TransBorder Freight Data Program

Overview

The North American TransBorder Freight Database, available since April 1993, contains freight flow data by commodity type and by mode of transportation (rail, truck, pipeline, air, vessel, and other) for U.S. exports to and imports from Canada and Mexico. The database includes two sets of tables; one is commodity based while the other provides geographic detail. The purpose of the database is to provide transportation information on North American trade flows. This type of information is being used to monitor freight flows and changes to these since the signing of the North American Free Trade Agreement (NAFTA) by the United States, Canada and Mexico in December 1992 and its entry into force on January 1, 1994. The database is also being used for trade corridor studies, transportation infrastructure planning, marketing and logistics plans and other purposes. It allows users to analyze movement of merchandise by all land modes, waterborne vessels, and by air carriers.

Background

Since 1993 the Bureau of Transportation Statistics (BTS) of the Research and Innovative Technology Administration at the United States (U.S.) Department of Transportation (DOT) has contracted with Bureau of the Census (Census) at the U.S. Department of Commerce (DOC) to provide previously unpublished transportation data by mode for U.S. import and export trade with Canada and Mexico. This dataset is referred to as the North American TransBorder Freight Data, and begins with data for April 1993. Under the contract, Census processes and summarizes the data, and then provides two sets of data tables to BTS; one provides detailed transportation flows while the other is commodity based without as much transportation detail. A number of changes to improve the quality and usefulness of the data have occurred since the April dataset was first made available.

This description of the Bureau of Transportation Statistics' North American TransBorder Freight Database provides a general overview of the database, a background of organizational roles, and a brief discussion of sources and coverage. For additional information, including specific field definitions, users should refer to the data documentation for the relevant period of their interest.

Coverage

Beginning with the 1997 data, the North American TransBorder Freight Data represents official U.S. trade with Canada and Mexico for shipments that entered or exited the United States by surface modes of transport (other than air or maritime vessel). The data from April 1993 to December 1996 included official U.S. trade with Canada and Mexico by surface modes and transshipments that moved from a third country through Canada or Mexico to the United States or from the United States to a third country through Canada or Mexico. For this time period, it was not possible to separate transshipment activity from the official trade activity at the detailed level. Due to customer requests, BTS discontinued the inclusion of transshipment activity in the North American TransBorder Freight Data beginning with the January 1997 data month. This allows customers to perform comparable trade analyses by mode of transportation.

Sources

The North American TransBorder Freight Dataset is extracted from the Census Foreign Trade Statistics Program. Import and export data are captured from administrative records required by the Departments of Commerce and Treasury. Historically, these data were obtained from import and export paper documents that the U.S. Customs Service (Customs) collected at a port of entry or exit. However, an increasing amount of import and export statistical information is now being captured electronically.

- **Imports**
  For imports from Canada and Mexico, over 96 percent of entries are collected electronically. U.S. imports of merchandise is compiled primarily from automated data submitted through the U.S. Customs' Automated Commercial System. Data are compiled also from import entry summary forms, warehouse withdrawal forms and Foreign Trade Zone documents as required by law to be filed with the U.S. Customs and Border Protection. Data on imports of electricity and natural gas from Canada are obtained from Canadian sources.
- **Exports**
  U.S exports of merchandise are compiled primarily from the Automated Export System (AES), paper Shipper's Export Declarations (SEDs), and Canadian data provided by Statistics Canada. The United States is substituting Canadian import statistics for U.S. exports to Canada in accordance with a 1987 Memorandum of Understanding signed by the Census Bureau, U.S. Customs and Border Protection, Canadian Customs, and Statistics Canada. This data exchange includes only U.S. exports destined for Canada and does not include shipments destined for third countries by routes passing through Canada.

Reliability

Import and export data are a complete enumeration of documents collected by U.S. Customs and Border Protection and are not subject to sampling errors. However, while quality assurance procedures are performed at every stage of collection, processing, and tabulation, the data are still subject to several types of nonsampling errors. The most significant of these include reporting errors, undocumented shipments, timeliness, data capture errors, transiting goods, and underestimation of low-valued transactions.

The North American TransBorder Freight Dataset is the best publicly available approximation for analyzing North American TransBorder transportation flows. However, as was noted in previous sections, the North American TransBorder Freight Data are a subset of these statistics. Users should be aware that trade data fields (such as value, commodity classification) are typically more rigorously reviewed than transportation data fields (i.e., mode of transportation and port of entry/exit). Users should also be aware that the use of foreign trade data to describe physical transportation flows might not be direct. For example, this dataset provides surface transportation information for individual Customs districts and ports on the northern and southern borders. However, because of filing procedures for trade documents, these ports may or may not reflect where goods physically crossed the border. This is because the filer of information may choose to file trade documents at one port while shipments actually enter or exit at another port.

Users should also note that the North American TransBorder Freight Dataset represents Census' first attempt to disaggregate the various surface modes of transportation in U.S. foreign trade statistics. Since the dataset was first made available in April, it has gone through several refinements and improvements. When improbabilities and inconsistencies were found in the dataset, extensive analytical reviews were conducted, and improvements were made to the dataset based on these reviews. Therefore, the overall reliability of the dataset is generally very good. However, accuracy does vary by direction of trade and individual data field. For example, import data are generally more accurate than export data. This is primarily due to the fact that the Customs uses import documents for enforcement purposes while it performs no similar function for exports.

Time Series

The North American TransBorder Freight Data is available in monthly detail for April through the present, although not all data elements currently available in the dataset were available beginning at that time. Prior to 1993, the Census Bureau only provided mode of transportation information for air, water and other. No detail was available for trade by surface mode of transportation. In response to growth in North American trade and the anticipated passage of the North American Free Trade Agreement (NAFTA), the U.S. Department of Transportation contracted with the Census Bureau to tabulate official trade statistics whereby the previous "other" category could be separated into individual surface modes for U.S. trade with Canada and Mexico. Today, North American freight transportation data are available for all modes of transportation.

Formats and Availability

BTS provides access to the data through an interactive searchable interface called North American TransBorder Web. This allows users to create multivariable cross-tabulations on port, geography and commodity for all modes of transportation. Search results can be viewed online and then downloaded.

Additionally, the monthly and annual North American TransBorder Freight Data can be downloaded in raw table formats. Users with a need to customize and manipulate these statistics for various purposes may choose to download these files instead of using the interactive searchable interface.

Because of the desire to offer the highest level of timeliness to customers, BTS releases the North American TransBorder Freight Data online on a monthly schedule. For additional information contact the BTS Info Services at 800-853-1351 or RITAInfo@dot.gov.

Summary of Major Reporting Changes

Several significant reporting changes have occurred since the release of the first data month, April 1993. These are noted here, and also are discussed in detail in subsequent sections.

January 2007

Starting January 2007, the Bureau of Transportation Statistics will use a new data structure to release the North American TransBorder data because of changes made by the Census Bureau to allow users to simultaneously access commodity and port information. See detailed changes below.

January 2004

With the release of January 2004 statistics, the Bureau of Transportation Statistics started incorporating the Air and Vessel data provided by the U.S. Census Bureau. The data for Air and Vessel are available in the same format as the land modes under a separate group of tables. See detailed changes below.

January 2003

With the release of December 2002 statistics, the U.S. Census Bureau discontinued the state export series based on the exporter location (EL). Beginning with the January 2003 statistics, the U.S. Census Bureau compiled and released state exports based only on the origin of movement series. As a result BTS could not provide four tables that were available in prior years. Those tables are: 3B Exports to Mexico with State of Exporter and Commodity Detail, 4B Exports to Canada with State of Exporter and Commodity Detail, 5B Exports to Mexico with NTAR of Exporter and Geographic Detail, and 6B Exports to Canada with NTAR of Exporter and Geographic Detail. See detailed changes below.

January 2001

Beginning with the January 2001 data, the U.S. Census Bureau, at the request of the Bureau of Economic Analysis, began incorporating data for estimates of shipments with late trade documentation filings into the monthly data for U.S. exports to Canada. Previously, Census had made these adjustments on an annual basis. Since the North American TransBorder Freight Data are a subset of overall U.S. trade statistics, and to ensure consistency with these, the estimates for these U.S. to Canada export shipments are now incorporated into the monthly data for district/port code 70XX, commodity code (TSUSA or SCH-B) 98 (Special Classifications), and mode "other" (mode 8). Census estimates that these monthly revisions will be in the range of $150 to $250 million. (For comparative purposes, for three months in the year 2000 (January, July and September), the value of district/port code 70XX ranged from $855 to $981 million, the value of commodity code 98 ranged from $222 to $293 million and the value of mode other ranged from $878 million to $993 million.) See detailed changes below.

May 1997

Beginning with the May 1997 data, Statistics Canada changed some of its reporting procedures of the "freight" field. The "freight" field measures the total freight charges to transport the goods from the place of direct shipment in the U.S. to the consignee in Canada. See detailed changes below.

January 1997

Transshipments from a third country through Canada or Mexico to the U.S. or from the U.S. to a third country through Canada or Mexico were removed from the dataset. Additional port detail was added. Canadian and Mexican border customs districts now include all public ports. In addition, some additional non-border or inland ports are now identified separately. Non-border ports with low activity are combined at their parent Customs district and reported by an XX i.e., (35XX). Due to increased geographic specificity, individual record counts were deleted from the dataset. A summary of record counts are now presented by country, direction of trade, and mode of transportation. See detailed changes below.

January 1996

Shipping weight for truck and rail shipments imported into the United States through Canada or Mexico from a third country (i.e. transshipments) was added. (Note: Beginning with the January 1997 data month, transshipment data were removed. See detailed changes below.

April 1995

Shipping weight for Mexican imports was added. For U.S. exports to Canada, the cost of moving goods from the place of direct shipment in the U.S. to the consignee in Canada (data field - Freight) was added. The mode of transporta and foreign trade zones were added some of to the import tables. This new mode of transportation (MOT) category was added in recognition of the increased activity in foreign trade zones along the U.S./Mexican and U.S./Canadian borders. See detailed changes below.

April 1994

Increased commodity detail and geographic detail began to be reported together in a number of files.

For exports, the 98 Schedule B 2 digit commodity groups replaced the previous 11 Schedule B Groups; the U.S. state of origin replaced the U.S. region of origin; the Canadian province and Mexican state of destination replaced Canadian and Mexican regions of destination; and the National Transportation Analysis Region (NTAR) of the U.S. exporter was added.

For imports, the 98 2 digit Harmonized Tariff Schedule of the United States (TSUSA) commodity groups replaced the 11 TSUSA groups; the Canadian province of origin replaced the Canadian region of origin; and the U.S. state of destination replaced the U.S. region of destination. (Note: At the 2-digit level the commodities of Schedule B and TSUSA are the same.) See detailed changes below.

Details of Major Reporting Changes

Changes beginning with January 2007

Starting January 2007, the Bureau of Transportation Statistics used a new data structure to release the North American TransBorder data for download. The new data structure allows users to access information on U.S. - North American TransBorder trade by port and commodity detail.

Prior to January 2007, data by port and commodity detail were not available for download or analysis for the land modes. The following table shows the inter-relationship between the new and the old data structure. It

provides a crosswalk from the three new tables, starting January 2007, to all the previous data tables prior to 2007.

New Version - Table Number (Starting January 2007)	Old Version - Table Number (Prior to January 2007)
Table 1: U.S. Impors and Exports with State and Port Detail	Imports from Mexico with Port Geography and State of Destination Detail (Table 11)
	Imports from Canada by with Port Geography and State of Destination Detail (Table 12)
	Imports from Mexico with Port Geography and State of Destination Detail (Table AV9)
	Imports from Canada with Port Geography and 2-Digit Commodity Detail (Table AV11)
	Exports to Mexico with State of Origin and Port Geography Detail (Table 5A)
	Exports to Canada with State of Origin and Port Geography Detail (Table 6A)
	Exports to Mexico with State of Origin and Port Geography Detail(Table AV3)
	Exports to Canada with State of Origin and Port Geography Detail(Table AV5)
Table 2: U.S. Imports and Exports with State and Commodity Detail	Imports from Mexico with 2-Digit Commodity and State of Destination Detail (Table 9)
	Imports from Canada with 2-Digit Commodity and State of Destination and 2-letter Province Code (Table 10)
	Imports from Mexico with State of Destination and 2-Digit Commodity Detail (Table AV7)
	Imports from Canada with State of Destination and 2-Digit Commodity Detail (Table AV8)
	Exports to Mexico with State of Origin and 2-Digit Commodity Detail (Table 3A)
	Exports to Canada with State of Origin and 2-Digit Commodity Detail (Table 4A)
	Exports to Mexico with State of Origin and 2-Digit Commodity Detail (Table AV1)
	Exports to Canada with State of Origin and 2-Digit Commodity Detail (Table AV2)
Table 3 : U.S. Imports and Exports with Port and Commodity Detail	Exports to Mexico with 2-Digit Commodity and Port Geography Detail (Table AV4)
	Exports to Canada with Port Geography and 2-Digit Commodity Detail (Table AV6)
	Imports from Mexico with Port Geography and 2-Digit Commodity Detail(Table AV10)
	Imports from Canada with Port Geography and 2-Digit Commodity Detail(Table AV12)

Note: AV denotes Air and Vessel.

Changes beginning with January 2004

With the release of January 2004 statistics the Bureau of Transportation Statistics started incorporating the vessel and air data provided by the U.S. Census Bureau into the North American TransBorder data. The vessel and air data provided information on U.S. - North American TransBorder trade similar to U.S North American TransBorder surface freight. For the first time additional information such as U.S. North American TransBorder trade by Port and Commodity was available.

Reporting Changes beginning with January 2003 Data

With the release of December 2002 statistics, the U.S. Census Bureau discontinued the state export series based on the exporter location (EL). Beginning with January 2003 statistics, the U.S. Census Bureau compiled and released state exports based only on the origin of movement (OM) series. Users should be cautious in interpreting the exporter location (EL) series and are advised that comparisons of 2000 and 2001 state totals to those of previous years may be misleading. The state export series based on the exporter's location, the EL series has changed significantly since late 1999. An analysis of the locations reported by exporters in 2000 and 2001 as compared to 1999 has shown that most of the changes involve shipments reported electronically through the Automated Export System (AES). AES, a joint effort of the U.S. Customs Service and the Census Bureau, was first implemented in 1995. The results of their analysis coincided with the surge in reporting through AES in late 1999 through 2001, when the former Automated Export Reporting Program (AERP) was discontinued and alternative ways of filing through AES (AES DIRECT, PC Link, and Web Link) were introduced. While AES has significantly improved the overall quality and coverage of the export data, it has changed filing practices, especially the addresses reported for multiple location companies. The exporter's location is based on the ZIP code in the exporter's address as reported on the Shipper's Export Declaration or its electronic equivalent. As a result of these changes BTS can no longer provide four tables that have been released in prior years. Those tables are: 3B Exports to Mexico with State of Exporter and Commodity Detail, 4B Exports to Canada with State of Exporter and Commodity Detail, 5B Exports to Mexico with NTAR of Exporter and Geographic Detail, and 6B Exports to Canada with NTAR of Exporter and Geographic Detail.

Reporting Changes beginning with January 2001 Data

Beginning with the January 2001 data, the U.S. Census Bureau, at the request of the Bureau of Economic Analysis, began incorporating data for estimates of shipments with late trade documentation filings into the monthly data for U.S. exports to Canada. Previously, Census had made these adjustments on an annual basis. Since the North American TransBorder Surface Freight Data are a subset of overall U.S. trade statistics, and to ensure consistency with these, the estimates for these U.S. to Canada export shipments are now incorporated into the monthly data for district/port code 70XX, commodity code (TSUSA or SCH-B) 98 (Special Classifications), and mode "other" (mode 8). Census estimates that these monthly revisions will be in the range of $150 to $250 million. (For comparative purposes, for three months in the year 2000 (January, July and September), the value of district/port code 70XX ranged from $855 to $981 million, the value of commodity code 98 ranged from $222 to $293 million and the value of mode other ranged from $878 million to $993 million.)

Reporting Changes beginning with January 1997 Data

Based on user feedback, several major reporting changes have been implemented, beginning with the January 1997 data. These include deletion of transshipment data, addition of additional port detail and deletion of record count information. Each of these changes are discussed in greater detail below.

Deletion of Transshipments

Transshipments, that is, shipments from a third country through Canada or Mexico to the U.S. or from the U.S. to a third country through Canada or Mexico have been deleted from the public files beginning with the

January 1997 data. (Note: Prior to January 1997, documentation for this dataset referred to this type of activity as in transit shipments.)

Prior to January 1997 statistics, this dataset included transshipments in its detailed tables, and credited those shipments to either Canada or Mexico even when the actual origin or final destination of the goods was in a third country. However, in other Census trade statistics, transshipments through Canada and Mexico are credited to the true country of origin or final destination. Therefore, to make this dataset more comparable to other Census trade statistics (such as the "U.S. Exports of Merchandise" and "U.S. Imports of Merchandise" both on CD-Rom and the "FT920: U.S. Merchandise Trade: Selected Highlights"), detailed information on transshipments has been removed.

The deletion of the transshipment data has made this dataset more comparable to other Census foreign trade statistics, but the correspondence will not necessarily be exact every data month. This is due to adjustments to the final Census trade statistics. Therefore, comparisons of North American TransBorder exports or imports with published data in the Department of Commerce, Bureau of the Census, "FT920: U.S. Merchandise Trade: Selected Highlights," is close but not exact. Table 3 of the FT920 can be used to compare export totals, and Table 8 can be used for imports. In both cases, the maritime vessel and air value of shipments will need to be subtracted from the total value to estimate surface North American TransBorder exports and imports. Comparisons can also be made by using the Census CD-Rom "U.S. Exports of Merchandise" and "U.S. Imports of Merchandise."

For time series consistency, value data will need to be adjusted before comparing pre and post January 1997 data. This is because the pre-January 1997 data includes transshipments while the post-January 1997 data does not. A DOT analysis was conducted to estimate the proportion transshipments were of export and import trade between the U.S. and Canada and the U.S. and Mexico. The appropriate proportions could then be subtracted from the total export and import values for pre-January 1997 data to provide an approximation of the value of pre-January 1997 trade without transshipments included. For the period of examined, transshipments accounted for an average of 17.7% of total U.S. exports to Canada plus transshipments. The comparable figure was 6.2% of the total U.S. imports and transshipments from Canada. Transshipments through Mexico were considerably smaller accounting for 0.4% on the export and 1.7% on the imports from Mexico side. Modal variations also occurred.

Port Detail

Additional port detail was added beginning with the January 1997 data. Canadian and Mexican border customs districts now include all ports within these districts, not just the ports at the border. In addition, major non-border or inland ports are now are being reported for Canada and Mexico. The remaining ports in non-border districts, however, continue to be summarized at their parent Customs district.

Additional information on the source and reliability of port data can be found in the Sources and Reliability Statement for this dataset which is available under the "Methods and Limitations" button on the North American TransBorder Surface Freight Data homepage at the following URL: http://www.bts.gov/ntda/tbscd/

Deletion of Record Count

Due to the increased geographic specificity now provided, individual record counts have been deleted from the dataset beginning with the January 1997 data.

Reporting Changes beginning with May 1997 Data

Beginning with the May 1997 data, Statistics Canada changed some of its reporting procedures of the "freight" field. The "freight" field measures the total freight charges to transport the goods from the place of direct shipment in the U.S. to the consignee in Canada. (Under A data exchange agreement between the United States and Canada, the U.S. obtains all of its data for the U.S. exports to Canada from Statistics Canada.)

Statistics Canada edits all reported data for the "freight" field. A small percentage of the reported data are accepted during the edit process. The edit process checks that each record is within a certain range for each

two-digit commodity. If the reported data is outside this range, Statistics Canada imputes a new value for the "freight" field. Before May 1997, Statistics Canada imputed the "freight" field by applying a percent to the value of each record. This percent was consistent, regardless of commodity or the method of transportation. However, Statistics Canada analysis determined that some of the imputed values for the "freight" field may have been over-estimated. Consequently, Statistics Canada changed its method of imputation during the editing process. The new imputation process now applies various percentages to the reported data based on the two-digit commodity group, but still without regard to method of transportation. This new imputation method has resulted in lower reported values for the "freight" field for data subsequent to May 1997. Users should note that while the ratio of the "freight" field to value varies at the micro level, this ratio is relatively consistent at the aggregate level, from month to month.

January 1996 - December 1996 Data

Starting with the January 1996 data, the Census Bureau included shipping weight for road and rail shipments imported into the United States through Canada or Mexico from a third country (i.e., in-transit shipments.) For the January through March 1996 data, Census estimated these shipping weights using factors for each 2-digit commodity group for the particular mode. Reported shipping weight data became available with the April 1996 data. For the January 1996 imports through Mexico from a third country, Census estimated the shipping weight of 5.6 million kilograms, which represents 0.3 percent of the 1.6 billion kilograms of overland Mexican shipments. For the January 1996 imports through Canada from a third country, Census estimated the shipping weight of 160 million kilograms, which represents 1.1 percent of 14.8 billion kilograms of overland Canadian shipments.

Two additional changes have affected this dataset's field structure. In April 1995, the data field "FREIGHT" was added and indicates the total freight charges to transport the goods from the place of direct shipment in the U.S. to the consignee in Canada. This field is now available for Exports to Canada (files D4A, D4B, D6A, and D6B). In addition in July 1995, a new disaggregated mode of transport (DISAGMOT) "9" was added, for imports from Mexico and Canada into U.S. Foreign Trade Zones (files D09, D10, D11, D12). This new mode of transportation (MOT) category was added in recognition of the increased activity in foreign trade zones along the U.S./Mexican and U.S./Canadian borders. Although FTZ is being treated as a MOT in this dataset, the mode of transportation for a specific shipment into or out of a foreign trade zone is unknown because Customs does not collect this information. In previous data months, these shipments had been incorrectly included as rail shipments.

April 1995 - December 1995 Data

Several reporting changes occured beginning with the April 1995 data. The field shipping weight (SHIPWT) was added to the table for Imports from Mexico (files D09 and D11) in addition to already being provided for Imports from Canada (files D10 and D12). In April 1995, the data field "FREIGHT" was added and indicates the total freight charges to transport the goods from the place of direct shipment in the U.S. to the consignee in Canada. This field was available for Exports to Canada (files D4A, D4B, D6A, and D6B). In addition in July 1995, a new disaggregated mode of transport (DISAGMOT) "9" was added, for imports from Mexico and Canada into U.S. Foreign Trade Zones (files D09, D10, D11, D12). This new mode of transportation (MOT) category was added in recognition of the increased activity in foreign trade zones along the U.S./Mexican and U.S./Canadian borders. Although FTZ is being treated as a MOT in this dataset, the mode of transportation for a specific shipment into or out of a foreign trade zone is unknown because Customs does not collect this information. In previous data months, these shipments had been incorrectly included as rail shipments.

April 1994 - March 1995 Data

Several reporting changes occured beginning with the April 1994 data. The combination of geographic and commodity detail permitted in a number of files was expanded. For **exports** , the 98 Schedule B 2-digit commodity groups replaced the previous 11 Schedule B Groups; the U.S. state of origin replaced the U.S. region of origin; the Canadian province and Mexican state of destination replaced Canadian and Mexican regions of destination; and the National Transportation Analysis Region (NTAR) and U.S. state of the U.S. exporter was added. For **imports** , the 98 2-digit Harmonized Tariff Schedule of the United States (TSUSA) commodity groups replaced the 11 TSUSA groups; the U.S. state of destination replaced the U.S. region of

destination; and the Canadian province of origin replaced the Canadian region of origin. (Note: The 98 2-digit commodities of Schedule B and TSUSA are the same.)

Frequently Asked Questions (FAQ)

Q1. Is there one source that I can go to that will have all the information I need about U.S. international trade and transportation?
In the United States, multiple agencies and organizations (both public and private) are involved in the collection, processing and dissemination of international trade and transportation data. No one dataset provides all the information requirements needed by the transportation community. Data collection approaches may also vary. Some data are required by regulation and can be considered administrative data. Others are collected via surveys. Some data are reported by carriers while other data represent information from shippers. The integration of these different data sources helps to provide a more complete picture of U.S. international trade and transportation flows and trends. However, several challenges do arise when using multiple data sources, including variations in accuracy, reliability, time series, and data field definitions.

Q2. What types of international trade and transportation data are collected for the United States and what are their sources?
U.S. international trade and transportation data can be categorized into three primary categories. These are: administrative trade statistics, carrier-based data and shipper-based data. Data in these categories may be required by regulation, collected via a survey or compiled for a special study.

Administrative Trade Statistics
International merchandise trade statistics for the United States are processed and released by the U.S. Census Bureau, Foreign Trade Division. Census-based merchandise trade data are captured from administrative documents required by the Departments of Commerce and now the Department of Homeland Security. Historically, these data have primarily reflected information filed by shippers (or their representatives) rather than carriers. The U.S. Customs and Border Protection and Border Protection is responsible for collecting this information, either in paper or electronic form at U.S. ports of entry, exit or clearance. Currently, electronic information is captured through the Automated Broker Interface (ABI) for imports and the Automated Export System (AES) for exports, together known as the Automated Commercial System (ACS). (Customs is developing a new system to replace the ACS, as part of its modernization efforts. This is known as the Automated Commercial Environment (ACE).

Once the data are collected by U.S. Customs and Border Protection, the Census Bureau is responsible for quality assurance and verification of the official U.S. international trade statistics. Census also releases a number of products in a wide variety of formats. In addition, other federal agencies receive special tabulations from the Census Bureau, based on the official U.S. international trade statistics. These agencies then perform additional quality assurance reviews and analyses for their own purposes and to meet the needs of their customers. These include: data on North American land trade (released to the U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics (RITA/BTS) and disseminated as the North American TransBorder Freight Data);

data on U.S. international maritime trade (released to the Maritime Administration (MARAD) and the Army Corps of Engineers and disseminated in multiple formats); data on U.S. transportation related goods and overall trade data (released to the Bureau of Economic Analysis (BEA) and disseminated in multiple formats, including balance of payments information).

A wide variety of transportation and transportation related data elements are collected as part of the filing requirements for import and export transactions. This includes, for example, data elements such as value, commodity, weight, country of origin and destination, U.S. port or gateway, freight charges, etc. From a transportation perspective, several federal agencies are involved in data processing, analysis and dissemination of official international trade statistics, in addition to the Census Bureau. The primary agencies involved, from a transportation perspective, are listed below:

- Overall levels of U.S. international trade with focus on country information and/or detailed commodity information: U.S. Census Bureau and other agencies that repackage Census-based trade statistics such as the International Trade Commission (http://www.census.gov/foreign-trade/www/)
- Maritime trade and transportation related data: U.S. Army Corps of Engineers (Department of Defense and the Maritime Administration, U.S. Department of Transportation (http://www.marad.dot.gov/library_landing_page/data_and_statistics/Data_and_Statistics.htm)
- Land trade and transportation related data: Bureau of Transportation Statistics, Research and Innovative Technology Administration, U.S. Department of Transportation (www.bts.gov/TransBorder/)
- Air trade: Census Bureau, Foreign Trade Division (Limited information is available from their existing products. Through special tabulation requests, users can obtain more detail.)
- Multimodal trade and transportation data integration, analysis and dissemination: Bureau of Transportation Statistics, Research and Innovative Technology Administration, U.S. Department of Transportation

As noted above, customers can obtain access to data on overall levels of U.S. international trade directly from the U.S. Census Bureau, Foreign Trade Division or from other federal agencies that have developed user-friendly summaries and queries for these data. These include the International Trade Commission's Interactive Tariff and Trade Data Web available at http://dataweb.usitc.gov/, which provides interactive access to monthly data on U.S. international trade with commodity, value and country detail through interactive queries. In addition, the international Trade Administration at the U.S. Department of Commerce offers a variety of summarized downloadable annual data tables on U.S. international trade available at http://www.ita.doc.gov/td/industry/otea/.

In addition to the administrative trade statistics, other types of data are also available to assess U.S. international trade and transportation. These include carrier and shipper based sources. Some examples of carrier based sources include:

- International air freight data from the Bureau of Transportation Statistics, Research and Innovative Technology Administration, U.S. Department of Transportation, Office of Airline Information (OAI), maritime data from the Journal of Commerce's Port Import Export Reporting Service (PIERS), and special periodic surveys such as the Canada's National Roadside Survey (NRS).
- The international air freight data from the Office of Airline Information (OAI) at the U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, includes data on the weight of air cargo carried between U.S. airports and foreign airports. The data represents non-stop bi-directional air trade by U.S. and foreign carriers between the United States and other countries and as such differs from U.S. Census Bureau's merchandise trade statistics. The airport data from the RITA/BTS source also reflect actual U.S. airports, not U.S. Customs and Border Protection ports (Customs ports are the basis for air ports of entry for administrative trade statistics). For international air freight analysis, the OAI data provide more detailed geographic and route information, from a carrier perspective. This type of information is not included in the administrative trade statistics released by the Census Bureau. However, the OAI data do not have information on commodity nor value, and these two data elements that are included in the administrative trade statistics.
- The maritime data from the Journal of Commerce's Port Import Export Reporting Service (PIERS), a private source, includes data on detailed waterborne cargo, including weight and commodity

detail. The PIERS data reports containerized cargo by twenty-foot equivalent units (TEUs) as well as by tonnage. The source of PIERS data is the vessel manifest for all vessels entering and exiting the United States. Because the data are based on the vessel manifest information, the level of precision for the commodity and value data will differ from that reported in administrative trade statistics. The coverage of the dataset also includes transshipment activity, or shipments passing through the United States, but not part of official U.S. international trade. Therefore, the PIERS data captures a wider range of activity than is represented in official U.S. international trade statistics (which do not include transshipments).

- In addition to OAI and PIERS, periodic surveys are collected in specific regional areas and for specific time periods. Such surveys may have a very limited time series, but can be used in conjunction with more detailed data sources. An example of this is the National Roadside Survey of Canada. This national survey was a carrier based intercept survey for trucks that was conducted in 1991, 1995, 1999, and 2006. It was originally designed to capture information on commercial truck activity among Canadian provinces. The 1999 National Roadside Study was expanded to include coverage of bi-directional truck activity at the U.S.-Canadian border. The information on U.S.-Canada truck freight covers origin and destination, major Canada-U.S. truck freight routes, commodity classification, weight and value and truck volumes by state/province and major border crossing. A component was included in the 2006 NRS.

Shipper Based Sources
In addition to these carrier sources, there are shipper-based survey sources that provide some information on U.S. international trade and transportation. An example of this is the Commodity Flow Survey (CFS) conducted in 1993, 1997, and 2002. The CFS is conducted by the Bureau of Transportation Statistics, Research and Innovative Technology Administration, U.S. Department of Transportation the U.S. Census Bureau. Because it is a survey of U.S. domestic establishments, it captures information on export shipments from these establishments. For the 1997 survey, a special tabulation on exports was released. This covered information on the value and tonnage for exports by the export mode of transportation. It also included information on value, tonnage, and ton-miles for exports by the domestic mode of transportation. Due to changes in the sample size for the 2002 CFS, the special tabulations for exports may not have the same level of detail as reported for the 1997 CFS. The export data from the CFS is limited due to the exclusion of industries outside the scope of the CFS. Therefore the data released is not directly comparable to merchandise trade exports released by other sources, including the Census-based foreign trade statistics. The CFS export data is collected by asking respondents to report the foreign city, country of destination, and mode of transport by which the shipment left the country. Respondents are also asked to report the U.S. port, airport, or border crossing of exit and to report the "domestic mode" of transport used to reach the U.S. destination.)

Data Source Integration
To fully assess U.S. international trade and transportation issues, customers may need to rely upon multiple data sources, including some of the administrative, carrier and shipper based data discussed here. In doing so, customers will want to review the data definitions, time series, methodology, in order to determine how to adequately link multiple sources for analysis.

Q3. Specifically, where can I find U.S. international trade and transportation statistics?
From a transportation perspective, several federal agencies are involved in data processing, analysis and dissemination of official international trade statistics. The primary agencies involved, from a transportation perspective are listed below, as well as some of their key products and services.

Overall Merchandise Trade:
The Foreign Trade Division at the Census Bureau offers a wide range of products and services, including much aggregated information online at their website http://www.census.gov/foreign-trade/www/ , as well as detailed data released on CD-Rom and DVD. One of the most utilized products is their monthly data release on U.S. Imports of Merchandise and U.S. Exports of Merchandise. These are released on DVD-ROM and contain information on U.S. imports and exports with value, weight, commodity, mode, and country detail.

Maritime Trade and Transportation:
The Waterborne Commerce Center of the Army Corps of Engineers and the Office of Statistical and Economic Analysis at the Maritime Administration offer a wide range of products and services specific to maritime trade and transportation. Specifically, the Waterborne Commerce Center releases the Waterborne Commerce of the United States, a series of publications that provides statistics on the foreign and domestic

waterborne commerce moved on the United States waters. Also available is the Public Domain Database, which contains aggregated information of foreign and domestic waterborne cargo movements. Their website can be accessed here: http://www.iwr.usace.army.mil/ndc/wcsc/wcsc.htm.
The Maritime Administration releases a wide variety of data and statistical reports on U.S. foreign waterborne commerce, with geographic (port, state, country), vessel, and value/weight information. MARAD also releases U.S. Exports and Imports Transshipped via Canada and Mexico, which summarizes U.S. maritime transshipments through Canada and Mexico, including a series of tables that summarize this traffic by U.S. Customs and Border Protection District, foreign trade area, and commodity. Marad's information can be accessed at:http://www.marad.dot.gov/library_landing_page/data_and_statistics/Data_and_Statistics.htm
In addition to these federal sources, the Journal of Commerce's Port Import Export Reporting Service (PIERS) provides data on U.S. international maritime activity, and has data on TEUs.

Land Trade and Transportation:
Bureau of Transportation Statistics, Research and Innovative Technology Administration, U.S. Department of Transportation offers a wide range of products and services specific to U.S. trade with Canada and Mexico by land modes of transportation (truck, rail, pipeline, mail and other). Data are released on a monthly and annual basis in a number of formats, including: monthly detailed data, monthly.
(www.bts.gov/TransBorder/)

Air Trade and Transportation:
Air trade data from official U.S. international trade statistics can be obtained from the Foreign Trade Division at the Census Bureau. The monthly data releases of U.S. Imports of Merchandise and U.S. Exports of Merchandise on DVD-ROM contain information on the value and weight of U.S. imports and exports by air with commodity detail. Information on U.S ports of entry or exit for air trade must be requested as a special tabulation from the Census Bureau. In addition to administrative trade statistics, carrier-based data on international air freight activity is also available from the RITA/BTS, Office of Airline Information (OAI) at the national aggregate level. The RITA/BTS publishes aggregated air data in a number of reports, including the National Transportation Statistics, well as the U.S. International Trade and Freight Transportation Trends report. Additional information on OAI data is available at: www.bts.gov/oai. The Office of the Assistant Secretary of Aviation and International Affairs at DOT also releases a summary report, based on OAI data, which provides information on U.S. international passenger and freight statistics. This is released quarterly, and can be found at http://ostpxweb.dot.gov/aviation.

Multimodal Trade and Transportation:
Multimodal trade and transportation data and analysis are available from the Bureau of Transportation Statistics, Research and Innovative Technology Administration, U.S. Department of Transportation collects and integrates a wide range of international trade and transportation data from a variety of sources, and then provides summarized data tables. Data tables and analyses are included in many agencies products, such as the Pocket guide to Transportation, the National Transportation Statistics (NTS) and the Transportation Statistics Annual Report (TSAR). In addition, RITA/BTS conducts analysis and release interpretive reports on a wide variety of issues pertaining specifically to international trade and transportation. These include: U.S. International Trade and Freight Transportation Trends (March 2003), North American Trade and Travel Trends (November 2001) along with shorter analyses and press releases. These are available in hardcopy form from the RITA/BTS Info Services at 800-853-1351 or email at RITAInfo@dot.gov. They are also available online at the RITA/BTS website: www.bts.gov

Q4. Are manifest data currently collected and released by the U.S. government for all modes of transportation and all international trade transactions?
No. Currently, the Customs and Border Protection (CBP) only collects and releases manifest data for U.S. international maritime trade. Similar data for other modes is not available. Because both shippers based administrative trade data and manifest data are collected for the maritime mode, there are fewer transportation related data gaps for the marine mode than for other modes of transportation. In addition, the linkage of both the manifest and shipper based data sources facilitates additional data verification and quality improvements to maritime trade and transportation data. These are performed by the Waterborne Commerce Center of the Army Corps of Engineers and the Maritime Administration. New Customs and federal government initiatives will require the reporting of both shipper and manifest (from carriers) information for all modes of transportation as part of the efforts to modernize Customs' systems and develop a one-stop federal data collection effort, known as International Trade Data System or ITDS.

Q5. Is there an overall guide to U.S. administrative trade statistics? Where can I find it?
Yes. The Census Bureau's Foreign Trade Division website contains such a document. It is called the Guide to Foreign Trade Statistics and is available at: http://www.census.gov/foreign-trade/guide/index.html. The guide provides information on the various sources of foreign trade statistics, provides definitions and details coverage information for the data elements that are collected as part of an international trade transaction. Please note that this guide is not a guide to all other data sources that can be used in analyzing U.S. international trade and transportation. It is a guide to explain in greater detail U.S. international trade statistics that are collected by CBP and released by the Census Bureau. It does not provide an overview of non-administrative trade data sources.

Q6. Why does U.S. international trade data differ from the data of other countries, such as Canada and Mexico, and what types of trade data reconciliation occurs?
Official U.S. international trade statistics may differ from similar data reported by other countries. For example, the U.S. government may report U.S. exports to Mexico for a specific amount. The Mexican government may report a different number for Mexican imports from the United States. In theory, these figures should be quite comparable. Depending on the trade partner they may be. However, differences do occur at both the aggregate and detailed levels of trade (for example, at the commodity or modal level). These differences occur due to the different types of processing, quality assurance, editing and validation that each country may perform on its data once it is reported to the government. An example of one specific difference is with shipments of a "low-value". The United States does not require that information be filed on imports or exports below a defined level (for example, less than $2,500 for exports). In contrast, some countries record all transactions regardless of value. Another difference may be how each government determines country of origin for commodities. For example, prior to May 2001, Mexican import documents, used by Mexican Customs, only allowed the reporting of one country of origin. If there was more than one country of origin the total value was attributed to the country with the largest value.

The United States and Canada have less trade reconciliation problems than other countries. This is because the United States and Canada initiated a trade data exchange in 1987. Under this agreement, each country only collects import data, and then exchanges with the other country on a monthly basis to create each country's export figures. Thus, at the national level, official international trade statistics reported by the Canadian and U.S. governments will generally agree. However, there are still reconciliation levels at the detailed level (for example, port, state or mode) because of reporting differences or differing verification procedures. For more information on the trade data reconciliation issues for North America, please visit the Census Bureau's Foreign Trade Division's website for the full report on "Merchandise Trade Reconciliation U.S.-Canada-Mexico" here: http://www.census.gov/foreign-trade/www/index.html.

Q7. Which Canadian and Mexican government agencies are responsible for trade statistics?
For Canada, the International Trade Division of Statistics Canada is the main source of Customs-based trade data. More information on Statistics Canada is available at http://www.statcan.ca/start.html Transport Canada, in particular the Economic Analysis Directorate, also conducts a variety of trade and transportation analyses based on administrative (Customs) statistics from Statistics Canada as well as a number of carrier-based sources. More information on Transport Canada is available at http://www.tc.gc.ca/.

For Mexico, there are a number of sources for international trade and transportation data. The two main sources of Customs-based trade data are the Bank of Mexico and Mexico's national statistical agency, INEGI - Institutor Nacional de Estadistica, Geografia e Infomatica: http://www.inegi.gob.mx/. In addition, the transportation agencies in the Mexican government obtain carrier-based information and conduct a wide variety of trade and transportation analyses. This includes the Mexican Department of Transportation, or Secretaría de Comunicaciones y Transportes (http://www.sct.gob.mx/) as well as the Instituto Mexicano del Transporte (http://www.imt.mx/)

Q.8 Where can I get data for other countries?
The International Trade Administration (ITA) maintains a list of international trade data sources as well as sources for other macroeconomic data on their website. From the ITA main page (http://www.trade.gov/) select the link for Trade Statistics, which will take you to the web page for the Office of Trade and Economic Analysis. On this page you should find a link for Global Data Links. This is a list of websites for agencies in many countries that provide trade or economic data for their respective country.

Q9. Where can I find information on U.S. government regulations for importing and exporting?
Numerous federal agencies are involved, at some level, in the import and export process. For example, the

Animal and Plant Health inspection Service (APHIS) focuses on threat reduction for U.S. agriculture from pests or diseases. APHIS plays a major role in ensuring that US agricultural exports are accessible to foreign countries, and also works with countries seeking to establish preclearance programs. The Food and Drug Administration (FDA) is responsible for regulating products for international trade such as: food, pharmaceuticals, medical devices, biologics, animal drugs and feed, radiation-emitting products and cosmetics. The Federal Motor Carrier Safety Administration (FMSCA) oversees the development of compatible motor carrier safety requirements and procedures throughout North America in the context of the North America Free Trade Agreement (NAFTA). These are just a few examples, and there are many more federal agencies that have requirements that affect an international import or export transaction. The U.S. government, through the International Trade Data System, is working to develop a one-stop shop for filing of information related to cargo, crew and conveyances involved in international trade transactions. Under this system, being developed in phases, over the next several years, the requirements of all U.S. federal agencies would be represented.
In terms of import requirements, the primary U.S. federal agency with oversight in this area is the U.S. Customs and Border Protection and Border Protection (now) of the Department of Homeland Security. Information on Customs import requirements can be found at http://www.cbp.gov/xp/cgov/trade/. General information on export requirements can be found at the Census Bureau's web site http://www.census.gov/foreign-trade/regulations/index.html, as well as the International Trade Administration web site at: http://www.export.gov/

Q10. Where can I find information about how to export from the United States?
The Trade Information Center (TIC) at the International Trade Administration, U.S. Department of Commerce is the first stop for companies seeking export assistance from the U.S. government and comprehensive export counseling programs. TIC trade specialists: advise exporters on how to find and use government programs; guide businesses through the export process; direct businesses to market research and trade leads; provide information on overseas and domestic trade events and activities; supply sources of public and private export financing; inform callers on how to access reports and statistics from the computerized National Trade Data Bank (NTDB); and direct businesses to state and local trade organizations that provide additional assistance. The TIC also provides export counseling for Western Europe, Asia, the Western Hemisphere, Africa, and the Near East. TIC trade specialists can assist exporters on: import tariffs/taxes and customs procedures; standards, intellectual property rights, government procurement, and other commercial laws, regulations, and practices; distribution channels, business travel, and other market information; opportunities and best prospects for U.S. companies in individual markets; and difficulties encountered on specific commercial transactions. You can obtain more information on the TIC by visiting their website here: http://www.trade.gov/td/tic/.

Q11. What are the sources of the North American TransBorder Freight Data?
The North American TransBorder Freight Dataset is a special tabulation of U.S. official international trade statistics that are collected by CBP and processed and validated by the U.S. Census Bureau, Foreign Trade Division. The Bureau of Transportation Statistics, RITA at the U.S. Department of Transportation contracts with the Census Bureau to perform this special tabulation and make these data available to the transportation community.

Q12. Are the North American TransBorder Freight Data collected via a survey?
No. These data are administrative, regulatory data required by the U.S. government as part of the import/export procedures established by CBP and the U.S. Census Bureau. Therefore they represent an entire "census" of U.S. trade. They are not survey data. Instead they are a special subset of official U.S. international trade statistics.

Q13. What is the time series of the North American TransBorder Freight Dataset, and why isn't it available prior to 1993?
The North American TransBorder Freight Data is available in monthly detail for April 1993 through the present, although not all data elements currently available in the dataset were available beginning at that time. Prior to 1993, the Census Bureau only provided mode of transportation information for air, water and other. No detail was available for surface trade. In response to growth in North American trade and the anticipated passage of the North American Free Trade Agreement (NAFTA), the U.S. Department of Transportation requested that the Census Bureau develop a monthly tabulation of official trade statistics whereby the previous "other" category could be separated into individual surface modes for U.S. trade with Canada and Mexico. Thus, prior to April 1993, it is not possible to report any data that are disaggregated by surface mode. Starting January 2004 air and vessel data were provided by the census to the BTS, RITA, DOT

Q14. Who (What agency) primarily establishes the data filing requirements for imports and exports?
The Customs and Border Protection Services (CBP) under the Department of Homeland Security is responsible for determining the majority of the requirements on data filing for imports. The U.S. Census Bureau determines the requirements for commodity based export information. CBP carries out enforcement of these and other trade regulations for both imports and exports, however. In addition, other federal agencies may have other operational or safety filing requirements for cargo, conveyances and crew involved in an international trade transaction.

Q15. Why there are differences between the administrative trade data elements for imports and exports, and how does this affect the North American TransBorder Freight Dataset?
Historically, the differences and coverage and definitions for U.S. imports and exports are primarily due to the fact that two different agencies, CBP and U.S. Census have different authorities and mission requirements. Therefore, the import data that have traditionally been collected as part of a U.S. international trade transaction could vary from the same type of information that is required for exports. (The most obvious example in the North American TransBorder Freight Data is that Census currently does not require that weight data be collected for U.S. exports by land modes. In contrast, CBP requires weight data for all imports for all modes of transportation.) New Customs and federal government initiatives that will require the reporting of both shipper and manifest (from carriers) information for all modes of transportation, known as International Trade Data System (ITDS), are also focusing on ensuring reporting and definitional consistency for imports and exports.

Q16. What is the coverage of the North American TransBorder Freight Data?
Beginning with the 1997 data, the North American TransBorder Freight Data represents official U.S. trade with Canada and Mexico for shipments that entered or exited the United States by surface modes of transport (other than air or vessel). The data from April 1993 to December 1996 included official U.S. trade with Canada and Mexico by surface modes and transshipments that moved from a third country through Canada or Mexico to the United States or from the United States to a third country through Canada or Mexico. For this time period, it was not possible to separate transshipment activity from the official trade activity at the detailed level. Due to customer requests, RITA/BTS discontinued the inclusion of transshipment activity in the North American TransBorder Freight Data beginning with the January 1997 data month. This allows customers to perform comparable trade analyses by mode of transportation. Starting January 2004, North American TransBorder freight data is available for air and vessel modes.

Q17. Does the North American TransBorder Freight Data include transshipment or in-transit activity? If not, why not?
The data from April 1993 to December 1996 included official U.S. trade with Canada and Mexico by surface modes and transshipments that moved from a third country through Canada or Mexico to the United States or from the United States to a third country through Canada or Mexico. For this time period, it was not possible to separate transshipment activity from the official trade activity at the detailed level. However, in other Census trade statistics, transshipments through Canada and Mexico are credited to the true country of origin or final destination. Therefore, to make this dataset more comparable to official U.S. international trade statistics, and in order to undertake multimodal analysis of trade and transportation, the detailed information on transshipments was removed.

Q18. What is the commodity classification used for the North American TransBorder Freight Dataset?
The commodity classification used in the North American TransBorder Freight Dataset is the Harmonized Schedule (HS) for internationally traded commodities. Data are available at the 2-digit HS level. You can find more information on the HS, and other explanations of the North American TransBorder Freight Dataset in the Sources and Reliability Statement, which is available at http://www.bts.gov/TransBorder/index.html. In addition, you can find more information on the HS at the International Trade Commission (http://www.usitc.gov/). The International Trade Commission is the U.S. agency responsible for updating the Harmonized Schedule for the United States.

Q19. Why are two different classifications used for imports and exports?
All of the imports and export commodity classification codes used by the United States are based on the Harmonized Schedule (HS). There are differences in the level of commodity detail that the United States obtains for imports and exports. Generally, much more detail is collected on import commodities-up to the 10-digit level. Export codes (which the United States calls Schedule B) are administered by the U.S. Census Bureau. Import codes are administered by the U.S. International Trade Commission (which is called the

Harmonized Tariff Schedule of the United States Annotated or TSUSA). The Schedule B codes for exports and the TSUSA codes for imports are both based on the international Harmonized Schedule. Therefore, the import and export codes are essentially the same at the 2-digit level.

Q20. Where can I find additional information for the Schedule B and TSUSA?
Information on U.S. commodity codes for imports (sometimes referred to as the Harmonized Tariff Schedule (HTS) or the Tariff Schedule of the United States (TSUSA)) is available from the International Trade Commission at: http://www.usitc.gov/tata/index.htm. Information on export codes (Schedule B) is available from the Census Bureau's Foreign Trade Division at: http://www.census.gov/foreign-trade/schedules/b/.

Q21. How do the commodity classifications differ from industry classifications such Standard Industrial Classification (SIC) and the North American Industry Classification System (NAICS) and other domestic classifications such as the Standard Classification of Transported Goods (SCTG)?
In order to compare many types of economic statistics, classification systems must be used, especially for industries and goods. Commodity classifications such as Harmonized Schedule (HS) and SCTG are descriptions of individual products. In fact, the SCTG coding system was developed from the HS coding system. The Standard Classification of Transported Goods (SCTG) was jointly developed by agencies of the United States and Canadian governments to address statistical needs that the United States and Canada share in common, and to meet the individual needs of each country in regard to products transported. The goals were to: (1) improve the product categories used for collecting and reporting transportation survey data; (2) create an integrated product category for reporting Canadian marine, truck, and rail freight data; and (3) have the capability to directly compare Canadian and U.S. freight movement data.

- Prior to the 1997 Commodity Flow Survey, U.S. freight data were collected and reported using the Standard Transportation Commodity Classification (STCC) code. This classification code was developed in the early 1960s by the American Association of Railroads (AAR) to analyze commodity movements by rail only. Following the adoption of the SCTG for use by both United States and Canada, it is now possible to directly compare international shipments between the United States and Canada. Because the HS coding system is the predominant product coding system currently in use worldwide, the SCTG is based on the HS. This improves the ability of comparing U.S. international freight data with domestic freight data. The use of HS based systems also facilitates the comparison of U.S. internationally traded goods with those of other countries.
- In comparison to commodity classifications such as the HS and SCTG, there are also industry classifications. Historically, the United States has reported economic industry data using the Standard Industry Classification or SIC. The SIC is being replaced with the new North American Industry Classification, developed jointly by the United States, Canada, and Mexico to provide new comparability in statistics about economic activity across North America.
- Linking industry and commodity data is often done for economic analysis. The rearrangement of the import and export commodity data into a structure related to the statistical classification of products by industry facilitates the comparison of the U.S. import and export statistics with data for domestic production and other U.S. economic statistics. International commodity classifications under the Harmonized Schedule are summarized by the Census Bureau into approximately 450 4-digit SIC-based import and approximately 430 4-digit SIC-based export codes. Trade data linking commodities with specific industries are available from several federal sources, including the Census Bureau, the International Trade Commission, the International Trade Administration and the Bureau of Economic Analysis. These are the links to the agency sites: Census: (http://www.census.gov/foreign-trade/www/index.html), ITC: (http://dataweb.usitc.gov/); ITA: (http://www.ita.doc.gov/); and BEA: (http://www.bea.gov/).

Q22. How are ports defined in the North American TransBorder Freight Dataset, and which agency is responsible for maintaining this information?
The field "DEPE" represents the U.S. Customs and Border Protection district and port of entry or exit for U.S. international trade. For U.S. imports, and due to current filing procedures, the Customs port represents where the entry documentation was filed with Customs and the duties paid. This may not always be where the goods physically entered the United States. For U.S. exports, the district and port of export field identifies the U.S. Customs and Border Protection port where the shipment is cleared for export. It is supposed to represent the last U.S. Customs and Border Protection port cleared. The U.S. Census Bureau is responsible for maintaining the list of Customs districts/ports, codes and descriptions. This is known as the Schedule D.

Q23. Where can I find information on Customs port codes and districts?
A complete list of U.S. Customs and Border Protection port codes is maintained as the Schedule D, (U.S. Customs and Border Protection districts/ports, codes and descriptions) and is available from U.S. Census Bureau. The most recent Schedule D is available from the Census Bureau's Foreign Trade Division at http://www.census.gov/foreign-trade/reference/codes/index.html#D

Q24. What are the U.S. state codes based on?
U.S. State codes are based on the 2-digit U.S. postal code. When a U.S. state is unknown, the code is " DU".

Q25. What are the Canadian Province codes based on and have there been any changes over time?
For U.S. imports from Canada, the Canadian province of origin is intended to reflect the province where the goods were grown, manufactured or otherwise produced. However, the province information may also reflect the province used as the mailing address of the Canadian exporter or the address of an intermediary, and therefore in some instances, may not always be the actual province of physical origin. Prior to the May 1997 data month, province of origin information was captured from the manufacturer's identification code (MID). However, starting with May 1997, information on where a product was grown or manufactured became a required reporting field for U.S. Customs and Border Protection purposes. For U.S. exports to Canada, the Canadian province represents the Canadian province of clearance. The province of clearance is the province in which Canadian Customs cleared the shipment, and is not necessarily the province of final destination.

- The North American TransBorder Freight Dataset uses an assigned code to represent Canadian provinces, as shown below. These do not correspond to provincial mail codes used by the Canadian government. Please note that in April 1999, a new territory, Nunavut, was established in Canada.

Province	Code
Alberta	XA
British Columbia	XC
Manitoba	XM
New Brunswick	XB
Newfoundland	XW
Northwest Territories	XT
Nova Scotia	XN
Ontario	XO
Prince Edward Island	XP
Quebec	XQ
Saskatchewan	XS
Nunavut	XV
Yukon Territory	XY
Province Unknown	OT

Q26. What are the Mexican State codes based on, and have there been any changes over time?
For U.S. exports to Mexico, the Mexican state of destination is the state in which the ultimate consignee is located in Mexico, and is not necessarily the state of final destination. Census captures the data field for the Mexican state of destination (or MEXSTATE) from the ultimate consignee's address. If a Mexican state of destination cannot be identified for a particular shipment, it is considered unknown and coded as 'OT' in the

data field. Data for the Mexican state of origin for U.S. imports from Mexico is not captured as part of current trade filing requirements.

- The North American TransBorder Freight Dataset uses an assigned code to represent Mexican states, as shown below. These do not correspond to state mail codes used by the Mexican government.
- Customers should also note that until May 1998, Baja California Norte was listed as a Mexican state due to an error in geographic identification. The actual Mexican state is Baja California. For the period April 1994 to May 1998, the total amount of trade for this state would be the sum of the Baja California Norte and Baja California categories. Beginning in June 1998 and subsequently, the correct state is listed as Baja California.

State	Code
Aguascalientes	AG
Baja California	BC
Baja California Norte	BN
Baja California Sur	BS
Chihuahua	CH
Colima	CL
Campeche	CM
Coahuila	CO
Chiapas	CS
Distrito Federal	DF
Durango	DG
Guerrero	GR
Guanajuato	GT
Hidalgo	HG
Jalisco	JA
Michoacan	MI
Morelos	MO
Estado de Mexico	MX
Nayarit	NA
Nuevo Leon	NL
Oaxaca	OA
Puebla	PU
Quintana Roo	QR
Queretaro	QT
Sinaloa	SI
San Luis Potosi	SL

Sonora	SO
Tabasco	TB
Tlaxcala	TL
Tamaulipas	TM
Veracruz	VE
Yucatan	YU
Zacatecas	ZA
State Unknown	OT

Q27. How are land modes of transportation defined in the North American TransBorder Freight Data?
The field 'mode of transportation' (DISAGMOT) identifies the surface or "other" mode of transport (MOT) of shipments entering or exiting the United States. The specific mode of transportation codes are listed below:
(1) Water
(3) Air
(4) mail (U.S. Postal Service),
(5) truck,
(6) rail,
(7) pipeline,
(8) other, and
(9) Foreign Trade Zones (FTZs).

- For further information regarding the mode breakdown please refer to the Sources and Reliability Statement here: http://www.bts.gov/programs/international/TransBorder/index.html.
- The mode of transportation "mail"(or DISGMOT 4) is for U.S. Postal Service shipments, and cannot be further subdivided into either rail or truck shipments.
- The mode of transportation, "other" (or DISAGMOT 8), includes "flyaway aircraft, "or aircraft moving under their own power (i.e., aircraft moving from the aircraft manufacturer to a customer and not carrying any freight), powerhouse (electricity), vessels moving under their own power, pedestrians carrying freight, unknown and miscellaneous other.
- For imports, foreign trade zones are also considered a mode for this dataset. The actual mode of transportation is not available for imports into FTZs, and therefore they were included as MOT "Other," prior to April 1995. In April 1995, as the result of inquiries from users, the mode of transport, "foreign trade zones", (or DISAGMOT 9) was added after a Census Bureau investigation. Although FTZ is being treated as a mode of transportation in this dataset, the actual mode for a specific shipment into or out of a foreign trade zone is unknown because U.S. Customs and Border Protection does not collect this information.

Q28. When is mode of transportation defined?
For land trade, the filing requirements indicate that the mode of transportation is to be recorded as the method of transportation in use when the shipment enters or departs the United States. Thus, if a shipment was sent from Kansas City to the Port of Laredo for export and went via rail from Kansas City to Dallas and then was shifted to truck and arrived and crossed the U.S.-Mexico border by truck, it is supposed to be reported as a truck shipment.

Q29. Are Intermodal shipments included in this dataset?
By nature of the activity, many international trade shipments involve more than one mode. However, due to the way international trade statistics are currently defined and collected, it is not possible to report on the modes of transportation used throughout the entire journey of the shipment from the foreign point of origin to the final destination in the United States (as an example, for imports). Thus, the mode in the North American TransBorder Freight Data is supposed to represent the mode by which they enter or exit the United States.

Q30. What are Foreign Trade Zones, and why are they considered an "import mode"?
Foreign-trade zones are designated sites licensed by the Foreign-Trade Zones (FTZ) Board (the Secretary of Commerce is Chairperson) at which special Customs procedures may be used. FTZ procedures allow domestic processing involving foreign items to take place in approved FTZ zones. The goods are then treated as if they were outside U.S. Customs and Border Protection territory, thus offsetting Customs advantages available to overseas producers.
In April 1995, as the result of inquiries from users, the mode of transport, 'foreign trade zones' was added after a Census Bureau investigation. Although FTZ is being treated as a mode of transportation in this dataset, the actual mode for a specific shipment into or out of a foreign trade zone is unknown because Customs does not collect this information.

Q31. What does the value field represent? Does it differ for imports and exports?
Imports: The data field "VALUE" refers to the Customs value or the value of merchandise for duty purposes. It is usually the selling price in the foreign country of origin. It excludes freight costs, insurance and other charges incurred in bringing the merchandise from the foreign port of export to the United States.

Exports: The data field "VALUE" refers to the value of the merchandise, usually the selling price, plus insurance and freight at the U. S. port of export. The value, as defined, excludes the cost of loading the merchandise aboard the exporting carrier at the port of export and also excludes freight, insurance, and any charges or transportation costs beyond the U.S. port of exportation.

Q32. What type of state level data is available in this dataset?
For U.S. exports, two state fields “EXSTATE” and “ORSTATE” were reported through December 2002. The state field “EXSTATE” that was discontinued beginning with the January 2003 data is the U.S. state of exporter. This refers to the state of the U.S. exporter who is responsible for initiating the export shipment. The state of the U.S. exporter may or may not correspond with the U.S. state of origin because the producer of a particular commodity may not necessarily be the actual exporter. For instance, the state of exporter may reflect the U.S. state of a company's headquarters rather than the actual state of physical origin in the U.S. These data are available through December 2002. With the release of December 2002 statistics on February 20, 2003, the U.S. Census Bureau discontinued the state export series based on the exporter location. Beginning with the January 2003 data, only one state field continues to be reported, and that is for U.S. state of origin. The U.S. state of origin field ("ORSTATE") refers to the state from which the shipment starts its journey to the port of export. For many large agricultural and bulk shipments, the state often reflects the consolidation point or port of exit. The original intention of RITA/BTS and Census was to capture state of origin, that is, the state where the goods were grown, manufactured or otherwise produced. However, in practice, the state of origin information currently available in the dataset may or may not represent this type of origin. The state of origin may also represent the mailing address of the U.S. exporter that may or may not be the actual physical state of origin. The state of origin may also represent the location of an intermediary such as a wholesaler, retailer, or distributor. RITA/BTS has primarily relied upon the state of origin information for trade and transportation analysis.

For U.S. imports, the state of destination “DESTATE” is based on address of the U.S. importer of record. The importer of record for Customs purposes is the party responsible for paying the duties. The state may not always represent the physical destination of the import goods, since the importers address may not necessarily be the same state as the destination of the goods.

Starting January 2007 “USASTATE” was added (to replace “DESTATE” & “ORSTATE”).This new data field identifies the U.S. state of origin for exports to or state of destination for import from Canada and/or Mexico. The state may not always represent the physical origin or destination of the import or export goods, since the exporters or importer’s address may not necessarily be the same state as the origin or destination of the goods. Another new field “TRDTYPE” identifies the direction in which the commodity is moved. The “USSTATE” with “TRDTYPE” will identify the origin and destination information based on import and export.

For Mexico, information is available for the Mexican state of destination for U.S. exports to Mexico. These data are based on the ultimate consignee's address in Mexico. For Canada, information is available for the Canadian province of clearance for U.S. exports to Canada. These data represent the province in which Canadian Customs cleared the shipment, and is not necessarily the province of final destination. For U.S. imports from Canada, the Canadian province of origin is intended to represent the province where the goods were grown, manufactured or otherwise produced. However, the province information may also reflect the

province used as the mailing address of the Canadian exporter or the address of an intermediary, and therefore in some instances may not always be the actual province of physical origin.

Q33. Where can I find state level information for other modes of transportation?
State of origin information for U.S. exports by air and maritime modes can be obtained by request from the U.S. Census Bureau, Foreign Trade Division. (http://www.census.gov/foreign-trade/www/.) Currently, Census will not release data on the U.S. state of destination for imports for air and water modes.

Q34. Why is Mexican state of origin data not available?
Historically, the U.S. Customs and Border Protection and Border Protections established the data elements that were collected for imports. Under their regulations, data on the Mexican state of origin for U.S. imports from Mexico are not currently required. The RITA/BTS is working to ensure that more detailed state geography is included in the planning for the new federal database, the International Trade Data System. (ITDS) that is being developed and deployed over the next several years.

Q35. Why there is state unknown included in the dataset?
Although state geography is a required data element for international trade transactions, Customs and Census do receive filings that do not contain such information. In addition, for paper documents, it may not be possible to accurately ascertain the state code. In such cases, when the state of origin code is missing or invalid, the shipment is entered as "state unknown". These types of shipments are represented with a code of "DU" in the North American TransBorder Freight Data.

Q36. Why is data for Hawaii included in this dataset?
Although the North American TransBorder Freight Data are intended to represent U.S. trade with Canada and Mexico by surface modes when a surface mode was used to enter or exit a U.S. land port, shippers (or their representatives) at times, may inaccurately report mode of transportation to the U.S. government. For example, a shipment between Hawaii and British Colombia, Canada would generally involve more than one mode of transportation (such as air and truck or maritime and rail). In filing the information to the government, the shipper may have reported the mode as truck because they knew a truck was involved in part of the transportation chain.

Q37. Should the U.S. state total for trade in a given year or month correspond to the sum of all the ports that are located in a particular state?
No. Specifically, this question asks, for example, if all the ports that are located on the Texas border can be taken as a sum to represent the total level of trade for the state of Texas. This cannot be done. This is because many of the border ports serve as national gateways. Therefore, not all the goods that cross the border at Laredo either originated in Texas or are destined for Texas. In 2001, for example, approximately 80 percent of the value of shipments by truck that crossed the border at Laredo had their origin or destination outside of Texas. State totals for trade can be based on the state of destination for imports and the state of origin for exports.

Q38. Does this dataset have metropolitan level data? If not, why not?
No. Currently, information on the flow of goods from the metropolitan point of origin to the port of exit (for exports) is not available. The state geographic data reported in the North American TransBorder Freight Data represent the state of origin for exports, for example. The state of origin refers to the state from which the shipment starts its journey to the port of export. For many large agricultural and bulk shipments, the state often reflects the consolidation point or port of exit. The original intention of RITA/BTS and Census was to capture state of origin, that is, the state where the goods were grown, manufactured or otherwise produced. However, in practice, the state of origin information currently available in the dataset may or may not represent this type of origin. The state of origin may also represent the mailing address of the U.S. exporter, which may or may not be the actual physical state of origin. The state of origin may also represent the location of an intermediary such as a wholesaler, retailer, or distributor. Similar information on the metropolitan origin has historically not been collected by the U.S. government.

The only metropolitan data that was historically released as part of U.S. international trade statistics was for the exporter of record, and was based on the exporter's zip code. Based on this information, Census released an exporter-location or EL series at the metropolitan and state levels. Such data were released through December 2002. Two data tables in the North American TransBorder Freight Data, use the exporter of record data. In the North American TransBorder Freight Data, however, the level of geographic detail was at the level of a National Transportation Analysis Region (NTAR) rather than the metropolitan level. NTAR's

refer to groupings of U.S. postal zip codes to denote certain geographic locations derived by the Bureau of Economic Analysis (BEA). Census converts the reported zip codes to 89 NTAR areas. Census added this field in the April 1994 data to replace the U.S. region field. Beginning in January 2003, however, Census has discontinued the release of any data based on the exporter of record. The Exporter Location (EL) series has changed significantly since late 1999. An analysis of the locations reported by exporters in 2000 and 2001 as compared to 1999 has shown that most of the changes involve shipments reported electronically through the Automated Export System (AES). While AES has significantly improved the overall quality and coverage of the export data, it has changed filing practices, especially the addresses reported for multiple location companies. The exporter's location is based on the ZIP code in the exporter's address as reported on the Shipper's Export Declaration or its electronic equivalent. The Census Bureau is currently exploring whether it is possible to better define the address of each shipment in order to establish a stable EL state export series for the future.

Q39. Why isn't commodity information available at the port level?
Currently, port data, combined with commodity and other geographic information (such as state) cannot be released due to disclosure regulations, determined by the U.S. Census Bureau. Customers interested in only port data and commodity information can contact the Census Bureau's Foreign Trade Division for information on products they have that might suit their needs. Contact information for the Foreign Trade Division Data Dissemination Branch can be found here: http://www.census.gov/foreign-trade/contacts/whowho.html#data_dissemination. Starting 2007, commodity by port at country level data are available online. Click here to query.

Q40. Where can I find information on port operations and delays?
CBP collects information on delays associated with primary and secondary inspections. The release of this information varies by Customs port. Contact information for all Customs ports is available http://www.cbp.gov/xp/cgov/toolbox/ports/. In addition to Customs, the Federal Highway Administration (FHWA) at the U.S. Department of Transportation has a number of studies and projects underway to better understand and assess delays at the border. FHWA Office of Freight Management web site http://www.ops.fhwa.dot.gov/freight/ has information related to U.S./Canada and U.S/Mexico Border Transportation Planning.

Q41. Why is there no infrastructure information associated with land port?
The port codes used in U.S. international trade statistics, including the North American TransBorder Freight Data, currently represent U.S. Customs and Border Protection ports. U.S. Customs and Border Protection ports are defined in Schedule D, which is available at http://www.census.gov/foreign-trade/reference/codes/index.html#D. These port classifications correspond to CBP and port facilities rather than a specific piece of transportation infrastructure (such as a bridge or highway arterial). Therefore, for ports that has multiple bridges, such as Laredo, TX and Buffalo-Niagara Falls, NY, data at the bridge level cannot be reported from this dataset. The RITA/BTS is working to ensure that more detailed port geography is included in the port definitions for the new federal database, the International Trade Data System (ITDS) that is being developed and deployed over the next several years.

Q42. Why are inland ports included in the dataset?
Additional port detail was added to the dataset with the January 1997 data month. In addition, in January 1997, all ports that fall within Customs districts for the Canadian and Mexican border customs districts began to be fully captured. At the same time, some additional non-border or inland ports began to be identified separately. Non-border ports with low activity are still combined at their parent Customs district and reported by an 'XX' (i.e., '35XX').

- Inland ports are included in this dataset for two reasons. One is due to the type of shipment (for example an inbound shipment) while the other reason is mainly due to differences in filing procedures. Inbound shipments are those, which are traveling under the care of bonded agencies inside the United States until the duties or taxes have been paid. The port of entry for an inbound shipment that is imported is considered the port where the inbound shipment is cleared by Customs (not the port of physical crossing as is supposed to be the case for non-inbound shipments.)
- The other reason that inland ports are reported is due to current constraints with the level of port definitions. For imports, the port of entry is supposed to represent the Customs port where the entry documentation was filed with Customs and the duties paid. It may not always reflect the port where the shipment physically crossed the border into the United States. For exports, the port is supposed to represent the last Customs port cleared. Again, this may not always reflect the port where the

shipment physically crossed the border from the United States into Canada or Mexico. In addition, with an increase in electronic filing, Census has seen an increase in the amount of inland ports identified as the port of entry or exit. These ports would then represent the port for the filing of the documentation, and not the physical crossing point.

- New initiatives aimed at creating a one-stop filing source for international trade transactions for the federal government will improve the accuracy of the port field. This new system, the International Trade Data System (ITDS), will have multiple port fields, including the port of entry/exit, port of lading/unlading, port of clearance, and port of filing.

Q43. Why San Ysidro, CA is no longer included for truck activity?
The port of San Ysidro was closed to commercial truck traffic in 1994. Despite, the closure of San Ysidro to commercial truck activity in 1994, the Census Bureau continued to report data for San Ysidro through 1996. In addition, between 1994 and 1996, the Census Bureau suppressed data for traffic through the port of Otay Mesa (port 2506). Truck traffic through Otay Mesa was credited both to San Ysidro (port 2504) and to the San Diego Customs District (port 25XX). Unfortunately, it is not possible to correct previous years' data. Beginning in January 1997, all commercial truck traffic is credited to the port of Otay Mesa. Rail traffic is still credited to San Ysidro due its proximity to the physical rail network.

Q44. Where can I find more information about the sources and reliability for the North American TransBorder Freight Data?
The Sources and Reliability statement for the North American TransBorder Freight Data is available on our website at this address: http://www.bts.gov/programs/international/TransBorder/index.html. All customers are encouraged to review this document in detail, as well as the pertinent data documentation.

Q45. Where can I find more extensive data documentation for the North American TransBorder Freight Data?
Extensive monthly data documentation for the North American TransBorder Freight Data is available at http://www.bts.gov/programs/international/TransBorder/index.html. Customers are encouraged to review the appropriate documentation for the period of their interest. Until January 1997, older versions of the data documentation (called "read me" files) were also included in the downloadable compressed files for each month. These have not been updated. The most current and accurate information is available from the above URL. In addition to the monthly data documentation, customers are encouraged to review the Source and Reliability statement for the dataset, available at:
http://www.bts.gov/programs/international/TransBorder/index.html

Q46. What are the major reporting changes in the North American TransBorder Freight Data?
Several significant reporting changes have occurred since the release of the first data month, April 1993. These are noted here, and also discussed in detail in the Sources and Reliability statement as well as the monthly data documentation.

- **January 2007:** With release of 2007 data the following major changes were made
  The 8 land tables and 16 air and vessel tables were combined into the following three tables:
  U.S. Trade with Canada and Mexico with State and Port detail **(Table 1)**
  This table provides the origin or destination state of U.S exports and imports by port of entry or exit. For trade with Canada, the table provides Canadian province of origin or destination. For trade with Mexico the table provides Mexican state of destination for U.S. exports.
  U.S. Trade with Canada and Mexico with State and Commodity Detail **(Table 2)**
  This table provides the origin or destination state of U.S exports and imports by commodity. For trade with Canada, the table provides Canadian province of origin or destination. For trade with Mexico the table provides Mexican state of destination for U.S. exports.
  U.S. Trade with Canada and Mexico with Port and Commodity Detail **(Table 3)**
  This table provides U.S. trade with Canada and Mexico by commodity and U.S. port of entry or exit.
- **January 2004:** with the release of 2004 data air and vessel modes were added. The following tables were added for air and vessel
  Exports to Mexico with State of Origin and 2-Digit Commodity Detail (Table AV1)
  Exports to Canada with State of Origin and 2-Digit Commodity Detail (Table AV2)
  Exports to Mexico with State of Origin and Port Geography Detail (Table AV3)
  Exports to Mexico with 2-Digit Commodity and Port Geography Detail (Table AV4)
  Exports to Canada with State of Origin and Port Geography Detail (Table AV5)
  Exports to Canada with Port Geography and 2-Digit Commodity Detail (Table AV6)

Imports from Mexico with State of Destination and 2-Digit Commodity Detail (Table AV7)
Imports from Canada with State of Destination and 2-Digit Commodity Detail (Table AV8)
Imports from Mexico with Port Geography and State of Destination Detail (Table AV9)
Imports from Mexico with Port Geography and 2-Digit Commodity Detail (Table AV10)
Imports from Canada with Port Geography and State of Destination Detail (Table AV11)
Imports from Canada with Port Geography and 2-Digit Commodity Detail (Table AV12).

- **January 2003** With the release of December 2002 statistics on February 20, 2003, the U.S. Census Bureau will discontinue the state export series based on the exporter location (EL). Beginning with January 2003 statistics, published in March 2003, the U.S. Census Bureau will compile and release state exports based only on the origin of movement (OM) series.Users should be cautious in interpreting previous data reported for the exporter location (EL) series and are advised that comparisons of 2000 and 2001 state totals to those of previous years may be misleading. The state export series based on the exporter's location, the EL series has changed significantly since late 1999. An analysis of the locations reported by exporters in 2000 and 2001 as compared to 1999 has shown that most of the changes involve shipments reported electronically through the Automated Export System (AES). AES, a joint effort of the U.S. Customs and Border Protection and Border Protection and the Census Bureau, was first implemented in 1995. The results of their analysis coincide with the surge in reporting through AES in late 1999 through 2001, when the former Automated Export Reporting Program (AERP) was discontinued and alternative ways of filing through AES were introduced.
  While AES has significantly improved the overall quality and coverage of the U.S. export data, it has changed filing practices, especially the addresses reported for multiple location companies. The exporter's location is based on the zip code in the exporter's address as reported on the Shipper's Export Declaration or its electronic equivalent. The Census Bureau is currently exploring whether it is possible to better define the address of each shipment in order to establish a stable EL state export series for the future. As a result of these changes, RITA/BTS can no longer provide four tables that have been released in prior years.
  Those tables are: 3B Exports to Mexico with State of Exporter and Commodity Detail,
  4B Exports to Canada with State of Exporter and Commodity Detail,
  5B Exports to Mexico with NTAR of Exporter and Geographic Detail,
  and 6B Exports to Canada with NTAR of Exporter and Geographic Detail.
- **January 1997** Transshipments from a third country through Canada or Mexico to the U.S. or from the U.S. to a third country through Canada or Mexico were removed from the dataset. A summary of transshipments is now presented by country, direction of trade, and mode of transportation for truck, rail, and all other (mail, pipeline, other, and FTZ). The deletion of these transshipments will allow for more comparability with other Census trade data (such as the "U.S. Exports of Merchandise" and "U.S. Imports of Merchandise" both on CD-Rom and the "FT920: U.S. Merchandise Trade: Selected Highlights"). Additional port detail was added. Canadian and Mexican border customs districts now include all public ports. In addition, some additional non-border or inland ports are now identified separately. Non-border ports with low activity are combined at their parent Customs district and reported by an "XX" (i.e., "35XX"). Due to increased geographic specificity, individual record counts were deleted from the dataset. A summary of record counts is now presented by country, direction of trade, and mode of transportation.
- **January 1996** Shipping weight for truck and rail shipments imported into the United States through Canada or Mexico from a third country (i.e. transshipments) was added. (Note: Beginning with the January 1997 data month, transshipment data were removed. (See January 1997 changes.))
- **April 1995** Shipping weight for Mexican imports was added. For U.S. exports to Canada, the cost of moving goods from the place of direct shipment in the U.S. to the consignee in Canada (data field, "Freight") was added. The mode of transport, "foreign trade zones", (or DISAGMOT 9) was added to the import tables. This new mode of transportation (MOT) category was added in recognition of the increased activity in foreign trade zones along the U.S./Mexican and U.S./Canadian borders. Although FTZ is being treated as a MOT in this dataset, the mode of transportation for a specific shipment into or out of a foreign trade zone is unknown because Customs does not collect this information.
- **April 1994** Increased commodity detail and geographic detail began to be reported together in a number of files.
  For **exports**, the 98 Schedule B 2-digit commodity groups replaced the previous 11 Schedule B Groups; the U.S. state of origin replaced the U.S. region of origin; the Canadian province and Mexican state of destination replaced Canadian and Mexican regions of destination; and the National Transportation Analysis Region (NTAR) of the U.S. exporter was added.
  For **imports**, the 98 2-digit Harmonized Tariff Schedule of the United States (TSUSA) commodity

groups replaced the 11 TSUSA groups; the Canadian province of origin replaced the Canadian region of origin; and the U.S. state of destination replaced the U.S. region of destination. (Note: At the 2-digit level the commodities of Schedule B and TSUSA are the same.)

Q47. What formats are available for accessing the North American TransBorder Freight Data?
The North American TransBorder Freight Data is offered to customers in a wide variety of formats on the RITA/BTS website at www.bts.gov/TransBorder/. Monthly data can be obtained in downloadable detailed files or in monthly summary reports. The downloadable data files are zipped files (to size) and can be unzipped and opened on a customer's local computer in a variety of database or spreadsheet software applications. In addition to these formats, RITA/BTS also provides access to the data through interactive searchable queries. Currently 14 are available, and allow users to specify specific parameters of search initiate a search and receive back a data file that can be viewed online and then downloaded to the customer's personal computer. The searchable databases are available at http://www.bts.gov/programs/international/TransBorder/TBDR_QA.html. In addition to this format, the most popular access option is the summarized and aggregated annual report tables that are available at the national, state and port levels. These are available at http://www.bts.gov/ntda/tbscd/reports.html.

Q48. Why is this dataset only available online?
Because of the desire to offer the highest level of timeliness to customers, RITA/BTS only releases the monthly and annual North American TransBorder Freight Data online. Analyses that incorporate North American TransBorder Freight Data (such as the North American Trade and Travel Trends and U.S. International Trade and Freight Transportation Trends reports) may be available in hardcopy as well as online. Hardcopies can be ordered from the RITA/BTS Info Services at 800-853-1351 or RITAInfo@dot.gov.

Q49. What are the U.S. TransBorder Data and Other International Data Compiled by Canada and Mexico?
Official U.S. international trade statistics may differ from similar data reported by other countries. For example, the U.S. government may report U.S. exports to Mexico for a specific amount. The Mexican government may report a different number for Mexican imports from the United States. In theory, these figures should be quite comparable. Depending on the trade partner they may be. However, differences do occur at both the aggregate and detailed levels of trade (for example, at the commodity or modal level). These differences occur due to the different types of processing, quality assurance, editing and validation that each country may perform on its data once it is reported to the government. An example of one specific difference is with shipments of a "low-value". The United States does not require that information be filed on imports or exports below a defined level (for example, less than $2,500 for exports). In contrast, some countries record all transactions regardless of value. Another difference may be how each government determines country of origin for commodities. For example, prior to May 2001, Mexican import documents, used by Mexican Customs, only allowed the reporting of one country of origin. If there was more than one country of origin the total value was attributed to the country with the largest value.

The United States and Canada have less trade reconciliation problems than other countries. This is because the United States and Canada initiated a trade data exchange in 1987. Under this agreement, each country only collects import data, and then exchanges with the other country on a monthly basis to create each country's export figures. Thus, at the national level, official international trade statistics reported by the Canadian and U.S. governments will generally agree. However, there are still reconciliation levels at the detailed level (for example, port, state or mode) because of reporting differences or differing verification procedures. For more information on the trade data reconciliation issues for North America, please visit the Census Bureau's Foreign Trade Division's website for the full report on "Merchandise Trade Reconciliation U.S.-Canada-Mexico" here: http://www.census.gov/foreign-trade/www/index.html

Q50. Which are the Canadian and Mexican Government Agencies that are Responsible for NAFTA Trade Statistics?
For Canada, the International Trade Division of Statistics Canada is the main source of Customs-based trade data. More information on Statistics Canada is available at http://www.statcan.ca/start.html Transport Canada, in particular the Economic Analysis Directorate, also conducts a variety of trade and transportation analyses based on administrative (Customs) statistics from Statistics Canada as well as a number of carrier-based sources. More information on Transport Canada is available at http://www.tc.gc.ca/.
For Mexico, there are a number of sources for international trade and transportation data. The two main sources of Customs-based trade data are the Bank of Mexico and Mexico's national statistical agency, INEGI - Instituto Nacional de Estadistica, Geografia e Infomatica: http://www.inegi.gob.mx/. In addition, the

transportation agencies in the Mexican government obtain carrier-based information and conduct a wide variety of trade and transportation analyses. This includes the Mexican Department of Transportation, or Secretaría de Comunicaciones y Transportes (http://www.sct.gob.mx/) as well as the Instituto Mexicano del Transporte (http://www.imt.mx/)

Q51. What are the Modes of Transportation and why is there a Lack of Intermodal Information?
For land trade, the filing requirements indicate that the mode of transportation is to be recorded as the method of transportation in use when the shipment enters or departs the United States. Thus, if a shipment was sent from Kansas City to the Port of Laredo for export and went via rail from Kansas City to Dallas and then was shifted to truck and arrived and crossed the U.S.-Mexico border by truck, it is supposed to be reported as a truck shipment.
By nature of the activity, many international trade shipments involve more than one mode. However, due to the way international trade statistics are currently defined and collected, it is not possible to report on the modes of transportation used throughout the entire journey of the shipment from the foreign point of origin to the final destination in the United States (as an example, for imports). Thus, the mode in the North American TransBorder Freight Data is supposed to represent the mode by which they enter or exit the United States.

Q52. What are Foreign Trade Zones and Definition as a Mode?
Foreign-trade zones are designated sites licensed by the Foreign-Trade Zones (FTZ) Board (the Secretary of Commerce is Chairperson) at which special Customs procedures may be used. FTZ procedures allow domestic processing involving foreign items to take place in approved FTZ zones. The goods are then treated as if they were outside U.S. Customs and Border Protection territory, thus offsetting Customs advantages available to overseas producers.
In April 1995, as the result of inquiries from users, the mode of transport, 'foreign trade zones' was added after a Census Bureau investigation. Although FTZ is being treated as a mode of transportation in this dataset, the actual mode for a specific shipment into or out of a foreign trade zone is unknown because the Customs and Border Protection Services (CBP) does not collect this information.

Q53. Why is there a lack of Weight Data for Export Shipments?
The weight of U.S. exports by land modes of transportation is not available because this data is not required to be reported on the paper Shipper's Export Declarations (SEDs) documents that are required by the U.S. Census Bureau. Currently 20-25 percent of export filings are still reported on paper. The new electronic filing system for exports, the Automated Export System or AES does require that export weight be filed for all modes of transportation. Once the level of paper filings is reduced and AES filings increase, particularly on the U.S.-Mexican border, RITA/BTS hopes to work with Census to add weight data for the U.S. exports by land modes of transportation. In the meantime, some customers use value to weight ratios for imports, and apply these to develop some crude approximations of export weight. In the meantime RITA/BTS uses value to weight ratio of U.S. imports at two digit commodity code to calculate the export weights. Although the export weights are not published as tables RITA/BTS uses these numbers for U.S. TransBorder data annual research publications.

Table Structure and Data Fields for Raw Data Time Series

Table Structure

January 2007 - Present

- Table 1: U.S. Trade with Canada and Mexico with State and Port detail
  This table provides the origin or destination state of U.S exports and imports by port of entry or exit. For trade with Canada, the table provides Canadian province of origin or destination. For trade with Mexico the table provides Mexican state of destination for U.S. exports.

Field Name	Data Element	Description	Type	Width
CANPROV	Canadian Province of Origin or Destination	Standard Canadian province postal abbreviation	Character	2
CHARGES	Aggregate Charges	Aggregate shipping charges on imports, in U.S. $	Numeric	11
CONTCODE	Container Code	Distinguishes whether the merchandise is containerized "1" = containerized shipment	Character	1
COUNTRY	Country of Origin or Destination	"2010" to denote Mexico or "1220" to denote Canada	Character	4
DEPE	District and Port of Entry or Export	Four-digit classification of U.S. Customs districts and ports	Character	4
DF	Domestic/Foreign Code	Distinguishes whether the Code merchandise was produced in the U.S.; "1" = domestically produced merchandise, "2" = foreign produced merchandise	Character	1
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "1" = vessel, "3" = air, "4" = mail, "5" = truck, "6" = rail, "7" = pipeline, "8" = other (including unknown), "9" = imports into Foreign Trade Zones	Character	1
FREIGHT	Freight Costs	Cost of moving export goods from U.S. state to the consignee in Canada or Mexico, in U.S. $	Numeric	11
MEXSTATE	Mexican State of Destination	Standard Mexican state postal abbreviation	Character	2
SHIPWT	Shipping Weight	Commodity weight in kilograms	Numeric	11
STATMO	Statistical Month	Expressed as two digits, such as MM. Example Month 05= May	Character	2
STATYR	Statistical Year	Expressed as four digits, such as YYYY. Example Year 2005= 2005	Character	4
TRDTYPE	Direction of Trade, Export or Import	Trade direction; "1" = export, "2" = import	Character	1
USASTATE	U.S. State of Origin or Destination	U.S. state standard postal abbreviation	Character	2
VALUE	Value of Shipments	Commodity value in U.S. $	Numeric	11

- Table 2: U.S. Trade with Canada and Mexico with State and Commodity Detail
  This table provides the origin or destination state of U.S exports and imports by commodity. For trade with Canada, the table provides Canadian province of origin or destination. For trade with Mexico the table provides Mexican state of destination for U.S. exports.

Field Name	Data Element	Description	Type	Width
CANPROV	Canadian Province of Origin or Destination	Standard Canadian province postal abbreviation	Character	2
CHARGES	Aggregate Charges	Aggregate shipping charges on imports, in U.S. $	Numeric	11
COMMODITY	Schedule B or HTSUSA code	Two-digit commodity code, indicated by Schedule B for U.S. export shipments and Harmonized Tariff Schedule of the United States for U.S. import shipments	Character	2
CONTCODE	Container Code	Distinguishes whether the merchandise is containerized "1" = containerized shipment	Character	1
COUNTRY	Country of Origin or Destination	"2010" to denote Mexico or "1220" to denote Canada	Character	4
DF	Domestic/Foreign Code	Distinguishes whether the Code merchandise was produced in the U.S.; "1" = domestically produced merchandise, "2" = foreign produced merchandise	Character	1
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "1" = vessel, "3" = air, "4" = mail, "5" = truck, "6" = rail, "7" = pipeline, "8" = other (including unknown), "9" = imports into Foreign Trade Zones	Character	1
FREIGHT	Freight Costs	Cost of moving export goods from U.S. state to the consignee in Canada or Mexico, in U.S. $	Numeric	11
MEXSTATE	Mexican State of Destination	Standard Mexican state postal abbreviation	Character	2
SHIPWT	Shipping Weight	Commodity weight in kilograms	Numeric	11
STATMO	Statistical Month	Expressed as two digits, such as MM. Example Month 05= May	Character	2
STATYR	Statistical Year	Expressed as four digits, such as YYYY. Example Year 2005= 2005	Character	4
TRDTYPE	Direction of Trade, Export or Import	Trade direction; "1" = export, "2" = import	Character	1
USASTATE	U.S. State of Origin or Destination	U.S. state standard postal abbreviation	Character	2
VALUE	Value of Shipments	Commodity value in U.S. $	Numeric	11

- Table 3: U.S. Trade with Canada and Mexico with Port and Commodity Detail
  This table provides U.S. trade with Canada and Mexico by commodity and U.S. port of entry or exit.

Field Name	Data Element	Description	Type	Width
CHARGES	Aggregate Charges	Aggregate shipping charges on imports, in U.S. $	Numeric	11
COMMODITY	Schedule B or HTSUSA code	Two-digit commodity code, indicated by Schedule B for U.S. export shipments and Harmonized Tariff Schedule of the United States for U.S. import shipments	Character	2
CONTCODE	Container Code	Distinguishes whether the merchandise is containerized "1" = containerized shipment	Character	1
COUNTRY	Country of Origin or Destination	"2010" to denote Mexico or "1220" to denote Canada	Character	4
DEPE	District and Port of Entry	Four-digit classification of U.S. Customs districts and ports of entry.	Character	4
DF	Domestic/Foreign Code	Distinguishes whether the Code merchandise was produced in the U.S.; "1" = domestically produced merchandise, "2" = foreign produced merchandise	Character	1
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "1" = vessel, "3" = air, "4" = mail, "5" = truck, "6" = rail, "7" = pipeline, "8" = other (including unknown), "9" = imports into Foreign Trade Zones	Character	1
FREIGHT	Freight Costs	Cost of moving export goods from U.S. state to the consignee in Canada or Mexico, in U.S. $	Numeric	11
SHIPWT	Shipping Weight	Commodity weight in kilograms	Numeric	11
STATMO	Statistical Month	Expressed as two digits, such as MM. Example Month 05= May	Character	2
STATYR	Statistical Year	Expressed as four digits, such as YYYY. Example Year 2005= 2005	Character	4
TRDTYPE	Direction of Trade, Export or Import	Trade direction; "1" = export, "2" = import	Character	1
VALUE	Value of Shipments	Commodity value in U.S. $	Numeric	11

Note: Beginning in January 2007, BTS restructured the North American TransBorder data files to simplify the table structure and improve usability of the data.

The following changes have been made:

- Import and Export tables have been combined and are identified by a new data field "TRDTYPE"
- Canada and Mexico tables have been combined and are identified by a new data field "COUNTRY"
- Land mode tables that were previously

separate from air and vessel tables have been combined and now all modes of transportation are covered by the data field "DISAGMOT"

Additionally, a new combination of data fields allows data users to access commodity and port information simultaneously.

For a detailed understating of major reporting changes see Major Changes on the main North American TransBorder web page.

January 2004 - December 2006

Land modes

- Table 3A: Exports to Mexico with State of Origin and 2-Digit Commodity Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "4" = mail, "5" = truck, "6" = rail, "7" = pipeline, "8" = other (including unknown), "9" = imports into Foreign Trade Zones	Character	1
SCH_B	Schedule B Code	Census Harmonized Schedule (HS) commodity detail at the two-digit level.	Character	2
ORSTATE	U.S. State of Origin	U.S. state of origin	Character	2
MEXSTATE	Mexican State of Destination	Mexican state of ultimate consignee.	Character	2
COUNTRY	Country of Origin or Destination	Will always be "2010" to denote Mexico.	Character	4
VALUE	Value of Shipments	Commodity value in U.S. $.	Numeric	11
STATMOYR	Statistical Month and Year	MMYY. Example 0592 = May 1992.	Character	4

- Table 4A: Exports to Canada with State of Origin and 2-Digit Commodity Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "1" = vessel, "3" = air, "4" = mail, "5" = truck, "6" = rail, "7" = pipeline, "8" = other (including unknown), "9" = imports into Foreign Trade Zones	Character	1
ORSTATE	U.S. State of Origin	U.S. state of origin.	Character	2
SCH_B	Schedule B Code	Census Harmonized Schedule (HS) commodity detail at the two-digit level.	Character	2
PROV	Canadian Province Code	Two-digit province code. Province Code	Character	2
COUNTRY	Country of Origin or Destination	Will always be "1220" to denote Canada.	Character	4
VALUE	Value of Shipments	Commodity value in U.S. $.	Numeric	11
FREIGHT	Freight Costs	Cost of moving the goods from U.S. state to the consignee in Canada	Character	4
STATMOYR	Statistical Month and Year	MMYY. Example 0592 = May 1992. Month and Year	Character	4

- Table 5A: Exports to Mexico with State of Origin and Port Geography Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "4" = mail, "5" = truck, "6" = rail, "7" = pipeline, "8" = other (including unknown), "9" = imports into Foreign Trade Zones	Character	1
DF	Domestic/Foreign Code	Distinguishes whether the Code merchandise was produced in the U.S."1" = domestically produced merchandise; "2" = foreign produced merchandise	Character	1
ORSTATE	U.S. State of Origin	U.S. state of origin.	Character	2
DEPE	District and Port of Export	Four-digit classification of U.S. Customs districts and ports of exportation.	Character	4
MEXSTATE	Mexican State of Destination	Mexican state of ultimate consignee.	Character	2
COUNTRY	Country of Origin or Destination	Will always be "2010" to denote Mexico.	Character	4
VALUE	Value of Shipments	Commodity value in U.S. $.	Numeric	11
STATMOYR	Statistical Month and Year	MMYY. Example 0594 = May 1994.	Character	4

- Table 6A: Exports to Canada with State of Origin and Port Geography Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "4" = mail, "5" = truck, "6" = rail, "7" = pipeline, "8" = other (including unknown), "9" = imports into Foreign Trade Zones	Character	1
DF	Domestic/Foreign Code	Distinguishes whether the Code merchandise was produced in the U.S."1" = domestically produced merchandise; "2" = foreign produced merchandise	Character	1
ORSTATE	U.S. State of Origin	U.S. state of origin.	Character	2
DEPE	District and Port of Export	Four-digit classification of U.S. Customs districts and ports of exportation.	Character	4
PROV	Canadian Province Code	Two-digit province code.	Character	2
COUNTRY	Country of Origin or Destination	Will always be "1220" to denote Canada.	Character	4
VALUE	Value of Shipments	Commodity value in U.S. $.	Numeric	11
FREIGHT	Freight Costs	Cost of moving the goods from U.S. state to the consignee in Canada	Numeric	10
STATMOYR	Statistical Month and Year	MMYY. Example 0592 = May 1992.	Character	4

- Table 9: Imports from Mexico with 2-Digit Commodity and State of Destination Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "4" = mail, "5" = truck, "6" = rail, "7" = pipeline, "8" = other (including unknown), "9" = imports into Foreign Trade Zones	Character	1
CONTCODE	Container Code	Distinguishes whether the merchandise is containerized "1" = containerized shipment. (Only applicable for truck and rail shipments)	Character	1
TSUSA	TSUSA Code	Harmonized Tariff Schedule of the United States at the two-digit level.	Character	2
DESTATE	U.S. State	U.S. state of destination.	Character	2
COUNTRY	Country of Origin or Destination	Will always be "2010" to denote Mexico.	Numeric	4
VALUE	Value of Shipments	Commodity value in U.S. $.	Numeric	11
CHARGES	Aggregate Charges	Ten-digit numeric in U.S. $.	Numeric	11
SHIPWT	Shipping Weight	Ten digit numeric (kilograms)	Numeric	11
STATMOYR	Statistical Month and Year	Such as MMYY. Example Month 0592 = May 1992.	Character	4

- Table 10: Imports from Canada with 2-Digit Commodity and State of Destination and 2-Letter Province Code

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "4" = mail, "5" = truck, "6" = rail, "7" = pipeline, "8" = other (including unknown), "9" = imports into Foreign Trade Zones	Character	1
CONTCODE	Container Code	Distinguishes whether the merchandise is containerized. "1" = containerized shipment (Only applicable for truck and rail shipments)	Character	1
DESTATE	U.S. State	U.S. state of destination.	Character	2
TSUSA	TSUSA Code	Harmonized Tariff Schedule of the United States at the two-digit level.	Character	2
COUNTRY	Country of Origin or Destination	Will always be "1220" to denote Canada.	Character	4
PROV	Canadian Province Code	Two-digit province code.	Character	2
VALUE	Value of Shipments	Commodity value in U.S. $.	Numeric	11
CHARGES	Aggregate Charges	Ten-digit numeric in U.S. $.	Numeric	11
SHIPWT	Shipping Weight	Ten-digit numeric. (kilograms)	Numeric	11
STATMOYR	Statistical Month and Year	Such as MMYY. Example Month 0592 = May 1992.	Character	4

- Table 11: Imports from Mexico with Port Geography and State of Destination Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "4" = mail, "5" = truck, "6" = rail, "7" = pipeline, "8" = other (including unknown), "9" = imports into Foreign Trade Zones	Character	1
CONTCODE	Container Code	Distinguishes whether the merchandise is containerized "1" = containerized shipment. (Only applicable for truck and rail shipments)	Character	1
DESTATE	U.S. State	U.S. state of destination.	Character	2
DEPE	District and Port of Entry	Four-digit classification of U.S. Customs districts and ports of entry. For non-border ports, "XX" appears in the field's last two positions. (See DEPES.197)	Character	4
COUNTRY	Country of Origin or Destination	Will always be "2010" to denote Mexico.	Character	4
VALUE	Value of Shipments	Commodity value in U.S. $.	Numeric	11
CHARGES	Aggregate	Ten-digit numeric in U.S. $.	Numeric	11

	Charges			
SHIPWT	Shipping Weight	Ten digit numeric (kilograms)	Numeric	11
STATMOYR	Statistical Month and Year	Such as MMYY. Example Month 0592 = May 1992.	Character	4

- Table 12: Imports from Canada with Port Geography and State of Destination Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported.	Character	1
CONTCODE	Container Code	Distinguishes whether the merchandise is containerized "1" = containerized shipment. (Only applicable for truck and rail shipments)	Character	1
DESTATE	U.S. State	U.S. state of destination.	Character	2
DEPE	District and Port of Entry	Four-digit classification of U.S. Customs districts and ports of entry. For non- border ports, "XX" appears in the field's last two positions. (See DEPES.197)	Character	4
COUNTRY	Country of Origin or Destination	Will always be "1220" to denote Canada.	Character	4
PROV	Canadian Province Code	Two-digit province code.	Character	2
VALUE	Value of Shipments	Commodity value in U.S. $.	Numeric	11
CHARGES	Aggregate Charges	Ten-digit numeric in U.S. $.	Numeric	11
SHIPWT	Shipping Weight	Ten-digit numeric. (kilograms)	Numeric	11
STATMOYR	Statistical Month and Year	Such as MMYY. Example Month 0592 = May 1992.	Character	4

Air and Vessel

- Table AV1: Exports to Mexico with State of Origin and 2-Digit Commodity Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "1" = vessel, "3" = air	Character	1
SCH_B	Schedule B or HTSUSA code	Two-digit commodity code, indicated by Schedule B for U.S. export shipments and Harmonized Tariff Schedule of the United States for U.S. import shipments	Character	2
ORSTATE	U.S. State of Origin	U.S. state of origin	Character	2

SHIPWT	Shipping Weight	Commodity weight in kilograms	Numeric	11
COUNTRY	Country of Origin or Destination	"2010" to denote Mexico or "1220" to denote Canada	Character	4
VALUE	Value of Shipments	Commodity value in U.S. $	Numeric	11
STATMOYR	Statistical Month and Year	MMYY. Example 0592 = May 1992.	Character	4

- Table AV2: Exports to Canada with State of Origin and 2-Digit Commodity Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "1" = vessel, "3" = air	Character	1
ORSTATE	U.S. State of Origin	U.S. state of origin	Character	2
SCH_B	Schedule B or HTSUSA code	Two-digit commodity code, indicated by Schedule B for U.S. export shipments and Harmonized Tariff Schedule of the United States for U.S. import shipments	Character	2
SHIPWT	Shipping Weight	Commodity weight in kilograms	Numeric	11
COUNTRY	Country of Origin or Destination	"2010" to denote Mexico or "1220" to denote Canada	Character	4
VALUE	Value of Shipments	Commodity value in U.S. $	Numeric	11
FREIGHT	Freight Costs	Cost of moving export goods from U.S. state to the consignee in Canada or Mexico, in U.S. $	Numeric	11
STATMOYR	Statistical Month and Year	MMYY. Example 0592 = May 1992.	Character	4

- Table AV3: Exports to Mexico with State of Origin and Port Geography Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "1" = vessel, "3" = air	Character	1
DF	Domestic/Foreign Code	Distinguishes whether the Code merchandise was produced in the U.S.; "1" = domestically produced merchandise, "2" = foreign produced merchandise	Character	1
ORSTATE	U.S. State of Origin	U.S. state of origin	Character	2
DEPE	District and Port of Entry or Export	Four-digit classification of U.S. Customs districts and ports	Character	2
SHIPWT	Country of Origin or Destination	"2010" to denote Mexico or "1220" to denote Canada	Character	4
COUNTRY	Country of Origin or	"2010" to denote Mexico or "1220" to denote	Character	4

	Destination	Canada		
VALUE	Value of Shipments	Commodity value in U.S. $	Numeric	11
STATMOYR	Statistical Month and Year	MMYY. Example 0592 = May 1992.	Character	4

- Table AV4: Exports to Mexico with 2-Digit Commodity and Port Geography Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "1" = vessel, "3" = air	Character	1
DF	Domestic/Foreign Code	Distinguishes whether the Code merchandise was produced in the U.S.; "1" = domestically produced merchandise, "2" = foreign produced merchandise	Character	1
SCH_B	Schedule B or HTSUSA code	Two-digit commodity code, indicated by Schedule B for U.S. export shipments and Harmonized Tariff Schedule of the United States for U.S. import shipments	Character	2
DEPE	District and Port of Entry or Export	Four-digit classification of U.S. Customs districts and ports	Character	2
SHIPWT	Shipping Weight	Commodity weight in kilograms	Numeric	11
COUNTRY	Country of Origin or Destination	"2010" to denote Mexico or "1220" to denote Canada	Character	4
VALUE	Value of Shipments	Commodity value in U.S. $	Numeric	11
STATMOYR	Statistical Month and Year	MMYY. Example 0592 = May 1992.	Character	4

- Table AV5: Exports to Canada with State of Origin and Port Geography Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "1" = vessel, "3" = air	Character	1
DF	Domestic/Foreign Code	Distinguishes whether the Code merchandise was produced in the U.S.; "1" = domestically produced merchandise, "2" = foreign produced merchandise	Character	1
ORSTATE	U.S. State of Origin	U.S. state of origin	Character	2
DEPE	District and Port of Entry or Export	Four-digit classification of U.S. Customs districts and ports	Character	2
SHIPWT	Shipping Weight	Commodity weight in kilograms	Numeric	11
COUNTRY	Country of Origin or Destination	"2010" to denote Mexico or "1220" to denote Canada	Character	4
FREIGHT	Freight Costs	Cost of moving export goods from U.S. state to the consignee in Canada or Mexico, in U.S. $	Numeric	11

VALUE	Value of Shipments	Commodity value in U.S. $	Numeric	11
STATMOYR	Statistical Month and Year	MMYY. Example 0592 = May 1992.	Character	4

- Table AV6: Exports to Canada with Port Geography and 2-Digit Commodity Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "1" = vessel, "3" = air	Character	1
DF	Domestic/Foreign Code	Distinguishes whether the Code merchandise was produced in the U.S.; "1" = domestically produced merchandise, "2" = foreign produced merchandise	Character	1
ORSTATE	U.S. State of Origin	U.S. state of origin	Character	2
DEPE	District and Port of Entry or Export	Four-digit classification of U.S. Customs districts and ports	Character	2
SHIPWT	Shipping Weight	Commodity weight in kilograms	Numeric	11
COUNTRY	Country of Origin or Destination	"2010" to denote Mexico or "1220" to denote Canada	Character	4
FREIGHT	Freight Costs	Cost of moving export goods from U.S. state to the consignee in Canada or Mexico, in U.S. $	Numeric	11
VALUE	Value of Shipments	Commodity value in U.S. $	Numeric	11
STATMOYR	Statistical Month and Year	MMYY. Example 0592 = May 1992.	Character	4
SCH_B	Schedule B or HTSUSA code	Two-digit commodity code, indicated by Schedule B for U.S. export shipments and Harmonized Tariff Schedule of the United States for U.S. import shipments	Character	2

- Table AV7: Imports from Mexico with State of Destination and 2-Digit Commodity Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "1" = vessel, "3" = air	Character	1
TSUSA	Schedule B or HTSUSA code	Two-digit commodity code, indicated by Schedule B for U.S. export shipments and Harmonized Tariff Schedule of the United States for U.S. import shipments	Character	2
DESTATE	U.S. State	U.S. state of destination.	Character	2
COUNTRY	Country of Origin or Destination	"2010" to denote Mexico or "1220" to denote Canada	Character	4
VALUE	Value of Shipments	Commodity value in U.S. $	Numeric	11

CHARGES	Aggregate Charges	Aggregate shipping charges on imports, in U.S. $	Numeric	11
SHIPWT	Shipping Weight	Commodity weight in kilograms	Numeric	11
STATMOYR	Statistical Month and Year	MMYY. Example 0592 = May 1992.	Character	4

- Table AV8: Imports from Canada with State of Destination and 2-Digit Commodity Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "1" = vessel, "3" = air	Character	1
DESTATE	U.S. State	U.S. state of destination.	Character	2
TSUSA	Schedule B or HTSUSA code	Two-digit commodity code, indicated by Schedule B for U.S. export shipments and Harmonized Tariff Schedule of the United States for U.S. import shipments	Character	2
COUNTRY	Country of Origin or Destination	"2010" to denote Mexico or "1220" to denote Canada	Character	4
VALUE	Value of Shipments	Commodity value in U.S. $	Numeric	11
CHARGES	Aggregate Charges	Aggregate shipping charges on imports, in U.S. $	Numeric	11
SHIPWT	Shipping Weight	Commodity weight in kilograms	Numeric	11
STATMOYR	Statistical Month and Year	MMYY. Example 0592 = May 1992.	Character	4

- Table AV9: Imports from Mexico with Port Geography and State of Destination Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "1" = vessel, "3" = air	Character	1
DESTATE	U.S. State	U.S. state of destination.	Character	2
DEPE	District and Port of Entry or Export	Four-digit classification of U.S. Customs districts and ports	Character	2
COUNTRY	Country of Origin or Destination	"2010" to denote Mexico or "1220" to denote Canada	Character	4
VALUE	Value of Shipments	Commodity value in U.S. $	Numeric	11
CHARGES	Aggregate Charges	Aggregate shipping charges on imports, in U.S. $	Numeric	11
SHIPWT	Shipping Weight	Commodity weight in kilograms	Numeric	11
STATMOYR	Statistical Month and Year	MMYY. Example 0592 = May 1992.	Character	4

- Table AV10: Imports from Mexico with Port Geography and 2-Digit Commodity Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "1" = vessel, "3" = air	Character	1
DESTATE	U.S. State	U.S. state of destination.	Character	2
DEPE	District and Port of Entry or Export	Four-digit classification of U.S. Customs districts and ports	Character	2
COUNTRY	Country of Origin or Destination	"2010" to denote Mexico or "1220" to denote Canada	Character	4
VALUE	Value of Shipments	Commodity value in U.S. $	Numeric	11
CHARGES	Aggregate Charges	Aggregate shipping charges on imports, in U.S. $	Numeric	11
SHIPWT	Shipping Weight	Commodity weight in kilograms	Numeric	11
STATMOYR	Statistical Month and Year	MMYY. Example 0592 = May 1992.	Character	4
HTS	Schedule B or HTSUSA code	Two-digit commodity code, indicated by Schedule B for U.S. export shipments and Harmonized Tariff Schedule of the United States for U.S. import shipments	Character	2

- Table AV11: Imports from Canada with Port Geography and State of Destination Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "1" = vessel, "3" = air	Character	1
DESTATE	U.S. State	U.S. state of destination.	Character	2
DEPE	District and Port of Entry or Export	Four-digit classification of U.S. Customs districts and ports	Character	2
COUNTRY	Country of Origin or Destination	"2010" to denote Mexico or "1220" to denote Canada	Character	4
VALUE	Value of Shipments	Commodity value in U.S. $	Numeric	11
CHARGES	Aggregate Charges	Aggregate shipping charges on imports, in U.S. $	Numeric	11
SHIPWT	Shipping Weight	Commodity weight in kilograms	Numeric	11
STATMOYR	Statistical Month and Year	MMYY. Example 0592 = May 1992.	Character	4

- Table AV12: Imports from Canada with Port Geography and 2-Digit Commodity Detail

Field Name	Data Element	Description	Type	Width
DISAGMOT	Disaggregated MOT	Method of transportation by which the commodities are exported; "1" = vessel, "3" = air	Character	1
HTS	Schedule B or HTSUSA code	Two-digit commodity code, indicated by Schedule B for U.S. export shipments and Harmonized Tariff Schedule of the United States for U.S. import shipments	Character	2
DEPE	District and Port of Entry or Export	Four-digit classification of U.S. Customs districts and ports	Character	2
COUNTRY	Country of Origin or Destination	"2010" to denote Mexico or "1220" to denote Canada	Character	4
VALUE	Value of Shipments	Commodity value in U.S. $	Numeric	11
CHARGES	Aggregate Charges	Aggregate shipping charges on imports, in U.S. $	Numeric	11
SHIPWT	Shipping Weight	Commodity weight in kilograms	Numeric	11
STATMOYR	Statistical Month and Year	MMYY. Example 0592 = May 1992.	Character	4

January 2003 - December 2003

- Table 3A: Exports to Mexico with State of Origin and Commodity Detail
- Table 4A: Exports to Canada with State of Origin and Commodity Detail
- Table 5A: Exports to Mexico with State of Origin and Geographic Detail
- Table 6A: Exports to Canada with State of Origin and Geographic Detail
- Table 9: Imports from Mexico with Commodity and Selected Geographic Detail
- Table 10: Imports from Canada with Commodity and Selected Geographic Detail
- Table 11: Imports from Mexico with Geographic Detail
- Table 12: Imports from Canada with Geographic Detail

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- Table 3A: Exports to Mexico with State of Origin and Commodity Detail
- Table 3B: Exports to Mexico with State of Exporter and Commodity Detail
- Table 4A: Exports to Canada with State of Origin and Commodity Detail
- Table 4B: Exports to Canada with State of Exporter and Commodity Detail
- Table 5A: Exports to Mexico with State of Origin and Geographic Detail
- Table 5B: Exports to Mexico with NTAR of Origin and Geographic Detail
- Table 6A: Exports to Canada with State of Origin and Geographic Detail
- Table 6B: Exports to Canada with NTAR of Origin and Geographic Detail
- Table 9: Imports from Mexico with Commodity and Selected Geographic Detail
- Table 10: Imports from Canada with Commodity and Selected Geographic Detail
- Table 11: Imports from Mexico with Geographic Detail
- Table 12: Imports from Canada with Geographic Detail

Data Fields

The following are descriptions for each of the data fields used in the raw data tables listed above. Despite changes to the table structures throughout the time series many of the data fields remain the same. As a result of the combined tables in 2007, there are several new data fields that are primarily a combination of two individual data fields. For example, "DESTATE" and "ORSTATE" have been replaced by the common field "USASTATE".

DISAGMOT - Mode of transportation
This field identifies the mode of transportation for shipments entering and exiting the United States. The specific mode of transportation codes are listed below, followed by definitions for mail, other, and foreign trade zones:

(1) Vessel (added in 2004)
(3) Air (added in 2004)
(4) Mail
(5) Truck
(6) Rail
(7) Pipeline
(8) Other and unknown
(9) Foreign Trade Zones (FTZs – added April 1995)

"Mail" represents U.S. Postal Service and courier shipments, and cannot be further subdivided into a mode such as, air, rail, or truck.

"Other and unknown", includes flyaway aircraft, that is aircraft moving under their own power from the aircraft manufacturer to a customer and not carrying any freight, powerhouse (electricity), vessels moving under their own power, pedestrians carrying freight, unknown, and miscellaneous other.

The actual mode of transportation is not available for imports into FTZs, and therefore they were included as MOT "Other," prior to April 1995. In April 1995, as the result of inquiries from users, the mode of transport, foreign trade zones (or DISAGMOT 9) were added after a Census investigation. Although FTZ is being treated as a mode of transportation in this dataset, the actual mode for a specific shipment into or out of a foreign trade zone is unknown because Customs does not collect this information.

CONTCODE - Container Code
This field differentiates between containerized and non-containerized cargo. Containerized shipments are designated by a "1" in the CONTCODE field. When the CONTCODE is blank, the shipment was reported as non-containerized. Customs collects container information for truck and rail shipments but not for the other surface modes of transportation.

COMMODITY - Commodity Code (Added in 2007 to replace TSUSA / SCH_B)
This new field identifies commodity traded between the United States and Canada and Mexico at the two-digit level. This commodity codes are also based on the Harmonized Tariff Schedule of the United States of America (HTSUSA).

TSUSA / SCH_B - Commodity Code (April 1994 – December 2006)
This field identifies commodity traded between the United States and Canada and Mexico at the two-digit level. For imports, the commodity codes are based on the Harmonized Tariff Schedule of the United States of America (HTSUSA). For exports, the commodity codes are based on the Schedule B classification system. Both classification systems are based on the International Harmonized System (HS) and therefore, at the two-digit level, the import and export codes are essentially the same.

CANPROV – Canadian Province (Added in 2007 to replace PROV)
This new data field represents the Canadian province where Canadian Customs cleared the traded merchandise, and is not necessarily the province of final origin or destination. Statistics Canada compiles this data field as part of their merchandise import and export trade program.

PROV – Canadian Province (April 1994 – December 2006)
This old data field represents the Canadian province where Canadian Customs cleared the traded merchandise, and is not necessarily the province of final origin or destination. Statistics Canada compiled this data field as part of their merchandise import and export trade program.

MEXSTATE - Mexican State (Available for export data only)
This field identifies the state of destination for U.S. exports to Mexico. Census compiles this data field for the Mexican state of destination (or MEXSTATE) from the ultimate consignee's address. If a Mexican state of destination cannot be identified for a particular shipment, it is considered unknown and coded as "OT" in the data field.

USASTATE - U.S. State (Added in 2007 to replace "DESTATE" & "ORSTATE")
This new data field identifies the U.S. state of origin for exports to or state of destination for import from Canada and/or Mexico. The state may not always represent the physical origin or destination of the import or export goods, since the exporters or importer's address may not necessarily be the same state as the origin or destination of the goods.

ORSTATE - U.S. State of Origin (April 1994 – December 2006)
This old data field identified the U.S. state of origin for exports from the United States to Canada or Mexico.

DESTATE - U.S. State of Destination (April 1994 – December 2006)
This old data field identified the U.S. state of destination for imports from Canada or Mexico. The U.S. state of destination is taken from the importer's address. The importer of record for Customs purposes is the party responsible for paying the duties. The state may not always represent the physical destination of the import goods, since the importer's address may not necessarily be the same state as the destination of the goods. When state codes are missing or invalid, DU? (Destination Unknown) is assigned to indicate that the field is unknown.

DEPE - District and Port of Entry and Exit
This field identifies the Customs port where the entry or exit documentation was filed with Customs and the duties paid. It may not always reflect the port where the shipment physically crossed the border to or from the United States. This is because, under current Customs regulations, importers or exporters may file import documentation at one port while the shipment actually enters at another port.

The Canadian and Mexican border customs districts include all public ports. Some additional non-border or inland ports are identified separately. Non-border ports with low activity are combined at their parent Customs district and reported by an "XX" (i.e., 35XX).

Census also uses pre-selected port codes for certain types of shipments. For imports there are two pre-selected port codes included in this dataset. Port code 70XX is the Census code used for low value shipments for which Customs allows importers to file informal entries which lack port information. Port code 60XX covers vessels moving under their own power. Both 70XX and 60XX are included in this dataset as "other" mode of transport (DISAGMOT 8).

COUNTRY – Trading Partner Country
This field represents the country of origin or destination, that is, the country where the merchandise was grown, manufactured or otherwise produced or the country to which it is being exported. The country field in this dataset is either Canada or Mexico. The codes are derived from the International Statistical Organization (ISO) list of countries.

VALUE - Value of Merchandise
This data field refers to the Customs value or the value of merchandise for duty purposes. **For imports**, the value is usually the selling price actually paid or payable for the goods in the foreign country of origin. It excludes freight costs, insurance and other charges incurred in bringing the merchandise from the foreign port of export to the United States. **For exports**, the value is on free alongside ship (f.a.s) basis.
F.A.S. value - is the value of exports at the U.S. seaport, airport, or border port of exportation, based on the transaction price including inland freight, insurance, and other charges incurred in placing the merchandise alongside the carrier at the U.S. port of export.

The use of Canada's import data to produce U.S. export data requires some adjustments to make the two comparable. U.S. exports are valued at the U.S. seaport, airport, or border port of export in the U.S. and include inland freight charges. Canadian imports are valued at the point of origin in the U.S. and do not include inland freight to the U.S. port of exit. To compensate, Canada adds an estimated 4.5 percent of the value to each transaction to cover inland freight (except for shipments where freight is not a consideration, e.g., large aircraft, vessels and drilling platforms.)

CHARGES - Charges (For Imports Data Only)
Note that starting from 2007, a single data field represents both "charges" (for imports) and "freight" (for exports). In the new database structure described above for table 1, table 2, and table 3, BTS provides "charges" for data extracts on imports and "freight" for data extracts on exports.
For imports, charges represent the aggregate cost of all freight, insurance, and other charges (excluding U.S. import duties) incurred in bringing the merchandise from alongside the carrier at ports in Canada or Mexico and placing it alongside the carrier at the first port of entry in the United States. In the case of overland shipments originating in Canada or Mexico, such costs include freight, insurance, and all other charges, costs and expenses incurred in bringing the merchandise from the point of origin (where the merchandise begins its journey to the United States) in Canada or Mexico to the first port of entry.

FREIGHT - Freight (For Exports Data only)
Note that starting from 2007, a single data field represents both "freight" (for exports) and "charges" (for imports). In the new database structure described above for table 1, table 2, and table 3, BTS provides "freight" for data extracts on exports and "charges" for data extracts on imports.

For exports, "freight" represents the total cost/charges for transporting the goods from the place of direct shipment in the United States to the consignee in Canada. Statistics Canada supplies this information for Canadian data only as part of the Data Exchange Program. Information on the cost of moving U.S. exports via Mexican entry ports to the shipment's ultimate physical destination in Mexico is not known.

SHIPWT - Shipping Weight
This data field represents the gross weight in kilograms of shipments, including the weight of moisture content, wrappings, crates, boxes, and containers (other than cargo vans and similar substantial outer containers).
Historically, shipping weight information from the Census Bureau has been available for shipments by vessel and air only. However, in the North American TransBorder, shipment weight is available for all import modes. For exports, shipping weight is not currently available all modes for Canada and Mexico. Currently here is what is available:

Imports:

- Trade with Canada – weight data available for all modes – truck, rail, air, and vessel
- Trade with Mexico – weight data available for all modes – truck, rail, air, and vessel

Exports:

- Trade with Canada – weight data available for air and vessel, weight for surface modes not available
- Trade with Mexico – weight data available for air and vessel, weight for surface modes not available

STATMOYR - Statistical Month
This field indicates the month and year the data were reflected in the published statistics, generally the month and year when the goods entered or exited the United States.

STATMO - Statistical Month (Added in 2007 to replace STATMOYR)
This data field represents the month for imports and exports. For imports, it is the month in which the U.S. Customs and Border Protection releases the merchandise to the importer. For exports, it is based on the date when the merchandise leaves the United States. (For vessel or air shipments, it is the date when the carrier departs or is cleared from the port of export.)

STATYR - Statistical Year – (Added in 2007 to replace STATMOYR)
This data field represents the calendar year for imports and exports. For imports, it is the year in which the U.S. Customs and Border Protection releases the merchandise to the importer. For exports, it is based on the date/year when the merchandise leaves the United States. (For vessel or air shipments, it is the date/year when the carrier departs or is cleared from the port of export.)

COUNT - Record Count
This field represents summary record counts by the Census Bureau and Customs and Border Protection. Record count does not indicate the number of shipments or the number of trucks or rail cars, and should not be used as a proxy for these. Record count was an individual field in this dataset between April 1993 and December 1996 data months. It reflected the number of individual records in a summarized line of data. Detailed record count information was removed from the dataset beginning with the January 1997 data. A summary of record counts are now presented by country, direction of trade and mode of transportation.

All Codes for North American TransBorder Freight Data

Canadian Province Code

Code	Province name
XA	Alberta
XC	British Columbia
XM	Manitoba
XB	New Brunswick
XW	Newfoundland
XT	Northwest Territories
XN	Nova Scotia
XO	Ontario
XP	Prince Edward Island
XQ	Quebec
XS	Saskatchewan
XV	Nunavut
XY	Yukon Territory
OT	Province Unknown

Commodity Classification Code

2-Digit Commodity Code	Commodity Description
01	Live animals
02	Meat and edible meat offal

03	Fish and crustaceans, mollusks and other aquatic invertebrates
04	Dairy produce; Birds' eggs; Natural honey; Edible products of animal origin, not elsewhere specified or included
05	Products of animal origin, not elsewhere specified or included
06	Live trees and other plants; Bulbs, roots and the like; Cut flowers and ornamental foliage
07	Edible vegetables and certain roots and tubers
08	Edible fruit and nuts; Peel of citrus fruit or melons
09	Coffee, tea, mate and spices
10	Cereals
11	Products of the milling industry; Malt; Starches; inulin; Wheat gluten
12	Oil seeds and oleaginous fruits; Miscellaneous grains; Seeds and fruit; Industrial or medicinal plants; Straw and fodder
13	Lac; Gums; Resins and other vegetable saps and extract
14	Vegetable plaiting materials; Vegetable products not elsewhere specified or included
15	Animal or vegetable fats and oils and their cleavage products; Prepared edible fats; Animal or vegetable waxes
16	Preparations of meat, of fish, or of crustaceans, mollusks or other aquatic invertebrates
17	Sugars and sugar confectionery
18	Cocoa and cocoa preparations
19	Preparations of cereals, flour, starch or milk; Bakers' wares
20	Preparations of vegetables, fruit, nuts, or other parts of plants
21	Miscellaneous edible preparations
22	Beverages, spirits and vinegar
23	Residues and waste from the food industries; Prepared animal feed
24	Tobacco and manufactured tobacco substitutes
25	Salt; Sulfur; Earths and stone; Plastering materials, lime and cement
26	Ores, slag and ash
27	Mineral fuels, mineral oils and products of their distillation; Bituminous substances; Mineral waxes
28	Inorganic chemicals; Organic or inorganic compounds of precious metals, of rare-earth metals, of radioactive elements or of isotopes
29	Organic chemicals
30	Pharmaceutical products
31	Fertilizers
32	Tanning or dyeing extracts; Tannins and their derivatives; Dyes, pigments and other coloring matter; Paints and varnishes; Putty and other mastics; Inks
33	Essential oils and resinoids; Perfumery, cosmetic or toilet preparations

34	Soap, organic surface-active agents, washing preparations, lubricating preparations, artificial waxes, prepared waxes, polishing or scouring preparations, candles and similar articles, modeling pastes, dental waxes and dental preparations with a basis of plaster
35	Albuminoidal substances; Modified starches; Glues; Enzymes
36	Explosives; Pyrotechnic products; Matches; Pyrophoric alloys; Certain combustible preparations
37	Photographic or cinematographic goods
38	Miscellaneous chemical products
39	Plastics and articles thereof
40	Rubber and articles thereof
41	Raw hides and skins (other than furskins) and leather
42	Articles of leather; Saddlery and harness; Travel goods, handbags and similar containers; Articles of animal gut (other than silkworm gut)
43	Furskins and artificial fur; Manufactures thereof
44	Wood and articles of wood; Wood charcoal
45	Cork and articles of cork
46	Manufactures of straw, of esparto or of other plaiting materials; Basketware and wickerwork
47	Pulp of wood or of other fibrous cellulosic material; Waste and scrap of paper or paperboard
48	Paper and paperboard; Articles of paper pulp, of paper or of paperboard
49	Printed books, newspapers, pictures and other products of the printing industry; Manuscripts, typescripts and plans
50	Silk
51	Wool, fine or coarse animal hair; Horsehair yarn and woven fabric
52	Cotton
53	Other vegetable textile fibers; Paper yarn and woven fabrics of paper yarn
54	Man-made filaments
55	Man-made staple fibers
56	Wadding, felt and nonwovens; Special yarns; Twine, cordage, ropes and cables and articles thereof
57	Carpets and other textile floor coverings
58	Special woven fabrics; Tuffed textile fabrics; Lace; Tapestries; Trimmings; Embroidery
59	Impregnated, coated, covered or laminated textile fabrics; Textile articles of a kind suitable for industrial use
60	Knitted or crocheted fabrics
61	Articles of apparel and clothing accessories, knitted or crocheted
62	Articles of apparel and clothing accessories, not knitted or crocheted
63	Other made-up textile articles; Needle craft sets; Worn clothing and worn textile articles; rags

64	Footwear, gaiters and the like; Parts of such articles
65	Headgear and parts thereof
66	Umbrellas, sun umbrellas, walking sticks, seatsticks, whips, riding crops and parts thereof
67	Prepared feathers and down and articles made of feathers or of down; artificial flowers; articles of human hair
68	Articles of stone, plaster, cement, asbestos, mica or similar materials
69	Ceramic products
70	Glass and glassware
71	Natural or cultured pearls, precious or semiprevious stones, precious metals; metals clad with precious metal, and articles thereof; imitation jewelry; coin
72	Iron and steel
73	Articles of iron or steel
74	Copper and articles thereof
75	Nickel and articles thereof
76	Aluminum and articles thereof
77	Reserved for possible future use
78	Lead and articles thereof
79	Zinc and articles thereof
80	Tin and articles thereof
81	Other base metals; Cermets; Articles thereof
82	Tools, implements, cutlery, spoons and forks, of base metal; Parts thereof of base metal
83	Miscellaneous articles of base metal
84	Nuclear reactors, boilers, machinery and mechanical appliances; parts thereof
85	Electrical machinery and equipment and parts thereof; Sound recorders and reproducers, television image and sound recorders and reproducers, and parts and accessories of such articles
86	Railway or tramway locomotives, rolling stock and parts thereof; railway or tramway track fixtures and fittings and parts thereof; Mechanical (including electromechanical) traffic signaling equipment of all kinds
87	Vehicles, other than railway or tramway rolling stock, and parts and accessories thereof
88	Aircraft, spacecraft, and parts thereof
89	Ships, boats, and floating structures
90	Optical, photographic, cinematographic, measuring, checking, precision, medical or surgical instruments and apparatus; Parts and accessories thereof
91	Clocks and watches and parts thereof
92	Musical instruments; Parts and accessories of such articles
93	Arms and ammunition; Parts and accessories thereof
94	Furniture; Bedding, mattress supports, cushions and similar stuffed furnishings; Lamps and

	lighting fittings, not elsewhere specified or included; Illuminated signs, illuminated nameplates and the like; Prefabricated buildings
95	Toys, games and sports equipment; Parts and accessories thereof
96	Miscellaneous manufactured articles
97	Works of art, collectors' pieces and antiques
98	Special classification provisions
99	(Imports only) Temporary legislation; Temporary modifications established pursuant to trade legislation; Additional import restrictions established pursuant to Section 22 of the Agricultural Adjustment Act, as needed

Country Code

Code	Country
1220	Canada
2010	Mexico

Mexican State Code

Code	State name
AG	Aguascalientes
BC	Baja California
BN	Baja California Norte
BS	Baja California Sur
CH	Chihuahua
CL	Colima
CM	Campeche
CO	Coahuila
CS	Chiapas
DF	Distrito Federal
DG	Durango
GR	Guerrero
GT	Guanajuato
HG	Hidalgo
JA	Jalisco
MI	Michoacan
MO	Morelos
MX	Estado de Mexico

NA	Nayarit
NL	Nuevo Leon
OA	Oaxaca
PU	Puebla
QR	Quintana Roo
QT	Queretaro
SI	Sinaloa
SL	San Luis Potosi
SO	Sonora
TB	Tabasco
TL	Tlaxcala
TM	Tamaulipas
VE	Veracruz
YU	Yucatan
ZA	Zacatecas
OT	State Unknown

Mode of Transportation Code

Code	Description
1	Vessel
3	Air
4	Mail (U.S. Postal Service)
5	Truck
6	Rail
7	Pipeline
8	Other
9	Foreign Trade Zones (FTZs)

Port/District Code

District code	Port code	Port/District name
01XX		**PORTLAND, ME**
	0101	PORTLAND, ME
	0102	BANGOR, ME

	0103	EASTPORT, ME
	0104	JACKMAN, ME
	0105	VANCEBORO, ME
	0106	HOULTON, ME
	0107	FORT FAIRFIELD, ME
	0108	VAN BUREN, ME
	0109	MADAWASKA, ME
	0110	FORT KENT, ME
	0111	BATH, ME
	0112	BAR HARBOR, ME
	0115	CALAIS, ME
	0118	LIMESTONE, ME
	0121	ROCKLAND, ME
	0122	JONESPORT, ME
	0127	BRIDGEWATER, ME
	0131	PORTSMOUTH, NH
	0132	BELFAST, ME
	0152	SEARSPORT, ME
	0181	LEBANON AIRPORT
	0182	MANCHESTER USER FEE AIRPORT, NH
02XX		**ST. ALBANS, VT**
	0201	ST. ALBANS, VT
	0203	RICHFORD, VT
	0206	BEECHER FALLS, VT
	0207	BURLINGTON, VT
	0209	DERBY LINE, VT
	0211	NORTON, VT
	0212	HIGHGATE SPRINGS/ALBURG
04XX		**BOSTON, MA**
	0401	BOSTON, MA
	0402	SPRINGFIELD, MA
	0403	WORCESTER, MA
	0404	GLOUCESTER, MA
	0405	NEW BEDFORD, MA

	0406	PLYMOUTH, MA
	0407	FALL RIVER, MA
	0408	SALEM, MA
	0409	PROVINCETOWN, MA
	0410	BRIDGEPORT,CONNECTICUT
	0411	HARTFORD. CONNECTICUT
	0412	NEW HAVEN,CONNECTICUT
	0413	NEW LONDON, CONNECTICUT
	0416	LAWRENCE, MA
	0417	LOGAN AIRPORT, MA
05XX		**PROVIDENCE, RI**
	0501	NEWPORT, RI
	0502	PROVIDENCE, RI
	0503	MELLVILLE, RI
07XX		**OGDENSBURG, NY**
	0701	OGDENSBURG, NY
	0704	MASSENA, NY
	0706	CAPE VINCENT, NY
	0708	ALEXANDRIA BAY, NY
	0712	CHAMPLAIN-ROUSES POINT
	0714	CLAYTON, NY
	0715	TROUT RIVER, NY
09XX		**BUFFALO, NY**
	0901	BUFFALO-NIAGARA FALLS NY
	0903	ROCHESTER, NY
	0904	OSWEGO, NY
	0905	SODUS POINT, NY
	0906	SYRACUSE, NY
	0907	UTICA, NY
	0971	TNT SKYPAK
	0972	SWIFT SURE COURIER SERVI
	0981	BINGHAMTON REGIONAL AIRPORT, NY
10XX		**NEW YORK CITY, NY**
	1001	NEW YORK, NY

	1002	ALBANY, NY
	1003	NEWARK, NJ
	1012	JOHN F. KENNEDY AIRPORT, NY
11XX		**PHILADELPHIA, PA**
	1101	PHILADELPHIA, PA
	1102	CHESTER, PA
	1103	WILMINGTON, DE
	1104	PITTSBURGH, PA
	1105	PAULSBORO, NJ
	1106	WILKES-BARRE/SCRANTON PA
	1107	CAMDEN, NJ
	1108	PHILA. INTL. AIRPORT, PA
	1109	HARRISBURG, PA
	1113	GLOUCESTER CITY, NJ
	1119	ALLENTOWN, PENNSYLVANIA (LEHIGH VALLEY INTERNATIONAL AIRPORT)
	1181	ALLENTOWN-BETHLEHEM, PA (EASTON AIRPORT)
	1182	ATLANTIC CITY REGIONAL AIRPORT, NJ
	1183	TRENTON/MERCER COUNTY AIRPORT, NJ
	1195	UPS, PHILADELPHIA, PA
13XX		**BALTIMORE, MD**
	1301	ANNAPOLIS, MD
	1302	CAMBRIDGE, MD
	1303	BALTIMORE, MD
	1304	CRISFIELD, MD
	1305	BWI AIRPORT
14XX		**NORFOLK, VA**
	1401	NORFOLK, VA
	1402	NEWPORT NEWS, VA
	1404	RICHMOND-PETERSBURG, VA
	1408	HOPEWELL VA
	1409	CHARLESTON, WV
	1410	FRONT ROYAL, VA
	1412	NEW RIVER VALLEY, VA
15XX		**CHARLOTTE, NC**

	1501	WILMINGTON, NC
	1502	WINSTON-SALEM, NC
	1503	DURHAM, NC
	1506	REIDSVILLE, NC
	1511	BEAUFORT-MOREHEAD CTY,NC
	1512	CHARLOTTE, NC
16XX		**CHARLESTON, SC**
	1601	CHARLESTON, SC
	1602	GEORGETOWN, SC
	1603	GREENVILLE-SPARTANBRG SC
	1604	COLUMBIA, SC
	1681	MYRTLE BEACH INTERNATIONAL AIRPORT, SC
17XX		**SAVANNAH, GA**
	1701	BRUNSWICK, GA
	1703	SAVANNAH, GA
	1704	ATLANTA, GA
18XX		**TAMPA, FL**
	1801	TAMPA, FL
	1803	JACKSONVILLE, FL
	1805	FERNANDINA BEACH, FL
	1807	BOCA GRANDE, FL
	1808	ORLANDO, FL
	1809	ORLANDO-SANFORD AIRPORT, FL
	1814	ST. PETERSBURG, FL
	1816	PORT CANAVERAL, FL
	1818	PANAMA CITY, FL
	1819	PENSACOLA, FL
	1821	PORT MANATEE, FL
	1822	FORT MYERS AIRPORT
	1883	SARASOTA BRADENTON AIRPT
	1884	DAYTONA BEACH INT'L AIRP
	1885	MELBOURNE REGIONAL AIRPORT, FL
	1886	OCALA REGIONAL AIRPORT, FL
	1887	LEESBURG REGIONAL AIRPORT, LEESBURG, FL

19XX		**MOBILE, AL**
	1901	MOBILE, AL
	1902	GULFPORT, MS
	1903	PASCAGOULA, MS
	1904	BIRMINGHAM, AL
	1910	HUNTSVILLE, AL
20XX		**NEW ORLEANS, LA**
	2001	MORGAN CITY, LA
	2002	NEW ORLEANS, LA
	2003	LITTLE ROCK, AR
	2004	BATON ROUGE, LA
	2005	PORT SULPHUR, LA
	2006	MEMPHIS, TN
	2007	NASHVILLE, TN
	2008	CHATTANOOGA, TN
	2009	DESTREHAN, LA
	2010	GRAMERCY, LA
	2011	GREENVILLE, MS
	2012	AVONDALE, LA
	2013	ST. ROSE, LA
	2014	GOOD HOPE, LA
	2015	VICKSBURG, MS
	2016	KNOXVILLE, TN
	2017	LAKE CHARLES, LA
	2018	SHREVEPORT/BOSSIER CITY
	2082	TRI CITY USER FEE AIRPOR, TN
	2083	AKRANSAS AEROPLEX, AR
	2095	FEDERAL EXPRESS, MEMPHIS, TN
21XX		**PORT ARTHUR, TX**
	2101	PORT ARTHUR, TX
	2102	SABINE, TX
	2103	ORANGE, TX
	2104	BEAUMONT, TX
23XX		**LAREDO, TX**

	2301	BROWNSVILLE, TX
	2302	DEL RIO, TX
	2303	EAGLE PASS, TX
	2304	LAREDO, TX
	2305	HIDALGO, PHARR, TX
	2307	RIO GRANDE CITY, TX
	2309	PROGRESO, TX
	2310	ROMA, TX
	2381	EDINBERG USER FEE AIRPORT
24XX		**EL PASO, TX**
	2402	EL PASO, TX
	2403	PRESIDIO, TX
	2404	FABENS, TX
	2406	COLUMBUS, NM
	2407	ALBUQUERQUE, NM
	2408	SANTA TERESA, NM
	2481	SANTA TERESA AIRPORT
25XX		**SAN DIEGO, CA**
	2501	SAN DIEGO, CA
	2502	ANDRADE, CA
	2503	CALEXICO, CA
	2504	SAN YSIDRO,CA
	2505	TECATE, CA
	2506	OTAY MESA, CA
	2507	CALEXICO-EAST, CA
26XX		**NOGALES, AZ**
	2601	DOUGLAS, AZ
	2602	LUKEVILLE, AZ
	2603	NACO, AZ
	2604	NOGALES, AZ
	2605	PHOENIX, AZ
	2606	SASABE, AZ
	2608	SAN LUIS, AZ
	2609	TUCSON, AZ

27XX		**LOS ANGELES, CA**
	2704	LOS ANGELES, CA
	2707	PORT SAN LUIS HARBOR, CA
	2709	LONG BEACH, CA
	2711	SEGUNDO, CA
	2712	VENTURA, CA
	2713	PORT HUENEME, CA
	2715	CAPITAN, CA
	2719	MORRO BAY, CA
	2720	LOS ANGELES INT ARPT
	2721	ONTARIO INTL AIRPORT
	2722	LAS VEGAS, NV
	2770	DHL, Los Angeles, CA
	2772	GATEWAY FREIGHT SER. INC
	2773	AIR CARGO HANDLING SERV
	2774	VIRGIN ATLANTIC CARGO
	2775	TNT EXPRESS, LAX, CA
	2776	IBC PACIFIC
	2781	PALM SPRINGS USER FEE, LAX, CA
	2782	SAN BERNADINO INTERNATIONAL AIRPORT
	2791	LOS ANGELES, CA
	2795	UPS-ONTARIO
28XX		**SAN FRANCISCO, CA**
	2801	SAN FRANCISCO INTL AIRPT
	2802	EUREKA, CA
	2803	FRESNO, CA
	2805	MONTEREY, CA
	2809	SAN FRANCISCO, CA
	2810	STOCKTON, CA
	2811	OAKLAND, CA
	2812	RICHMOND,CA
	2813	ALAMEDA,CA
	2815	CROCKETT,CA
	2816	SACRAMENTO,CA

	2820	MARTINEZ,CA
	2821	REDWOOD CITY,CA
	2827	SELBY,CA
	2828	SAN JUAQUIN RIVER,CA
	2829	SAN PABLO BAY,CA
	2830	CARQUINEZ STRAIT,CA
	2831	SUISUN BAY,CA
	2833	RENO, NV
	2834	SAN JOSE INTL AIRPORT
	2835	SACRAMENTO INTERNATIONAL AIRPORT, CALIFORNIA
	2870	DHL WORLDWIDE EXPRESS
	2871	AIRCARGO HANDLING SERVIC
	2872	TNT SKYPAK
	2873	IBC PACIFIC, CA
	2881	SACRAMENTO INT'L AIRPORT
	2895	FEDERAL EXPRESS, OAKLAND, CA
29XX		**COLUMBIA-SNAKE, OR**
	2901	ASTORIA, OR
	2902	NEWPORT, OR
	2903	COOS BAY, OR
	2904	COLUMBIA SNAKE RIVER
	2905	LONGVIEW, WA
	2907	BOISE, IDAHO
	2908	VANCOUVER, WA
	2909	KALAMA, WA
	2910	PORTLAND INTL AIRPORT
30XX		**SEATTLE, WA**
	3001	SEATTLE, WA
	3002	TACOMA, WA
	3003	ABERDEEN, WA
	3004	BLAINE, WA
	3005	BELLINGHAM, WA
	3006	EVERETT, WA
	3007	PORT ANGELES, WA

	3008	PORT TOWNSEND, WA
	3009	SUMAS, WA
	3010	ANACORTES, WA
	3011	NIGHTHAWK, WA
	3012	DANVILLE, WA
	3013	FERRY, WA
	3014	FRIDAY HARBOR, WA
	3015	BOUNDARY, WA
	3016	LAURIER, WA
	3017	POINT ROBERTS, WA
	3018	KENMORE AIR HARBOR, WA
	3019	OROVILLE, WA
	3020	FRONTIER, WA
	3022	SPOKANE, WA
	3023	LYNDEN, WA
	3025	METALINE FALLS
	3026	OLYMPIA, WA
	3027	NEAH BAY, WA
	3029	SEATTLE-TACOMA INTL ARPT
	3071	U.P.S.
	3072	AVION BROKERS @ SEATAC
	3073	DHL WORLDWIDE EXPRESS
	3074	AIRBORNE EXPRESS @SEATAC
	3081	YAKIMA AIR TERMINAL
	3082	GRANT COUNTY AIRPORT
	3095	UPS COURIER HUB
31XX		**ANCHORAGE, AK**
	3101	JUNEAU, AK
	3102	KETCHIKAN, AK
	3103	SKAGWAY, AK
	3104	ALCAN, AK
	3105	WRANGELL, AK
	3106	DALTON CACHE, AK
	3107	VALDEZ, AK

	3111	FAIRBANKS, AK
	3112	PETERSBURG, AK
	3115	SITKA, AK
	3124	PELICAN, AK
	3126	ANCHORAGE, AK
	3127	KODIAK, AK
	3181	ST PAUL AIRPORT
	3195	FEDERAL EXPRESS, ANCHORAGE, AK
	3196	UPS COURIER HUB
32XX		**HONOLULU, HI**
	3201	HONOLULU, HI
	3202	HIL0, HI
	3203	KAHULUI, HI
	3204	NAWILIWILI-PORT ALLEN,HI
	3205	HONOLULU INTL AIRPRT
	3206	KONA
	3295	HONOLULU AIRPORT
33XX		**GREAT FALLS, MT**
	3301	RAYMOND, MT
	3302	EASTPORT, ID
	3303	SALT LAKE CITY, UT
	3304	GREAT FALLS, MT
	3305	BUTTE, MT
	3306	TURNER, MT
	3307	DENVER, CO
	3308	PORTHILL, ID
	3309	SCOBY, MT
	3310	SWEETGRASS, MT
	3312	WHITETAIL, MT
	3316	PIEGAN, MT
	3317	OPHEIM, MT
	3318	ROOSVILLE, MT
	3319	MORGAN, MT
	3321	WHITLASH, MT

	3322	DEL BONITA, MT
	3323	WILDHORSE, MT
	3324	KALISPELL AIRPORT
	3325	WILLOW CREEK, HAVRE, MT
	3382	NATRONA COUNTY INT AP
	3384	ARAPAHOE COUNTY PUBLIC AIRPORT, CO
	3385	EAGLE COUNTY REGIONAL AIRPORT
34XX		**PEMBINA, ND**
	3401	PEMBINA, ND
	3403	PORTAL, ND
	3404	NECHE, ND
	3405	ST JOHN, ND
	3406	NORTHGATE, ND
	3407	WALHALLA, ND
	3408	HANNAH, ND
	3409	SARLES, ND
	3410	AMBROSE, ND
	3411	FARGO, NORTH DAKOTA
	3413	ANTLER, ND
	3414	SHERWOOD, ND
	3415	HANSBORO, ND
	3416	MAIDA, ND
	3417	FORTUNA, ND
	3419	WESTHOPE, ND
	3420	NOONAN, ND
	3421	CARBURY, ND
	3422	DUNSEITH, ND
	3423	WARROAD, MN
	3424	BAUDETTE, MN
	3425	PINECREEK, MN
	3426	ROSEAU, MN
	3427	GRAND FORKS, ND
	3429	CRANE LAKE, MN
	3430	LANCASTER, MN

	3433	WILLISTON AIRPORT, NORTH DAKOTA
	3434	MINOT AIRPORT, NORTH DAKOTA
	3481	HECTOR INTER AIRPORT
35XX		**MINNEAPOLIS, MN**
	3501	MINNEAPOLIS-ST. PAUL, MN
	3502	SIOUX FALLS, S.D.
	3510	DULUTH, MN-SUPERIOR, WI
	3511	ASHLAND, WI
	3512	OMAHA, NE
	3513	DES MOINES, IA
	3581	USER FEE AIRPORT
36XX		**DULUTH, MN**
	3604	INTERNATIONAL FALLS, MN
	3613	GRAND PORTAGE, MN
	3614	SILVER BAY, MN
37XX		MILWAUKEE, WI
	3701	MILWAUKEE, WI
	3702	MARINETTE, WI
	3703	GREEN BAY, WI
	3706	MANITOWOC, WI
	3707	SHEBOYGAN, WI
	3708	RACINE, WI
38XX		**DETROIT, MI**
	3801	DETROIT, MI
	3802	PORT HURON, MI
	3803	SAULT STE. MARIE, MI
	3804	SAGINAW/BAY CITY, MI
	3805	BATTLE CREEK, MI
	3806	GRAND RAPIDS, MI
	3807	DETROIT METROPOLITAN AIRPORT, DETROIT, MI
	3808	ESCANABA, MI
	3809	MARQUETTE, MI
	3814	ALGONAC, MI
	3815	MUSKEGON, MI

	3816	GRAND HAVEN, MI
	3818	ROGERS CITY, MI
	3819	DETOUR, MI
	3820	MACKINAC ISLE, MI
	3842	PRESQUE ISLE, MI
	3843	ALPENA, MI
	3844	FERRYSBURG, MI
	3881	OAKLAND/PONTIAC AIRPORT
	3882	WILLOW RUN AIRPORT
39XX		**CHICAGO, IL**
	3901	CHICAGO, IL
	3902	PEORIA, IL
	3905	GARY, IN
	3908	DAVENPORT-ROCK ISLAND
	3909	GREATER ROCKFORD AIRPORT
	3981	WAUKEGAN AIRPORT
	3983	PAL-WAUKEE MNCPL AIRPORT
	3984	DUPAGE AIRPORT, IL
	3985	DECATUR USER FEE AIRPORT
	3991	NIPPON COURIER HUB
41XX		**CLEVELAND, OH**
	4101	CLEVELAND, OH
	4102	CINCINNATI, OH
	4103	COLUMBUS, OH
	4104	DAYTON, OH
	4105	TOLEDO, OH
	4106	ERIE, PA
	4110	INDIANAPOLIS, IN
	4112	AKRON, OH
	4115	LOUISVILLE, KY
	4116	OWENSBORO, KY
	4117	HURON, OH
	4121	LORAIN, OH
	4122	ASHTABULA/CONNEAUT, OH

	4181	AIRBORNE AIR PARK
	4183	FORT WAYNE AIRPORT
	4184	BLUE GRASS AIRPORT
	4185	HULMAN REGIONAL AIRPORT
	4192	BURLINGTON AIR EXPRESS
	4194	DHL EXPRESS, WILMINGTON,OHIO
	4195	EMERY COURIER
	4196	UPS COURIER
	4198	FEDERAL EXPRESS INDIANAPOLIS, IN
45XX		**ST LOUIS, MO**
	4501	KANSAS CITY, MO
	4502	ST JOSEPH, MO
	4503	ST LOUIS, MO
	4504	WICHITA, KS
	4505	SPRINGFIELD, MO
	4506	SPIRIT OF ST. LOUIS
46XX		**NEWARK, NJ**
	4601	NEWARK, NJ
	4602	PERTH AMBOY, NJ
	4670	UPS
	4671	FEDEX ECCF
	4681	MORRISTOWN AIRPORT, NJ
47XX		**JAMAICA, NY**
	4701	JOHN F KENNEDY AIRPORT
	4770	FEDERAL EXPRESS CORP.
	4771	NYACC
	4772	DHL AIRWAYS
	4773	EMERY WORLDWIDE
	4774	AIR FRANCE (MACH PLUS)
	4775	DWORKIN/COSELL COURIER
	4776	SWISSAIR (SKYRACER)
	4777	ALITALIA (ALIEXPRESS)
	4778	TNT SKYPAK
49XX		**SAN JUAN, PR**

	4901	AGUADILLA, PR
	4904	FAJARDO, PR
	4906	HUMACAO, PR
	4907	MAYAGUEZ, PR
	4908	PONCE, PR
	4909	SAN JUAN, PR
	4911	JOBOS, PR
	4912	GUAYANILLA, PR
	4913	INTL AIRPORT, PR
51XX		**VIRGIN ISLANDS OF THE UNITED STATES**
	5101	CHARLOTTE AMALIE, VI
	5102	CRUZ BAY, VI
	5103	CORAL BAY, VI
	5104	CHRISTIANSTED, VI
	5105	FREDERIKSTED, VI
52XX		**MIAMI, FL**
	5201	MIAMI, FL
	5202	KEY WEST, FL
	5203	PORT EVERGLADES, FL
	5204	WEST PALM BEACH, FL
	5205	FORT PIERCE, FL
	5206	MIAMI INTL AIRPORT
	5210	FT. LAUDERDALE-HOLLYWOOD INTL.
	5270	INT. COURIER ASS.
	5271	DHL WORLDWIDE EXPRESS
	5272	MIA/CFS EXP CONSIG FACIL
	5273	UPS MIAMI AIRPORT
	5295	UPS COURIER HUB, MIAMI, FL
	5297	FEDERAL EXPRESS COURIER HUB MIAMI, FL
	5298	IBC COURIER HUB
53XX		**HOUSTON-GALVESTON, TX**
	5301	HOUSTON, TX
	5306	TEXAS CITY, TX
	5309	HOUSTON INTERCONTL

	5310	GALVESTON, TX
	5311	FREEPORT, TX
	5312	CORPUS CHRISTI, TX
	5313	PORT LAVACA, TX
	5381	SUGAR LAND REGIONAL AIRPORT, SUGAR LAND TX
54XX		**WASHINGTON, DC**
	5401	WASHINGTON, DC
	5402	ALEXANDRIA, VA
55XX		**DALLAS/FT. WORTH, TX**
	5501	DALLAS/FT. WORTH, TX
	5502	AMARILLO, TX
	5503	LUBBOCK, TX
	5504	OKLAHOMA CITY, OK
	5505	TULSA, OK
	5506	AUSTIN, TX
	5507	SAN ANTONIO, TX
	5582	MIDLAND INTER AIRPORT
	5583	FORTH WORTH ALLIANCE AP
	5584	ADDISON AIRPORT
60XX		VESSELS UNDER THEIR OWN POWER (IMPORTS AND EXPORTS)
70XX		LOW-VALUED IMPORTS AND EXPORTS
80XX		MAIL SHIPMENTS (EXPORT ONLY)

U.S. State Code

Code	State name
AL	Alabama
AK	Alaska
AS	American Samoa
AZ	Arizona
AR	Arkansas
CA	California
CO	Colorado
CT	Connecticut
DE	Delaware

DC	District of Columbia
FL	Florida
GA	Georgia
HI	Hawaii
ID	Idaho
IL	Illinois
IN	Indiana
IA	Iowa
KS	Kansas
KY	Kentucky
LA	Louisiana
ME	Maine
MD	Maryland
MA	Massachusetts
MI	Michigan
MN	Minnesota
MS	Mississippi
MO	Missouri
MT	Montana
NE	Nebraska
NV	Nevada
NH	New Hampshire
NJ	New Jersey
NM	New Mexico
NY	New York
NC	North Carolina
ND	North Dakota
OH	Ohio
OK	Oklahoma
OR	Oregon
PA	Pennsylvania
RI	Rhode Island
SC	South Carolina
SD	South Dakota

TN	Tennessee
TX	Texas
UT	Utah
VT	Vermont
VA	Virginia
WA	Washington
WV	West Virginia
WI	Wisconsin
WY	Wyoming
DU	Unknown

Trade Type Code

Code	Trade Type
1	Export
2	Import