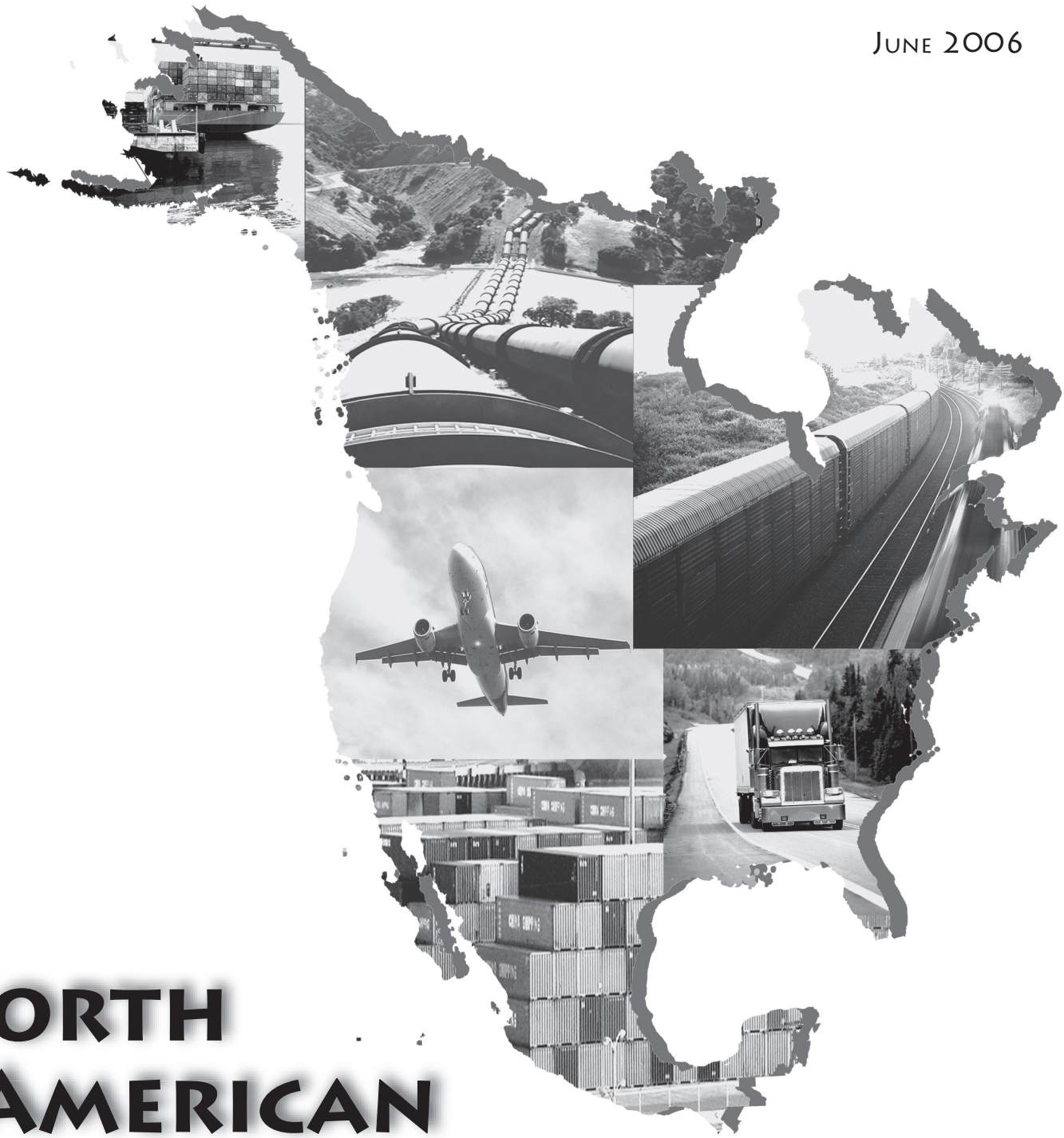
June 2006



North American Freight Transportation

U.S. Trade with Canada and Mexico

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

Research and Innovative Technology Administration
Bureau of Transportation Statistics

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For Additional Information

More detailed information on the data presented here can be found on the BTS website under International Transportation. To access additional data and documentation from the Transborder Freight Database, including monthly and annual data, please visit the following link: http://www.bts.gov/transborder. Other BTS international transportation reports and datasets are available at: http://www.bts.gov/itt

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Contents

Executive Summary

The freight transportation industry used the nation's transportation system to carry $790 billion in merchandise, a record high, between the United States and its two largest trading partners, Canada and Mexico, in 2005.

The goods, weighing nearly 679 million short tons[1], were transported across our land borders, airports, and seaports to and from locations in Canada and Mexico. These and other annual data presented in this report highlight the value and weight of freight shipped across our northern and southern borders, as well as the number of incoming land border crossings by truck, truck containers, rail, and rail containers from Canada and Mexico.

Major Highlights

Land modes of transportation carried 88 percent of the value of goods traded with Canada and Mexico, our North American Free Trade Agreement (NAFTA) partners, in 2005. More imports than exports of freight were transported across our borders with these two countries. Among the individual modes, trucks carried the highest percentage of freight by value (62 percent), and maritime vessels carried the highest percentage of freight by weight (38 percent).

Canada remains our number one trading partner, followed by Mexico, with both countries accounting for 31 percent of the total U.S.-international merchandise trade in 2005.

Transportation Mode

- Trucks transported 62 percent of the value and 28 percent of the weight of U.S.-NAFTA merchandise freight.
- Rail hauled 15 percent of the value and 21 percent of the weight.
- Pipelines carried 7 percent of the value and 13 percent of the weight.
- Maritime vessels moved 8 percent of the value and 38 percent of the weight.
- Air flew 4 percent of the value and a much smaller portion of the weight.

Geography

- For overall U.S.-NAFTA trade transported by all modes, Texas was the lead state by value, accounting for 16 percent of the freight, followed by Michigan with 12 percent.
- Texas was also the leading state by value for U.S.-NAFTA trade transported by land modes with 14 percent, slightly more than Michigan.
- The land port of Detroit, Michigan, was the leading port for U.S.-NAFTA freight, handling $130 billion worth of merchandise in 2005, followed by port of Laredo in Texas. Twenty-eight percent of the value of all U.S.-NAFTA merchandise freight was handled by these two ports.
- California was the top state for U.S.-NAFTA air cargo trade, accounting for 22 percent of the value of all air freight, while Texas was the lead state for maritime cargo with 42 percent of the value of U.S.-NAFTA ocean–borne trade.

By Commodity

- Motor vehicles and parts was the top traded commodity group by value with 18 percent of all commodities traded between the United States and its NAFTA partners by all modes.
- By value, the commodity group that includes computer-related machinery and parts (nuclear reactors, boilers, machinery, and parts) was

[1] Weights of export shipments by land modes are not collected in the administrative records that provide official U.S. trade data. The Bureau of Transportation Statistics has estimated the land mode export tonnage using value-to-weight ratios derived from imported commodities. Value-to-weight ratios for exported commodities may differ from imported commodities.

the lead group transported by truck and by rail with 17 and 49 percent share, respectively.
- By value, mineral fuel, oil, and waxes was the top traded commodity group carried by pipeline (with a 99-percent share) and by vessels (with a 73-percent share). Electrical machinery, equipment, and parts was the top air cargo commodity group by value with 30 percent of the total U.S.-NAFTA trade by air.

Border Crossings

- In 2005, there were a total of nearly 12 million truck crossings into the United States from Canada and Mexico. These vehicles carried over 11 million truck containers (both loaded and empty) into the country.
- By comparison, there were 2.6 million loaded and empty rail container crossings into the United States from Canada and Mexico.
- Michigan recorded 2.7 million truck crossings and truck container entries (loaded and empty), the highest number of crossings from Canada, followed by New York. Texas, with 3.5 million truck crossings and 3.1 million container entries (loaded and empty), recorded the highest number of truck entries on the southern border, followed by California.
- The land port of Detroit, Michigan, handled 1.7 million truck crossings and truck container entries from Canada. Similarly, the port of Laredo, Texas, handled 1.5 million truck crossings and truck container entries, the highest on the southern border.
- Michigan recorded 730,100 rail container crossings (loaded and empty), the highest on the northern border with Texas, recording 663,400 container crossings, the highest on the southern border.

The annual freight transportation data featured in this report are based on the Research and Innovative Technology Administration's Bureau of Transportation Statistics (BTS) Transborder Freight Dataset and Border Crossing/Entry Dataset.

The Transborder Freight Dataset, released monthly by BTS, provides key transportation data on U.S. import and export merchandise trade with Canada and Mexico. The Transborder Freight data features commodity, mode, and geographic detail on North American freight movements unavailable from any other source. The Border Crossing/Entry data, released quarterly by BTS, provides counts of incoming vehicle, container, passenger, and pedestrian traffic at U.S. land border ports of entry. Additional information on both datasets and other international reports can be found on the BTS website at: http://www.bts.gov/itt.

North American Freight Transportation: U.S. Trade with Canada and Mexico

June 2006

Overall Highlights

In 2005, the total value of U.S. merchandise trade with Canada and Mexico reached an all-time high of $790 billion, an increase of 11 percent over the $712 billion traded in 2004. This strong growth continues the rebound that started in 2003 after declines in the two previous years. While U.S. goods trade with its North American Free Trade Agreement (NAFTA) partners shows strong growth, the NAFTA share of overall U.S. international goods trade declined for the fourth consecutive year, dropping from a high of 32.8 percent in 2001 to 30.7 percent in 2005, reflecting the rising trend in U.S. trade with its other trading partners (table 1).

Although the value of U.S. merchandise trade with Canada and Mexico has more than doubled in both current and inflation-adjusted dollars since the inception of NAFTA in 1994 (table 1), it is the accompanying increase in volume that has had the greatest impact on trade corridors and transportation infrastructure. From 1995 to 2005, the number of truck crossings into the United States from Canada and Mexico increased 47 percent, from about 8 million crossings in 1995 to nearly 12 million last year. This increase in trade volume underscores the growing demands on border facilities at key land gateways and the major transportation corridors traversing our northern and southern borders.

Past editions of this annual highlights report featured land modes only; with the addition of air and water to the Transborder Freight Data, this edition now includes all modes. Figure 1 reflects this change by not only showing the trend in U.S.-NAFTA trade since 1994 for land modes but for all modes as well. However, most of the value of U.S.-NAFTA trade is by land modes. In 2005, these modes (truck, rail, and pipeline) moved freight shipments worth $698 billion across the borders with Canada and Mexico, accounting for 88 percent of U.S. trade with these two countries.

Since 1994, the value of freight moved among the three countries has averaged almost 8 percent annual growth in both current and inflation-adjusted terms, compared with about 7-percent growth for U.S. goods trade with all countries (table 1).

In 2005, both goods trade and gross domestic product (GDP) grew in inflation-adjusted terms. Except in 2001 and 2002, during the past decade, U.S. trade with Canada and Mexico has increased at a faster rate than U.S. GDP (figure 2).

In terms of weight, nearly 679 million short tons of freight were transported by all freight modes between the United States and its NAFTA trading partners in 2005 (table A- 1). About two-thirds of this trade was with Canada, and one-third was with Mexico. Imports accounted for 69 percent, while U.S. exports to both countries accounted for 31 percent of the tonnage.

Top Trading Partners

Canada has been the number one U.S. trading partner for several decades, and Mexico became number two when it surpassed Japan in 1999. China became our third largest trading partner in 2003 when it surpassed Japan. In 2005, the top five trading partners – Canada, Mexico, China, Japan, and Germany – accounted for almost 54 percent ($1.4

Table 1
Value of U.S. Merchandise Trade with Canada and Mexico Compared with U.S. Merchandise Trade with All Countries: 1994–2005

	Total U.S. international merchandise trade	U.S. trade with NAFTA partners	U.S trade with non-NAFTA partners	U.S.-NAFTA trade by land modes	Ratio of U.S. trade with NAFTA partners to total U.S trade	Ratio of U.S trade by land modes to U.S.-NAFTA trade by all modes	Total U.S. international merchandise trade	U.S. trade with NAFTA partners	U.S.-NAFTA trade by land modes
	(Billions of current U.S. dollars)				(Percents)		(Billions of chained 2000 U.S. dollars)[1]		
1994	1,176	343	833	312	29.2	90.9	1,107	323	293
1995	1,328	380	948	338	28.6	89.1	1,219	349	311
1996	1,420	421	999	377	29.7	89.5	1,338	397	355
1997	1,560	475	1,084	426	30.5	89.6	1,522	464	416
1998	1,594	503	1,091	452	31.5	89.9	1,630	514	462
1999	1,720	559	1,161	501	32.5	89.7	1,771	575	516
2000	2,000	653	1,347	576	32.7	88.1	2,000	653	576
2001	1,870	614	1,256	547	32.8	89.2	1,905	625	558
2002	1,857	604	1,253	541	32.5	89.6	1,915	622	558
2003	1,983	629	1,354	563	31.7	89.4	1,996	633	566
2004	2,288	712	1,576	634	31.1	89.0	2,207	687	611
2005	2,575	790	1,785	698	30.7	88.4	2,371	727	643
Percent change, 1994–2005	119.0	130.4	114.3	124.0			114.2	125.4	119.1
Annual average growth rate (percents)	7.4	7.9	7.2	7.6			7.2	7.7	7.4

NOTE: NAFTA = North American Free Trade Agreement. U.S. NAFTA trading partners are Canada and Mexico.

[1] To compare economic changes over time, current or nominal values of currencies must be deflated or adjusted for inflation. In the United States, the Bureau of Economic Analysis (BEA) establishes indices to calculate changes between years. These are used to calculate real chained dollars. Annual changes in the indices are chained (multiplied) together to form a time series. Chained dollars, instead of merely reflecting inflation, capture the effect of relative changes in prices and in the composition of output. They also better reflect cyclical fluctuations in the economy. Chained 2000 dollars are the most currently available indices from BEA for adjusting for inflation.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, based on data from the U.S. Department of Commerce, U.S. Census Bureau, Foreign Trade Division, FT920 U.S. Merchandise Trade 1994-2005.

trillion) of the total U.S. international merchandise trade valued at $2.6 trillion.

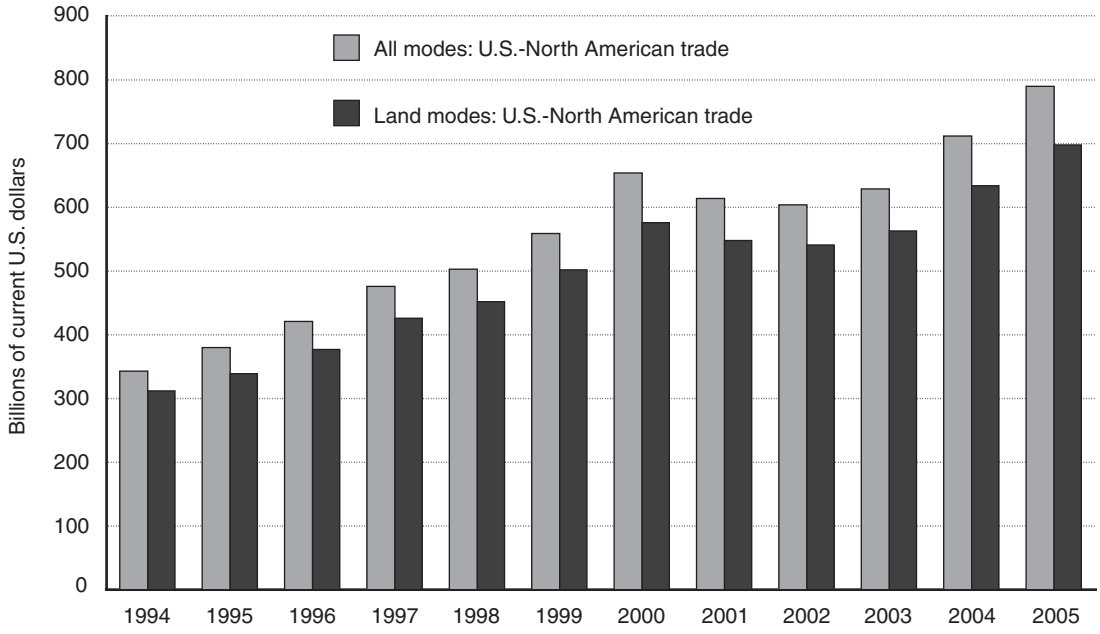
Among the lead countries, U.S. trade with China grew the most between 2001 and 2005, rising at an annual average growth rate of 23.8 percent (table 2). In comparison, U.S.-Mexico trade had a 5.7 percent annual average growth rate, and U.S.-Canada trade recorded a 7.0 percent growth rate. Reflecting these large differences in growth rates, U.S. trade with China in 2005 was within $5 billion of Mexico—our second largest trading partner (figure 3). U.S. trade with Japan declined for several years after 1999, followed by a slight rebound in 2004 and 2005.

In 2005, U.S. exports to and imports from Canada each grew 12 percent from 2004; the values were $211 billion in exports and $288 billion in imports. Exports to Mexico grew 8 percent from 2004 to $120 billion, while imports grew 9 percent to $170 billion (table A-2).

Modal Perspective

In 2005, land modes of transportation carried the great majority (88 percent) of goods traded with Canada and Mexico, a proportion that has remained stable since 1994 (table 1). Of the remaining goods, 8 percent moved by sea and 4 percent by air.

Figure 1
Value of U.S-Canada and U.S.-Mexico Freight Shipments: 1994–2005



SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, based on data from U.S. Department of Commerce, U.S. International Trade Commission, ITC Trade Data web, available at: http://dataweb.usitc.gov/, accessed April 2006 and Transborder Freight Data Program, as of April 2006.

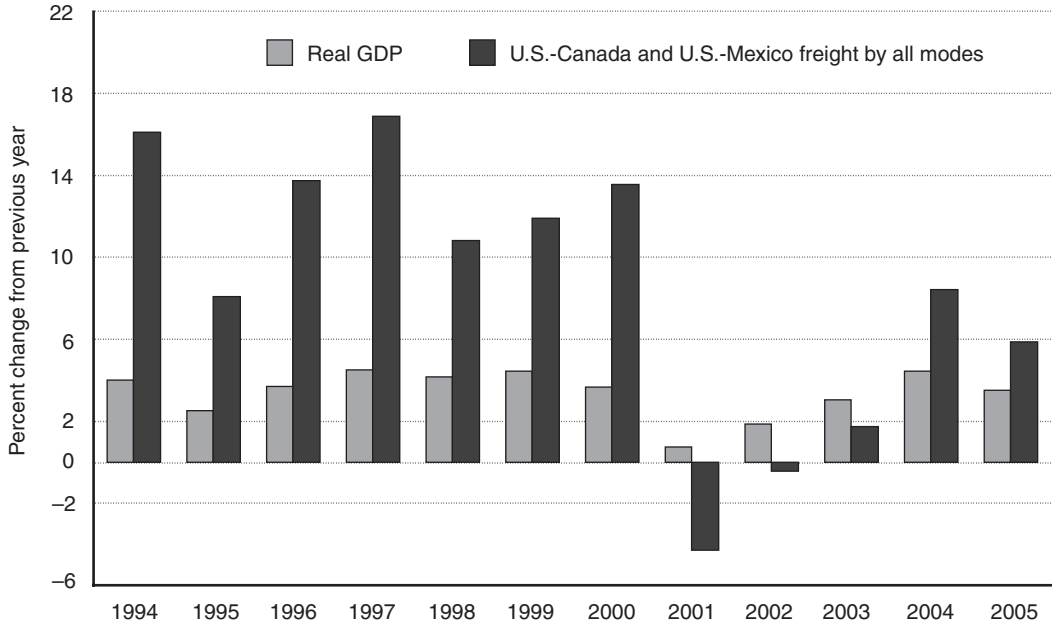
Transborder freight moved by land modes rose 10 percent from 2004, to $698 billion in 2005. The growth rate slowed slightly from 2004, when land freight was up 13 percent from 2003. Imports by land from NAFTA partners amounted to $401 billion, and exports were $297 billion (figure 4).

In 2005, U.S. merchandise trade by land modes with Canada was valued at $458 billion (66 percent of the total land trade). Imports by land mode from Canada were valued at $265 billion, and exports by land were valued at $193 billion, an increase of roughly 12 percent each over 2004. Trade with Mexico by land modes in 2005 was valued at $240 billion and accounted for 34 percent of U.S.-NAFTA land border freight. This was an increase of 7 percent from 2004 compared to a 12-percent increase between 2003 and 2004. In 2005, imports by land mode from Mexico were valued at $135 billion and exports by land valued at $104 billion, an increase of 6 and 7 percent, respectively, over 2004.

• **Trucks** carried over $491 billion, or 62 percent, of the total value of U.S.-NAFTA merchandise trade by all modes in 2005. Imports by truck were valued at $256 billion and exports at $235 billion (figure 5), an increase of 8 and 9 percent, respectively, over 2004 (table A-2). In 2005, total U.S.-Canada trade by truck reached an all time high of $295 billion, an increase of 10 percent compared to 2004. More freight was exported to Canada by truck ($151 billion) than imported by truck ($144 billion), a trend that differs from the overall U.S. trade balance with Canada.

On the northern border in 2005, there were over 6.7 million truck crossings with 6.8 million truck container crossings into the United States from Canada. Michigan handled 2.7 million and New York 1.9 million incoming truck crossings, accounting for 69 percent of all truck entries from Canada. The state of Washington was the only other state with truck crossings of more than

Figure 2
U.S.-North American Merchandise Trade and Real GDP: 1994-2005



NOTE: Real gross domestic product (GDP) and surface goods trade are in chained 2000 inflation-adjusted dollars.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, based on data from U.S. Department of Commerce, U.S. International Trade Commission, ITC Trade Dataweb, available at: http://dataweb.usitc.gov/, accessed April 2006, and U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Products Accounts, available at http://www.bea.gov/bea/dn/nipaweb/index.asp as of April 2006.

one-half million (table A-3). The border gateways of Detroit and Port Huron in Michigan with 1.7 million and 922,000 truck crossings, respectively, handled almost 40 percent of the truck crossings from Canada. Buffalo-Niagara Falls in New York handled about 1.1 million truck crossings from Canada (table A-4).

The total U.S.-Mexico trade by truck reached $196 billion in 2005, a 6-percent increase from 2004. Imports by truck from Mexico were valued at $112 billion (7-percent increase over 2004) and exports reached $83 billion (5-percent increase over 2004).

On the southern border in 2005, there were more than 5 million truck crossings, including more than 4.6 million container crossings into the United States from Mexico. The state of Texas recorded 3.5 million truck crossings and California 1.1 million, accounting for more than 92 percent of truck crossings into the United States from Mexico (table A-3). The land gateway of Laredo, Texas, handled 1.5 million truck entries followed by Hidalgo, Texas (844,000), and El Paso, Texas (741,000) (table A-4).

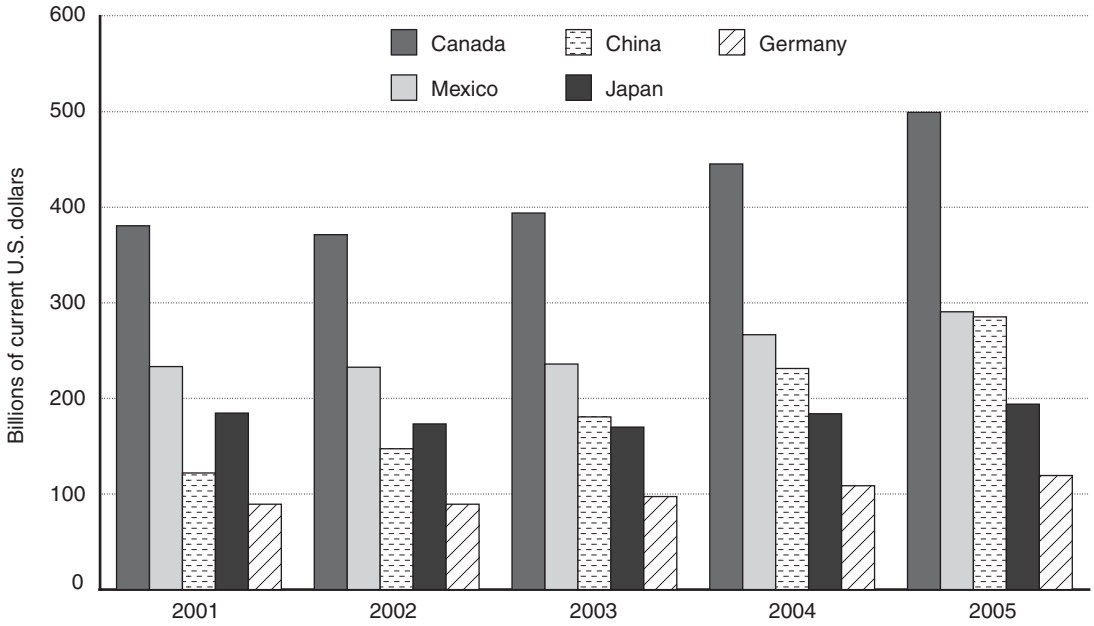
• **Rail** transborder freight accounts for almost 15 percent of the value of U.S.-NAFTA trade by all modes. In 2005, rail transborder freight climbed to $116 billion, an 8-percent increase over 2004. Imports by rail from NAFTA partners reached $81 billion, and exports reached $35 billion with growth of 4 and 16 percent, respectively, over 2004. In 2005, rail freight moved between the United States and Canada was valued at $80 billion, an increase of 7 percent over 2004. Rail imports from Canada were valued at $61 billion and exports at $19 billion, an increase of 5 and 16 percent, respectively, over 2004. U.S. merchandise trade with Mexico by rail was valued at $37 billion, an increase

Table 2
Value of U.S. Merchandise Trade with Top 5 Trading Partners: 2001–2005
(Billions of current U.S. dollars)

Ranked by 2005 merchandise trade	2001	2002	2003	2004	2005	Percent change 2001-2005	Average annual growth rate, 2001-2005
Canada	381	371	394	445	499	31.2	7.0
Mexico	233	232	236	267	290	24.6	5.7
China	122	147	181	231	285	134.8	23.8
Japan	184	173	170	184	194	5.0	1.2
Germany	89	89	97	109	119	33.3	7.4
Total value of U.S international trade	1,870	1,857	1,983	2,288	2,575	37.7	8.3

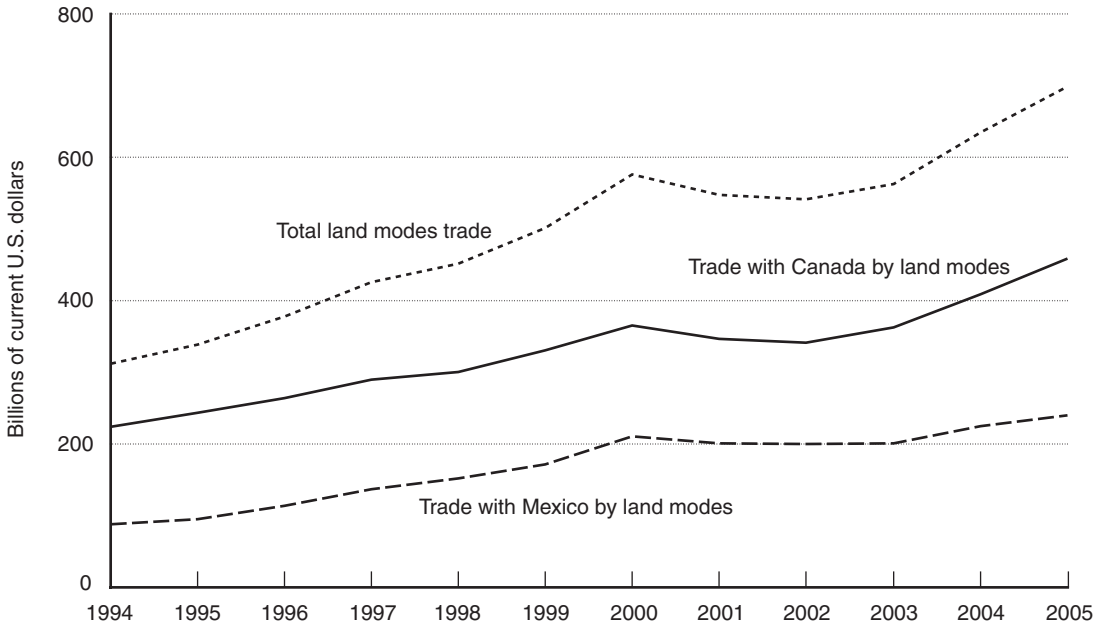
SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, based on data from the U.S. Department of Commerce, U.S. Census Bureau, Foreign Trade Division, FT920 U.S. Merchandise Trade 2001-2005.

Figure 3
Value of U.S Goods Trade with Top Five Trading Partners: 2001-2005



SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, based on data from U.S. Department of Commerce, U.S. Census Bureau, Foreign Trade Division, U.S. Exports of Merchandise CD and U.S. Imports of Merchandise CD, various annual December CDs 2001-2005.

Figure 4
Value of U.S. Goods Trade with Canada and Mexico by Land Modes: 1994–2005



NOTE: Land modes = truck, rail, and pipeline. Air and vessel are excluded.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data, as of April 2006.

of 8 percent over 2004. Rail imports from Mexico were valued at $21 billion and exports at $16 billion, an increase of 3 and 16 percent, respectively, over 2004 (table A-2).

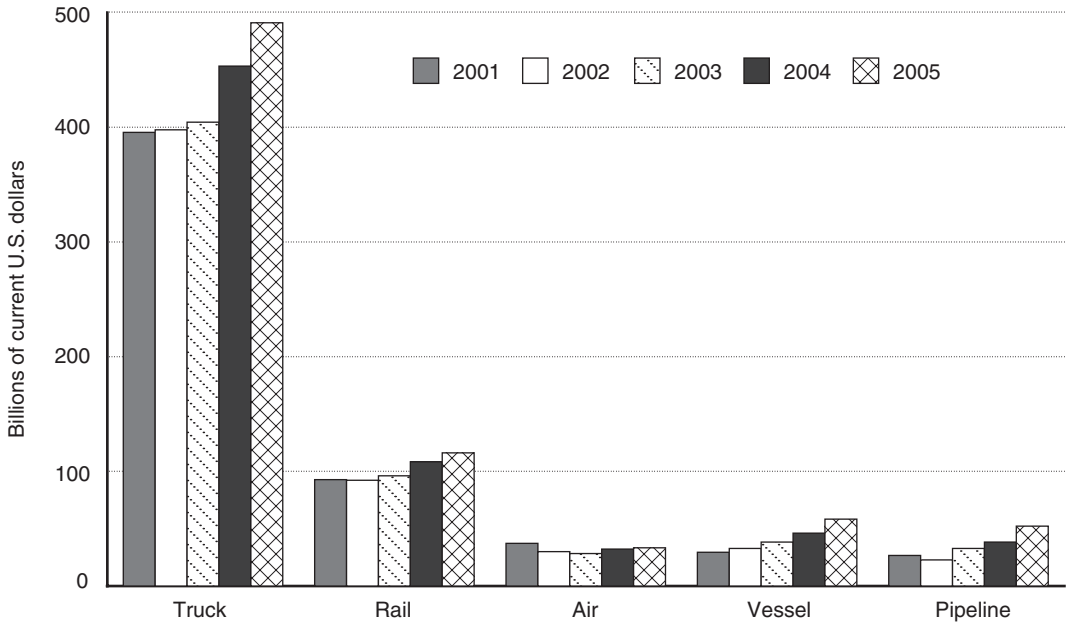
In 2005, about 33,000 trains crossed into the United States from Canada with more than 1.9 million containers. Michigan received about one-third of the freight rail traffic from Canada --10,000 trains and 730,000 rail containers. Minnesota had the second largest number of train crossings from Canada (8,100), and North Dakota had the second most incoming rail containers with over 300,000 entries (table A-3).

In 2005, there were over 9,400 train crossings with about 730,000 container crossings into the United States from Mexico. The majority of these containers came in through Texas, which handled 8,000 train entries and 663,000 container crossings. Train and rail container entries into Texas accounted for 84 and 91 percent of all the southern border rail traffic, respectively. Since 2001, there has been a sizable increase in rail containers entering the United States from Mexico. Between 2001 and 2005, rail container crossings into California grew 77 percent while Texas had a 29-percent increase (table A-3).

• **Pipelines** carried more than 6 percent of the value of U.S.-NAFTA trade by all modes in 2005. The value of commodities moved by pipelines rose to $52 billion in 2005, a 34-percent increase from 2004, U.S. trade with Canada accounted for 99 percent of this activity. Most of this pipeline trade is imports from Canada worth nearly $49 billion. By comparison, U.S. pipeline exports to Canada were valued at $2.4 billion (table A-2).

In addition to the goods transported by surface modes described above, air and maritime carriers moved merchandise worth over $91 billion in 2005. This was a 17-percent increase from 2004 and represented about a 12-percent share of the total U.S.-

Figure 5
U.S. Goods Trade with Canada and Mexico by Mode: 2001-2005



SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data, as of April 2006.

NAFTA goods trade. Exports were $34 billion and imports were $57 billion (table A-2).

• **Air** cargo trade accounted for 4 percent of total U.S.-NAFTA trade in 2005. Air cargo trade with Canada and Mexico reached $33 billion, a 3-percent increase over 2004. In 2005, there was no significant growth in air trade with Canada. Imports from Canada by air were valued at $8.5 billion and exports to Canada were valued at $14.3 billion, both similar to 2004. U.S. imports from Mexico by air were valued at $3.9 billion, an increase of 13 percent over 2004. Exports to Mexico by air reached $6.4 billion, a 7-percent increase over 2004 (table A-2)

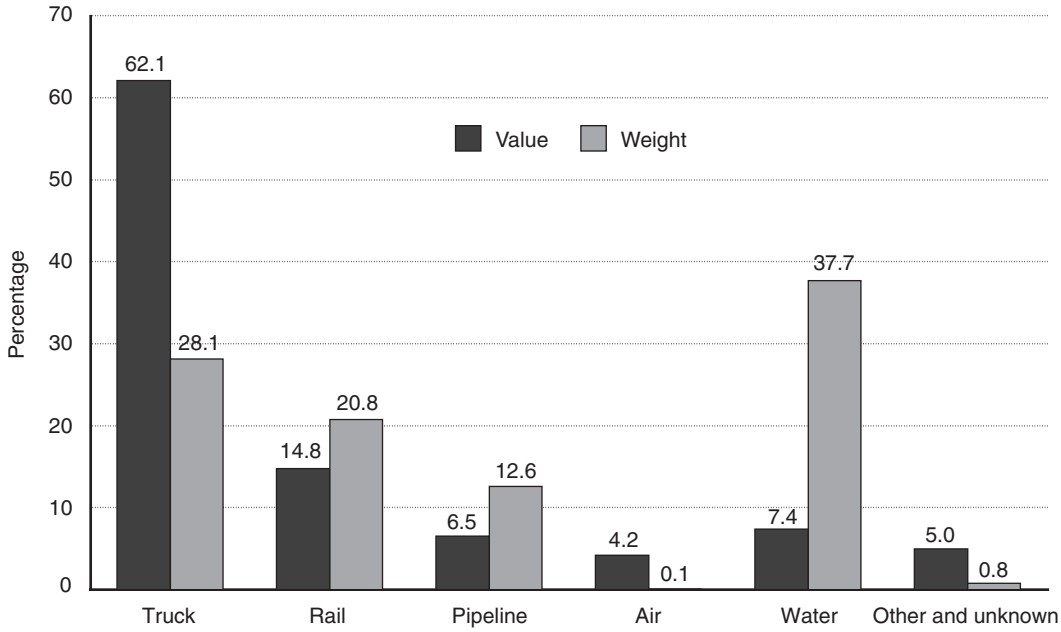
• **Maritime** trade accounted for 7 percent of the total U.S.-NAFTA trade by value. In 2005, the total U.S.-NAFTA merchandise trade by vessel was valued at over $58 billion, a 27-percent increase compared to 2004. Of this U.S.-NAFTA maritime freight activity in 2005, trade with Canada valued at $18.2 billion, an increase of about 32 percent over 2004. Imports from Canada were valued at $14.0 billion and exports were valued at $4.2 billion (table A-2).

In 2005, U.S. maritime trade with Mexico (over $40 billion) was valued at more than twice that of Canada, accounting for 69 percent of the U.S.-NAFTA maritime freight activity. Maritime imports from Mexico reached $31 billion and exports were $9 billion.

Modal Roles by Value and Weight

The relative modal shares are very different when U.S.-NAFTA trade is measured by the weight of the transported goods as opposed to value of shipments (figure 6). In 2005, water transportation carried more freight, in terms of tonnage, than any other mode in U.S.-NAFTA trade. An estimated 237 million short tons moved over water, accounting for about 34 percent of the weight, but less than the 246 million short tons recorded in 2004. Water transportation was followed by truck, pipeline, rail, and air in tonnage.

Figure 6
Modal Shares of U.S Goods Trade with NAFTA Partners by Value and Weight: 2005



NOTE: These data reflect U.S. import and export trade with Canada and Mexico. Weights of export shipments by land modes are estimates from the Bureau of Transportation Statistics.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data as of April 2006.

Water is dominant in terms of weight because it moves heavy bulk products (e.g., grains and crude petroleum), while higher value-per-ton commodities (e.g., fresh flowers, electrical machinery) are more often moved by air, truck, and rail. Water transportation dominated U.S.-Mexico trade by weight, moving 44 percent of the tonnage; water accounted for 26 percent of U.S.-Canada trade tonnage.

In terms of value, trucks transported over 62 percent of U.S.-NAFTA trade goods in 2005 (figure 6). However, trucks moved only about 28 percent of the weight of U.S.-NAFTA trade goods (figure 6). In 2005, trucks moved 22 percent of U.S.-NAFTA import tonnage compared with an estimated 42 percent of export tonnage.

Trucks were more dominant in U.S. freight activity with Mexico, accounting for 67 percent of the value compared to 59 percent with Canada.

Pipelines accounted for 7 percent of the U.S.-NAFTA trade by value and 13 percent by weight (86 million short tons).

The relative modal roles by weight also vary for U.S.-Canada and U.S.-Mexico trade. For example, in 2005, rail transported about 24 percent of the weight of U.S. trade with Canada but just 14 percent of U.S.-Mexico trade. In total, rail accounted for 21 percent of U.S.-NAFTA trade by weight.

Air accounted for 4 percent of the value of U.S.-NAFTA freight, but less than one-tenth of 1 percent of the weight. Goods shipped by air tend to be lighter in weight and high value per ton.

Freight by State and Port

The distribution of U.S. trade with Canada and Mexico and the movement of this freight continue to impact the U.S. transportation network, particularly at major border entry points and north-south

highway corridors. In 2005, Texas was the top state by trade value with about $127 billion in goods trade with the NAFTA partners, an increase of 11 percent from 2004. Michigan had a more modest increase of 2 percent, reaching $98 billion. California ranked third with $80 billion (table A-5a). Together, these top three states were the origin and destination for nearly 40 percent of the total value of U.S.-NAFTA trade in 2005.

Michigan topped the list of states for value of merchandise trade with Canada in 2005. Goods transported between Michigan and Canada totaled $73 billion, which was more than double the value of goods moved between the second ranked state and Canada. Michigan was followed by California, New York, and Illinois (table A-6a). The top 2 states trading with Mexico accounted for 51 percent of the value of total U.S.-Mexico merchandise trade in 2005. Texas was the number one ranked state by value of good transported to and from Mexico followed by California and Michigan (table A-6b).

Two of the four largest U.S. land ports are in Michigan – Detroit and Port Huron (table A-7). In 2005, these two ports combined handled over $198 billion of freight. This activity is larger than the $96 billion of land trade for which Michigan is the origin or destination, because these ports serve as trade gateways for all states nationwide. The land ports of entry at Detroit and Port Huron experienced an increase of 15 and 4 percent respectively, yet the state of Michigan itself recorded only a 2 percent increase in U.S.-NAFTA trade by land modes.

On the southern border, the land ports of Laredo, El Paso, and Hidalgo, all in Texas, also serve as national gateways, handling trade valued at $155 billion, far above the total of $98 billion for which Texas is the origin or destination. These three ports in Texas accounted for 22 percent of all U.S.-NAFTA land trade. Freight passing through Texas' largest port, Laredo, saw a 5-percent increase in 2005 following an almost 14-percent increase in 2004 (table A-7). The state of Texas had a 7-percent increase in land mode trade in 2005 compared to a 16-percent rise at the state level in 2004.

The top 10 U.S. land gateways handled more than 70 percent of total value of goods traded with the NAFTA partners transported by land modes.

Between 2004 and 2005, the fastest growing U.S. states in terms of percentage increase in value of NAFTA merchandise trade were New Hampshire and Oklahoma. In terms of a change in the actual value if NAFTA merchandise trade, the state with the largest increase in 2005 was Texas, despite experiencing a percent change below the average for all states (table A-5a).

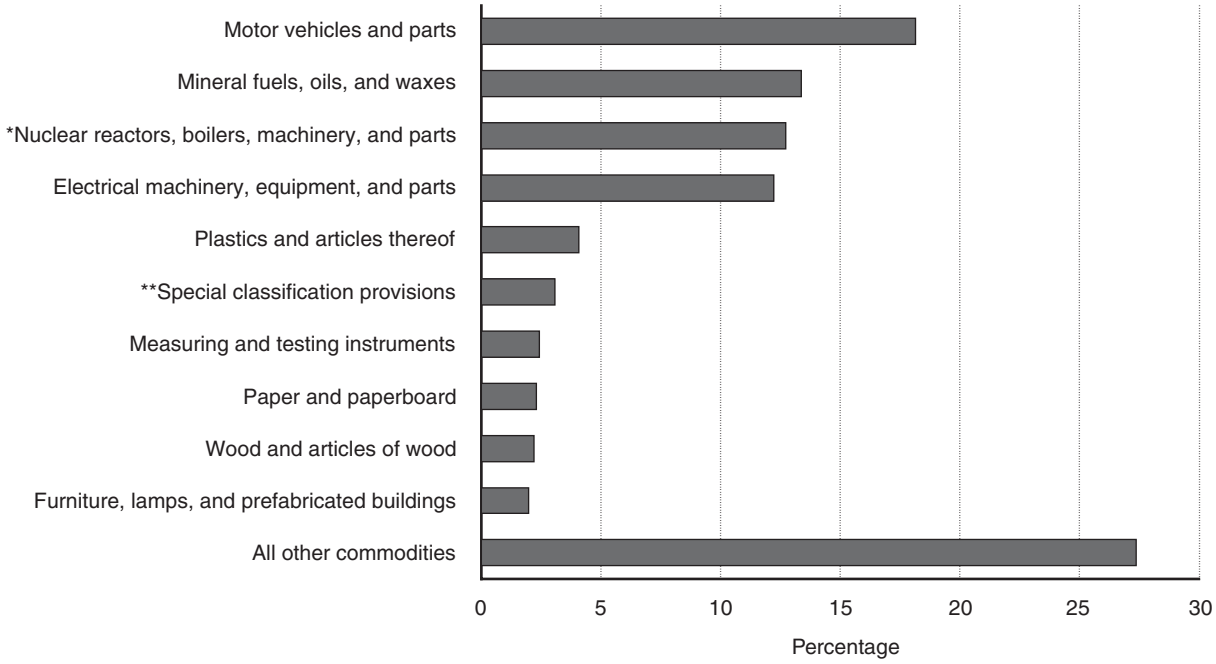
In 2005, New Hampshire, Oklahoma, and Colorado recorded the highest percentage increase in trade with Canada over the previous year. Rhode Island and Alaska had the highest percent increase with Mexico between 2004 and 2005 (table A-6a & 6b).

Overall in 2005, merchandise trade declined in four states—Maine , Delaware, West Virginia, and Virginia. Of these states, Maine's decline was steepest, 31 percent, reflecting a sharp drop in trade with Canada (table A-5a).

In 2005, Texas surpassed Michigan as the top state for value of NAFTA trade by land modes. About $98 billion in freight was transported by land modes between Texas and Canada and Mexico. Michigan was ranked second and California third with $96 billion and $70 billion in trade, respectively (table A-5b). The value of freight transported by land mode between Illinois (the fourth ranked state) and the NAFTA partners increased by nearly $7 billion, more than any other state in 2005.

California was the leading origin and destination state for air shipments with Canada and Mexico, accounting for 22 percent of the total value of U.S.-NAFTA air freight in 2005. The second and third ranked states were Texas and New York for both Canada and Mexico (table A-8). The value of air shipments for the top three combined was 42 percent of U.S.-NAFTA air freight.

Figure 7
Top Commodities' Share of the Value of U.S. Merchandise Trade with Canada and Mexico by All Modes: 2005



NOTE: Commodity code is the Harmonized Schedule (HS) for internationally traded commodities.

* "Nuclear reactors" is a very small portion of trade under this commodity grouping (HS 84). The majority of trade for this commodity is computer-related machinery and parts.

** "Special classification provisions" is primarily made up of U.S. goods exported and returned without having been improved in value or condition for imports and an estimate of low value shipments for exports.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data, as of April 2006

Texas was the number one state by value for vessel shipments to and from Mexico. More freight was moved between Mexico and Texas by water ($23 billion) than between Canada and all 50 states by water in 2005. The second and third leading states in U.S.-Mexico waterborne trade were those with ports along the Gulf of Mexico; Louisiana and Mississippi (table A-8). These top three states accounted for 77 percent of the value of vessel shipments between the U.S. and Mexico. The top states for value of freight moved between the U.S. and Canada by vessel in 2005 were New Hampshire, New Jersey, and Texas, accounting for 42 percent of the $18 billion in U.S.-Canada waterborne freight trade.

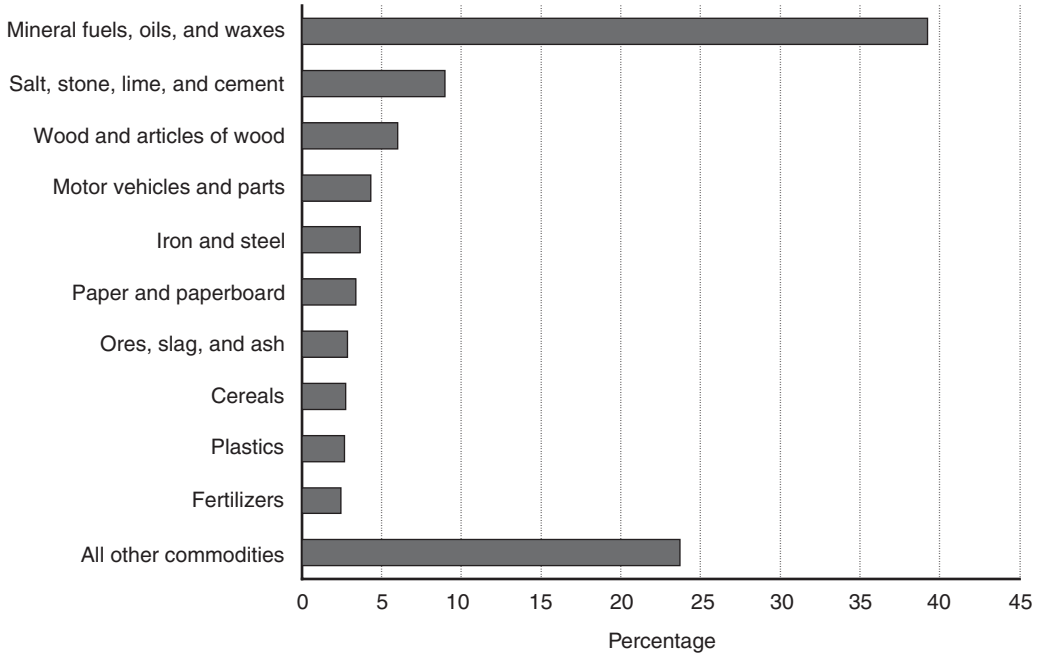
Freight Shipments by Commodity and Mode

Just 10 commodity groups, with shipments valued at $570 billion, accounted for 73 percent of all U.S.-NAFTA freight shipments in 2005. Exports of these top 10 commodity groups were valued at $225 billion amounting to 68 percent of the total U.S. exports to Canada and Mexico. Imports of the 10 commodity groups were valued at $345 billion – 76 percent of the total imports from our NAFTA partners (table A-9).

Top Commodities

Ranked by value, motor vehicles and parts was the leading commodity group transported between the United States and our NAFTA partners in 2005 (figure 7). Nearly $1 out of every $5 (18.2 percent)

Figure 8
Top Commodities' Share of the Weight of U.S. Merchandise Trade with Canada and Mexico by All Modes: 2005



NOTES: These data reflect U.S. import and export trade with Canada and Mexico. Weights of export shipments by land modes are estimates from the Bureau of Transportation Statistics.
*"Nuclear reactors" is a very small portion of trade under this commodity grouping (HS 84). The majority of trade for this commodity is computer-related machinery and parts.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data as of April 2006.

of freight shipments between the United States and its NAFTA partners involved motor vehicles and parts, totaling $143 billion. Of this, $104 billion was traded with Canada, and $38 billion was traded with Mexico (table A-9). The dominance of motor vehicles and parts reflects the continued integration of automotive production across the borders of the three countries.

Motor vehicles and parts was the leading commodity in U.S.-Canada land mode trade and third for U.S.-Mexico land mode trade (table A-9).

Electrical machinery and equipment was the top commodity traded with Mexico in 2005 – $63 billion compared to $33 billion with Canada (table A-9). About 37 percent of this trade with Mexico was exports and 63 percent imports. Nearly, the reverse is true for U.S.-Canada trade in these goods–67 percent was exports and 33 percent imports.

By tonnage, the top 10 commodities made up about 76 percent of U.S. freight traded with Canada and Mexico. At the head of the list by a large margin was mineral fuels, oils, and waxes (HS 27), which accounted for 39 percent of the freight tonnage moved by all modes between the United States and NAFTA partners (figure 8). No other commodity group accounted for even 10 percent of the total tonnage.

Commodities by Mode

• **Truck**–While trucks transport many goods between the United States and the NAFTA partners, just a few commodity groups account for the bulk of transborder truck shipments. For example, the top 10 commodities transported by truck in U.S.-NAFTA trade,

with shipments valued at $347 billion, accounted for 71 percent of the total U.S.-NAFTA truck freight. The 10 leading commodities moved by truck in U.S.-Canada trade were valued at $203 billion and represented 69 percent of all U.S.-Canada truck trade. The top 10 commodities traded with Mexico by truck totaled $148 billion or 76 percent of U.S. Mexico truck trade (table A-10).

Computer related machinery and parts and other items grouped under the two digit commodity code for nuclear reactors, machinery, and parts[1] were the leading commodities moved by truck in U.S.-NAFTA trade for 2005, totaling $83 billion. Trucks transported $48 billion worth as exports and $35 billion as imports. Of the $83 billion of this commodity hauled by trucks in 2005, about $49 billion went to and from Canada and $34 billion to and from Mexico (table A-10).

Electrical machinery, equipment, and parts was the second largest commodity group in U.S.-NAFTA trade by value transported by truck for 2005, totaling just under $83 billion. This commodity group was the largest by value transported between the U.S. and Mexico overall and by truck, $59 billion.

Motor vehicles and parts is the third leading commodity moved by truck in U.S.-NAFTA trade, valued at $81 billion. Additionally, it was the leading commodity traded between the United States and Canada valued at $66 billion (table A-10).

• **Rail**–The top 10 commodities moved by rail amounted to $98 billion and accounted for 84 percent of all commodities transported by rail in U.S.-NAFTA trade. The leading commodity transported by rail was motor vehicles and parts, for a total of $57 billion in 2005, and accounting for 49 percent of the total U.S.-NAFTA rail freight. Of this, $14 billion was exports and $43 billion was imports (table A-11). Rail shipments of this commodity in 2005 amounted to $37 billion between the United States and Canada, and $20 billion between the United States and Mexico.

• **Pipeline**–In 2005, about $52 billion worth of commodities were transported by pipeline in U.S.-NAFTA trade, an increase of 31 percent compared to 2004. The majority of this trade (94 percent) was imports from Canada, about $49 billion. In contrast, pipelines moved $543 million (all exports) between the U.S. and Mexico, an increase from $87 million traded in 2004. The overwhelming majority of the trade carried by pipelines is mineral fuels, oils and waxes (table A-12).

• **Air**–The top commodity group moved by air with both Canada and Mexico by value was electrical machinery, equipment, and parts, valued at $10 billion; which is just under one-third the value of all U.S.-NAFTA air freight in 2005 (table A-13). Similar to the concentration of commodities moved by surface modes, a few commodity groups account for the majority of U.S.-NAFTA air cargo. The top 10 commodities moved by air accounted for 92 percent of air cargo trade.

• **Vessel**–In U.S.-NAFTA trade, maritime vessel transportation is important for trade in bulk commodities in the Gulf of Mexico, especially petroleum-related products. The top commodity group transported by vessel with both Canada and Mexico in terms of value and weight was mineral fuel, oils, and waxes, valued at about $43 billion, this commodity group made up 73 percent of the value of U.S.-NAFTA maritime freight in 2005 (table A-14). The second largest commodity group transported by vessel between the U.S. and our NAFTA partners was organic chemicals, which made up less than 7 percent of NAFTA freight by water.

For more information on the data presented in this report please visit our website at: http://www.bts.gov/itt.

[1] Despite the name "Nuclear reactors" is a very small portion of trade under this commodity grouping (HS 84). The majority of trade for this commodity is computer-related machinery and parts.

Appendix Tables

Table A-1

Weight of U.S. Merchandise Shipments with Canada and Mexico by Mode of Transportation: 2005
(Thousands of short tons)

	Total	Exports[1]	Imports
ALL MODES	**678,841**	**210,958**	**467,883**
Canada	449,609	135,269	314,340
Mexico	229,232	75,689	153,543
Vessel	**255,874**	**64,311**	**191,563**
Canada	118,340	39,191	79,150
Mexico	137,534	25,120	112,414
Truck[1]	**190,797**	**88,865**	**101,932**
Canada	133,494	61,696	71,798
Mexico	57,303	27,169	30,134
Rail[1]	**140,966**	**47,513**	**93,453**
Canada	107,909	25,348	82,561
Mexico	33,057	22,165	10,892
Pipeline[1]	**85,604**	**4,858**	**80,746**
Canada	84,706	3,960	80,746
Mexico	899	899	0
Air	**421**	**274**	**146**
Canada	289	214	75
Mexico	131	60	71
All other land modes[1]	**5,179**	**5,137**	**42**
Canada	4,872	4,862	10
Mexico	307	275	32

[1] Weights of export shipments by land modes are not collected in the administrative records that provide official U.S. trade data. The Bureau of Transportation Statistics has estimated the land mode export tonnage using value-to-weight ratios derived from imported commodities. Value-to-weight ratios for exported commodities may differ from imported commodities.

NOTE: "All other land modes" includes shipments made by mail, foreign trade zones, other, and unknown modes of transportation.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data, as of April 2006.

Table A-2

Value of U.S. Merchandise Shipments with Canada and Mexico by Mode of Transportation: 2004 and 2005

(Millions of current U.S. dollars)

	Total U.S.-NAFTA Partner Trade			U.S. Exports to NAFTA Partners			U.S. Imports from NAFTA Partners		
	2004	2005	Percent change	2004	2005	Percent change	2004	2005	Percent change
TOTAL, ALL MODES	**711,647**	**789,537**	**10.9**	**299,877**	**331,469**	**10.5**	**411,771**	**458,068**	**11.2**
Canada	445,029	499,291	12.2	189,101	211,420	11.8	255,928	287,870	12.5
Mexico	266,618	290,247	8.9	110,775	120,049	8.4	155,843	170,198	9.2
TOTAL, ALL LAND MODES	**633,563**	**697,987**	**10.2**	**269,182**	**297,184**	**10.4**	**364,381**	**400,803**	**10.0**
Canada	408,613	458,310	12.2	171,878	192,907	12.2	236,735	265,402	12.1
Mexico	224,950	239,677	6.5	97,304	104,277	7.2	127,646	135,400	6.1
Truck total	**452,953**	**490,526**	**8.3**	**215,247**	**234,563**	**9.0**	**237,706**	**255,963**	**7.7**
Canada	268,660	294,917	9.8	135,897	151,222	11.3	132,762	143,696	8.2
Mexico	184,293	195,609	6.1	79,349	83,341	5.0	104,944	112,268	7.0
Rail total	**108,360**	**116,458**	**7.5**	**30,229**	**35,070**	**16.0**	**78,131**	**81,388**	**4.2**
Canada	74,544	79,928	7.2	16,597	19,322	16.4	57,947	60,606	4.6
Mexico	33,816	36,530	8.0	13,633	15,748	15.5	20,183	20,782	3.0
Pipeline total	**38,500**	**51,704**	**34.3**	**1,671**	**2,937**	**75.7**	**36,829**	**48,766**	**32.4**
Canada	38,413	51,160	33.2	1,584	2,394	51.1	36,828	48,766	32.4
Mexico	87	543	521.0	87	543	523.2	<0.5	<0.5	NA
All other land modes total [1]	**33,750**	**39,299**	**16.4**	**22,034**	**24,614**	**11.7**	**11,716**	**14,648**	**25.0**
Canada	26,997	32,304	19.7	17,800	19,970	12.2	9,197	12,334	34.1
Mexico	6,753	6,995	3.6	4,234	4,644	9.7	2,518	2,351	-6.6
TOTAL, AIR & VESSEL	**78,085**	**91,551**	**17.2**	**30,695**	**34,285**	**11.7**	**47,390**	**57,266**	**20.8**
Canada	36,416	40,981	12.5	17,223	18,513	7.5	19,193	22,468	17.1
Mexico	41,669	50,570	21.4	13,472	15,772	17.1	28,197	34,797	23.4
Air total	**32,013**	**33,078**	**3.3**	**20,165**	**20,704**	**2.7**	**11,848**	**12,374**	**4.4**
Canada	22,544	22,735	0.8	14,152	14,264	0.8	8,392	8,471	0.9
Mexico	9,469	10,342	9.2	6,013	6,439	7.1	3,456	3,903	12.9
Vessel total	**46,072**	**58,473**	**26.9**	**10,529**	**13,582**	**29.0**	**35,542**	**44,891**	**26.3**
Canada	13,872	18,246	31.5	3,071	4,249	38.4	10,801	13,997	29.6
Mexico	32,199	40,227	24.9	7,458	9,333	25.1	24,741	30,894	24.9

NOTES: NAFTA = North American Free Trade Agreement; U.S. NAFTA partners are Canada and Mexico; NA = Not applicable.

[1] The value of trade for "All other land modes" includes shipments made by mail, foreign trade zones, other, and unknown modes of transportation.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data as of April 2006.

Table A-3

Number of Truck Crossings into the U.S from Canada and Mexico by State: 2001 - 2005

State Name	2001	2002	2003	2004	2005*	Percent change 01-05	Percent change 04-05
Northern border total	**6,776,909**	**6,915,973**	**6,728,228**	**6,903,882**	**6,703,226**	**-1.1**	**-2.9**
Alaska	11,963	12,323	11,406	11,134	10,406	-13.0	-6.5
Idaho	56,478	58,332	49,794	49,198	51,804	-8.3	5.3
Maine	530,485	511,305	477,906	520,248	494,704	-6.7	-4.9
Michigan	2,534,370	2,640,808	2,625,761	2,715,757	2,737,154	8.0	0.8
Minnesota	127,961	116,971	109,728	103,065	86,696	-32.2	-15.9
Montana	198,215	188,195	156,264	167,678	164,357	-17.1	-2.0
New York	1,902,876	2,011,373	2,000,515	1,987,117	1,902,771	-0.0	-4.2
North Dakota	360,486	350,409	330,468	340,862	335,970	-6.8	-1.4
Vermont	319,700	319,686	314,181	334,051	259,241	-18.9	-22.4
Washington	734,375	706,571	652,205	674,772	660,123	-10.1	-2.2
Southern border total	**4,304,959**	**4,426,593**	**4,238,045**	**4,503,688**	**5,028,709**	**16.8**	**11.7**
Arizona	336,090	311,907	313,250	323,196	346,444	3.1	7.2
California	1,027,815	1,067,411	1,019,908	1,110,758	1,122,784	9.2	1.1
New Mexico	34,216	32,603	33,263	33,716	38,664	13.0	14.7
Texas	2,906,838	3,014,672	2,871,624	3,036,018	3,520,817	21.1	16.0

Number of Truck Container (loaded and empty) Crossings into the U.S. from Canada and Mexico by State: 2001 - 2005

State Name	2001	2002	2003	2004	2005*	Percent change 01-05	Percent change 04-05
Northern border total	**6,591,357**	**6,820,052**	**6,606,187**	**6,775,329**	**6,769,051**	**2.7**	**-0.1**
Alaska	9,932	10,009	9,605	9,771	8,345	-16.0	-14.6
Idaho	56,577	58,305	49,967	48,266	51,157	-9.6	6.0
Maine	353,068	468,749	485,682	509,944	492,542	39.5	-3.4
Michigan	2,605,114	2,650,543	2,589,200	2,661,631	2,674,597	2.7	0.5
Minnesota	125,457	118,653	109,289	102,963	88,031	-29.8	-14.5
Montana	198,084	189,316	155,603	165,167	152,397	-23.1	-7.7
New York	1,862,948	1,990,530	1,995,820	1,978,035	1,994,093	7.0	0.8
North Dakota	365,063	349,059	328,962	351,968	357,904	-2.0	1.7
Vermont	283,441	292,349	284,606	281,538	288,486	1.8	2.5
Washington	731,673	692,539	597,453	666,046	661,499	-9.6	-0.7
Southern border total	**4,288,332**	**4,434,441**	**4,293,226**	**4,512,900**	**4,677,562**	**9.1**	**3.6**
Arizona	327,020	315,086	310,948	319,872	344,617	5.4	7.7
California	1,014,338	1,076,999	1,091,189	1,135,850	1,128,457	11.3	-0.7
New Mexico	32,882	31,736	32,039	32,348	38,868	18.2	20.2
Texas	2,914,092	3,010,620	2,859,050	3,024,830	3,165,620	8.6	4.7

Table continues on the next page

Table A-3 *(continued)*

Number of Train Crossings into the U.S. from Canada and Mexico by State: 2001 - 2005

State Name	2001	2002	2003	2004	2005*	Percent change 01-05	Percent change 04-05
Northern border total	**33,577**	**32,822**	**34,137**	**33,267**	**33,078**	**-1.5**	**-0.6**
Alaska	316	279	264	253	301	-4.7	19.0
Idaho	703	845	934	1,000	1,130	60.7	13.0
Maine	1,303	1,082	1,132	1,478	1,264	-3.0	-14.5
Michigan	10,312	9,669	10,237	9,679	10,349	0.4	6.9
Minnesota	9,693	9,737	10,452	9,454	8,099	-16.4	-14.3
Montana	358	339	367	413	382	6.7	-7.5
New York	5,139	5,192	4,713	4,882	4,771	-7.2	-2.3
North Dakota	1,764	1,980	2,182	2,090	3,185	80.6	52.4
Vermont	1,034	908	987	884	802	-22.4	-9.3
Washington	2,955	2,791	2,869	3,134	2,795	-5.4	-10.8
Southern border total	**7,469**	**7,757**	**7,774**	**7,844**	**9,462**	**26.7**	**20.6**
Arizona	635	607	457	444	785	23.6	76.8
California	628	578	509	562	727	15.8	29.4
New Mexico	NA	NA	NA	NA	NA	NA	NA
Texas	6,206	6,572	6,808	6,838	7,950	28.1	16.3

Number of Rail Container (loaded and empty) Crossings into the U.S. from Canada and Mexico by State: 2001 - 2005

State Name	2001	2002	2003	2004	2005*	Percent change 01-05	Percent change 04-05
Northern border total	**1,779,345**	**1,827,384**	**1,868,245**	**1,950,909**	**1,940,666**	**9.1**	**-0.5**
Alaska	NA	NA	NA	NA	109	NA	NA
Idaho	59,323	65,171	74,499	78,133	88,821	49.7	13.7
Maine	56,071	36,875	31,843	44,299	44,909	-19.9	1.4
Michigan	794,810	761,795	757,819	751,600	730,100	-8.1	-2.9
Minnesota	274,882	318,460	325,632	333,657	251,118	-8.6	-24.7
Montana	27,004	26,631	28,176	39,996	29,399	8.9	-26.5
New York	261,565	256,359	257,598	276,112	295,236	12.9	6.9
North Dakota	168,261	200,013	219,001	225,284	304,989	81.3	35.4
Vermont	41,726	53,742	52,427	56,764	53,851	29.1	-5.1
Washington	95,703	108,338	121,250	145,064	142,134	48.5	-2.0
Southern border total	**582,361**	**601,987**	**607,370**	**675,305**	**728,559**	**25.1**	**7.9**
Arizona	58,667	52,236	45,685	46,899	46,831	-20.2	-0.1
California	10,327	10,732	10,597	15,091	18,313	77.3	21.4
New Mexico	NA	NA	NA	NA	NA	NA	NA
Texas	513,367	539,019	551,088	613,315	663,415	29.2	8.2

NOTES: Border crossing data accounts for incoming vehicles only.

NA = Data are not applicable or are unavailable.

* 2005 Border Crossing Data are preliminary.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, based on data from the Department of Homeland Security, Customs and Border Protection, Office of Management Reporting, Data Warehouse CD-ROM, December 2001 - December 2005.

Table A-4

Top 10 Ports for Truck Crossings into the U.S. from Canada: 2001 - 2005 (Number of crossings)

Port name	2001	2002	2003	2004	2005*	Percent change 01-05	Percent change 04-05
Detroit, MI	1,642,042	1,670,565	1,634,319	1,701,452	1,745,318	6.3	2.6
Buffalo-Niagara Falls, NY	1,123,971	1,208,095	1,162,961	1,175,254	1,142,411	1.6	-2.8
Port Huron, MI	828,802	907,729	928,074	945,962	922,401	11.3	-2.5
Champlain-Rouses Pt., NY	382,319	371,059	387,962	397,317	388,869	1.7	-2.1
Blaine, WA	471,731	410,256	365,089	371,701	354,264	-24.9	-4.7
Alexandria Bay/Cape Vincent, NY	277,159	305,516	297,220	252,745	232,186	-16.2	-8.1
Pembina, ND	219,733	203,416	201,761	208,035	198,843	-9.5	-4.4
Sumas, WA	133,648	144,586	131,455	136,807	146,625	9.7	7.2
Calais, ME	143,659	133,432	135,260	137,574	138,494	-3.6	0.7
Derby Line, VT	141,444	142,283	136,521	136,353	134,130	-5.2	-1.6

Top 10 Ports for Truck Crossings into the U.S. from Mexico: 2001 - 2005 (Number of crossings)

Port name	2001	2002	2003	2004	2005*	Percent change 01-05	Percent change 04-05
Laredo, TX	1,403,914	1,441,653	1,354,229	1,391,850	1,455,607	3.7	4.6
Hidalgo, TX	368,395	390,282	406,064	454,351	843,889	129.1	85.7
El Paso, TX	660,583	705,199	659,614	719,545	740,654	12.1	2.9
Otay Mesa/San Ysidro, CA	708,446	731,291	697,152	726,164	730,253	3.1	0.6
Calexico East, CA	256,715	276,390	261,140	312,227	320,212	24.7	2.6
Nogales, AZ	249,237	242,237	243,365	247,553	266,233	6.8	7.5
Brownsville, TX	251,613	248,869	229,389	226,289	234,640	-6.7	3.7
Eagle Pass, TX	97,658	89,856	88,272	100,100	97,729	0.1	-2.4
Tecate, CA	60,887	57,655	59,363	69,670	69,586	14.3	-0.1
Del Rio, TX	59,942	72,039	65,609	64,061	64,075	6.9	0.0

Top 10 Ports for Truck Container (loaded and empty) Crossings into the U.S. from Canada: 2001 - 2005 (Number of crossings)

Port name	2001	2002	2003	2004	2005*	Percent change 01-05	Percent change 04-05
Detroit, MI	1,722,185	1,668,496	1,588,769	1,638,062	1,678,177	-2.6	2.4
Buffalo-Niagara Falls, NY	1,123,481	1,208,096	1,162,950	1,175,884	1,142,274	1.7	-2.9
Port Huron, MI	813,616	907,291	927,740	947,907	924,776	13.7	-2.4
Champlain-Rouses Pt., NY	369,194	351,000	378,783	381,434	374,524	1.4	-1.8
Blaine, WA	482,611	409,786	338,762	377,645	346,691	-28.2	-8.2
Alexandria Bay/Cape Vincent, NY	252,170	305,234	301,163	259,871	337,909	34.0	30.0
Pembina, ND	219,392	203,501	200,982	218,698	222,155	1.3	1.6
Sumas, WA	134,246	149,949	133,131	140,112	163,552	21.8	16.7
Calais, ME	144,168	133,350	131,323	134,322	136,832	-5.1	1.9
Derby Line, VT	135,712	131,843	126,735	127,233	133,406	-1.7	4.9

Top 10 Ports for Truck Container (loaded and empty) Crossings into the U.S. from Mexico: 2001 - 2005 (Number of crossings)

Port name	2001	2002	2003	2004	2005*	Percent change 01-05	Percent change 04-05
Laredo, TX	1,404,683	1,437,580	1,345,099	1,387,648	1,455,504	3.6	4.9
Otay Mesa/San Ysidro, CA	715,847	726,318	711,526	726,166	744,278	4.0	2.5
El Paso, TX	667,155	714,931	665,422	717,245	734,851	10.1	2.5
Hidalgo, TX	364,138	386,985	405,238	453,222	494,572	35.8	9.1
Calexico East, CA	235,739	291,116	317,709	337,360	311,136	32.0	-7.8
Nogales, AZ	249,662	248,190	243,766	248,979	268,358	7.5	7.8
Brownsville, TX	254,301	247,047	225,441	229,688	238,956	-6.0	4.0
Eagle Pass, TX	97,654	89,633	88,272	100,100	97,736	0.1	-2.4
Tecate, CA	60,954	57,573	59,465	69,652	70,270	15.3	0.9
Del Rio, TX	61,665	68,267	61,976	57,492	58,464	-5.2	1.7

Table continues on the next page

Table A-4 *(continued)*

Top 10 Ports for Train Crossings into the U.S. from Canada: 2001 - 2005 (Number of crossings)

Port name	2001	2002	2003	2004	2005*	Percent change 01-05	Percent change 04-05
Port Huron, MI	5,518	4,707	5,447	5,276	6,344	15.0	20.2
International Falls, MN	3,650	3,662	3,928	3,720	3,980	9.0	7.0
Detroit, MI	4,098	4,278	4,246	3,936	3,602	-12.1	-8.5
Buffalo-Niagara Falls, NY	3,107	3,320	2,963	2,976	2,918	-6.1	-1.9
Warroad, MN	2,817	2,953	3,062	2,656	2,551	-9.4	-4.0
Portal, ND	1,756	1,977	2,096	1,998	2,167	23.4	8.5
Baudette, MN	2,110	2,001	2,416	2,053	1,568	-25.7	-23.6
Blaine, WA	1,537	1,385	1,473	1,725	1,537	0.0	-10.9
Champlain-Rouses Pt., NY	1,404	1,247	1,164	1,360	1,321	-5.9	-2.9
Eastport, ID	703	845	934	1,000	1,130	60.7	13.0

Top 10 Ports for Train Crossings into the U.S. from Mexico: 2001 - 2005 (Number of crossings)

Port name	2001	2002	2003	2004	2005*	Percent change 01-05	Percent change 04-05
Laredo, TX	2,941	3,270	3,510	3,443	3,459	17.6	0.5
Eagle Pass, TX	1,676	1,718	1,624	1,653	1,812	8.1	9.6
El Paso, TX	785	620	629	744	1,618	106.1	117.5
Brownsville, TX	803	964	1,045	998	1,045	30.1	4.7
Nogales, AZ	635	607	457	444	785	23.6	76.8
Calexico East, CA	246	248	230	273	415	68.7	52.0
Otay Mesa/San Ysidro, CA	232	230	230	272	239	3.0	-12.1
Tecate, CA	150	100	49	17	73	-51.3	329.4

Top 10 Ports for Rail Container Crossings (loaded and empty) into the U.S. from Canada: 2001 - 2005 (Number of crossings)

Port name	2001	2002	2003	2004	2005*	Percent change 01-05	Percent change 04-05
Port Huron, MI	449,299	424,635	458,551	474,175	457,275	1.8	-3.6
International Falls, MN	205,430	238,515	252,699	259,165	251,118	22.2	-3.1
Portal, ND	168,137	199,637	217,390	224,896	231,832	37.9	3.1
Detroit, MI	304,591	293,300	254,688	234,823	231,482	-24.0	-1.4
Buffalo-Niagara Falls, NY	150,525	149,359	149,916	153,665	153,772	2.2	0.1
Blaine, WA	73,713	86,232	98,752	122,556	123,209	67.1	0.5
Champlain-Rouses Pt., NY	78,799	74,035	68,762	77,027	90,716	15.1	17.8
Eastport, ID	59,323	65,171	74,499	78,133	88,821	49.7	13.7
Noyes, MN	69,452	79,945	72,933	74,492	71,666	3.2	-3.8
Trout River/Fort Covington/ Chateaugay, NY	32,241	32,964	38,920	45,420	50,748	57.4	11.7

Top Ports for Rail Container Crossings (loaded and empty) into the U.S. from Mexico: 2001 - 2005 (Number of crossings)

Port name	2001	2002	2003	2004	2005*	Percent change 01-05	Percent change 04-05
Laredo, TX	273,935	296,782	313,244	317,061	316,402	15.5	-0.2
El Paso, TX	44,537	47,410	50,893	110,992	143,741	222.7	29.5
Brownsville, TX	101,787	96,591	98,622	97,803	105,175	303	7.5
Eagle Pass, TX	93,108	98,236	88,329	87,459	98,089	5.3	12.2
Nogales, AZ	58,667	52,236	45,685	46,899	46,831	-20.2	-0.1
Calexico East, CA	5,460	5,549	6,924	9,568	12,358	126.3	29.2
Otay Mesa/San Ysidro, CA	3,453	3,548	3,441	5,491	5,862	69.8	6.8

NOTES: Border crossing data accounts for incoming vehicles only.

* 2005 Border Crossing Data are preliminary.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, based on data from the Department of Homeland Security, Customs and Border Protection, Office of Management Reporting, Data Warehouse CD-ROM, December 2001 - December 2005.

Table A- 5a

Value of U.S.-NAFTA Trade Moved by All Modes by State: 2004 and 2005

Ranked by 2005 U.S.– NAFTA All Mode Trade
(Millions of current U.S. dollars)

	U.S.– NAFTA Trade by All Modes		
U.S. State	2004	2005	Percent change
All U.S. states	**711,647**	**789,537**	**10.9**
Texas	114,313	126,590	10.7
Michigan	96,208	97,771	1.6
California	74,940	80,335	7.2
Illinois	35,504	42,735	20.4
New York	35,632	39,389	10.5
Ohio	34,872	37,100	6.4
Pennsylvania	20,064	23,108	15.2
Indiana	19,290	21,073	9.2
Washington	16,501	20,067	21.6
Tennessee	16,260	19,768	21.6
Minnesota	13,085	15,485	18.3
New Jersey	13,307	14,856	11.6
Georgia	13,111	14,561	11.1
North Carolina	12,709	13,744	8.1
Wisconsin	12,093	13,266	9.7
Kentucky	11,130	12,681	13.9
Arizona	10,548	12,302	16.6
Massachusetts	10,694	11,524	7.8
Florida	9,927	10,949	10.3
Missouri	9,662	10,407	7.7
Louisiana	6,616	8,934	35.0
Iowa	6,613	7,697	16.4
Oregon	6,194	7,537	21.7
South Carolina	6,586	7,362	11.8
Virginia	6,659	6,635	-0.4
Connecticut	5,394	6,544	21.3
Vermont	5,031	6,280	24.8
Colorado	4,444	5,972	34.4
New Hampshire	2,288	5,970	160.9
Alabama	4,977	5,572	12.0
Mississippi	4,753	5,477	15.2
Kansas	4,271	5,058	18.4
Maryland	4,324	4,801	11.0
Oklahoma	3,038	4,220	38.9
Maine	5,466	3,793	-30.6
Montana	3,206	3,692	15.1
Utah	2,661	2,813	5.7
Arkansas	2,541	2,602	2.4
West Virginia	2,618	2,600	-0.7
Wyoming	2,151	2,476	15.1
Nebraska	1,859	2,393	28.7
North Dakota	1,889	2,056	8.9
Rhode Island	1,522	1,946	27.8
Nevada	1,619	1,877	15.9
Delaware	1,837	1,667	-9.2
Idaho	1,117	1,307	17.1
South Dakota	932	1,106	18.7
New Mexico	805	943	17.2
Alaska	690	770	11.6
Hawaii	146	153	4.2
District of Columbia	111	126	14.0
U.S. State Unknown	29,440	31,447	6.8

Table A-5b

Value of U.S.-NAFTA Trade Moved by Land Modes by State: 2004 and 2005

Ranked by 2005 U.S. - NAFTA Land Mode Trade
(Millions of current U.S. dollars)

	U.S. –NAFTA Trade by Land Modes		
U.S. State	2004	2005	Percent change
All U.S. states	**633,563**	**697,987**	**10.2**
Texas	91,554	98,062	7.1
Michigan	94,079	95,565	1.6
California	66,104	70,309	6.4
Illinois	33,226	40,079	20.6
New York	32,309	36,026	11.5
Ohio	33,209	35,516	6.9
Pennsylvania	18,460	21,268	15.2
Indiana	18,688	20,351	8.9
Tennessee	15,632	19,063	22.0
Washington	15,205	18,480	21.5
Minnesota	11,941	14,747	23.5
Georgia	11,944	13,343	11.7
Wisconsin	11,461	12,757	11.3
North Carolina	11,718	12,523	6.9
Kentucky	10,697	12,215	14.2
New Jersey	10,140	11,155	10.0
Arizona	9,362	10,943	16.9
Missouri	9,400	9,995	6.3
Massachusetts	8,740	9,424	7.8
Florida	7,108	8,078	13.6
Iowa	6,488	7,573	16.7
South Carolina	6,236	7,065	13.3
Oregon	5,616	6,899	22.8
Vermont	4,935	6,197	25.6
Virginia	5,815	5,737	-1.4
Connecticut	4,590	5,712	24.4
Colorado	4,022	5,495	36.6
Alabama	4,285	4,794	11.9
Kansas	3,829	4,417	15.3
Maryland	3,890	4,130	6.2
Oklahoma	2,872	3,921	36.5
Montana	3,193	3,675	15.1
Louisiana	2,587	3,010	16.4
Maine	2,815	2,989	6.2
Utah	2,240	2,659	18.7
Arkansas	2,422	2,524	4.2
Wyoming	2,056	2,425	17.9
West Virginia	2,322	2,345	1.0
Mississippi	2,039	2,332	14.4
Nebraska	1,793	2,319	29.3
New Hampshire	1,905	2,317	21.6
North Dakota	1,877	2,043	8.8
Nevada	1,241	1,490	20.1
Delaware	1,458	1,265	-13.2
Rhode Island	1,071	1,136	6.1
Idaho	975	1,113	14.2
South Dakota	848	1,048	23.6
New Mexico	746	864	15.9
Alaska	343	337	-1.8
District of Columbia	94	113	20.2
Hawaii	91	90	-0.5
U.S. State Unknown	27,891	30,056	7.8

NOTE: Total for all U.S. states includes data for shipments where the U.S. state of origin or destination was unknown. For imports, the U.S. state of destination reflects the state of the importer of record, this state may not always represent the ultimate physical destination of shipments. For exports, the U.S. state of origin typically reflects the state of origin where the goods were grown, manufactured or otherwise produced, in some instances, however, it may not always reflect the actual state of physical origin. Shipments for Hawaii are intermodal, and are included in this dataset because a portion of the shipment moves by a land mode either from its origin or to its final destination.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data as of April 2006.

Table A-6a

Value of U.S.-Canada Trade Moved by All Modes by State: 2004 and 2005

Ranked by 2005 U.S. – Canada Trade
(Millions of current U.S. dollars)

	U.S.– Canada Trade by All Modes		
U.S. State	2004	2005	Percent change
All U.S. states	**445,029**	**499,291**	**12.2**
Michigan	70,275	73,019	3.9
California	32,568	34,576	6.2
New York	30,357	33,391	10.0
Illinois	27,233	33,007	21.2
Ohio	28,841	30,877	7.1
Texas	21,116	24,846	17.7
Pennsylvania	16,292	18,779	15.3
Washington	15,224	18,626	22.3
Indiana	13,787	15,493	12.4
Tennessee	11,038	14,201	28.7
Minnesota	11,459	13,697	19.5
New Jersey	10,297	11,890	15.5
Wisconsin	9,460	10,047	6.2
Georgia	8,855	9,785	10.5
Massachusetts	9,227	9,685	5.0
Kentucky	8,542	9,296	8.8
North Carolina	7,682	8,725	13.6
Missouri	7,046	7,477	6.1
Florida	5,977	6,829	14.3
Vermont	4,982	6,221	24.9
Iowa	5,092	5,898	15.8
Virginia	5,415	5,514	1.8
New Hampshire	1,874	5,379	187.0
Oregon	4,263	5,311	24.6
South Carolina	4,725	4,805	1.7
Connecticut	3,847	4,726	22.9
Colorado	3,208	4,482	39.7
Alabama	3,218	3,728	15.9
Maine	5,389	3,712	-31.1
Montana	3,167	3,650	15.3
Kansas	3,027	3,617	19.5
Arizona	3,024	3,400	12.4
Oklahoma	2,243	3,300	47.1
Maryland	2,752	3,236	17.6
Louisiana	2,180	2,622	20.3
Wyoming	2,071	2,397	15.7
Utah	2,217	2,374	7.1
West Virginia	2,016	2,173	7.8
North Dakota	1,796	1,925	7.2
Arkansas	1,910	1,853	-3.0
Mississippi	1,437	1,671	16.2
Nebraska	1,267	1,627	28.4
Nevada	1,331	1,454	9.2
Rhode Island	1,139	1,364	19.8
Idaho	998	1,174	17.6
Delaware	1,241	1,152	-7.2
South Dakota	670	803	19.7
Alaska	573	597	4.2
New Mexico	317	399	25.8
Hawaii	130	145	11.0
District of Columbia	92	106	15.5
U.S. State Unknown	22,141	24,228	9.4

Table A-6b

Value of U.S.-Mexico Trade Moved by All Modes by State: 2004 and 2005

Ranked by 2005 U.S. - Mexico Trade
(Millions of current U.S. dollars)

	U.S.– Mexico Trade by All Modes		
U.S. State	2004	2005	Percent change
All U.S. states	**266,618**	**290,247**	**8.9**
Texas	93,197	101,744	9.2
California	42,372	45,759	8.0
Michigan	25,932	24,752	-4.6
Illinois	8,271	9,728	17.6
Arizona	7,524	8,902	18.3
Louisiana	4,436	6,312	42.3
Ohio	6,031	6,223	3.2
New York	5,276	5,998	13.7
Indiana	5,504	5,580	1.4
Tennessee	5,222	5,567	6.6
North Carolina	5,027	5,019	-0.2
Georgia	4,255	4,775	12.2
Pennsylvania	3,771	4,329	14.8
Florida	3,950	4,120	4.3
Mississippi	3,316	3,806	14.8
Kentucky	2,588	3,385	30.8
Wisconsin	2,633	3,219	22.3
New Jersey	3,010	2,966	-1.5
Missouri	2,617	2,930	12.0
South Carolina	1,860	2,556	37.4
Oregon	1,931	2,226	15.3
Alabama	1,759	1,843	4.8
Massachusetts	1,467	1,839	25.4
Connecticut	1,548	1,818	17.5
Iowa	1,522	1,799	18.2
Minnesota	1,626	1,788	9.9
Maryland	1,573	1,564	-0.5
Colorado	1,236	1,490	20.6
Washington	1,277	1,441	12.8
Kansas	1,244	1,441	15.8
Virginia	1,244	1,122	-9.9
Oklahoma	795	920	15.6
Nebraska	592	767	29.5
Arkansas	631	749	18.7
New Hampshire	414	592	42.9
Rhode Island	383	581	51.8
New Mexico	488	544	11.5
Delaware	596	515	-13.5
Utah	443	440	-0.9
West Virginia	602	427	-29.1
Nevada	288	423	46.9
South Dakota	262	304	15.9
Alaska	116	173	48.5
Idaho	119	133	12.0
North Dakota	93	131	41.3
Maine	77	81	5.6
Wyoming	80	79	-1.6
Vermont	49	59	20.8
Montana	39	42	6.4
District of Columbia	19	20	6.5
Hawaii	16	8	-50.7
U.S. State Unknown	7,298	7,219	-1.1

NOTE: Total for all U.S. states includes data for shipments where the U.S. state of origin or destination was unknown. For imports, the U.S. state of destination reflects the state of the importer of record, this state may not always represent the ultimate physical destination of shipments. For exports, the U.S. state of origin typically reflects the state of origin where the goods were grown, manufactured or otherwise produced, in some instances, however, it may not always reflect the actual state of physical origin.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data as of April 2006.

Table A-7

Top U.S. Land Ports by Value of U.S. - NAFTA Land Mode Trade: 2004 and 2005

(Thousands of current U.S. dollars)

	All land modes			Truck			Rail		
U.S. Port	2004	2005	Percent change	2004	2005	Percent change	2004	2005	Percent change
U.S.-NAFTA trade total	**633,562,711**	**697,986,537**	**10.2**	**452,952,617**	**490,526,073**	**8.3**	**108,360,115**	**116,458,049**	**7.5**
Top 10 ports	460,654,100	496,490,667	7.8	361,393,164	388,514,296	7.5	87,600,121	91,540,874	4.5
Detroit, MI	113,807,623	130,472,954	14.6	94,019,507	108,787,980	15.7	19,278,278	20,974,877	8.8
Laredo, TX	89,510,852	93,677,520	4.7	63,985,424	66,825,760	4.4	25,398,735	26,626,769	4.8
Buffalo-Niagara, NY	68,351,546	70,496,006	3.1	52,316,608	53,685,529	2.6	10,261,965	8,901,701	-13.3
Port Huron, MI	65,918,609	68,211,620	3.5	37,741,459	38,056,379	0.8	23,959,562	24,137,431	0.7
El Paso, TX	42,779,555	42,974,144	0.5	39,531,129	39,523,578	-0.0	2,928,668	3,038,581	3.8
Otay Mesa, CA	22,188,749	24,417,334	10.0	22,171,883	24,400,619	10.1	NA	NA	NA
Champlain-Rouses Pt., NY	15,971,247	18,276,177	14.4	14,173,910	14,960,690	5.6	1,133,615	2,211,356	95.1
Hidalgo, TX	15,877,171	18,265,477	15.0	15,863,990	18,242,670	15.0	2,020	6,801	236.7
Blaine, WA	14,175,533	15,636,488	10.3	11,074,258	12,103,716	9.3	3,092,083	3,517,212	13.7
Nogales, AZ	12,073,215	14,062,948	16.5	10,514,995	11,927,375	13.4	1,545,195	2,126,145	37.6
U.S.-Canada trade total	**408,612,969**	**458,309,568**	**12.2**	**268,659,618**	**294,917,252**	**9.8**	**74,543,847**	**79,928,208**	**7.2**
Top 10 ports	323,649,709	355,308,710	9.8	247,417,702	271,258,289	9.6	63,095,059	66,303,971	5.1
Detroit, MI	113,668,714	130,335,743	14.7	93,882,632	108,651,125	15.7	19,276,281	20,974,533	8.8
Buffalo-Niagara, NY	68,283,239	70,429,244	3.1	52,248,579	53,618,837	2.6	10,261,760	8,901,686	-13.3
Port Huron, MI	65,879,966	68,173,480	3.5	37,704,369	38,019,382	0.8	23,959,412	24,136,286	0.7
Champlain-Rouses Pt., NY	15,945,026	18,254,762	14.5	14,147,689	14,939,276	5.6	1,133,615	2,211,356	95.1
Blaine, WA	14,175,533	15,636,488	10.3	11,074,258	12,103,716	9.3	3,092,083	3,517,212	13.7
Alexandria Bay, NY	11,008,768	11,818,139	7.4	11,005,130	11,812,617	7.3	NA	NA	NA
Pembina, ND	10,744,181	12,703,124	18.2	10,213,646	11,952,546	17.0	199,400	216,833	8.7
Sweetgrass, MT	9,008,514	10,123,454	12.4	6,591,707	7,763,106	17.8	940,339	1,043,943	11.0
Portal, ND	8,006,892	9,995,460	24.8	4,179,980	5,298,735	26.8	3,712,307	4,609,034	24.2
Highgate Springs, VT	6,928,876	7,838,816	13.1	6,369,713	7,098,948	11.4	519,862	693,087	33.3
U.S.-Mexico trade total	**224,949,742**	**239,676,970**	**6.5**	**184,292,998**	**195,608,821**	**6.1**	**33,816,269**	**36,529,841**	**8.0**
Top 10 ports	211,103,066	227,451,596	7.7	179,566,108	190,261,125	6.0	33,587,526	36,269,312	8.0
Laredo, TX	89,510,852	93,677,520	4.7	63,985,424	66,825,760	4.4	25,398,735	26,626,769	4.8
El Paso, TX	42,779,555	42,974,144	0.5	39,531,129	39,523,578	-0.0	2,928,668	3,038,581	3.8
Otay Mesa, CA	22,188,749	24,417,334	10.0	22,171,883	24,400,619	10.1	NA	NA	NA
Hidalgo, TX	15,877,171	18,265,477	15.0	15,863,990	18,242,670	15.0	2,020	6,801	236.7
Nogales, AZ	12,073,215	14,062,948	16.5	10,514,995	11,927,375	13.4	1,545,195	2,126,145	37.6
Brownsville-Cameron, TX	10,677,779	11,395,111	6.7	9,800,070	10,415,716	6.3	787,761	924,944	17.4
Calexico East, CA	9,942,717	10,750,234	8.1	9,645,911	10,424,004	8.1	166,244	156,910	-5.6
Eagle Pass, TX	4,098,505	7,690,044	87.6	4,098,505	4,283,099	4.5	2,758,847	3,388,990	22.8
Del Rio, TX	2,797,360	3,038,923	8.6	2,797,043	3,038,457	8.6	48	159	230.7
Santa Teresa, NM	1,157,163	1,179,861	2.0	1,157,156	1,179,847	2.0	7	14	95.2

NOTES: NA = Not applicable. Truck and rail modes will not sum to total land trade by port because not all land modes are included here. Other land modes include pipeline, mail, unknown, and miscellaneous.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data as of April 2006.

Table A-8

Leading States by Value and Weight of U.S-NAFTA Air Freight and Maritime Cargo: 2005

(Ranked by total U.S.-NAFTA column)

Value

Air Freight

Value of imports by air (million $)

U.S. state	Canada	Mexico	U.S.-NAFTA
All U.S. states	**8,471**	**3,903**	**12,374**
California	1,441	737	2,178
Texas	1,145	577	1,722
New York	659	376	1,035
Florida	379	365	744
Illinois	239	299	538
North Carolina	296	141	436
Michigan	228	183	410
Arizona	298	67	365
Massachusetts	279	55	334
Ohio	171	155	325

Value of exports by air (million $)

U.S. state	Canada	Mexico	U.S.-NAFTA
All U.S. States	**14,264**	**6,439**	**20,704**
California	3,210	1,856	5,065
Texas	1,634	659	2,293
New York	977	513	1,490
Florida	564	444	1,008
Arizona	605	387	992
Illinois	592	261	853
Massachusetts	616	211	827
Indiana	361	169	530
New Jersey	398	117	515
Ohio	358	107	465

Maritime Cargo

Value of imports by vessel (million $)

U.S. state	Canada	Mexico	U.S.-NAFTA
All U.S. states	**13,997**	**30,894**	**44,891**
Texas	1,105	17,004	18,109
Louisiana	230	3,873	4,103
New Hampshire	3,429	10	3,439
Mississippi	0.2	2,951	2,952
New Jersey	2,240	484	2,723
California	858	1,520	2,379
Illinois	101	1,106	1,206
Michigan	299	825	1,123
Massachusetts	901	16	917
Pennsylvania	703	76	779

Value of exports by vessel (million $)

U.S. state	Canada	Mexico	U.S.-NAFTA
All U.S. States	**4,249**	**9,333**	**13,582**
Texas	843	5,562	6,405
Louisiana	138	1,568	1,706
Washington	525	35	560
Florida	56	429	485
New York	126	308	435
Pennsylvania	379	25	404
California	234	170	403
Ohio	318	5	323
Michigan	287	12	299
Alaska	119	153	272

Weight

Air Freight

Weight of imports by air (short tons)

U.S. state	Canada	Mexico	U.S.-NAFTA
All U.S. states	**75,334**	**70,926**	**146,260**
California	13,225	11,465	24,690
Texas	8,656	6,274	14,930
Florida	2,651	11,697	14,348
Michigan	3,583	6,730	10,313
New York	5,130	3,133	8,264
North Carolina	4,714	2,973	7,687
Illinois	1,903	5,398	7,301
Ohio	1,960	2,553	4,513
Tennessee	1,658	2,175	3,833
Georgia	1,779	1,613	3,392

Weight of exports by air (short tons)

U.S. state	Canada	Mexico	U.S.-NAFTA
All U.S. States	**123,593**	**39,769**	**163,362**
California	32,694	10,787	43,481
Texas	23,218	5,574	28,792
Illinois	9,692	3,795	13,487
Ohio	10,647	2,367	13,015
New York	9,472	3,150	12,622
Florida	6,209	5,515	11,724
Michigan	6,793	4,137	10,930
Nebraska	10,510	199	10,709
North Carolina	6,875	2,553	9,428
Pennsylvania	7,484	1,692	9,176

Maritime Cargo

Weight of imports by vessel (short tons)

U.S. state	Canada	Mexico	U.S.-NAFTA
All U.S. states	**79,149,518**	**112,413,751**	**191,563,269**
Texas	3,751,136	62,727,840	66,478,976
Louisiana	756,814	16,512,097	17,268,911
Mississippi	23	11,933,995	11,934,018
California	4,360,430	6,998,145	11,358,575
Ohio	8,874,523	56,893	8,931,416
New Hampshire	8,750,015	16,769	8,766,783
New Jersey	6,692,268	1,703,353	8,395,622
Florida	5,109,304	2,996,457	8,105,761
Washington	6,941,261	590,625	7,531,887
Michigan	7,042,797	176,834	7,219,632

Weight of exports by vessel (short tons)

U.S. state	Canada	Mexico	U.S.-NAFTA
All U.S. States	**39,190,569**	**25,120,293**	**64,310,863**
Texas	1,695,576	13,475,618	15,171,194
Louisiana	540,451	7,517,188	8,057,639
Missouri	6,101,266	4,555	6,105,821
Michigan	5,620,094	10,151	5,630,245
Minnesota	4,747,915	30,273	4,778,188
Ohio	4,240,188	1,179	4,241,366
Pennsylvania	3,608,147	30,341	3,638,487
Washington	1,939,941	74,357	2,014,298
Maryland	1,759,950	30,683	1,790,632
Wyoming	1,752,077	-	1,752,077

NOTES: Total for all U.S. states includes data for shipments where the U.S. state of origin or destination was unknown. U.S. state Air trade value equals imports to the U.S. state of destination . The U.S. state of destination reflects the state of the importer of record. This state may not always represent the ultimate physical destination of shipments. Shipments for Hawaii are intermodal and are included in this dataset because a portion of the shipment moves by a land mode from either its origin or final destination.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data as of April 2006.

Table A-9

Top 10 Commodities by Value for U.S. - NAFTA Trade by All Modes: 2005

(Millions of current U.S. dollars)

Rank	Commodity code	Description	Total	Exports	Imports	Percent of total
1	87	Motor vehicles and parts	142,529	53,993	88,536	18.2
2	27	Mineral fuels, oils and waxes	105,082	13,516	91,566	13.4
3	84	*Nuclear reactors, boilers, machinery and parts	99,880	58,764	41,116	12.7
4	85	Electrical machinery, equipment and parts	95,926	45,251	50,675	12.2
5	39	Plastics and articles thereof	32,072	19,149	12,924	4.1
6	98	**Special classification provisions	24,129	9,688	14,442	3.1
7	90	Measuring and testing instruments	19,091	10,547	8,544	2.4
8	48	Paper and paperboard	18,208	7,011	11,197	2.3
9	44	Wood and articles of wood	17,254	2,727	14,527	2.2
10	94	Furniture, lamps and prefabricated buildings	15,586	4,529	11,057	2.0
		Total, top 10 commodities	**569,758**	**225,173**	**344,584**	**72.6**
		Top 10 share of all commodities (percent)	**72.6**	**67.9**	**76.0**	
		Total, all commodities	**784,673**	**331,469**	**453,203**	**100.0**

Top 10 Commodities by Value for U.S. - Canada Trade by All Modes: 2005

(Millions of current U.S. dollars)

Rank	Commodity code	Description	Total	Exports	Imports	Percent of total
1	87	Motor vehicles and parts	104,393	42,671	61,722	21.1
2	27	Mineral fuels, oils and waxes	73,915	8,144	65,771	14.9
3	84	*Nuclear reactors, boilers, machinery and parts	58,393	38,688	19,705	11.8
4	85	Electrical machinery, equipment and parts	32,561	21,724	10,837	6.6
5	39	Plastics and articles thereof	20,297	9,806	10,491	4.1
6	44	Wood and articles of wood	16,368	2,179	14,188	3.3
7	98	**Special classification provisions	15,560	5,695	9,865	3.1
8	48	Paper and paperboard	14,981	4,559	10,421	3.0
9	76	Aluminum and articles thereof	9,637	2,702	6,935	1.9
10	94	Furniture, lamps and prefabricated buildings	9,332	3,538	5,794	1.9
		Total, top 10 commodities	**355,436**	**139,707**	**215,730**	**71.9**
		Top 10 share of all commodities (percent)	**71.9**	**66.1**	**76.2**	
		Total, all commodities	**494,426**	**211,420**	**283,006**	**100.0**

Top 10 Commodities by Value for U.S. - Mexico Trade by All Modes: 2005

(Millions of current U.S. dollars)

Rank	Commodity code	Description	Total	Exports	Imports	Percent of total
1	85	Electrical machinery, equipment and parts	63,366	23,528	39,838	21.8
2	84	*Nuclear reactors, boilers, machinery and parts	41,487	20,076	21,411	14.3
3	87	Motor vehicles and parts	38,136	11,322	26,814	13.1
4	27	Mineral fuels, oils and waxes	31,166	5,372	25,794	10.7
5	39	Plastics and articles thereof	11,775	9,342	2,433	4.1
6	90	Measuring and testing instruments	10,121	3,762	6,359	3.5
7	98	**Special classification provisions	8,570	3,993	4,577	3.0
8	94	Furniture, lamps and prefabricated buildings	6,254	991	5,263	2.2
9	73	Articles of iron or steel	4,794	2,427	2,367	1.7
10	62	Not knitted or crocheted apparel	4,315	473	3,842	1.5
		Total, top 10 commodities	**219,983**	**81,286**	**138,697**	**75.8**
		Top 10 share of all commodities (percent)	**75.8**	**67.7**	**81.5**	
		Total, all commodities	**290,247**	**120,049**	**170,198**	**100.0**

NOTE: Commodity code is the Harmonized Schedule (HS) for internationally traded commodities.

* "Nuclear reactors" is a very small portion of trade under this commodity grouping (HS 84). The majority of trade for this commodity is computer-related machinery and parts.

** "Special classification provisions" is primarily made up of U.S. goods exported and returned without having been improved in value or condition for imports and an estimate of low value shipments for exports.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data as of April 2006.

Table A-10

Top 10 Commodities by Value for U.S. - NAFTA Trade by Truck: 2005

(Millions of current U.S. dollars)

Rank	Commodity code	Description	Total	Exports	Imports	Percent of total
1	84	*Nuclear reactors, boilers, machinery and parts	83,438	48,106	35,332	17.0
2	85	Electrical machinery, equipment and parts	82,946	36,491	46,455	16.9
3	87	Motor vehicles and parts	80,873	37,435	43,438	16.5
4	39	Plastics and articles thereof	23,936	14,863	9,072	4.9
5	90	Measuring and testing instruments	14,783	7,297	7,486	3.0
6	94	Furniture, lamps and prefabricated buildings	14,614	3,783	10,831	3.0
7	98	**Special classification provisions	13,594	2,044	11,550	2.8
8	48	Paper and paperboard	12,587	5,814	6,773	2.6
9	73	Articles of iron or steel	11,803	5,870	5,932	2.4
10	76	Aluminum and articles thereof	8,530	3,845	4,686	1.7
		Total, top 10 commodities	**347,102**	**165,548**	**181,554**	70.8
		Top 10 share of all commodities (percent)	**70.8**	**70.6**	**70.9**	0.0
		Total, all commodities	**490,526**	**234,563**	**255,963**	100.0

Top 10 Commodities by Value for U.S. - Canada Trade by Truck: 2005

(Millions of current U.S. dollars)

Rank	Commodity code	Description	Total	Exports	Imports	Percent of total
1	87	Motor vehicles and parts	65,723	32,061	33,662	22.3
2	84	*Nuclear reactors, boilers, machinery and parts	49,241	31,944	17,298	16.7
3	85	Electrical machinery, equipment and parts	23,979	15,638	8,341	8.1
4	39	Plastics and articles thereof	14,209	6,941	7,268	4.8
5	48	Paper and paperboard	9,824	3,764	6,060	3.3
6	98	**Special classification provisions	9,225	1,757	7,467	3.1
7	94	Furniture, lamps and prefabricated buildings	8,492	2,862	5,631	2.9
8	44	Wood and articles of wood	7,664	1,749	5,914	2.6
9	73	Articles of iron or steel	7,646	3,688	3,958	2.6
10	76	Aluminum and articles thereof	6,553	2,479	4,074	2.2
		Total, top 10 commodities	**202,557**	**102,883**	**99,674**	68.7
		Top 10 share of all commodities (percent)	**68.7**	**68.0**	**69.4**	0.0
		Total, all commodities	**294,917**	**151,222**	**143,696**	100.0

Top 10 Commodities by Value for U.S. - Mexico Trade by Truck: 2005

(Millions of current U.S. dollars)

Rank	Commodity code	Description	Total	Exports	Imports	Percent of total
1	85	Electrical machinery, equipment and parts	58,967	20,853	38,114	30.1
2	84	*Nuclear reactors, boilers, machinery and parts	34,197	16,163	18,034	17.5
3	87	Motor vehicles and parts	15,150	5,374	9,775	7.7
4	39	Plastics and articles thereof	9,727	7,923	1,804	5.0
5	90	Measuring and testing instruments	9,115	3,040	6,075	4.7
6	94	Furniture, lamps and prefabricated buildings	6,121	921	5,200	3.1
7	98	**Special classification provisions	4,369	286	4,083	2.2
8	73	Articles of iron or steel	4,157	2,182	1,974	2.1
9	62	Not knitted or crocheted apparel	3,878	435	3,443	2.0
10	48	Paper and paperboard	2,762	2,050	713	1.4
		Total, top 10 commodities	**148,443**	**59,226**	**89,216**	75.9
		Top 10 share of all commodities (percent)	**75.9**	**71.1**	**79.5**	
		Total, all commodities	**195,609**	**83,341**	**112,268**	100.0

NOTE: Commodity code is the Harmonized Schedule (HS) for internationally traded commodities.

*"Nuclear reactors" is a very small portion of trade under this commodity grouping (HS 84). The majority of trade for this commodity is computer-related machinery and parts.

** "Special classification provisions" is primarily made up of U.S. goods exported and returned without having been improved in value or condition for imports and an estimate of low value shipments for exports.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data as of April 2006.

Table A-11

Top 10 Commodities by Value for U.S. - NAFTA Partner Trade by Rail: 2005

(Millions of current U.S. dollars)

Rank	Commodity code	Description	Total	Exports	Imports	Percent of total
1	87	Motor vehicles and parts	57,044	14,391	42,653	49.0
2	44	Wood and articles of wood	8,140	238	7,902	7.0
3	39	Plastics and articles thereof	7,116	3,433	3,682	6.1
4	84	*Nuclear reactors, boilers, machinery and parts	5,208	2,224	2,985	4.5
5	48	Paper and paperboard	4,838	761	4,077	4.2
6	29	Organic chemicals	3,664	1,885	1,779	3.1
7	72	Iron and Steel	3,389	1,774	1,615	2.9
8	76	Aluminum and articles thereof	3,159	490	2,668	2.7
9	27	Mineral fuels, oils and waxes	3,015	919	2,096	2.6
10	47	Pulp of wood or other fibrous cellulosic material	2,542	671	1,871	2.2
		Total, top 10 commodities	**98,113**	**26,786**	**71,327**	**84.2**
		Top 10 share of all commodities (percent)	**84.2**	**76.4**	**87.6**	
		Total, all commodities	**116,458**	**35,070**	**81,388**	**100.0**

Top 10 Commodities by Value for U.S. - Canada Trade by Rail: 2005

(Millions of current U.S. dollars)

Rank	Commodity code	Description	Total	Exports	Imports	Percent of total
1	87	Motor vehicles and parts	36,825	8,817	28,008	46.1
2	44	Wood and articles of wood	8,073	175	7,899	10.1
3	39	Plastics and articles thereof	5,322	2,143	3,178	6.7
4	48	Paper and paperboard	4,452	423	4,029	5.6
5	29	Organic chemicals	3,232	1,474	1,758	4.0
6	76	Aluminum and articles thereof	2,757	94	2,663	3.4
7	27	Mineral fuels, oils and waxes	2,619	528	2,091	3.3
8	72	Iron and Steel	2,300	1,188	1,112	2.9
9	47	Pulp of wood or other fibrous cellulosic material	2,055	184	1,871	2.6
10	31	Fertilizers	1,718	157	1,560	2.1
		Total, top 10 commodities	**69,352**	**15,182**	**54,169**	**86.8**
		Top 10 share of all commodities (percent)	**86.8**	**78.6**	**89.4**	
		Total, all commodities	**79,928**	**19,322**	**60,606**	**100.0**

Top 10 Commodities by Value for U.S. - Mexico Partner Trade by Rail: 2005

(Millions of current U.S. dollars)

Rank	Commodity code	Description	Total	Exports	Imports	Percent of total
1	87	Motor vehicles and parts	20,219	5,574	14,645	55.3
2	84	*Nuclear reactors, boilers, machinery and parts	3,972	1,794	2,178	10.9
3	39	Plastics and articles thereof	1,794	1,290	504	4.9
4	22	Beverages, spirits and vinegar	1,151	23	1,128	3.2
5	72	Iron and Steel	1,089	586	503	3.0
6	10	Cereals	914	912	2	2.5
7	12	Seed, fruit, plants, straw and other	705	705	0.2	1.9
8	85	Electrical machinery, equipment and parts	592	206	385	1.6
9	47	Pulp of wood or other fibrous cellulosic material	487	487	0.0	1.3
10	73	Articles of iron or steel	466	139	327	1.3
		Total, top 10 commodities	**31,390**	**11,719**	**19,672**	**85.9**
		Top 10 share of all commodities (percent)	**85.9**	**74.4**	**94.7**	
		Total, all commodities	**36,530**	**15,748**	**20,782**	**100.0**

NOTE: Commodity code is the Harmonized Schedule (HS) for internationally traded commodities.

*"Nuclear reactors" is a very small portion of trade under this commodity grouping (HS 84). The majority of trade for this commodity is computer-related machinery and parts.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data as of April 2006.

Table A-12

Top 10 Commodities by Value for U.S. - NAFTA Partner Trade by Pipeline: 2005

(Millions of current U.S. dollars)

Rank	Commodity code	Description	Total	Exports	Imports	Percent of total
1	27	Mineral fuels, oils and waxes	51,440	2,937	48,503	99.5
2	47	Pulp of wood or of other fibrous cellulosic material	140	0.0	140	0.3
3	29	Organic chemicals	88	0.1	88	0.2
4	28	Inorganic chemicals, precious metals and radioactive elements	35	0.0	35	0.1
5	25	Salt, sulfur, earths and stone, plastering materials, lime and cement	0.4	0.0	0.4	0.0
6	22	Beverages, spirits and vinegar	0.1	0.0	0.1	0.0
7	44	Wood and articles of wood	0.0	0.0	0.0	0.0
		Total, all commodities	**51,704**	**2,937**	**48,766**	**100.0**

Top 10 Commodities by Value for U.S. - Canada Trade by Pipeline: 2005

(Millions of current U.S. dollars)

Rank	Commodity code	Description	Total	Exports	Imports	Percent of total
1	27	Mineral fuels, oils and waxes	50,897	2,394	48,503	99.5
2	47	Pulp of wood or of other fibrous cellulosic material	140	0.0	140	0.3
3	29	Organic chemicals	88	0.1	88	0.2
4	28	Inorganic chemicals, precious metals and radioactive elements	35	0.0	35	0.1
5	25	Salt, sulfur, earths and stone, plastering materials, lime and cement	0.4	0.0	0.4	0.0
6	22	Beverages, spirits and vinegar	0.1	0.0	0.1	0.0
7	44	Wood and articles of wood	0.0	0.0	0.0	0.0
		Total, all commodities	**51,160**	**2,394**	**48,766**	**100.0**

Top 10 Commodities by Value for U.S. - Mexico Trade by Pipeline: 2005

(Millions of current U.S. dollars)

Rank	Commodity code	Description	Total	Exports	Imports	Percent of total
1	27	Mineral fuels, oils and waxes	543	543	0	100.0
		Total, all commodities	**543**	**543**	**0**	**100.0**

NOTE: Commodity code is the Harmonized Schedule (HS) for internationally traded commodities.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data as of April 2006.

Table A-13

Top 10 Commodities by Value for U.S. - NAFTA Partner Trade by Air: 2005

(Millions of current U.S. dollars)

Rank	Commodity code	Description	Total	Exports	Imports	Percent of total
1	85	Electrical machinery, equipment and parts	10,053	6,472	3,581	30.4
2	84	*Nuclear reactors, boilers, machinery and parts	8,356	5,748	2,608	25.3
3	90	Measuring and testing instruments	3,531	2,515	1,016	10.7
4	71	Pearls, stones, metals imitation jewelry	2,563	1,506	1,057	7.7
5	98	**Special classification provisions	2,524	15	2,509	7.6
6	88	Aircraft, spacecraft, and parts thereof	1,575	1,339	236	4.8
7	30	Pharmaceutical products	1,152	897	254	3.5
8	29	Organic chemicals	299	217	81	0.9
9	87	Motor vehicles and parts	262	167	95	0.8
10	82	Tools, implements, cutlery, spoons and forks, of base metal	251	201	50	0.8
		Total, top 10 commodities	**30,565**	**19,077**	**11,488**	**92.4**
		Top 10 share of all commodities (percent)	**92.4**	**92.1**	**92.8**	
		Total, all commodities	**33,078**	**20,704**	**12,374**	**100.0**

Top 10 Commodities by Value for U.S. - Canada Trade by Air: 2005

(Millions of current U.S. dollars)

Rank	Commodity code	Description	Total	Exports	Imports	Percent of total
1	85	Electrical machinery, equipment and parts	6,516	4,170	2,346	28.7
2	84	*Nuclear reactors, boilers, machinery and parts	5,561	4,005	1,557	24.5
3	90	Measuring and testing instruments	2,700	1,935	764	11.9
4	98	**Special classification provisions	2,118	13	2,106	9.3
5	71	Pearls, stones, metals imitation jewelry	1,654	1,090	564	7.3
6	88	Aircraft, spacecraft, and parts thereof	1,305	1,073	231	5.7
7	30	Pharmaceutical products	694	450	244	3.1
8	82	Tools, implements, cutlery, spoons and forks, of base metal	182	155	27	0.8
9	29	Organic chemicals	178	127	51	0.8
10	49	Printed books and products of the printing industry	150	79	71	0.7
		Total, top 10 commodities	**21,059**	**13,097**	**7,961**	**92.6**
		Top 10 share of all commodities (percent)	**92.6**	**91.8**	**94.0**	
		Total, all commodities	**22,735**	**14,264**	**8,471**	**100.0**

Top 10 Commodities by Value for U.S. - Mexico Trade by Air: 2005

(Millions of current U.S. dollars)

Rank	Commodity code	Description	Total	Exports	Imports	Percent of total
1	85	Electrical machinery, equipment and parts	3,537	2,301	1,235	34.2
2	84	*Nuclear reactors, boilers, machinery and parts	2,794	1,743	1,051	27.0
3	71	Pearls, stones, metals imitation jewelry	908	415	493	8.8
4	90	Measuring and testing instruments	831	580	251	8.0
5	30	Pharmaceutical products	457	447	10	4.4
6	98	**Special classification provisions	406	3	404	3.9
7	88	Aircraft, spacecraft, and parts thereof	271	266	5	2.6
8	29	Organic chemicals	121	90	31	1.2
9	87	Motor vehicles and parts	120	64	56	1.2
10	61	Knitted or crocheted apparel	78	14	65	0.8
		Total, top 10 commodities	**9,523**	**5,923**	**3,600**	**92.1**
		Top 10 share of all commodities (percent)	**92.1**	**92.0**	**92.2**	
		Total, all commodities	**10,342**	**6,439**	**3,903**	**100.0**

NOTE: Commodity code is the Harmonized Schedule (HS) for internationally traded commodities.

*"Nuclear reactors" is a very small portion of trade under this commodity grouping (HS 84). The majority of trade for this commodity is computer-related machinery and parts.

** "Special classification provisions" is primarily made up of U.S. goods exported and returned without having been improved in value or condition for imports and an estimate of low value shipments for exports.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data as of April 2006.

Table A-14

Top 10 Commodities by Value for U.S. - NAFTA Partner Trade by Vessel: 2005

(Millions of current U.S. dollars)

Rank	Commodity code	Description	Total	Exports	Imports	Percent of total
1	27	Mineral fuels, oils and waxes	42,593	6,220	36,374	72.8
2	29	Organic chemicals	3,837	2,928	909	6.6
3	87	Motor vehicles and parts	2,366	75	2,290	4.0
4	72	Iron and Steel	1,389	127	1,262	2.4
5	26	Ores, slag and ash	970	568	402	1.7
6	10	Cereals	694	638	56	1.2
7	25	Salt, sulfur, earths and stone, plastering materials, lime and cement	564	77	488	1.0
8	61	Knitted or crocheted apparel	539	163	376	0.9
9	84	*Nuclear reactors, boilers, machinery and parts	514	435	79	0.9
10	28	Inorganic chemicals, precious metals and radioactive elements	461	323	138	0.8
		Total, top 10 commodities	**53,927**	**11,554**	**42,373**	**92.2**
		Top 10 share of all commodities (percent)	**92.2**	**85.1**	**94.4**	
		Total, all commodities	**58,473**	**13,582**	**44,891**	**100.0**

Top 10 Commodities by Value for U.S. - Canada Trade by Vessel: 2005

(Millions of current U.S. dollars)

Rank	Commodity code	Description	Total	Exports	Imports	Percent of total
1	27	Mineral fuels, oils and waxes	13,298	2,421	10,876	72.9
2	29	Organic chemicals	1,262	555	707	6.9
3	26	Ores, slag and ash	949	563	386	5.2
4	25	Salt, sulfur, earths and stone, plastering materials, lime and cement	449	72	377	2.5
5	44	Wood and articles of wood	391	17	374	2.1
6	28	Inorganic chemicals, precious metals and radioactive elements	377	281	97	2.1
7	48	Paper and paperboard	323	2	321	1.8
8	72	Iron and Steel	217	10	207	1.2
9	76	Aluminum and articles thereof	185	9	176	1.0
10	84	*Nuclear reactors, boilers, machinery and parts	120	79	41	0.7
		Total, top 10 commodities	**17,571**	**4,009**	**13,562**	**96.3**
		Top 10 share of all commodities (percent)	**96.3**	**94.4**	**96.9**	
		Total, all commodities	**18,246**	**4,249**	**13,997**	**100.0**

Top 10 Commodities by Value for U.S. - Mexico Trade by Vessel: 2005

(Millions of current U.S. dollars)

Rank	Commodity code	Description	Total	Exports	Imports	Percent of total
1	27	Mineral fuels, oils and waxes	29,296	3,799	25,497	72.8
2	29	Organic chemicals	2,575	2,373	202	6.4
3	87	Motor vehicles and parts	2,360	73	2,287	5.9
4	72	Iron and Steel	1,173	117	1,055	2.9
5	10	Cereals	613	613	0	1.5
6	61	Knitted or crocheted apparel	537	162	374	1.3
7	84	*Nuclear reactors, boilers, machinery and parts	394	356	39	1.0
8	62	Not knitted or crocheted apparel	389	25	364	1.0
9	12	Seed, fruit, plants, straw and other	369	369	0	0.9
10	22	Beverages, spirits and vinegar	207	8	199	0.5
		Total, top 10 commodities	**37,913**	**7,895**	**30,018**	**94.2**
		Top 10 share of all commodities (percent)	**94.2**	**84.6**	**97.2**	
		Total, all commodities	**40,227**	**9,333**	**30,894**	**100.0**

NOTE: Commodity code is the Harmonized Schedule (HS) for internationally traded commodities.

*"Nuclear reactors" is a very small portion of trade under this commodity grouping (HS 84). The majority of trade for this commodity is computer-related machinery and parts.

** "Special classification provisions" is primarily made up of U.S. goods exported and returned without having been improved in value or condition for imports and an estimate of low value shipments for exports.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data as of April 2006.