia	364	327	287	234	305	-16.2
19	North Carolina	416	306	306	252	305	-26.7

¹ Excludes visitors from Canada and Mexico.

NOTES: Some states not shown due to low sampling size of overseas visitors (i.e., less than 100 respondents for 2002–2004). Numbers are based on an estimation procedure. Identical or similar rankings are the result of the source estimation methodology. Overseas visitors identify their main destination while in the United States.

SOURCE: U.S. Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries, Information on Inbound Travel to the United States available at <http://tinnet.ita.doc.gov/view/f-2004-45-540/index.html> as of June 2005.

Table 2.2A

- Pennsylvania was the only state ranked among the top destinations to experience an increase in overseas visitors from 2000 to 2004.
- Five states—New York, Florida, California, Hawaii, and Nevada—were each destinations for more than 1.5 million overseas visitors in 2004.

Table 2.2B
Overseas Visitors to the United States by Destination City: 2000–2004
 (Thousands of visitors¹)

2004 rank	City	2000	2001	2002	2003	2004	Percent change, 2000–2004
1	New York City	5,714	4,803	4,244	3,984	5,162	-9.7
2	Los Angeles	3,533	2,816	2,256	2,127	2,276	-35.6
3	Miami	2,935	2,554	2,198	2,073	2,195	-25.2
4	Orlando	3,013	2,467	1,873	1,767	1,951	-35.2
5	San Francisco	2,831	1,965	1,644	1,694	1,870	-33.9
5	Honolulu	2,234	1,747	1,587	1,622	1,870	-16.3
7	Las Vegas	2,260	1,506	1,223	1,298	1,565	-30.8
8	Washington DC	1,481	1,201	1,032	865	1,057	-28.6
9	Chicago	1,351	1,070	1,013	775	935	-30.8
10	Boston	1,325	1,070	822	757	833	-37.1
11	San Diego	701	589	440	433	508	-27.5
12	Philadelphia	390	415	421	397	427	9.5
13	Houston	442	415	363	397	386	-12.7
13	Tampa/St. Petersburg	519	502	363	324	386	-25.6
15	Atlanta	701	699	535	379	366	-47.8
16	Ft. Lauderdale	468	415	287	342	345	-26.3
16	San Jose	494	415	344	324	345	-30.2
18	Dallas/Ft. Worth	494	349	325	306	325	-34.2
18	Seattle	416	349	306	306	325	-21.9
18	Anaheim	494	393	325	288	325	-34.2

¹ Excludes visitors from Canada and Mexico.

NOTES: Some cities not shown due to low sampling size of overseas visitors (i.e., less than 100 respondents for 2002 and 2003). Numbers are estimated based on source estimation procedure. Identical or similar rankings are the result of the source estimation methodology. Overseas visitors identify their main destination while in the United States.

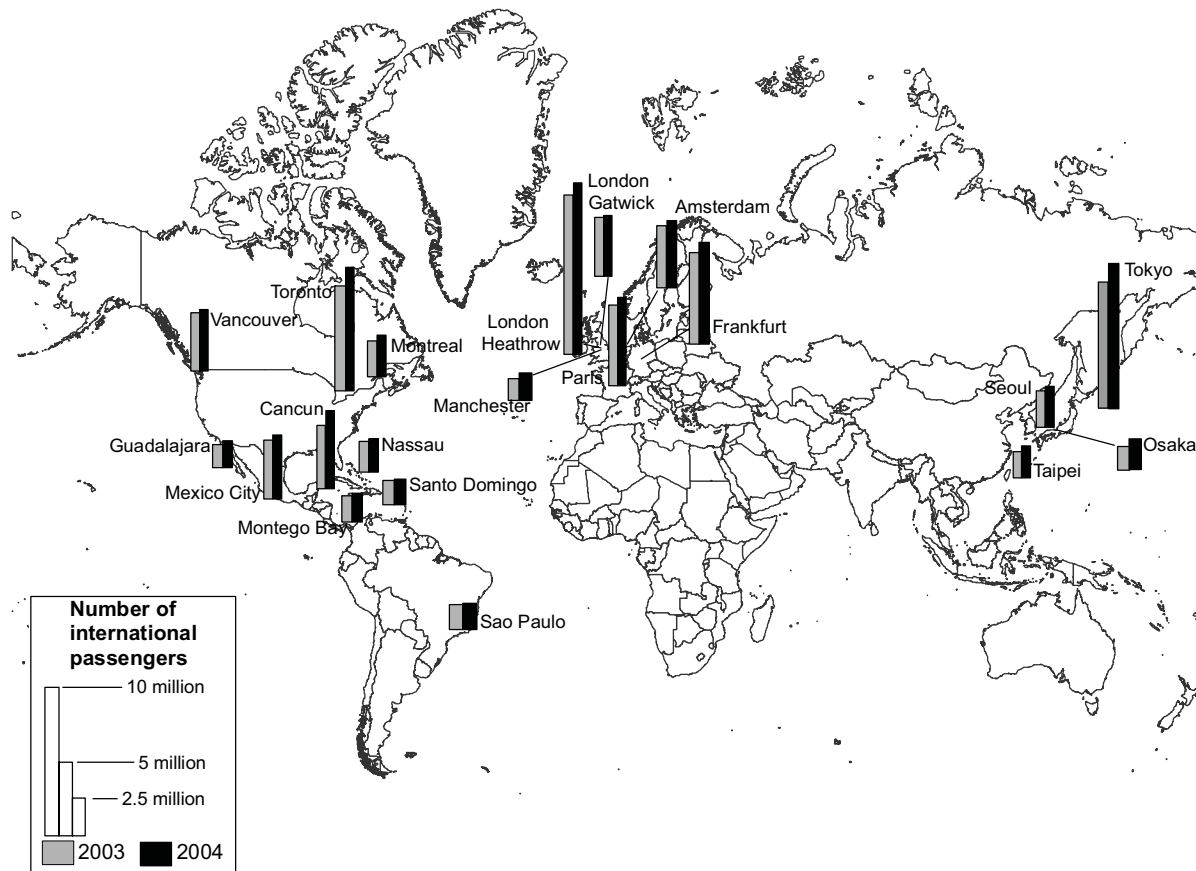
SOURCE: U.S. Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries, Information on Inbound Travel to the United States available at <http://tinet.ita.doc.gov/view/f-2004-45-561/index.html> as of June 2005.

Table 2.2B

- Philadelphia was the only city ranked as a top destination for overseas visitors that saw an increase (nearly 10 percent) in the number of visitors from 2000 to 2004.
- Despite year-on-year decreases in the number of overseas visitors to New York City from 2000 to 2003, the city remained the top destination for overseas visitors during the entire 2000 to 2004 period.

Figure 2.2

Top 20 Foreign Gateways for Nonstop Air Travel to and from the United States: 2003-2004



SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information, T-100 Segment data, as of February 2006.

Figure 2.2

- Of the top 20 foreign gateways for nonstop air travel with the United States, nine are in North and Central America or the Caribbean; six are in Europe; four are in Asia; and one is in South America.
- The top three foreign airports for travel to and from the United States are London’s Heathrow Airport, Tokyo, and Toronto.
- London is the top gateway city for air travel to and from the United States, with two airports (Heathrow and Gatwick) in the top 20 foreign gateways.

20 ♦ U.S. -International Travel and Transportation Trends: 2006 Update

Table 2.3

Top 20 U.S. Gateways for Nonstop International Air Travel: 2000-2004

(Thousands of international passengers¹)

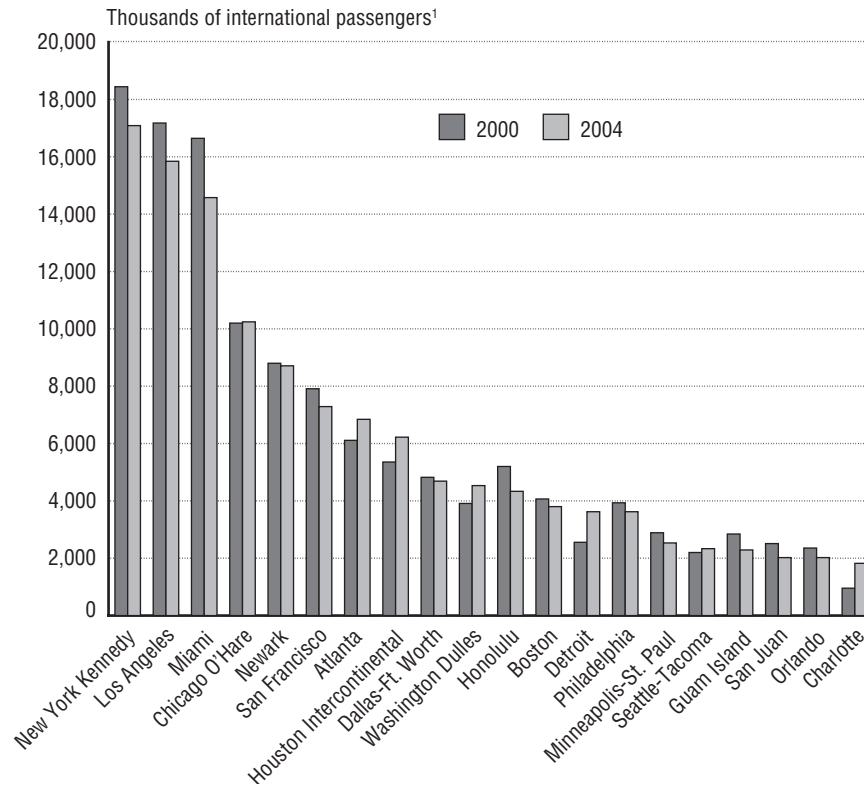
Rank in 2004	Gateway airport	2000	2001	2002	2003	2004	Percentage change, 2000-2004
1	New York Kennedy	18,444	15,899	14,782	14,990	17,090	-7.3
2	Los Angeles	17,183	15,698	14,529	14,087	15,843	-7.8
3	Miami	16,629	15,228	14,437	14,703	14,565	-12.4
4	Chicago O'Hare	10,185	9,310	8,923	9,029	10,231	0.5
5	Newark	8,794	7,585	7,310	7,519	8,702	-1.0
6	San Francisco	7,898	7,321	6,987	6,464	7,293	-7.7
7	Atlanta Hartsfield	6,114	6,003	6,219	6,195	6,843	11.9
8	Houston	5,357	5,282	5,358	5,316	6,213	16.0
9	Dallas-Ft. Worth	4,812	4,431	4,007	3,974	4,680	-2.7
10	Washington Dulles	3,896	3,737	4,009	3,928	4,527	16.2
11	Honolulu	5,189	4,363	4,299	3,764	4,323	-16.7
12	Boston Logan	4,058	3,630	3,452	3,373	3,798	-6.4
13	Detroit	2,554	2,631	2,818	3,167	3,624	41.9
14	Philadelphia	3,929	3,421	3,279	3,223	3,616	-8.0
15	Minneapolis-St. Paul	2,875	2,388	2,297	2,273	2,523	-12.3
16	Seattle	2,202	2,068	1,991	2,179	2,336	6.1
17	Guam Island	2,841	2,497	2,237	1,742	2,282	-19.7
18	San Juan	2,501	2,291	2,057	2,010	2,027	-19.0
19	Orlando	2,354	1,960	1,655	1,885	2,027	-13.9
20	Charlotte	952	965	1,035	1,432	1,808	89.9
	Total, top 20 U.S. international airports	128,767	116,707	111,683	111,254	124,350	-3.4
	Top 20, percentage of total	91.0	90.9	90.6	89.8	89.7	
	Total, all U.S. international airports	143,727	130,621	125,602	126,643	142,239	-1.0

¹ *International passengers* are residents of any country traveling nonstop to and from the United States on U.S. and foreign carriers.

NOTE: These data are from the T-100 and T-100F forms, which measure all traffic arriving and departing from U.S. airports on nonstop commercial international flights with 60 seats or more.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information, T-100 Segment data as of February 2006.

Figure 2.3
Top 20 U.S. Gateways for Nonstop International Air Travel: 2000 and 2004



¹International passengers are residents of any country traveling nonstop to and from the United States on U.S. and foreign carriers.

NOTE: These data are from the T-100 and T-100F forms, which measure all traffic arriving and departing from U.S. airports on nonstop commercial international flights with 60 seats or more.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information, T-100 Segment data as of February 2006.

Table 2.3 & Figure 2.3

- While there were 3 percent fewer international passengers at the top 20 U.S. gateways in 2004 than in 2000, a sizable rebound took place between 2003 and 2004.
- Seven of the top 20 U.S. gateways had increases in international passengers, most notably the Charlotte and Detroit airports, which grew by 90 and 42 percent, respectively. Washington-Dulles, Houston Intercontinental, and Atlanta grew more than 10 percent.
- The number of international passengers declined at 13 of the top 20 U.S. gateway airports.

Table 2.4

Top 20 Routes Between the United States and Foreign Airports by Number of Passengers: 2000-2004
(Thousands of international passengers¹)

Rank in 2004	U.S. airport	Foreign airport	2000	2001	2002	2003	2004	Percentage change, 2000-2004
1	New York Kennedy	London Heathrow	2,870	2,406	2,576	2,693	2,985	4.0
2	Honolulu	Tokyo	1,805	1,550	1,685	1,663	1,922	6.5
3	Chicago O'Hare	London Heathrow	1,466	1,305	1,327	1,397	1,540	5.0
4	Los Angeles	Tokyo	1,720	1,505	1,416	1,296	1,472	-14.4
5	Los Angeles	London Heathrow	1,597	1,353	1,341	1,331	1,446	-9.4
6	Los Angeles	Taipei	1,141	1,056	1,181	985	1,156	1.3
7	New York Kennedy	Paris De Gaulle	1,042	984	1,041	1,000	1,121	7.6
8	Washington Dulles	London Heathrow	1,018	901	958	984	1,070	5.1
9	San Francisco	London Heathrow	1,037	914	884	919	982	-5.3
10	Guam Island	Tokyo	908	808	823	678	946	4.1
11	New York Kennedy	Tokyo	845	766	898	854	944	11.8
12	Chicago O'Hare	Toronto	984	836	858	788	781	-20.6
13	San Francisco	Tokyo	897	817	953	862	905	0.9
14	Boston	London Heathrow	860	790	954	880	886	3.1
15	Chicago O'Hare	Frankfurt	786	688	731	738	874	11.2
16	Miami	London Heathrow	379	498	573	696	834	120.1
17	Los Angeles	Vancouver	758	764	699	738	806	6.4
18	Los Angeles	Auckland	714	712	749	804	787	10.3
19	Los Angeles	Seoul	864	575	734	661	773	-10.5
20	Orlando	London Gatwick	871	820	755	745	758	-13.0
	Total, top 20 routes		22,561	20,048	21,136	20,714	23,126	2.5
	Total U.S. international air passengers		143,727	130,621	125,602	126,643	142,239	-1.0

¹ International passengers are residents of any country traveling nonstop to and from the United States on U.S. and foreign air carriers.

NOTES: Data measure nonstop air carrier service. The actual final destination or origin of a passenger may differ from the airport because the airports may represent transfer points rather than the traveler's final destination.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information, T-100 Segment data as of February 2006.

- Table 2.4**
- Eight of the top 20 busiest routes are with airports in London and five of the top 20 routes are with Tokyo.
 - The number of passengers traveling between Miami and London's Heathrow Airport more than doubled between 2000 and 2004, the largest percentage increase among the top 20 routes for U.S.-international travel.
 - The number of passengers traveling between Chicago's O'Hare Airport and Toronto's Pearson International Airport decreased by 21 percent, the largest percentage decline among the top 20 routes for U.S.-international travel from 2000 to 2004.

- Table 2.5**
- Ten countries had at least one million overnight visits from U.S. residents in 2004. Of these, only Jamaica, the Bahamas, and Mexico had more visits in 2004 than in 2000.
 - Latin American countries drew increasingly large numbers of U.S. residents from 2000 to 2004. Trips to Costa Rica increased 113 percent, placing the country among the top 20 countries visited by U.S. residents. Travel to El Salvador increased almost 87 percent, Columbia 81 percent, and Peru 27 percent.
 - Many of the top 40 countries visited by U.S. residents experienced increases in international passenger travel in 2004 over 2003 totals. The countries that show the biggest increases during that time period were Norway (124 percent), the Philippines (63 percent), the Czech Republic (62 percent), and Peru (53 percent).

Table 2.5

Top 40 Foreign Countries Visited by U.S. Residents for Overnight Travel: 2000–2004

(Thousands of visits)

Rank in 2004	Country	2000	2001	2002	2003	2004	Percentage change, 2000–2004
1	Mexico	19,285	18,623	18,501	17,566	19,370	0.4
2	Canada	15,188	15,570	16,168	14,232	15,056	-0.9
3	United Kingdom	4,189	3,383	3,229	3,252	3,692	-11.9
4	France	2,927	2,626	2,223	1,883	2,407	-17.8
5	Italy	2,148	1,944	1,661	1,638	1,915	-10.9
6	China	2,308	2,146	2,223	1,540	1,805	-21.8
	People's Republic of China	1,476	1,414	1,474	1,051	1,067	-27.7
	Hong Kong	832	732	749	489	738	-11.3
7	Germany	2,309	1,894	1,591	1,540	1,750	-24.2
8	Jamaica	886	1,313	983	1,492	1,258	42.0
9	Japan	1,262	1,060	1,287	1,051	1,067	-15.5
10	Bahamas	913	555	796	1,418	1,012	10.8
11	Dominican Republic	NA	1,338	1,100	929	957	-28.5
12	Netherlands	1,101	858	866	831	930	-15.5
13	Spain	1,262	1,010	866	929	903	-28.5
14	Ireland	725	757	562	562	738	1.8
17	Costa Rica	295	379	398	489	629	113.0
17	India	457	454	398	416	629	37.8
17	Republic of China (Taiwan)	671	656	632	489	629	-6.3
19	Australia	698	833	562	562	602	-13.8
19	Brazil	671	606	491	611	602	-10.4
20	South Korea	779	530	608	513	574	-26.2
21	Switzerland	994	707	562	611	520	-47.7
24	Colombia	242	328	304	318	438	81.1
24	Greece	457	429	328	293	438	-4.1
24	Philippines	457	429	234	269	438	-4.1
27	Austria	564	404	304	367	410	-27.2
27	Peru	322	303	281	269	410	27.3
27	Thailand	376	404	398	342	410	9.1
28	Czech Republic	269	278	211	220	356	32.6
30	Argentina	376	303	187	318	328	-12.7
30	New Zealand	457	480	257	293	328	-28.1
32	El Salvador	161	303	328	245	301	86.7
32	Belgium	457	353	328	220	301	-34.1
33	Ecuador	NA	252	164	220	274	8.7
35	Singapore	457	328	374	220	274	-40.1
35	Turkey	322	404	304	245	274	-15.1
37	Poland	269	278	187	220	246	-8.3
37	South Africa	134	126	117	171	246	83.3
37	Sweden	295	278	164	171	246	-16.7
40	Chile	188	227	164	171	219	16.4
40	Denmark	242	227	117	196	219	-9.5
40	Norway	134	202	94	98	219	63.0
40	Trinidad/Tobago ¹	NA	126	187	220	219	73.3

¹ Percent change and average annual growth rate for Dominican Republic, Ecuador, and Trinidad/Tobago are from 2001-2004 as 2000 data are not available.

NOTE: Numbers are based on an estimation procedure. Identical or similar rankings are the result of the source estimation methodology.

KEY: NA = data are not available.

SOURCE: U.S. Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries, "U.S. Resident Travel Abroad: Historical Visitation Outbound: 1994-2004," available at <http://tinnet.ita.doc.gov> as of August 2005.

Table 2.6

Top 40 Foreign Countries of Origin for Overnight Arrivals in the United States: 2000–2004
(Thousands of visits)

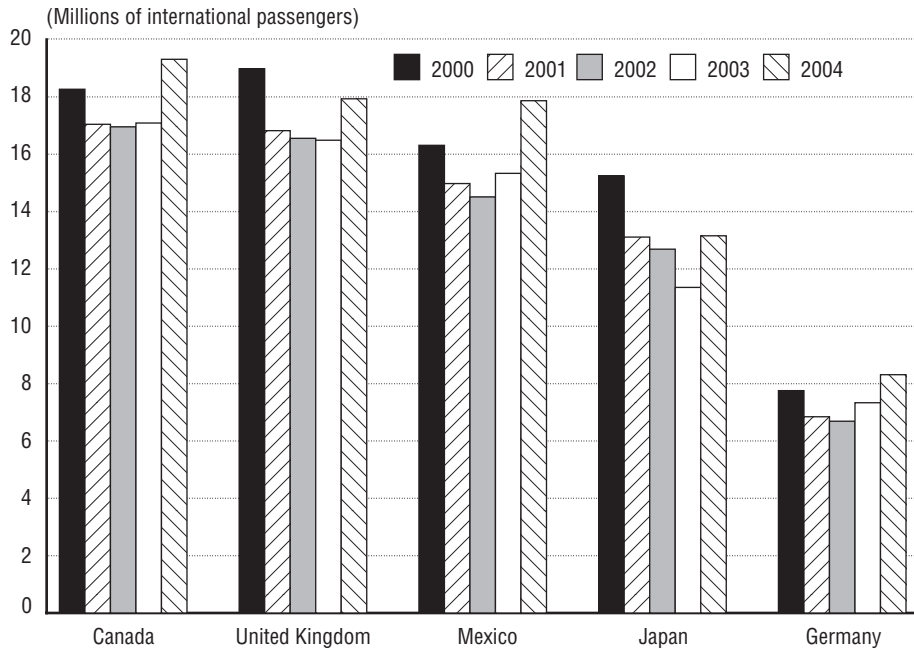
Rank in 2004	Country	2000	2001	2002	2003	2004	Percentage change, 2000–2004
1	Canada	14,666	13,527	13,025	12,666	13,849	-5.6
2	Mexico	10,596	11,567	11,440	10,526	11,906	12.4
3	United Kingdom	4,703	4,097	3,817	3,936	4,303	-8.5
4	Japan	5,061	4,083	3,627	3,170	3,748	-26.0
5	Germany	1,786	1,314	1,190	1,180	1,320	-26.1
6	France	1,087	876	734	689	775	-28.7
7	South Korea	662	618	639	618	627	-5.3
8	Australia	540	426	407	406	520	-3.6
9	Italy	612	472	406	409	471	-23.1
10	Netherlands	553	412	384	374	425	-23.2
11	Brazil	737	551	405	349	385	-47.8
12	Ireland	286	277	260	254	345	20.8
13	Spain	361	291	270	284	333	-7.7
14	Venezuela	577	555	396	284	330	-42.7
15	China	453	403	361	271	326	-28.0
	People's Republic of China	249	232	226	157	203	-18.8
	Hong Kong	203	170	135	114	123	-39.3
16	India	274	270	257	272	309	12.6
17	Taiwan	457	357	288	239	298	-34.9
18	Colombia	417	372	321	280	295	-29.2
19	Israel	325	305	263	249	275	-15.3
20	Bahamas	294	293	262	253	266	-9.6
21	Sweden	322	231	204	211	254	-21.0
22	Switzerland	395	311	254	230	243	-38.4
23	El Salvador	185	208	197	177	181	-1.8
24	Dominican Republic	197	172	154	153	180	-8.7
25	Belgium	250	182	159	151	176	-29.6
26	Argentina	534	434	165	151	168	-68.6
27	Jamaica	243	229	184	159	163	-32.9
28	Guatemala	186	172	162	152	162	-12.8
29	Peru	192	186	164	154	151	-21.2
30	Denmark	149	126	119	125	151	1.1
31	Philippines	168	181	173	134	144	-14.3
32	Ecuador	130	148	139	120	133	2.4
33	Norway	148	123	113	113	130	-11.6
34	New Zealand	172	144	110	107	127	-25.9
35	Costa Rica	176	143	125	113	127	-27.8
36	Poland	116	108	109	108	123	5.8
37	Trinidad & Tobago	138	127	118	112	121	-12.0
38	Austria	176	123	98	100	113	-35.7
39	Singapore	136	99	97	88	107	-21.9
40	Chile	192	150	115	95	101	-47.4

NOTE: The Office of Travel and Tourism Industries data in this table includes U.S. and foreign citizen arrivals to the United States.

SOURCE: U.S. Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries, "Arrivals to the U.S., 1990-2004," available at <http://tinet.ita.doc.gov> as of August 2005.**Table 2.6**

- Each of the top five countries had more than 1 million overnight arrivals in the United States in 2004, with the next five countries having more than 400 thousand. Between 2003 and 2004, all of the top 40 countries except Peru had an increase in visitor arrivals in the United States.
- There were 1.3 million more overnight arrivals in the United States from Mexico in 2004 than in 2000. Besides Mexico, only Ireland, India, Denmark, Ecuador, and Poland had gains in arrivals in the United States between 2000 and 2004.

Figure 2.4
Top 5 Countries for Nonstop Air Travel to and from the United States: 2000-2004

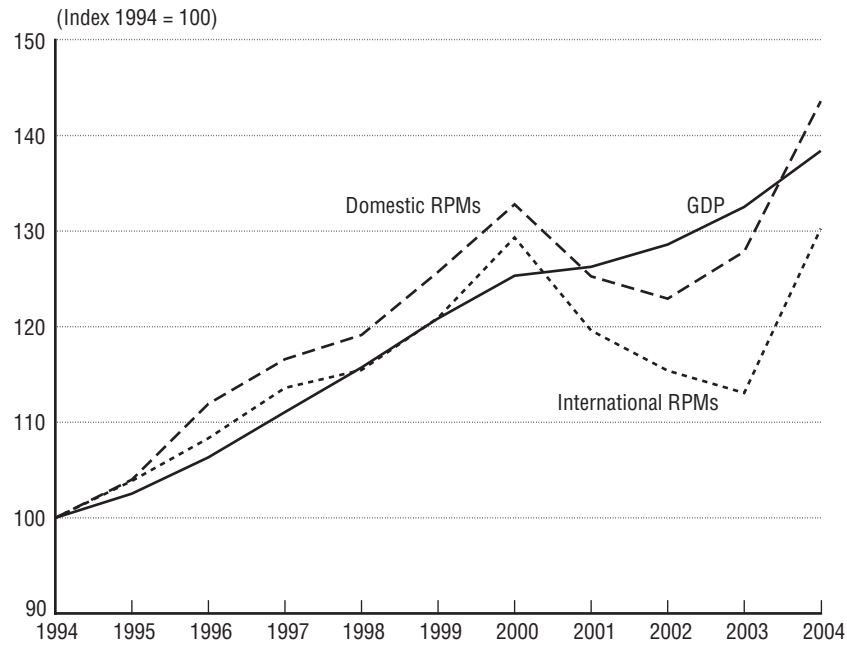


SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information, T-100 Segment data as of February 2006.

Figure 2.4

- In 2004, there was more nonstop passenger travel between U.S. airports and Canada (19.3 million passengers in 2004) than with the United Kingdom (17.9 million)—a change that occurred in 2001 and has continued in subsequent years.
- Air passenger travel between the United States and Mexico in 2004 was only slightly less than air travel between the United States and the United Kingdom.
- Fewer air passengers flew between the United States and the United Kingdom and the United States and Japan in 2004 than in 2000. By contrast, more air passengers flew between the United States and Canada, Mexico, and Germany in 2004 than in 2000.

Figure 2.5
U.S. Gross Domestic Product and Aviation Revenue Passenger-Miles: 1994-2004



KEY: GDP = gross domestic product; RPMs = revenue passenger-miles.
 NOTE: RPM--one revenue passenger transported one mile. International RPMs only include data from U.S. air carriers.
 SOURCES: RPM--U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information, "Airline Traffic Statistics," special tabulation, July 2005.
 GDP--U.S. Department of Commerce, Bureau of Economic Analysis, "GDP Historical Data, 1929-2004," available at <http://www.bea.doc.gov/bea/dn1.htm> as of July 2005.

Figure 2.5

- In 2004, U.S.-international air revenue passenger-miles climbed to 194 billion miles, exceeding the prior record level (193 billion RPMs) reached in 2000 and reversing the yearly declines after the 2001 terrorist attacks.
- Between 1994 and 2004, U.S. air carriers' domestic and international revenue passenger-miles increased about 30-percent compared to a 38-percent increase in U.S. gross domestic product.

Figure 2.6
Load Factors for U.S. Carrier International Flights: 1994-2004



NOTE: Load factor is a measure of the use of airline capacity equal to revenue passenger-miles (RPMs) divided by available seat-miles (ASMs). RPM is a measure of airline travel; one RPM is equal to one passenger flown one mile. ASM is a measure of airline capacity; one ASM is equal to one seat flown one mile..

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information, "Airline Traffic Statistics," special tabulations as of April 2006.

Figure 2.6

- U.S. international revenue passenger load factors, a measure of occupied seating capacity, was 78 percent in 2004 compared to 71 percent in 1994.
- Load factors declined 3 times within the 10-year period; the largest decline of 3 percent was from 2000 to 2001. Not surprisingly, the largest rebound (3.6 percent) during this 10-year period was from 2001 to 2002 with 3.6 percent.

North American Travel Trends



Over 85 percent of U.S.-international travel is with Canada and Mexico. Almost three-fourths of this travel, about 220 million visits, took place between the United States and Mexico with the remaining 70 million visits between the United States and Canada.

The number of same-day visits between the United States and Mexico far exceeds those between the United States and Canada—189 million visits versus 42 million visits in 2004. The 116 million same-day visits by Mexican residents to the United States in 2004 was slightly above 2000 levels, but this masks sizable reductions in 2001, 2002, and 2003. Mexican residents used motor vehicles in about 700,000 fewer same-day visits in 2004 than in 2000 while using “other” modes, including walking and bicycling, in 924,000 more same-day U.S. visits. U.S. residents made 9 million fewer same-day visits to Mexico in 2004 than in 2000, a drop of 12 percent. Same-day visits to Mexico by U.S. residents in vehicles were down 13 percent over that same time period.

Same-day travel between the United States and Canada declined between 2000 and 2004. Canadian residents made 21 percent fewer same-day visits to the United States in 2004 than in 2000. The biggest decline in absolute

numbers was in visits by Canadians in personal vehicles—5.6 million fewer visits in 2004 than 2000. In percentage terms, air travel to the United States fell the most—almost 45 percent, although the number of visits involved was small.

U.S. residents made fewer same-day visits to Canada in each successive year between 2000 and 2004. By 2004, they made 32 fewer same-day visits than in 2000. While the reduction was apparent in all modes of transportation, 8.8 million fewer same-day visits were made in personal vehicles in 2004 than in 2000.

Canadian residents made somewhat more overnight visits to the United States than Mexican residents—13.9 million versus 11.9 million in 2004. Canadian residents made 5 percent fewer overnight visits to the United States in 2004 than in 2000, a decline largely due to a 15-percent reduction in travel by air. Meanwhile, Mexican residents made 1.3 million more overnight visits to the United States in 2004 than in 2000, a 12-percent increase. In 2004, Mexican residents increased their use of air transportation by 22 percent and their use of vehicles or other land transportation by 11 percent in making these overnight visits.

U.S. residents made about 4.3 million more overnight visits to Mexico than they did to Canada in 2004. After three years of decline, there was a strong rebound in overnight visits by U.S. residents to Mexico in 2004, resulting in a slight increase of 85,000 visits over the level in 2000. Interestingly, U.S. residents used air travel in one million more overnight visits to Mexico in 2004 than in 2000, while using cars or other land transportation in about 900,000 fewer visits.

U.S. residents' overnight travel to Canada fluctuated widely between 2000 and 2004, reaching the high point in 2002 and the low point in 2003 over the 5-year period. As a result of a rebound in 2004, only slightly fewer U.S. residents made overnight visits to Canada compared to 2000 levels.

Table 3.1

Overnight Travel Between the United States and Canada and the United States and Mexico by Transportation Mode: 2000–2004
(Thousands of visits)

	2000		2001		2002		2003		2004		Percentage change, 2000–2004
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
OVERNIGHT TRAVEL TO THE UNITED STATES											
Canadian residents	14,666	100.0	13,527	100	13,024	100.0	12,665	100.0	13,856	100.0	-5.5
Air	5,372	36.7	4,655	35	4,181	32.2	4,173	33.0	4,583	33.1	-14.7
Land											
Motor vehicles	8,695	59.5	8,222	61	8,239	63.4	7,952	62.9	8,691	62.7	-0.0
Personal vehicles	7,967	54.5	7,593	56	7,691	59.2	7,495	59.3	8,129	58.7	2.0
Intercity and charter buses	728	5.0	629	5	548	4.2	457	3.6	562	4.1	-22.8
Intercity rail	42	0.3	42	0	36	0.3	28	0.2	24	0.2	-42.9
Other ¹	557	3.8	608	5	568	4.4	512	4.1	558	4.0	0.2
Mexican residents²	10,596	100.0	11,567	100.0	11,440	100.0	10,526	100.0	11,907	100.0	12.4
Air	1,456	13.7	1,531	13.2	1,536	13.4	1,555	14.8	1,771	14.9	21.6
Land	9,140	86.3	10,036	86.8	9,904	86.6	8,970	85.2	10,136	85.1	10.9
OVERNIGHT TRAVEL FROM THE UNITED STATES											
U.S. residents to Canada	15,188	100.0	15,570	100	16,168	100.0	14,232	100.0	15,087	100.0	-0.66
Air	3,835	25.4	3,782	24	3,790	23.6	3,502	24.8	3,932	26.1	2.5
Land											
Motor vehicles	10,256	68.0	10,598	69	11,268	70.2	9,596	67.9	9,907	65.7	-3.4
Personal vehicles	9,458	62.7	9,889	64	10,607	66.0	9,120	64.5	9,409	62.4	-0.5
Intercity and charter buses	798	5.3	709	5	661	4.1	476	3.4	498	3.3	-37.6
Intercity rail	108	0.7	117	1	108	0.7	102	0.7	97	0.6	-10.2
Other ¹	989	6.6	1,073	7	1,002	6.2	1,032	7.3	1,153	7.6	16.6
U.S. residents to Mexico²	19,285	100.0	18,624	100.0	18,501	100.0	17,566	100.0	19,370	100.0	0.4
Air	6,710	34.8	6,566	35.3	6,235	33.7	6,688	38.1	7,714	39.8	15.0
Land	12,575	65.2	12,058	64.7	12,266	66.3	10,878	61.9	11,656	60.2	-7.3

¹ Includes boaters, pedestrians and cyclists.² Detailed land-mode data (including data for boaters, pedestrians, and cyclists) are unavailable or does not exist for Mexico.

NOTES: The data in this table vary from those in tables 1.1 and 1.3. The data differs from table 3.4 because they cover overnight travel only and U.S., Mexican, and Canadian travelers only. U.S.-Canada and U.S.-Mexico overnight travel data presented in this table are from Canadian and Mexican government agencies. These agencies make adjustments and revisions to their data at the modal level. Table 1.1 and 1.3 data are from the U.S. Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries, and are not adjusted at the modal level.

SOURCES: Statistics Canada, *International Travel: Travel Between Canada and Other Countries (Touriscope)*, Catalogue No. 66-201-XIE (Ottawa, Ontario: various years). Statistics Canada; Culture, Tourism and the Centre for Education Statistics Division; special tabulations (Ottawa, Ontario: various years). Banco de México, Dirección General de Investigación Económica, Dirección de Medición Económica, special tabulations, (Mexico City, D.F.: various years).

Table 3.1

- U.S.-Mexican overnight travel data is limited to land and air modes, with land transportation accounting for 85 percent of overnight visits by Mexican residents to the United States, and 60 percent of U.S. residents entering Mexico for an overnight visit.
- In 2004, travelers used personal vehicles as their mode of transportation in over 60 percent of the overnight visits between the United States and Canada, with air used for most of the remaining travel.

Table 3.2

Same-Day Travel Between the United States and Canada and the United States and Mexico by Transportation Mode: 2000–2004
(Thousands of visits)

	2000		2001		2002		2003		2004		Percent change, 2000–2004
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
SAME-DAY TRAVEL TO THE UNITED STATES											
Canadian residents	28,000	100.0	24,481	100.0	21,533	100.0	21,485	100.0	22,191	100.0	-20.7
Air	103	0.4	95	0.4	56	0.3	53	0.2	57	0.3	-44.7
Land											
Motor vehicles	27,783	99.2	24,636	99.2	21,388	99.3	21,348	99.4	22,049	99.4	-20.6
Personal vehicles	27,105	96.8	24,047	96.8	20,853	96.8	20,864	97.1	21,520	97.0	-20.6
Intercity and charter buses	678	2.4	589	2.4	535	2.5	484	2.3	529	2.4	-22.0
Intercity rail	N	N	N	N	N	N	N	N	N	N	N
Other ¹	114	0.4	110	0.4	89	0.4	84	0.4	85	0.4	-25.4
Mexican residents	116,189	100.0	111,662	100.0	112,685	100.0	111,970	100.0	116,409	100.0	0.2
Air	N	N	N	N	N	N	N	N	N	N	N
Land	116,189	100.0	111,662	100.0	112,685	100.0	111,970	100.0	116,409	100.0	0.2
Motor vehicles	92,179	79.3	87,497	78.4	88,223	78.3	87,362	78.0	91,475	78.6	-0.8
Personal vehicles	N	N	N	N	N	N	N	N	N	N	N
Intercity and charter buses	N	N	N	N	N	N	N	N	N	N	N
Intercity rail	NA	N	NA	N	NA	N	NA	N	NA	N	N
Other ¹	24,010	20.7	24,165	21.6	24,462	21.7	24,608	22.0	24,934	21.4	3.8
SAME-DAY TRAVEL FROM THE UNITED STATES											
U.S. residents to Canada	28,805	100.0	27,301	100.0	24,710	100.0	21,278	100.0	19,539	100.0	-32.2
Air	533	1.9	446	1.6	434	1.8	411	1.9	397	2.0	-25.5
Land											
Motor vehicles	27,719	96.3	26,289	96.3	23,739	96.1	20,477	96.2	18,695	95.7	-32.6
Personal vehicles	26,646	92.6	25,313	92.8	22,817	92.4	19,630	92.2	17,846	91.3	-33.0
Intercity and charter buses	1,073	3.7	976	3.6	922	3.7	817	3.8	849	4.3	-20.9
Intercity rail	14	0.0	14	0.1	13	0.1	12	0.1	12	0.1	-14.3
Other ¹	539	1.9	552	2.0	524	2.1	408	1.9	434	2.2	-19.5
U.S. residents to Mexico	81,565	100.0	77,103	100.0	75,350	100.0	68,690	100.0	72,139	100.0	-11.6
Air	N	N	N	N	N	N	N	N	N	N	N
Land	81,565	100.0	77,103	100.0	75,350	100.0	68,690	100.0	72,139	100.0	-11.6
Motor vehicles	66,160	81.1	62,440	81.0	60,500	80.3	55,129	80.3	57,368	79.5	-13.3
Personal vehicles	N	N	N	N	N	N	N	N	N	N	N
Intercity and charter buses	N	N	N	N	N	N	N	N	N	N	N
Intercity rail	NA	N	NA	N	NA	N	NA	N	NA	N	N
Other ¹	15,405	18.9	14,663	19.0	14,850	19.7	13,561	19.7	14,771	20.5	-4.1

¹ Includes boaters, pedestrians and cyclists.

KEY: N = Data are nonexistent. NA = Data are unavailable.

NOTES: The data in this table vary from those in tables 1.1 and 1.3. The data differs from table 3.4 because they cover same-day travel only and U.S., Mexican, and Canadian travelers only. U.S.-Canada and U.S.-Mexico same-day travel data presented in this table are from Canadian and Mexican government agencies. These agencies make adjustments and revisions to their data at the modal level. Table 1.1 and 1.3 data are from the U.S. Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries, and are not adjusted at the modal level.

SOURCES: Statistics Canada, *International Travel: Travel Between Canada and Other Countries (Touriscope)*, Catalogue No. 66201-XIE (Ottawa, Ontario: various years). Statistics Canada; Culture, Tourism and the Centre for Education Statistics Division; special tabulations (Ottawa, Ontario: various years). Banco de México, Dirección General de Investigación Económica, Dirección de Medición Económica, special tabulations, (Mexico City, D.F.: various years).

Table 3.3
Land Border Crossings into the United States from Canada and Mexico: Passenger and Personal Vehicle Crossings: 2000–2004
 (Thousands of crossings)

	2000	2001	2002	2003	2004
FROM CANADA					
Total, passenger crossings	95,775	80,431	74,536	67,089	69,789
By train	270	254	255	235	223
By bus	4,873	4,456	4,213	3,780	3,891
On foot (pedestrian)	585	750	1,082	937	826
By personal vehicle	90,047	74,971	68,987	62,137	64,848
Total, personal vehicle crossings	36,915	34,308	32,545	30,245	30,636
FROM MEXICO					
Total, passenger crossings	290,368	263,993	253,240	246,121	242,422
By train	18	19	15	12	13
By bus	3,466	3,367	3,926	3,747	3,389
On foot (pedestrian)	47,090	51,501	50,278	48,664	48,084
By personal vehicle	239,795	209,106	199,021	193,697	190,937
Total, personal vehicle crossings	91,157	89,527	89,849	88,068	91,134

NOTES: The data in this table are not comparable to data in tables 1-1, 1-3, 1-4, 3-1 and 3-2. The data in this table do not distinguish between same-day and overnight travel, include passengers regardless of country of residency, and cover land crossings only.

Passengers in trains includes both passengers and crew arriving by train and requiring U.S. Customs processing. Passengers in buses includes persons arriving by bus requiring U.S. Customs processing. Pedestrian crossings include persons arriving on foot or by certain conveyances (e.g., bicycles, mopeds, or wheel chairs) requiring U.S. Customs processing. Passengers in personal vehicles (privately owned vehicles) includes persons arriving by private automobile, pick-up truck, motorcycle, recreational vehicle, taxi, ambulance, hearse, tractor, snow-mobile, and other motorized private ground vehicle; data also include the driver. Personal vehicle crossings include automobiles, minivans, sports utility vehicles, and pickups. Air and water data are not included.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, special tabulation, July 2005; based on data from the Department of Homeland Security, U.S. Customs and Border Protection, Office of Management Reporting, *Data Warehouse CD-ROM*, May 2005.

Table 3.3

- There were approximately 312 million incoming passenger crossings into the United States at land border crossings with Canada and Mexico in 2004, a decrease of about 20 percent from the 386 million crossings in 2000. Over four-fifths of crossings in 2004 (82 percent) were in personal vehicles; the remainder of the land border crossings were on foot or by bus or train.
- There were approximately 122 million personal vehicle crossings at land border crossings into the United States from Canada and Mexico in 2004. This was a 3-percent increase from 2003 but a 5-percent decrease from the 128 million crossings in 2000.
- Mexico accounted for approximately three-quarters of the total personal vehicles and passengers entering the United States at land border crossings in 2004.
- In 2004, an average of 665,000 passengers entered the United States from Mexico per day at land border crossings, down from 795,000 per day in 2000. The nearly 70 million passenger crossings into the United States from Canada in 2004 averaged about 191,000 a day, a decrease from 262,000 per day in 2000.

FIGURE 3.1A
Passengers Arriving in Personal Vehicles from Mexico and Canada: 2000-2004

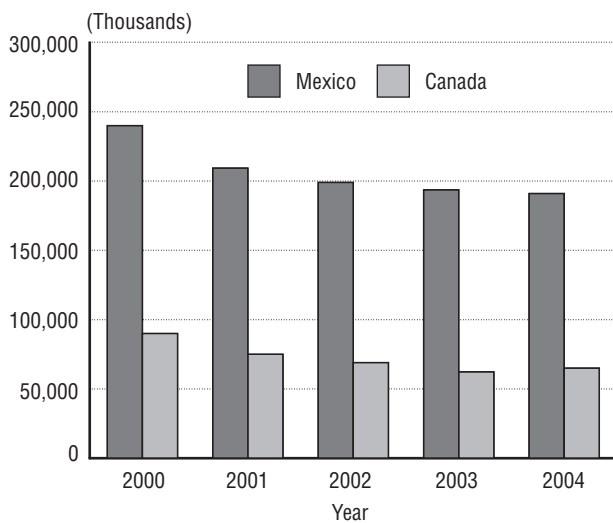


FIGURE 3.1B
Pedestrians Arriving from Mexico and Canada: 2000-2004

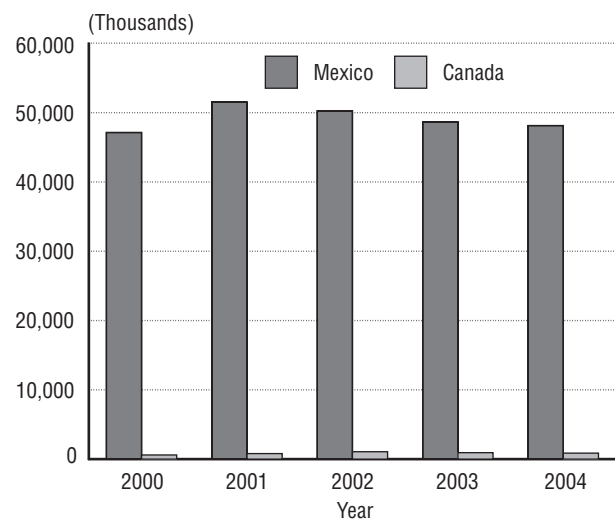


FIGURE 3.1C
Passengers Arriving by Bus from Mexico and Canada: 2000-2004

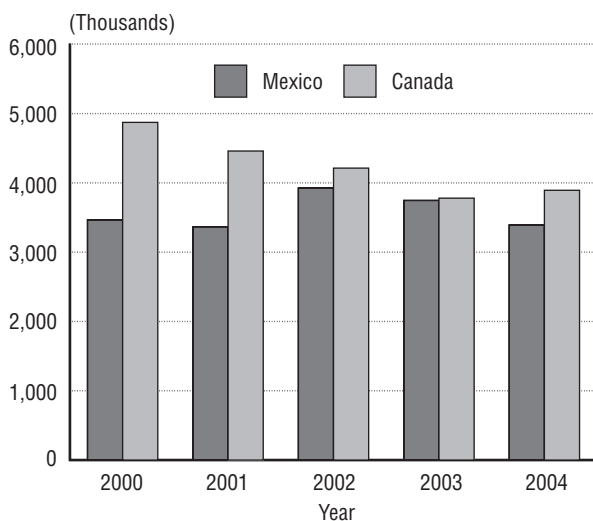
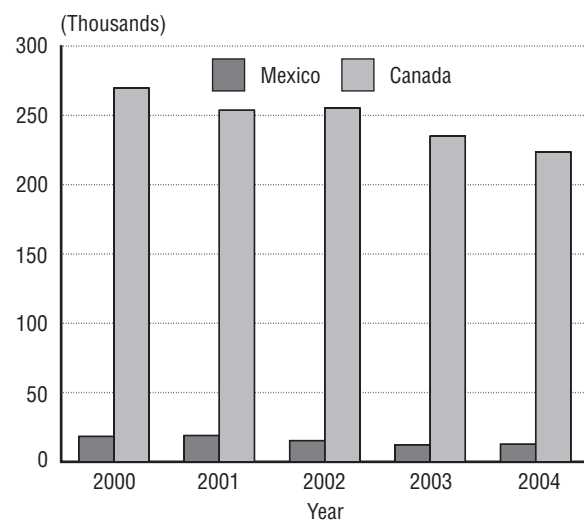


FIGURE 3.1D
Passengers Arriving by Train from Mexico and Canada: 2000-2004



NOTES: For definitions see table 3.4.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, special tabulation, July 2005; based on data from the Department of Homeland Security, U.S. Customs and Border Protection, Office of Management Reporting, Data Warehouse CD-ROM, May 2005.

Figure 3.1

- The most popular way to enter the United States at land gateways from both Canada and Mexico is by car or other personal vehicle—65 million passengers from Canada, and 191 million passengers from Mexico in 2004.
- The 48 million pedestrians entering the United States at border crossings with Mexico in 2004 accounted for nearly one in five of all people entering from these crossings. This compares to slightly more than 1 in every 100 entering the United States from Canada.
- Fewer passengers crossed by bus into the United States from Mexico than Canada in 2004 (3.4 million and 3.9 million, respectively). Bus crossings constituted 1.4 percent of crossings from Mexico and 6 percent of those from Canada in 2004.

Table 3.4
**Top 10 U.S. Land Border Ports for Incoming Passenger and
 Personal Vehicle Crossings: 2004**
 (Daily annual average)

Rank ¹	U.S. Customs port/crossing	Passengers crossing in personal vehicles	Crossings of personal vehicles	Share of personal vehicle crossings at U.S. land border ports (percent)
1	San Ysidro, CA	91,460	48,277	14.5
2	El Paso, TX	77,009	40,595	12.2
3	Brownsville, TX	42,121	19,757	5.9
4	Hidalgo, TX	42,506	19,681	5.9
5	Laredo, TX	41,186	18,425	5.5
6	Otay Mesa, CA	32,440	16,969	5.1
7	Buffalo-Niagara Falls, NY	36,151	16,847	5.1
8	Detroit, MI	28,970	16,798	5.0
9	Calexico, CA	29,094	15,458	4.6
10	San Luis, AZ	20,155	10,290	3.1
	Total, top 10 ports	441,094	223,097	66.9
	Total, North America	700,781	333,615	100.0
	Total, U.S.-Mexico	523,114	249,682	74.8
	Total, U.S.-Canada	177,667	83,933	25.2

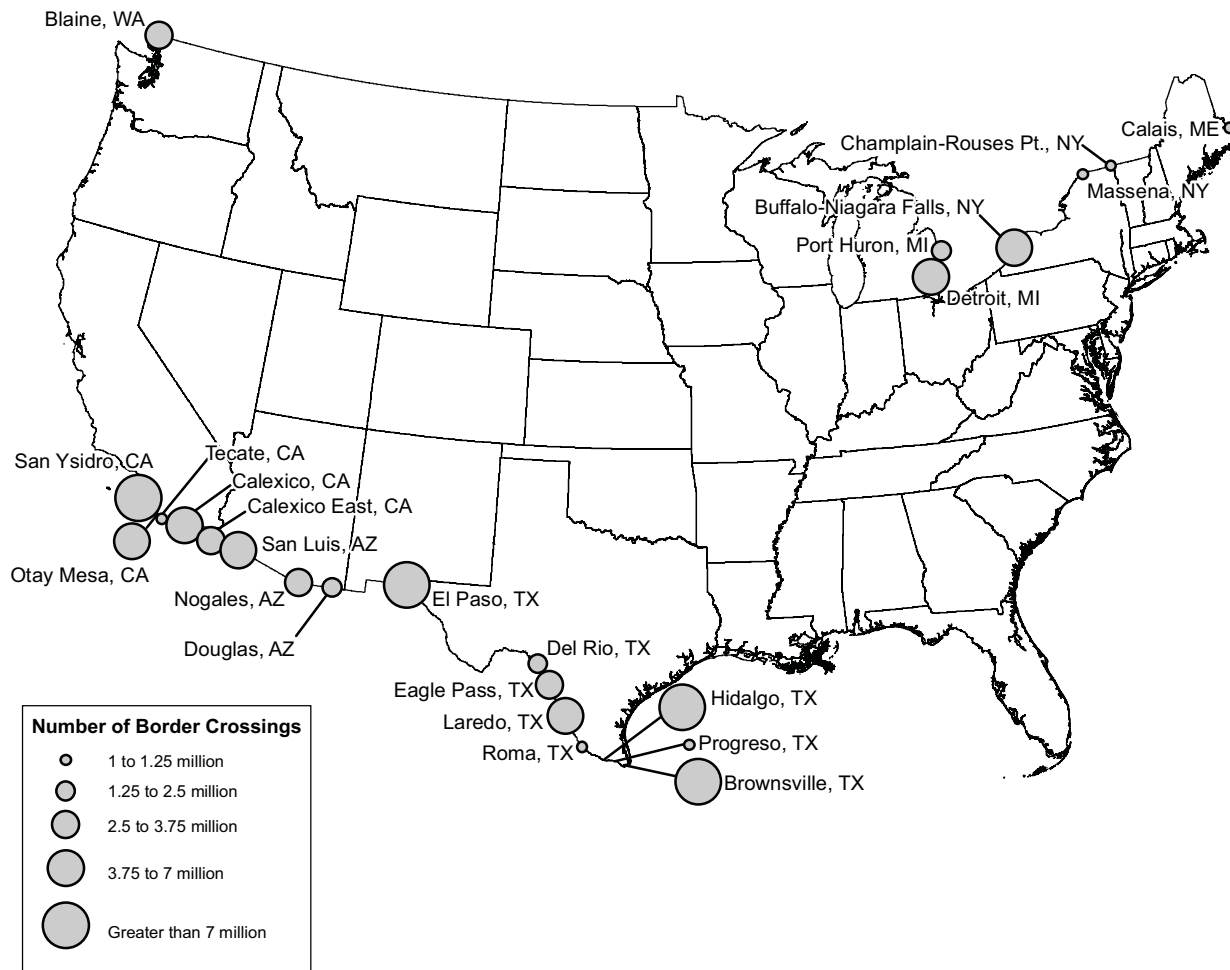
¹ Rankings are based on the number of personal vehicle crossings per day.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, special tabulation, July 2005; based on data from the Department of Homeland Security, U.S. Customs and Border Protection, Office of Management Reporting, *Data Warehouse CD-ROM*, May 2005.

Table 3.4

- Two land crossings on our southern border with Mexico—San Ysidro, California, and El Paso, Texas— on average handled about as many personal vehicles as all the land crossings on the Canadian border combined (26.7 vs. 25.2 percent).
- Eight of the top 10 land border ports for incoming personal vehicles were along the Mexican border. Mexican border crossings account for 75 percent of the personal vehicles entering the United States from Canada and Mexico.

Figure 3.2
U.S. Land Border Ports with 1 Million or More Incoming Personal Vehicle Crossings: 2004



SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, special tabulation, February 2006; based on data from the Department of Homeland Security, U.S. Customs and Border Protection, Office of Management Reporting, Data Warehouse CD-ROM, May 2005

Figure 3.2

- Sixteen land border crossings on the southern border handled at least 1 million vehicles crossing into the United States in 2004 compared to 7 that handled at least 1 million vehicles on the northern border.
- The southern border had four land crossings that handled 7 million or more personal vehicle crossings each, and four more that handled between 3.75 million and 7 million each. The two largest crossings on the northern border handled between 3.75 and 7 million personal vehicle crossings each.

Table 3.5
U.S.-Canada/Canada-U.S. Travel by Trip Purpose: 2000-2004
 (Thousands of visits)

	2000		2001		2002		2003		2004		Percentage change, 2003-2004	Percent change, 2000-2004
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
CANADIAN RESIDENT TRAVEL TO THE UNITED STATES												
Overnight travel	14,648	100.0	13,527	100.0	13,025	100.0	12,666	100.0	13,856	100.0	9.4	-5.4
Pleasure/tourism	7,752	52.9	7,481	55.3	6,846	52.6	6,785	53.6	7,634	55.1	12.5	-1.5
Business	2,739	18.7	2,073	15.3	2,028	15.6	1,963	15.4	1,985	14.3	1.1	-27.5
Visit family and friends	2,881	19.7	2,774	20.5	2,950	22.6	2,756	21.8	2,975	21.5	7.9	3.3
Other ¹	1,276	8.7	1,199	8.9	1,200	9.2	1,162	9.2	1,263	9.1	8.7	-1.0
Same-day travel	28,000	100.0	24,841	100.0	21,534	100.0	21,486	100.0	22,191	100.0	3.3	-20.7
Pleasure/tourism	14,066	50.2	12,287	49.4	10,420	48.4	10,311	48.0	10,699	48.2	3.8	-23.9
Business	1,848	6.6	1,584	6.4	1,414	6.6	1,403	6.5	1,415	6.4	0.9	-23.4
Visit family and friends	2,971	10.6	2,675	10.8	2,382	11.0	2,352	11.0	2,288	10.3	-2.7	-23.0
Other ¹	9,134	32.6	8,294	33.4	7,317	34.0	7,420	34.5	7,789	35.1	5.0	-14.7
U.S. RESIDENT TRAVEL TO CANADA												
Overnight travel	15,225	100.0	15,570	100.0	16,168	100.0	14,232	100.0	15,088	100.0	6.0	-0.9
Pleasure/tourism	8,534	56.1	9,176	58.9	9,689	59.9	8,314	58.4	8,806	58.4	5.9	3.2
Business	2,363	15.5	1,921	12.3	1,955	12.1	1,708	12.0	1,990	13.2	16.5	-15.8
Visit family and friends	2,832	18.6	3,007	19.3	3,044	18.8	2,813	19.8	2,787	18.5	-0.9	-1.6
Other ¹	1,496	9.8	1,467	9.5	1,479	9.2	1,396	9.8	1,504	10.0	7.7	0.5
Same-day travel	28,805	100.0	27,301	100.0	24,710	100.0	21,278	100.0	19,539	100.0	-8.2	-32.2
Pleasure/tourism	13,784	47.9	13,373	48.9	12,083	48.9	10,327	48.5	9,199	47.1	-10.9	-33.3
Business	1,425	5.0	1,253	4.6	1,103	4.5	973	4.6	872	4.5	-10.4	-38.8
Visit family and friends	3,781	13.1	3,543	13.0	3,068	12.4	2,727	12.8	2,605	13.3	-4.5	-31.1
Other ¹	9,779	34.0	9,132	33.5	8,456	34.2	7,250	34.1	6,863	35.1	-5.3	-29.8

¹ Includes personal, in transit, shopping, educational study, and other.

NOTES: In 2002 Canada implemented several changes in the International Travel Survey concerning estimates on the characteristics of international travellers and trips. Therefore, comparisons between pre-2002 and post-2002 data may not be possible.

SOURCE: Statistics Canada, *International Travel: Travel Between Canada and Other Countries (Touriscope)*, Catalogue No. 66-201-XIE (Ottawa, Ontario: Various years); and Statistics Canada, special tabulations, October 2005.

Table 3.6

Passengers on North American Cruises by Residency: 2000–2004

(Number)

Passenger Residency	2000	2001	2002	2003	2004	Percentage change, 2000–2004	Annual growth rate (percent) 2000–2004
United States	6,090,647	6,195,958	6,989,464	7,478,385	8,314,171	37	8.1
Puerto Rico	84,464	107,903	97,822	107,457	121,975	44	9.6
Canada	370,423	333,193	385,117	404,404	434,755	17	4.1
Foreign	668,553	862,371	1,175,827	1,536,714	1,589,936	138	24.2
Total, all origins	7,214,087	7,499,425	8,648,230	9,526,960	10,460,837	45	9.7

NOTES: All cruises marketed and sold in North America are considered by Cruise Lines International Association to be North American cruises, regardless of origin and destination. Data are from industry association surveys of member lines, comprising 95 percent of North American passenger cruise capacity. For purposes of this survey, North America only includes the United States, Puerto Rico, and Canada. Mexico is included in the foreign category.

SOURCES: **2000**—Cruise Lines International Association, The Overview Fall 2004, available online at <http://www.cruising.org/Press/index.cfm> as of October 2004. **2001–2005**—Cruise Lines International Association, The Overview Spring 2005, available online at <http://www.cruising.org/Press/index.cfm> as of August 2005.

Table 3.6

- There were 3.2 million more people taking cruises marketed and sold in North America in 2004 than in 2000. The total number of these cruise passengers in 2004 was nearly 10.5 million.
- In 2004, nearly 80 percent (8.3 million) of the total passengers on cruises marketed and sold in North America (10.5 million) were from the United States, down from 84 percent in 2000.
- Passengers from countries outside North America accounted for 15 percent in 2004, up from 9 percent in 2000.
- The number of passengers from overseas taking trips on cruises marketed and sold in North America increased 138 percent from 2000 compared to 2004.

Table 3.5
(previous page)

- Both U.S. and Canadian residents cited pleasure and tourism as the primary purpose for a majority of their overnight visits to the other country. Visiting family and friends was a distant second, with business third.
- In 2004, there was less U.S.-Canada travel in most categories than in 2000. However, there was modest growth in the number of Canadians making overnight trips to the United States to visit family and friends, and Americans traveling to Canada on overnight business trips.
- Between 2003 and 2004, Canadian resident visits to the United States increased 9.4 percent for overnight visits and 3.3 percent for same-day visits. U.S. resident travel to Canada also increased in this time period for overnight visits (6 percent), but declined for same-day visits (8.2 percent).

Transportation Security



Since September 11, 2001, security at U.S. borders and points-of-entry (POE) for travelers has been heightened, focusing on threat deterrence and preventing would-be terrorists from gaining entry into the country. The United States has a network of security systems and programs that cover the POEs for international travelers by land, air, and sea.

Border Wait Times

The Department of Homeland Security (DHS) examined the impact of a 20-second increase in inspection times for each of the 3.5 million vehicles crossing the border at SENTRI¹ locations. In 2003, it took an average of 10 seconds for a vehicle in a SENTRI lane to be inspected versus 30 to 40 seconds for a vehicle in a regular lane. [USDHS OIG 2004] DHS calculated an increase in commercial vehicle inspection time, as well as increases in waiting time for travelers. [USDHS OIG 2005] In 2004, the average wait time was 5.9 minutes at the U.S.–Canada border and 15.1 minutes at the U.S.–Mexico border, compared to 7.5 minutes and 14.5 minutes, respectively, in 2003 (see table 4.2, figures 4.2 and 4.3).

¹ Secure Electronic Network for Travelers Rapid Inspection Program

Aviation Security

After September 11, 2001, passengers on international flights could expect more frequent searches, and examinations of their laptop computers and other electronic devices. There is a list of prohibited items that passengers are not allowed to bring into the secured area of an airport. Passenger screening has deterred passengers from carrying six to seven million prohibited items per year on board aircraft. Table 4.1 identifies the types and quantities of prohibited items intercepted at U.S. airport screening checkpoints in 2004.

Ship Security

Cruise ship passengers and crew traveling to foreign ports must be inspected by U.S. Customs and Border Protection (CBP) officials upon their return to the United States or where stops are made at U.S. territories, such as San Juan, Puerto Rico, and Charlotte Amalie, Virgin Islands. CBP examined approximately 24 million ship passengers and crew in 2004. The top 10 U.S. ports accounted for over 17 million passenger and crew examinations, approximately 72 percent of the total number of examinations. In addition, cruise ships provide advance notice of passenger manifests to CBP prior to ship arrival at U.S. ports. [USDOT RITA BTS]

Table 4.1
Prohibited Items Intercepted at U.S. Airport Screening Checkpoints: 2003–2004
 (Number)

Items	2003	2004
Other cutting instruments	2,973,413	3,567,731
Knives	1,961,849	2,058,652
Incendiaries and explosive/flammable materials	494,123	693,649
Clubs	25,139	28,813
Box cutters	20,991	22,350
Firearms	683	650
Other	638,414	717,754
Total prohibited items	6,114,612	7,089,599

NOTES: "Other cutting instruments" include metal pointed scissors, hatchets, swords, sabers, meat cleavers, ice axes, and picks.

"Knives" are sharp bladed cutting instruments of any length and type except round-bladed, butter, and plastic cutlery.

"Incendiaries" include explosives (firecrackers, ammunition, blasting caps, plastic explosives, gunpowder, grenades, and flares); aerosols except for personal care or toiletries in limited quantities; gasoline, fuels, paint thinner, and flammable liquids; torch lighters; and strike-anywhere matches.

"Clubs" includes martial arts items, baseball bats, night sticks, hammers, pool cues, and billy clubs.

"Firearms" means any weapon (including a starter gun) that will or is designed to or may readily be converted to expel a projectile by the action of an explosive, as well as spear guns, BB guns, flare pistols, compressed air guns, and stunning devices.

"Other" encompasses tools, self-defense items, compressed gas cylinders, bleach, and certain sporting goods.

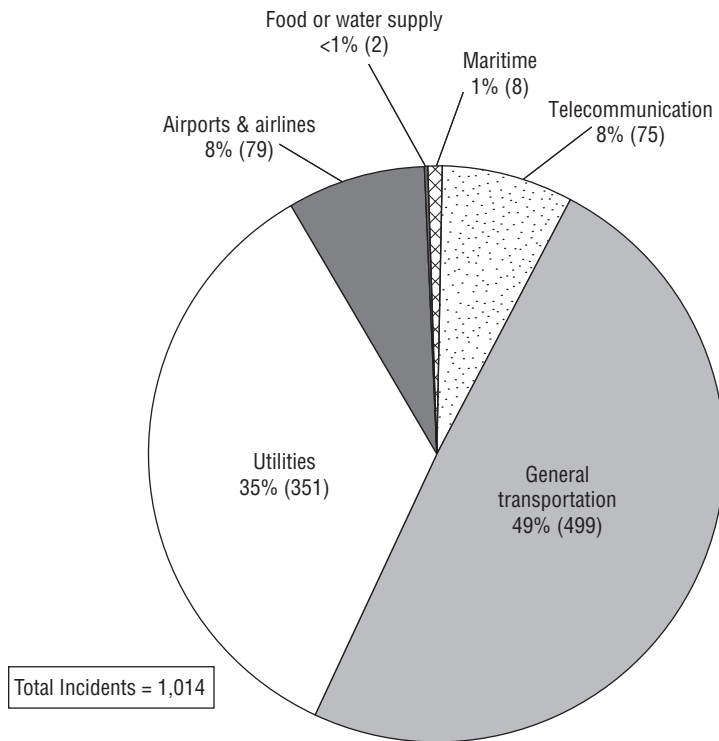
For further clarification about terms, see http://www.tsa.gov/interweb/assetlibrary/Permitted_Prohibited_5_16_2005_v3.pdf.

SOURCE: U.S. Department of Homeland Security, Transportation Security Administration, Office of Transportation Security Policy, personal communication, July 2005.

Table 4.1

- The Transportation Security Administration (TSA) collected 16 percent more prohibited items at airport security checkpoints at U.S. airports in 2004 than in 2003.
- Not counting firearms, the number of all other items collected by TSA rose from 2003 to 2004. Knives and other cutting instruments comprised the majority of the prohibited items.
- Over half (3.6 million) of prohibited items intercepted at U.S. airports in 2004 were other cutting instruments, such as metal pointed scissors, hatchets, swords, sabers, meat cleavers, ice axes, and picks – followed by knives (2.1 million).

Figure 4.1
Worldwide Terrorist Incidents Against Infrastructure: 2000-2004
 (Number)



Notes: Definitions for the target categories were not available from the source at the time of publication. "Airports and Airlines" and "Maritime" targets were not included in the "General transportation" target category. "Infrastructure" targets were chosen from a list of all targets available on the source website at, <http://www.tkb.org/IncidentTargetModule.jsp>, as of August 2005. The total number of incidents against infrastructure cover all years between 2000 and 2004.

Source: Memorial Institute for the Prevention of Terrorism, Terrorism Knowledge Base, Analytical Tools, Incident Statistics by Target, available online at <http://www.tkb.org/Home.jsp>, as of August 2005.

Figure 4.1

- From 2000 to 2004, there were more than 1,000 worldwide terrorist incidents against infrastructure.
- Of the incidents against infrastructure, those targets classified as "Airports and airlines," "Maritime," and "General transportation" comprised 58 percent of targets.

Table 4.2
Gateways with the Longest Average Wait Times for Personal Vehicles Entering the United States from Canada and Mexico: 2003–2004
 (Minutes)

	2003	2004
United States–Canada Border		
Blaine–Peace Arch, Washington	21.1	13.7
Buffalo/Niagara Falls–Lewiston Bridge, New York	7.8	10.0
Blaine–Pacific Highway, Washington	11.5	9.1
Champlain, New York	4.1	7.5
Sumas, Washington	6.4	7.0
Port Huron–Bluewater Bridge, Michigan	7.7	6.7
Buffalo/Niagara Falls–Rainbow Bridge, New York	3.6	6.2
Buffalo/Niagara Falls–Peace Bridge, New York	5.5	5.9
Sault Ste. Marie, Michigan	8.0	5.8
Sweetgrass, Montana	8.1	4.9
Average (all United States–Canada Gateways)	7.5	5.9
United States–Mexico Border		
San Ysidro, California	42.3	36.1
Nogales–Deconcini, Arizona	27.0	33.0
Nogales–Mariposa, Arizona	21.2	28.6
Calexico–West, California	21.9	25.1
Otay Mesa, California	27.8	24.1
El Paso–Bridge of the Americas (BOTA), Texas	35.4	23.8
San Luis, Arizona	23.9	21.3
Laredo–Bridge II, Texas	16.6	19.4
Laredo–Bridge I, Texas	12.8	18.4
Tecate, California	17.2	17.5
Average (all United States–Mexico Gateways)	14.5	15.1

NOTES: Wait times for personal vehicles are recorded hourly. The selected gateways are the top 10 gateways sorted by longest 2004 average incoming wait times for the U.S.-Canada and U.S.-Mexico borders.

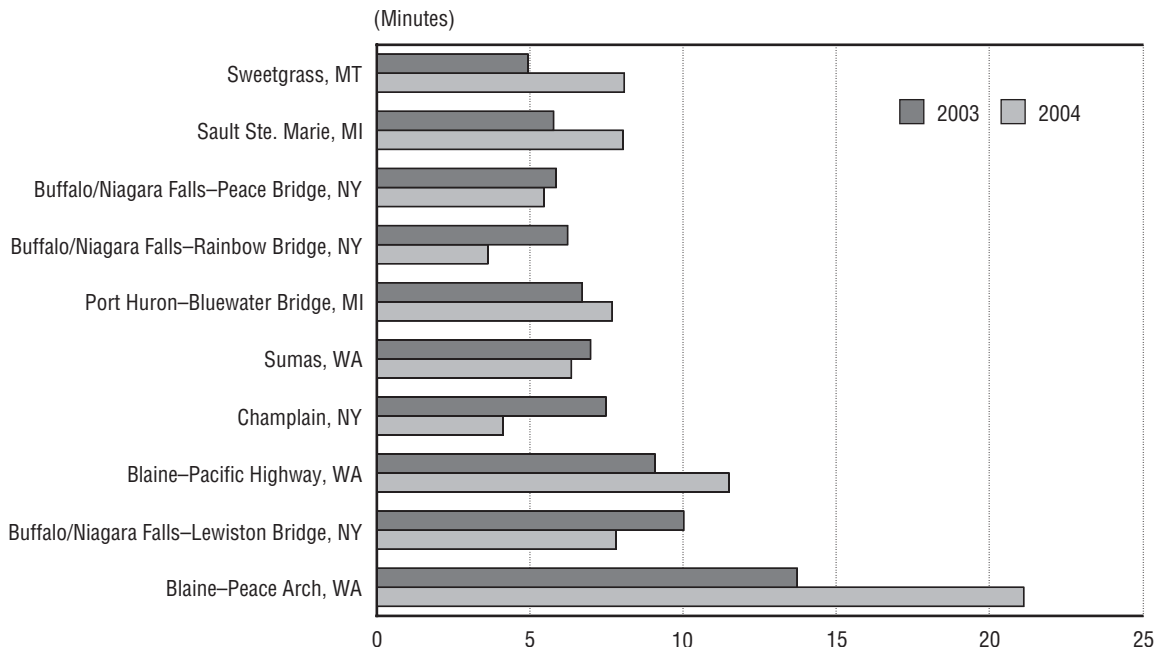
Average wait time is the average for 56 crossings on the Canadian and Mexican borders. Average daytime wait times for delays that occur between 8:00 am and 6:00 pm were calculated for personal vehicles. This is generally the busiest portion of the day and representative of typical delays encountered by the majority of vehicles. Wait times can, however, vary considerably by crossing, time of day, and day of the week, and the actual delays that occur on occasion may be substantially longer than the averages represented above.

SOURCE: U.S. Department of Homeland Security, Customs and Border Protection, Office of Field Operations, personal communication, April 2005.

Table 4.2

- In 2004, people in personal vehicles could expect to wait twice as long on average at each land crossing to enter the United States from Mexico than from Canada. Mexican border crossings into the United States averaged 15 minutes of delay in 2003 and 2004, and Canadian border crossings averaged 8 minutes of delay in 2003 and 6 minutes of delay in 2004.

Figure 4.2
Gateways with the Longest Average Wait Times for Personal Vehicles on the United States-Canada Border: 2003–2004



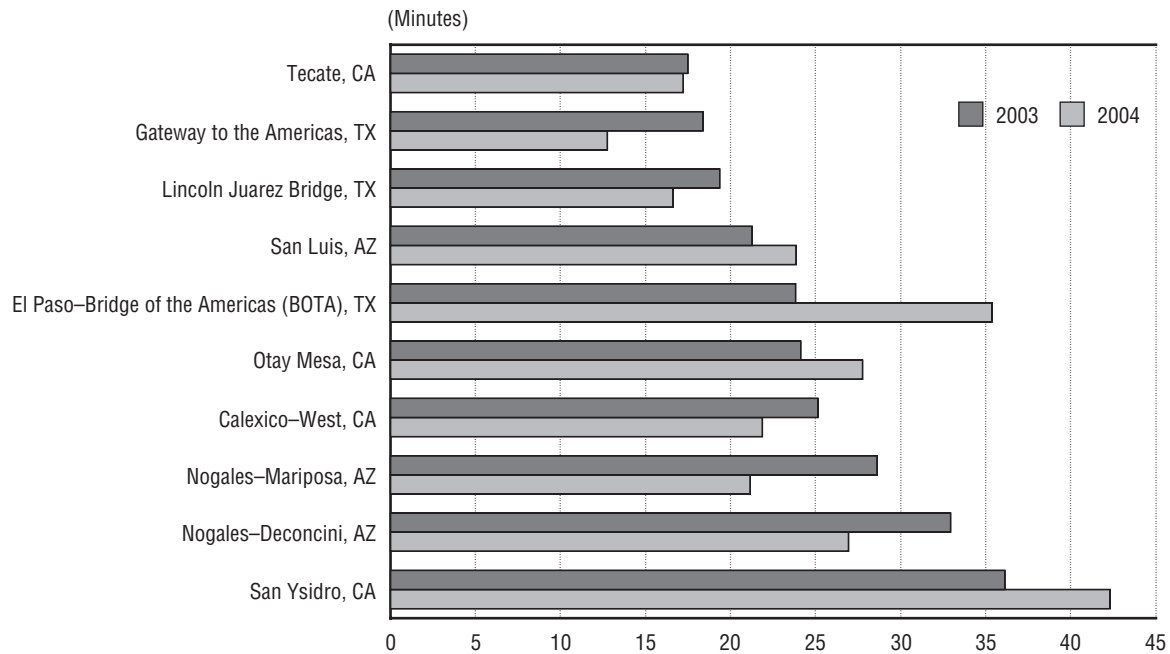
NOTES: Wait times for personal vehicles are recorded hourly. The selected gateways are the top 10 gateways sorted by longest 2004 average incoming wait time for the U.S.-Canada border. Average wait time is the average for 56 crossings on the Canadian and Mexican border. Average daytime wait times for delays that occur between 8:00 am and 6:00 pm were calculated for personal vehicles. This is generally the busiest portion of the day and representative of typical delays encountered by the majority of vehicles. Wait times can, however, vary considerably by crossing, time of day, and day of the week, and the actual delays that occur on occasion may be substantially longer than the averages represented above.

SOURCE: U.S. Department of Homeland Security, Customs and Border Protection, Office of Field Operations, personal communication, April 2005.

Figure 4.2

- In 2004, wait times decreased at five of the U.S.-Canadian border gateways with the longest average wait time in 2003, while the other five experienced an increase in average wait times from 2003.
- Along the U.S.-Canadian border, personal vehicles experienced the longest wait times at the Blaine–Peace Arch surface gateway in Washington in both 2003 and 2004. Average wait times at this gateway decreased from 21 minutes in 2003 to 14 minutes in 2004.

Figure 4.3

Gateways with the Longest Average Wait Times for Personal Vehicles on the United States-Mexico Border: 2003–2004

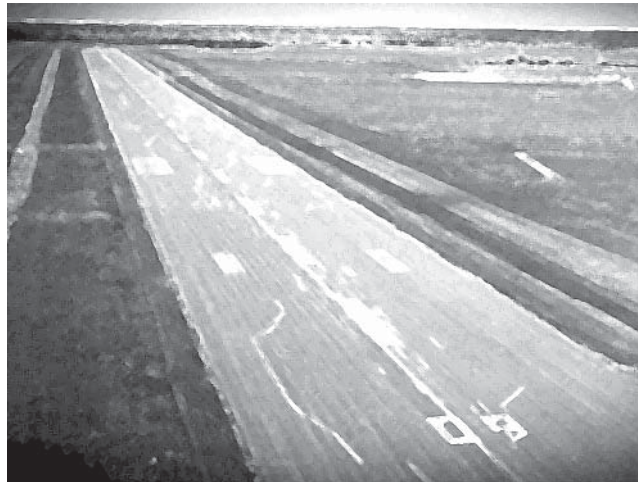
NOTES: Wait times for personal vehicles are recorded hourly. The selected gateways are the top 10 gateways sorted by longest 2004 average incoming wait time for the U.S.-Mexico border. Average wait time is the average for 56 crossings on the Canadian and Mexican border. Average daytime wait times for delays that occur between 8:00 am and 6:00 pm were calculated for personal vehicles. This is generally the busiest portion of the day and representative of typical delays encountered by the majority of vehicles. Wait times can, however, vary considerably by crossing, time of day, and day of the week, and the actual delays that occur on occasion may be substantially longer than the averages represented above.

SOURCE: U.S. Department of Homeland Security, Customs and Border Protection, Office of Field Operations, personal communication, April 2005.

Figure 4.3

- San Ysidro, CA, was the U.S.-Mexican land border gateway that experienced the longest average wait times in 2004 (36 minutes) and 2003 (42 minutes).
- El Paso–Bridge of the Americas, in Texas, was the U.S.-Mexican land border gateway that experienced the largest decrease in average wait time from 2003 to 2004, with average wait times dropping 35 percent, from 35 to 24 minutes among the top 10 U.S.-Mexican gateways with the longest average wait times.
- Both Nogales gateways in Arizona, experienced the greatest increase in average wait times from 2003 to 2004, the Deconcini gateway wait times increased 6 minutes and the Mariposa gateway wait times increased 7.4 minutes.

Conclusion: International Travel Data Needs



There are a number of limitations in current data about travel to and from the United States; multiple sources of data are required to develop a coherent picture of travel trends. As is generally the case when multiple sources of data are needed, there is reason for concern about comparability of data and the quality of the different datasets. There is no standard unit of measure or definition among the various datasets in the United States about what constitutes a trip or a visit; some datasets count the number of visitors or travelers, while others focus on the number of entries or border crossings at a particular location. This report generally uses the term “visit” rather than “trip” in an effort to enhance comparability amongst the various datasets. Also, it is not possible to readily determine from the current publicly available aggregate data how many travelers made multiple visits into and out of the United States, although this data could be derived in part for air travel.

International travel data can come from surveys, sampling of origin and destination information on tickets, or actual counts. International travel by U.S. residents has been a component of passenger travel surveys, such as the American Travel Survey conducted in 1995 by the Bureau of Transportation Statistics (BTS), now part of the Research and Innovative Technology Administration, which focused on long-distance travel and the 2001-2002 National Household Travel Survey (NHTS), conducted jointly by BTS and the Federal Highway Administration, which generated data on the percentage

of long-distance trips taken outside of the United States. While no long-distance travel survey by the Department of Transportation (DOT) is currently planned, if a similar DOT survey were to take place in the future, then consideration should be given to asking additional questions on international travel. Answers to survey questions on specific countries visited, modes of transportation used, country of residence, and duration of international trips would enhance the transportation community's knowledge of international travel flows. This type of data would also inform other government agencies responsible for implementing passport and border entry measures. Because the sampling frame of the DOT survey only includes U.S. households, it does not provide information about the travel of residents of foreign countries within the United States. This is an important consideration for transportation planning, especially for states that attract a large number of foreign visitors but do not have a primary gateway for their entry. Important transportation planning questions include:

- How many and which domestic destinations do foreign travelers visit?
- What are their travel purposes?
- What combinations of transportation modes do they use?
- What origin and destination combinations, including transfer or stop-over points, do they travel to?

One DOT source of international travel data comes from sampling of air carrier data. Currently, 10 percent of all tickets issued by domestic carriers are sampled by the airlines, with the data transmitted to the Office of Airline Information at RITA/BTS. A 10-percent sample of the millions of international aviation trips on U.S. carriers results in a large sample size. Other sources of international travel data come from the Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries (OTTI) as described on page 3. OTTI is the only published source for outbound air travel estimates of U.S. citizens. It also collects information on transportation modes, travel purpose, and destinations of foreign residents arriving in the United States by air.

Some North American travel data are produced through counts of passengers or border crossings. One source of actual count data comes from Customs and Border Protection (CBP) of the Department of Homeland Security, which provides RITA/BTS with counts on a dozen transportation related variables for inbound travel into the United States. These include some passenger variables: train passengers, passengers in personal vehicles, bus passengers, and pedestrians. Currently, the CBP data are at the port-of-entry (POE) level. Some POEs have more than one crossing, for example, the Buffalo–Niagara Falls POE has four highway bridge crossings and two rail crossings (one of which is on a passenger route). Accessing the POE model data at the individual crossing level would provide a wealth of information on the border crossings that served the most travelers.

Other international travel data that utilize count data are some security and cruise ship passenger data items. Security data on the number of prohibited articles confiscated for all flights, both domestic and foreign, is an example. It would be helpful if international travel data indicated what proportion of the prohibited articles were intercepted from passengers boarding international flights. The cruise ship data are for voyages marketed in North America. It would be useful to know the number of international cruise ship passengers that begin and/or end their trips in the United States. This would eliminate combining cruise ship passengers who do not begin or end their trips at U.S. ports with those passengers whose cruises have U.S. origins or destinations. This would also eliminate the double counting of some cruise ship passengers who fly to Europe or Asia on American air carriers to board cruises that have been marketed in North America. These passengers are currently counted both in the aviation data and the cruise ship data.

In recent years, there has been considerable coordination between American, Canadian, and Mexican transportation and statistical agencies. Since 1991, the North American Transportation Statistics (NATS) Interchange has provided a mechanism for the participating countries to exchange information on transportation statistics, including transportation across borders. As a result of this trilateral coordination, some of the cross border travel data in this report come from Canada and Mexico—the two largest destinations for U.S. travelers and the largest origin of travelers to the United States. In the future, the NATS Interchange will continue to work toward reducing data gaps and to develop a greater understanding of the extent of comparability in transportation statistics in the three countries.

Developing a more complete picture of international travel to and from the United States is likely to be a continuing challenge and will require assembly of data from multiple sources to accurately portray travel and transportation trends. While such an approach has limitations in terms of data comparability, the need to update the international travel and transportation picture periodically is clear.

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Appendix

Table A

Overall Travel Between the United States and Foreign Countries: 1990, 2000, 2003 2004

(Thousands of visits)

	1990	2000	2003	2004	Percent change, 1990–2004	Percent change, 2003–2004
TOTAL	315,173	367,122	320,891	338,132	7.3	5.4
Outbound travel from the United States	131,145	171,696	146,217	153,455	17.0	5.0
Inbound travel to the United States	184,028	195,426	174,674	184,677	0.4	5.7
NORTH AMERICA¹	284,124	314,294	278,413	290,459	2.2	4.3
Overnight²	52,939	59,735	54,990	60,181	13.7	9.4
U.S. residents to Canada	12,252	15,188	14,232	15,056	22.9	5.8
U.S. residents to Mexico	16,381	19,285	17,566	19,370	18.2	10.3
Canadian residents to the United States	17,263	14,666	12,666	13,849	-19.8	9.3
Mexican residents to the United States	7,041	10,596	10,526	11,906	69.1	13.1
Same-day	231,185	254,559	223,423	230,278	-0.4	3.1
U.S. residents to Canada	22,482	28,805	21,277	19,539	-13.1	-8.2
U.S. residents to Mexico	64,038	81,565	68,690	72,139	12.7	5.0
Canadian residents to the United States	53,171	28,000	21,486	22,191	-58.3	3.3
Mexican residents to the United States	91,494	116,189	111,970	116,409	27.2	4.0
North America share of total (percent)	90.1	85.6	86.8	85.9		
OVERSEAS OVERNIGHT TRAVEL³	31,049	52,828	42,478	47,673	53.5	12.2
Outbound travel from the United States	15,990	26,853	24,452	27,351	71.1	11.9
Inbound travel to the United States	15,059	25,975	18,026	20,322	35.0	12.7

¹ North American data in this table are different from and should not be compared with the border-crossing data in table 3.3. North American data in this table are different from and should not be compared with the land border-crossing data in table 3.3. These data cover visits by residents and/or citizens of the United States, Canada, and Mexico to and from the United States, while data in table 3.3 cover only the number of border crossings into the United States regardless of residency or citizenship.

² U.S.-Canada and U.S.-Mexico overnight data presented in this table are from the U.S. Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries. Throughout this report, U.S. Department of Commerce data are used for overall overnight visitor totals, while Canadian and Mexican sources are used for mode of transportation and trip purpose reporting. Data for table 3.1 are provided by Canadian and Mexican government agencies who make adjustments and revisions to their data at the modal level. Subsequently, the overall overnight travel totals provided by the U.S. Department of Commerce will differ from those in table 3.1.

³ The aggregate figures for overseas visits differ from the sum of visits to or from individual regions because a single outbound visits by a U.S. resident is counted once as an "overseas" visits but could be attributed to multiple regions. Overseas travel excludes travel to Canada and Mexico.

NOTES: 2000 inbound data revised for Canada and Mexico only.
Overnight = one or more nights spent on travel.

SOURCES: **Overnight**—U.S. Department of Commerce, International Trade Administration, Office of Travel and Tourism Industries, "Arrivals to the U.S. 1997-2004," and "U.S. Resident Travel Abroad: Historical Visitation—Outbound 1990-2003 (One or More Nights)." **Same-day**—Statistics Canada, International Travel: Travel Between Canada and Other Countries (Touriscope), Catalogue No. 66201 -XIE (Ottawa, Ontario: various years). Statistics Canada. Culture, Tourism and the Centre for Education Statistics Division, special tabulations (Ottawa, Ontario: various years).

Banco de México. Dirección General de Investigación Económica. Dirección de Medición Económica, special tabulations, (Mexico City, D.F.: various years).

- While this report focuses on 2000 to 2004, trend data from an earlier report show that between 1990 and 2000, total outbound and inbound U.S. international passenger travel increased 17 percent from 315 million visits to 367 million visits.
- From 1990-2004, outbound travel grew by 17 percent, while inbound travel of 184.7 million in 2004 was virtually the same as the 184 million in 1990.
- During the same period, U.S.–North American travel grew by a modest 2 percent compared to U.S.–overseas travel, which increased 54 percent. The primary reason for the slow growth in U.S.–North American travel was a 20-percent decline in Canadian residents’ overnight visits to the United States and a 58-percent decline in their same-day travel to the United States.
- In contrast, during this same period, inbound overnight visits by Mexicans rose 69 percent and their inbound same-day visits grew 27 percent.



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