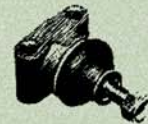


U.S.-North American Trade and Freight Transportation Highlights

June 2005



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

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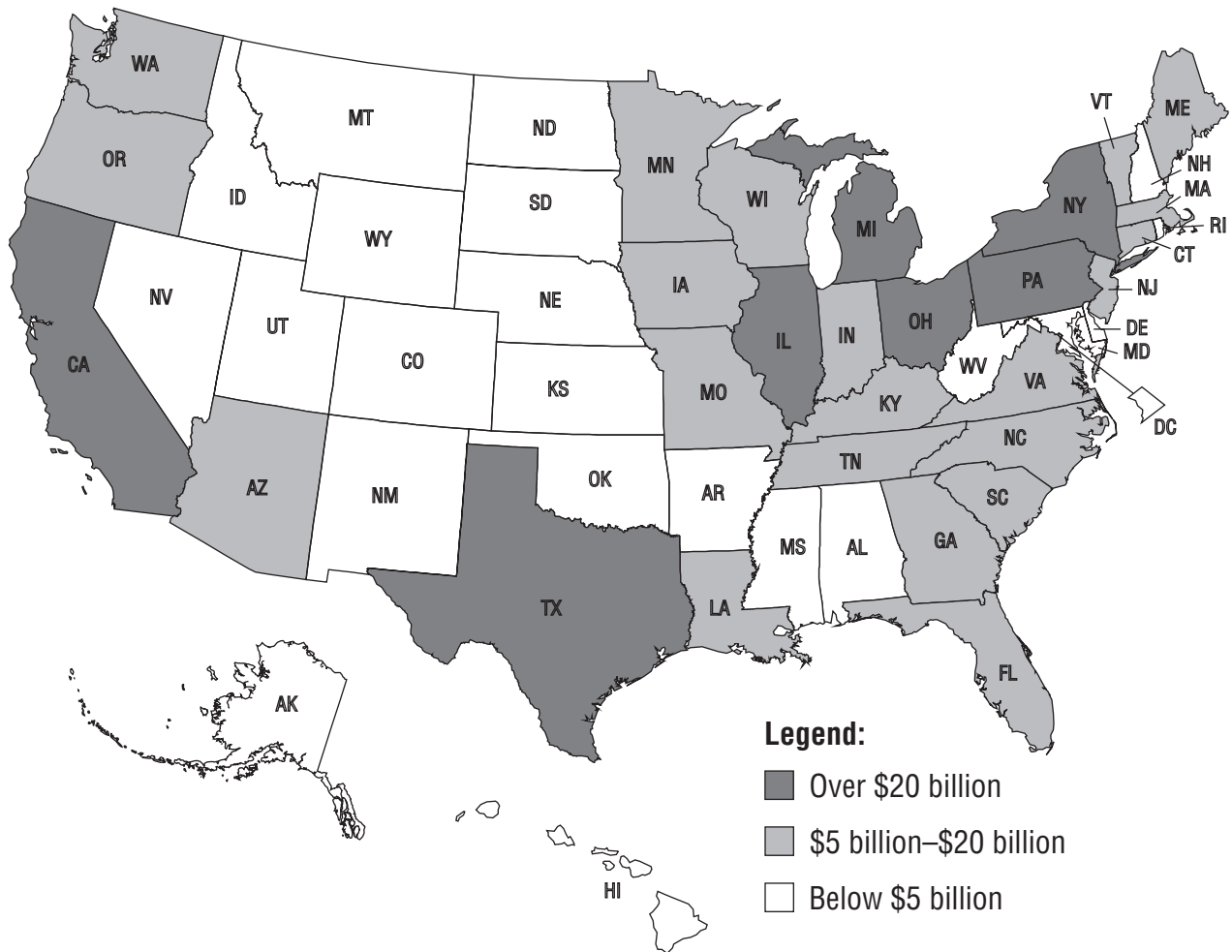
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U.S. State Trade with Canada and Mexico by All Modes: 2004



*In 2004, Texas was the leading state overall for U.S. - NAFTA merchandise trade moved by all **freight modes** with over \$114 billion. Six other states – Michigan, California, New York, Illinois, Ohio, and Pennsylvania – with over \$20 billion each were the origins and destinations for large amounts of freight moved between the United States and Canada and Mexico. Not surprisingly, the large population, economy, and manufacturing activities in these states influence their trade with our NAFTA partners.*

U.S.-North American Trade & Freight Transportation Highlights

Transborder Freight Data

June 2005

In 2004, the value of U.S. merchandise trade with Canada and Mexico rose 13 percent over the previous year's total to an all-time high of \$712 billion. Using chained 2000 dollars to adjust for inflation, this trade grew by 8 percent from 2003 to 2004 (table 1 and box 1). Once again, U.S.-North American trade amounted to nearly one-third of total U.S.-international merchandise trade, which reached an historic high of \$2.3 trillion in 2004.

This growth in U.S. merchandise trade with Canada and Mexico highlights the growing demands on infrastructure and transportation facilities at key land gateways and the expansion of major transportation corridors traversing our northern and southern borders. In the 10 years following the 1994 inception of the North American Free Trade Agreement, growth in the value of U.S.-NAFTA trade has more than doubled in both current dollars and inflation-adjusted terms (table

1). Last year, land modes (truck, rail, and pipeline) moved freight shipments worth \$634 billion across our shared borders with Canada and Mexico, comprising 89 percent of our trade with these two countries (figure 1). Water and air accounted for the rest.

U.S. transborder goods trade, moved by all transportation modes, continues to rebound from the sharp year-on-year declines in 2001 and 2002 (figure 2) triggered by the terrorist attacks of September 11, 2001.

In 2004, both goods trade and gross domestic product (GDP) grew in inflation-adjusted terms. During the past decade, U.S. trade with Canada and Mexico had greater yearly percentage fluctuations than U.S. GDP, in part because of U.S. trade's dependence on economic activity in those countries (figure 2). Since 1990, the value of the freight moved among the three countries averaged over 8 percent per year in both current and

Box 1

Use of Current and Inflation-Adjusted Economic Data in this Report

An important issue in comparing Gross Domestic Product and economic data over time is determining how much of any increase or decrease is real and how much reflects price inflation or deflation. This report includes inflation-adjusted numbers (chained dollars) at the overall national level only. Inflation-adjusted data are unavailable for trade data by individual country, mode of transportation, and specific commodity detail; in these instances the report uses current dollar figures without controlling for inflation.

While adjusting for inflation is important to reflect the correct size of changes in the value of trade, foreign trade

data at the country, mode of transportation, and commodity levels are not commonly presented in inflation-adjusted terms due to a number of factors such as foreign currency exchange rates, business cycles, balance of payments, stock market news, and central bank policies, which affect the prices of specific goods and services traded internationally. Due to the complexity of the factors that influence international trade, it is difficult to control for trading partners' inflation rates as well as currency exchange fluctuations.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, June 2005.

Table 1

Value of U.S. Goods Trade with Canada and Mexico Compared with U.S. Merchandise Trade with All Countries: 1990–2004

	Total U.S. international merchandise trade	U.S. trade with NAFTA partners	U.S. surface trade with NAFTA partners	Ratio of U.S. trade with NAFTA partners to total U.S. trade	Ratio of U.S. surface trade to all U.S. trade with NAFTA partners	Total U.S. international merchandise trade	U.S. trade with NAFTA partners	U.S. surface trade with NAFTA partners
	(Billions of current U.S. dollars)			(Percents)		(Billions of chained 2000 U.S. dollars) ¹		
1990	889	233	204	26.2	87.5	822	215	188
1991	910	241	210	26.4	87.3	848	224	196
1992	981	264	232	27.0	87.7	924	249	218
1993	1,046	293	258	28.0	88.0	993	278	245
1994	1,176	343	312	29.2	90.9	1,107	323	293
1995	1,328	380	338	28.6	89.1	1,219	349	311
1996	1,420	421	377	29.7	89.5	1,338	397	355
1997	1,560	475	426	30.5	89.6	1,522	464	416
1998	1,594	503	452	31.5	89.9	1,630	514	462
1999	1,720	559	501	32.5	89.7	1,771	575	516
2000	2,000	653	576	32.7	88.1	2,000	653	576
2001	1,870	614	547	32.8	89.2	1,905	625	558
2002	1,857	604	541	32.5	89.6	1,915	622	558
2003	1,983	629	563	31.7	89.4	1,996	633	566
2004	2,288	712	634	31.1	89.0	2,207	687	611
Percent change, 1990–2004	157.4	205.7	211.2			168.3	218.7	224.4
Annual average growth rate (percents)	7.0	8.3	8.4			7.3	8.6	8.8

NOTE: NAFTA = North American Free Trade Agreement

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: **current dollars**—data from the U.S. Department of Commerce, U.S. Census Bureau, Foreign Trade Division, FT920 U.S. Merchandise Trade, 1990 to 2004; **chained 2000 dollars**—estimates based on inflation-adjusted indices from the U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Products Accounts, Tables 4.2.5 and 4.2.6, available at <http://www.bea.gov/bea/dn/nipaweb/index.asp> as of May 2005.

inflation-adjusted terms compared with about 7 percent for U.S. goods trade with all countries (table 1).

NOTE: From this point forward in this report all dollars are expressed in current dollars only. For a detailed explanation, please refer to box 1.

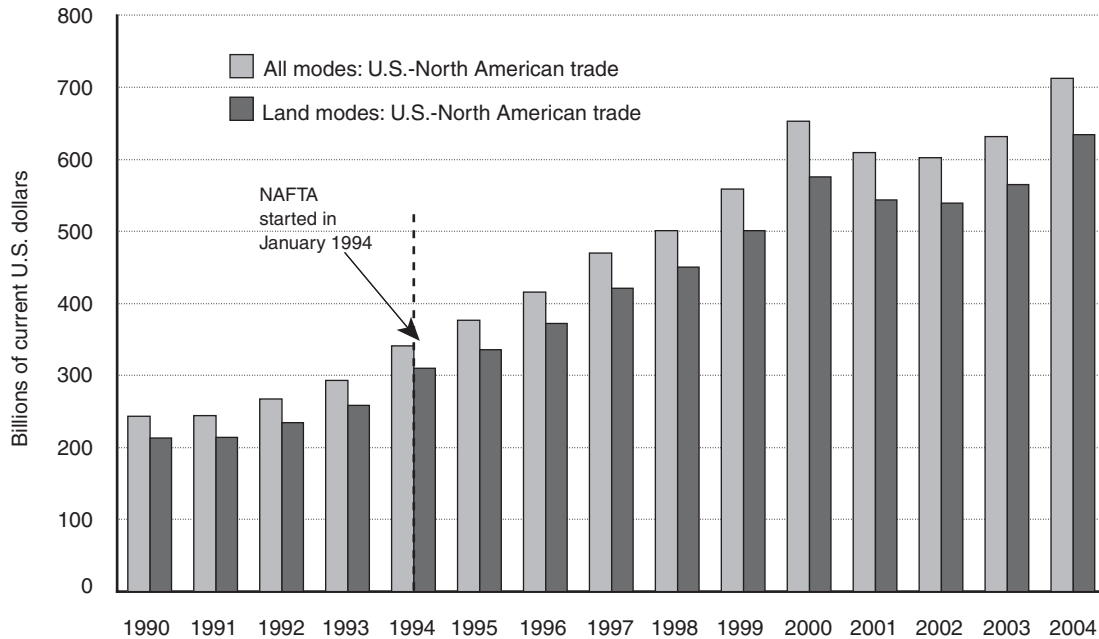
Top Trading Partners

Canada has been our number one trading partner for several decades, and Mexico became number two when it surpassed Japan in 1999. Canada and

Mexico accounted for 31 percent of all U.S. goods trade in 2004, a decline of almost 1 percentage point from 2003 but up nearly 5 percentage points over 1990 (table 1). Canada accounted for about 19 percent of the value of all U.S. freight trade in 2004 while Mexico accounted for about 12 percent.

U.S. goods trade with Canada in 2004 was up 13 percent—with imports rising by 14 percent and exports by about 12 percent. U.S. goods trade with Mexico grew at a similar pace (13 percent) as imports increased by nearly 13 percent and exports by almost 14 percent. See appendix table A-1.

Figure 1

Value of U.S. Goods Trade with Canada and Mexico: 1990–2004

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

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, based on data from the Transborder Freight Data and the U.S. Department of Commerce, U.S. International Trade Commission, *ITC Trade Dataweb*, available at: <http://dataweb.usitc.gov/>, as of April 2005.

Modal Perspective

In 2004, land modes of transportation carried the majority (89 percent) of U.S. goods trade with Canada and Mexico, a proportion that has remained stable since 1990 (table 1). Remaining goods were carried by sea, about 6 percent, and by air, 5 percent.

In value terms, land transborder freight increased by 13 percent in 2004 compared to a 4 percent increase in 2003 (figure 3). The value of U.S. land trade with Canada reached \$409 billion in 2004, a 13 percent increase compared to a 4 percent increase in 2003. Land trade with Mexico increased to \$224 billion in 2004, a 12 percent increase after remaining steady the two previous years.

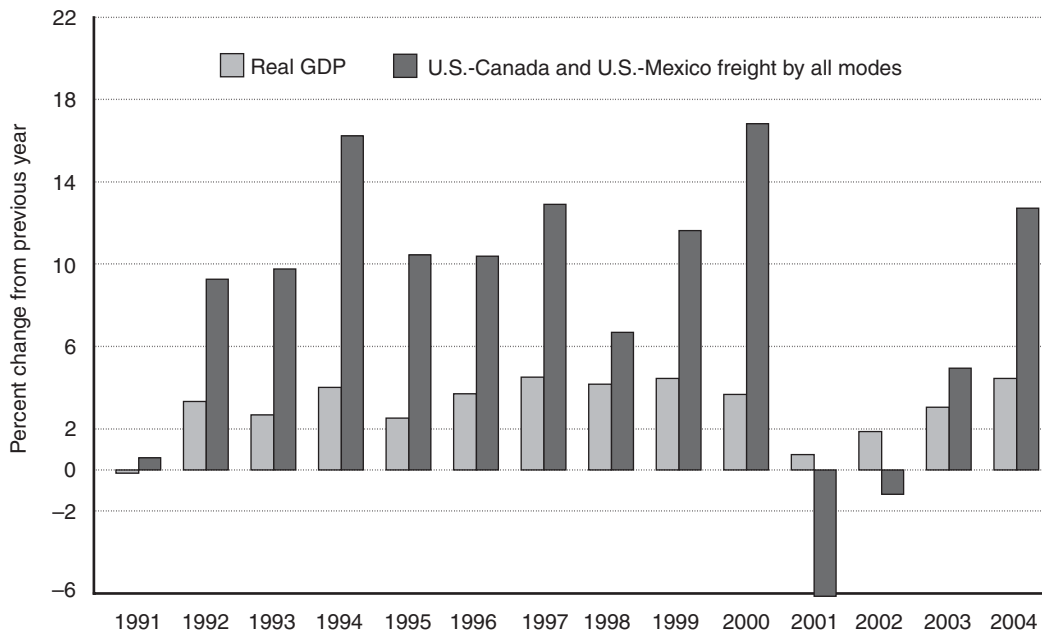
- **Trucks** carried over \$453 billion in 2004, up about 12 percent from 2003 (figure 4). Goods exported by truck grew 11 percent while imports by truck grew 14 percent over 2003 totals. Trucks moved more U.S. exports to Canada (\$136 billion) than U.S. imports from Canada

(\$133 billion). By contrast, trucks moved less U.S. exports to Mexico (\$79 billion) compared to U.S. imports (\$105 billion). Truck exports to Canada rose over 9 percent and to Mexico by 13 percent. Truck imports from Canada grew 14 percent and truck imports from Mexico grew 13 percent.

- **Rail** transborder freight climbed to \$108 billion in 2004, a 13 percent increase from the previous year. The value of rail exports to Canada grew 12 percent and imports grew by 16 percent. The value of rail exports to Mexico grew 21 percent compared to a growth of 11 percent in 2003. Imports from Mexico grew modestly at just over 2 percent after a decline of 5 percent in 2003.

- **Pipelines** carried \$39 billion worth of commodities in 2004, a 19 percent rise over 2003. This growth was largely due to a rise in petroleum products trade with Canada. Imports from Canada rose by 17 percent, though less than the 44 percent increase in 2003. Petro-

Figure 2

Change in U.S.-North American Goods Trade and Real GDP: 1991–2003

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 2005, 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 2005.

leum products trade with Mexico carried by pipelines continued to decline as waterborne vessels carried more of these products.

- **Air** cargo trade with Canada and Mexico grew 13 percent in 2004 after declines in 2002 and 2003 (appendix table A-1). Air carriers flew over \$32 billion in U.S.-NAFTA trade, handling more exports than imports. In 2004, air trade grew by 11 percent with Canada and 19 percent with Mexico. Exports to Canada by air increased 18 percent in 2004 after a slight increase of 0.4 percent in 2003. Air exports to Mexico rose by 16 percent in 2004 after a decline of similar percentage in 2003. Imports from Mexico by air climbed 23 percent in 2004 after a decline of 14 percent in 2003.
- **Maritime** vessels transported over \$46 billion in U.S. waterborne imports and exports with Canada and Mexico in 2004, rising by 21 percent from 2003. Over \$32 billion of this trade was with Mexico and about \$14 billion with Canada. Exports to Canada increased by 18

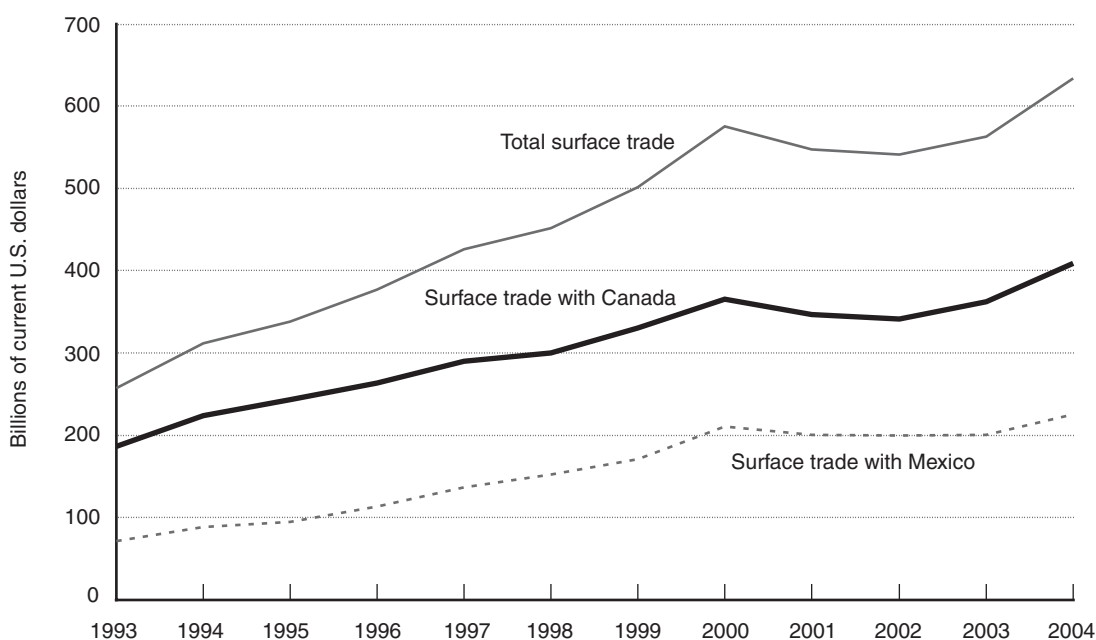
percent and to Mexico by 12 percent in 2004. Imports grew much faster than exports, increasing by 29 percent with Canada and by 21 percent with Mexico.

Modal Roles by Value and Weight

The modal shares of overall U.S.-NAFTA freight vary depending on the value or weight of the traded goods. In terms of value, trucks transported about two-thirds (64 percent) of the goods in U.S.-NAFTA total trade in 2004 (figure 5). Trucks moved \$453 billion (\$215 billion of exports and \$238 billion of imports) of this trade. Trucking was followed by rail, water, pipeline, and air. Trucks were more dominant in U.S. trade with Mexico, accounting for 69 percent of the value, than in U.S. trade with Canada, accounting for 60 percent of the value.

The relative modal roles are different when U.S.-NAFTA trade is measured by the weight of the transported goods (figure 5). In 2004, water trans-

Figure 3

Value of U.S. Goods Trade With Canada and Mexico by Surface Modes: 1993–2004

NOTE: Surface modes = truck, rail, and pipeline; excludes air and vessel.

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data, as of April 2005.

portation carried more trade in terms of tonnage than any other mode. An estimated 246 million tons traveled over water, accounting for about 39 percent of the weight. Water transportation was followed by truck, rail, pipeline, and air. Water is more 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. Trucks moved an estimated 176 million tons of traded goods with Canada and Mexico, accounting for about 28 percent of the weight of U.S.-NAFTA trade. Modal shares by weight vary by imports and exports. In 2005, trucks moved 21 percent of import tonnage compared with an estimated 45 percent of exports.

Relative roles by weight also vary for U.S.-Canada and U.S.-Mexico trade. For example, in 2004, rail transported about 23 percent of the weight of U.S. trade with Canada but just 16 percent of U.S.-Mexico trade. Water transportation domi-

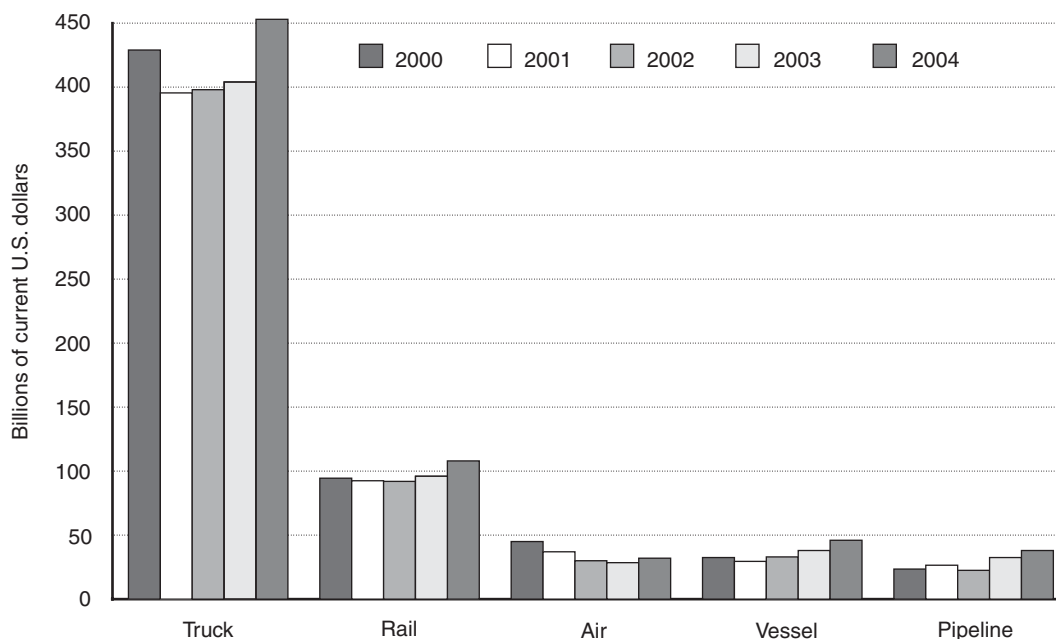
nated U.S.-Mexico trade with 67 percent of the weight, compared to 26 percent of U.S.-Canada trade tonnage.

Land Freight by State and Port

The distribution of U.S. trade with Canada and Mexico and the movement of this trade continue to impact the U.S. transportation network, particularly the major border entry points and north-south highway corridors. In 2004, Michigan was the top state for surface trade with about \$94 billion followed by Texas with \$92 billion and California with \$66 billion (table A-2). Together, these top three states accounted for 40 percent of the value of U.S. transborder surface trade—a decrease of 2 percent from the 2003 share.

As mentioned, Michigan and Texas were the border states that handled the most surface freight by value in 2004. And two of the five largest U.S. land ports are in Michigan—Detroit and Port Huron (table A-3). For 2004, these two ports combined handled almost \$180 billion of surface trade. This

Figure 4

U.S. Goods Trade with Canada and Mexico by Mode: 2000 to 2004

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data, as of April 2005.

is greater than Michigan's \$94 billion of surface trade because these ports serve as trade gateways for all states nationwide.

Texas' three border-crossing ports, Laredo, El Paso, and Hidalgo, also serve as national gateways with \$148 billion worth of exports and imports crossing their thresholds on their way to and from Mexico and the 50 states in 2004.

Michigan experienced a growth in the value of trade activity at its two major surface ports and saw a nearly 3 percent increase in trade activity statewide in 2004, after a decrease in trade by the state in 2003. Texas had an increase of 16 percent at the state level in 2004 compared to an increase of just under 3 percent in 2003. Trade passing through Texas' largest port, Laredo, saw an increase of almost 14 percent in 2004 after a decline in trade activity in 2003.

Overall surface trade in 2004 declined in two states, Delaware by a little more than 1 percent and Utah by just over 4 percent, compared to a decline in nine states in 2003. The decline of trade value by the state of Utah was due to a 9 percent

decline in Utah-Canada trade. The decline in Delaware can be attributed to a 45 percent decline in trade with Mexico.

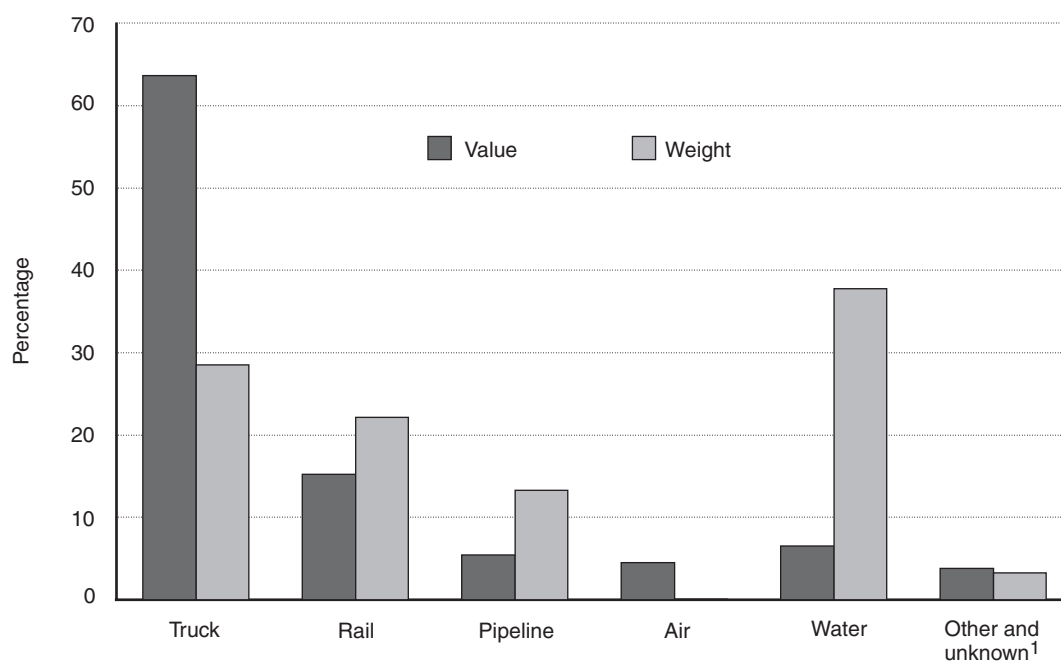
Freight Shipments by Commodity and Mode

Just 10 commodities, with shipments valued at \$454 billion, accounted for 72 percent of all surface freight in 2004 (table A-4). These top 10 commodities increased 12 percent in value from 2003.

Top Commodities

Ranked by value, motor vehicles and parts was the leading commodity group moved by surface modes in 2004 (figure 6). Over \$1 out of every \$5 (21 percent) of surface freight shipments between U.S. and NAFTA partners involved motor vehicles and parts. Totaling \$132 billion, \$98 billion (74 percent) was traded with Canada, and \$34 billion was traded with Mexico. The dominance of motor vehicles and parts reflects the continued

Figure 5

Modal Shares of U.S. Goods Trade with NAFTA Partners by Value and Weight: 2004

¹ Other and unknown includes "flyaway aircraft" (i.e., aircraft moving from the manufacturer to a customer and not carrying any freight), vessels moving under their own power, pedestrians carrying freight, and miscellaneous.

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 May 2005.

integration of automotive production across the borders of the three countries.

Motor vehicles and parts were the leading commodity in U.S.-Canada surface trade in 2004 and the third leading commodity for U.S.-Mexico surface trade.

Electrical machinery and equipment was the top commodity group traded with Mexico in 2004—\$57 billion compared to \$23 billion with Canada. About 37 percent of this trade with Mexico was exports and 63 percent imports. The reverse is true for U.S.-Canada trade in these goods—68 percent was exports and 32 percent imports.

Trucks transported a total of \$73 billion of U.S.-NAFTA trade in motor vehicle and parts in 2004. Of this amount, \$59 billion was with Canada, and this was almost evenly split between exports and imports. The remaining \$14 billion in motor vehicle and parts trade hauled by truck was with

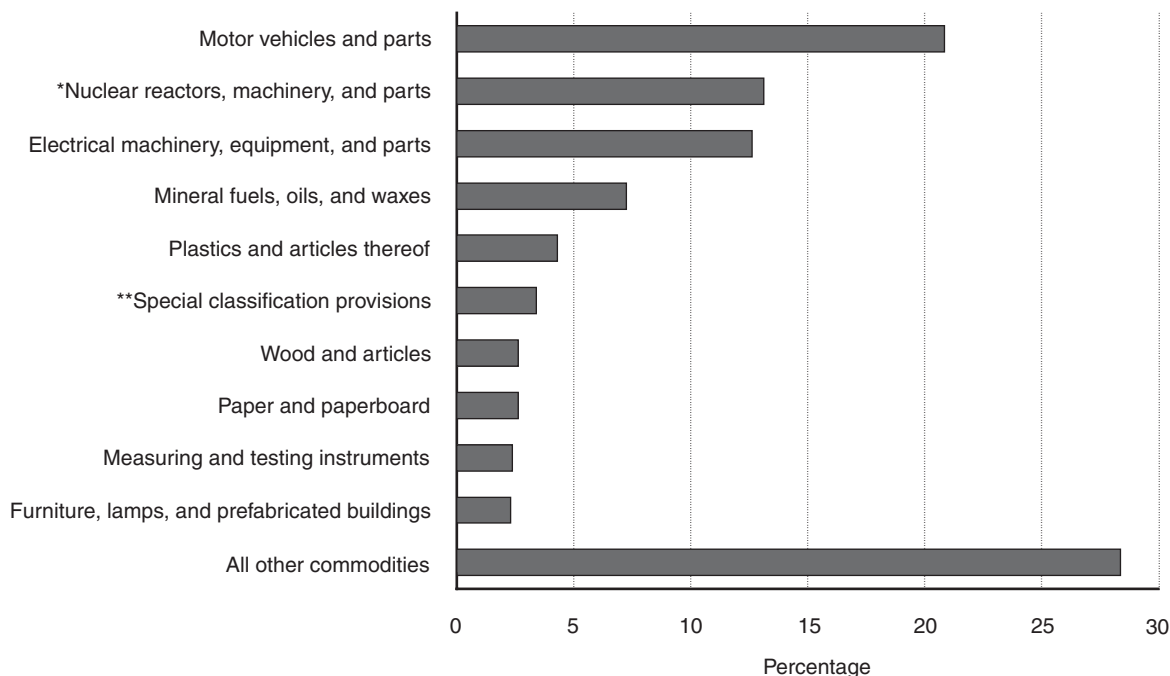
Mexico. About 39 percent of this was exports and 61 percent was imports.

Rail hauled a total of \$57 billion of automotive goods between the United States and the NAFTA partners. Canada accounted for a total of \$37 billion of the rail shipments of which 21 percent were exports and 79 percent were imports. Rail transported a larger share (\$20 billion) of the U.S.-Mexican trade in automotive goods than that moved by trucks (\$14 billion).

In terms of weight, the top 10 commodities transported by surface modes made up about 67 percent of the tonnage for all land freight trade with Canada and Mexico. The leading commodity by a significant margin is mineral fuels, oils, and waxes (HS 27), which accounted for approximately 29 percent of the freight tonnage moved by land modes between the United States and NAFTA partners (figure 7).

Figure 6

Top Commodities' Share of U.S. Merchandise Surface Trade with Canada and Mexico by Value: 2004



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

* "Nuclear reactors and parts" 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 2005.

Motor vehicles and parts is the second most traded commodity by weight with about 7 percent of North American tonnage moved in 2004. Approximately 70 percent of this motor vehicles and parts tonnage is transported on trucks; the remainder is moved by rail.

Commodity by Mode

Truck

Electrical machinery is the leading commodity group by value moved by trucks in U.S.-NAFTA surface trade. Trucks hauled about \$56 billion of these goods in U.S.-Mexico trade and about \$21 billion in trade with Canada.

While several goods are traded between the United States and the NAFTA partners, just a few commodity groups account for the bulk of the

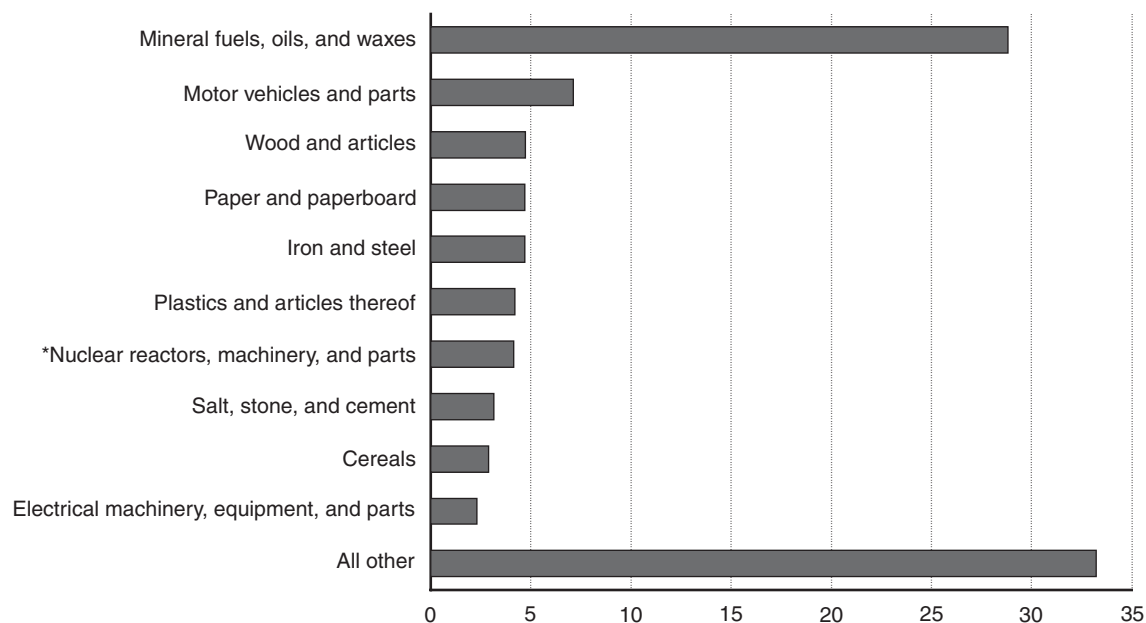
transborder shipments that cross our borders. For example, the top 10 commodities transported by trucks in U.S.-NAFTA trade—with shipments valued at \$321 billion—accounted for 71 percent of the total U.S.-NAFTA truck trade. The 10 leading commodities moved by truck in U.S.-Canada trade were valued at \$184 billion and represented 69 percent of all U.S.-Canada truck trade. The top 10 commodities traded with Mexico by truck totaled \$142 billion or 77 percent of U.S. Mexico truck trade (appendix table A-5-Truck).

Rail

The top 10 commodities moved by rail amounted to \$93 billion and accounted for 85 percent of all commodities transported by rail. The top 10 commodities traded with Canada and transported by

Figure 7

Top Commodities' Share of U.S. Merchandise Surface Trade with Canada and Mexico by Weight: 2004



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.

* "Nuclear reactors and parts" 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 May 2005.

rail were worth \$65 billion while that traded with Mexico were valued at about \$30 billion.

Pipeline

Pipelines transported about \$39 billion worth of goods in U.S.-NAFTA trade, nearly all of which were mineral fuel and products. The majority of this trade was mostly imports from Canada—valued at about \$37 billion and weighing 82 million short tons. In contrast, pipelines moved only \$87 million in U.S.-Mexico trade and nearly all were exports.

U.S.-NAFTA trade in mineral fuels, oils, and related products (HS 27), transported mostly by pipelines, increased 19 percent overall to \$46 billion. This increase was primarily due to imports from Canada, which account for 81 percent of the value of U.S. trade in this commodity with Canada and Mexico.

Air

In 2004, about 70 percent (\$23 billion) of the U.S.-NAFTA trade transported by air was with Canada and 30 percent (\$9 billion) was with Mexico (appendix table A-5-Air). Similar to the concentration of commodities moved by surface modes, few goods account for the majority of U.S.-NAFTA air cargo. The top 10 commodities moved by air, valued at \$30 billion, accounted for 92 percent of air cargo trade. The top commodities traded by air with Canada and Mexico by value were electrical machinery and equipment (HS 85); nuclear reactors, boilers, machinery and parts; and measuring and testing instruments. By weight, the leading commodity group was nuclear reactors, boilers, machinery and parts with about 91,000 short tons.

Vessel

Maritime vessels play a critical role in U.S.-NAFTA trade, carrying over \$46 billion worth of trade in 2004. Of this, trade with Mexico (\$32 billion) is more than twice that with Canada (\$14 billion), particularly for U.S. imports. Vessel trade remains important for trade in bulk commodities in the Gulf of Mexico, especially petroleum-related products. The top commodity traded by vessel with both Canada and Mexico both in terms of value and weight was mineral fuel, oils, and waxes (HS 27) valued at \$32 billion and weighing 157 million short tons.

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>.

Appendix Tables

Table A-1

U.S. Merchandise Trade with Canada and Mexico by Mode: 2003 and 2004

(Millions of current U.S. dollars)

	Total U.S.-NAFTA Partner Trade			U.S. Exports to NAFTA Partners			U.S. Imports from NAFTA Partners		
	2003	2004	Percent change	2003	2004	Percent change	2003	2004	Percent change
TOTAL, ALL MODES	629,178	711,647	13.1	266,938	299,877	12.3	362,239	411,771	13.7
Canada	393,647	445,029	13.1	169,481	189,101	11.6	224,166	255,928	14.2
Mexico	235,531	266,618	13.2	97,457	110,775	13.7	138,073	155,843	12.9
TOTAL, ALL LAND MODES	562,776	633,563	12.6	240,486	269,182	11.9	322,291	364,381	13.1
Canada	362,319	408,613	12.8	154,871	171,878	11.0	207,448	236,735	14.1
Mexico	200,457	224,950	12.2	85,615	97,304	13.7	114,842	127,646	11.1
Truck total	404,035	452,953	12.1	194,786	215,247	10.5	209,249	237,706	13.6
Canada	240,949	268,660	11.5	124,235	135,897	9.4	116,714	132,762	13.8
Mexico	163,086	184,293	13.0	70,551	79,349	12.5	92,535	104,944	13.4
Rail total	95,724	108,360	13.2	26,041	30,229	16.1	69,683	78,131	12.1
Canada	64,757	74,544	15.1	14,777	16,597	12.3	49,981	57,947	15.9
Mexico	30,967	33,816	9.2	11,265	13,633	21.0	19,702	20,183	2.4
Pipeline total	32,366	38,500	19.0	915	1,671	82.7	31,451	36,829	17.1
Canada	32,211	38,413	19.3	760	1,584	108.6	31,451	36,828	17.1
Mexico	156	87	-43.8	155	87	-43.9	<0.5	<0.5	NA
All other land modes total	30,651	33,750	10.1	18,743	22,034	17.6	11,908	11,716	-1.6
Canada	24,402	26,997	10.6	15,100	17,800	17.9	9,302	9,197	-1.1
Mexico	6,249	6,753	8.1	3,644	4,234	16.2	2,605	2,518	-3.3
TOTAL, AIR & VESSEL	66,401	78,085	17.6	26,453	30,695	16.0	39,949	47,390	18.6
Canada	31,328	36,416	16.2	14,610	17,223	17.9	16,718	19,193	14.8
Mexico	35,073	41,669	18.8	11,843	13,472	13.8	23,231	28,197	21.4
Air total	28,349	32,013	12.9	17,205	20,165	17.2	11,144	11,848	6.3
Canada	20,359	22,544	10.7	12,016	14,152	17.8	8,343	8,392	0.6
Mexico	7,990	9,469	18.5	5,190	6,013	15.9	2,801	3,456	23.4
Vessel total	38,052	46,072	21.1	9,247	10,529	13.9	28,805	35,542	23.4
Canada	10,969	13,872	26.5	2,594	3,071	18.4	8,374	10,801	29.0
Mexico	27,083	32,199	18.9	6,653	7,458	12.1	20,430	24,741	21.1

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

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

SOURCE: **Truck, rail, and pipeline**—U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data, as of April 2005. **Total, water, and air**—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, December 2003 and 2004.

Table A-2

Value of Land Trade between U.S. States and Canada and Mexico: 2003 and 2004

(Sorted by 2004 North American land trade rank)

(Millions of current U.S. dollars)

U.S. State	U.S.-North American Surface Trade			U.S.-Canada Surface Trade			U.S.-Mexico Surface Trade		
	2003	2004	Percent change	2003	2004	Percent change	2003	2004	Percent change
All U.S. States	562,776	633,563	12.6	362,319	408,613	12.8	200,457	224,950	12.2
Michigan	91,486	94,079	2.8	64,777	69,479	7.3	26,709	24,600	-7.9
Texas	78,815	91,554	16.2	15,303	17,087	11.7	63,512	74,467	17.3
California	57,845	66,104	14.3	24,008	27,106	12.9	33,837	38,998	15.3
Illinois	28,733	33,226	15.6	22,675	26,465	16.7	6,057	6,762	11.6
Ohio	32,492	33,209	2.2	26,466	27,434	3.7	6,026	5,775	-4.2
New York	29,681	32,309	8.9	25,765	28,043	8.8	3,916	4,265	8.9
Indiana	17,768	18,688	5.2	11,425	13,297	16.4	6,344	5,391	-15.0
Pennsylvania	15,996	18,460	15.4	12,828	14,910	16.2	3,167	3,550	12.1
Tennessee	12,921	15,632	21.0	8,961	10,703	19.4	3,960	4,929	24.5
Washington	12,738	15,205	19.4	11,966	14,083	17.7	772	1,123	45.3
Georgia	10,069	11,944	18.6	7,144	8,388	17.4	2,926	3,556	21.6
Minnesota	10,216	11,941	16.9	8,958	10,426	16.4	1,258	1,515	20.4
North Carolina	10,029	11,718	16.8	6,114	7,288	19.2	3,915	4,430	13.2
Wisconsin	9,869	11,461	16.1	7,854	8,971	14.2	2,015	2,490	23.6
Kentucky	8,595	10,697	24.5	6,858	8,205	19.6	1,737	2,492	43.5
New Jersey	8,884	10,140	14.1	7,308	8,069	10.4	1,576	2,071	31.4
Missouri	7,703	9,400	22.0	5,657	6,841	20.9	2,047	2,559	25.0
Arizona	8,230	9,362	13.7	2,011	2,106	4.7	6,220	7,255	16.7
Massachusetts	8,057	8,740	8.5	6,975	7,562	8.4	1,083	1,178	8.8
Florida	6,624	7,108	7.3	4,483	4,930	10.0	2,141	2,178	1.8
Iowa	5,310	6,488	22.2	4,111	4,990	21.4	1,200	1,497	24.8
South Carolina	5,535	6,236	12.7	3,925	4,563	16.3	1,610	1,673	3.9
Virginia	5,492	5,815	5.9	4,213	4,699	11.6	1,279	1,116	-12.8
Oregon	4,483	5,616	25.3	3,553	4,005	12.7	930	1,611	73.2
Vermont	3,698	4,935	33.5	3,662	4,894	33.6	36	41	15.9
Connecticut	3,987	4,590	15.1	2,815	3,116	10.7	1,172	1,474	25.8
Alabama	3,534	4,285	21.3	2,634	3,043	15.5	899	1,242	38.1
Colorado	3,155	4,022	27.5	2,347	2,861	21.9	808	1,161	43.7
Maryland	3,384	3,890	15.0	2,194	2,481	13.1	1,190	1,410	18.5
Kansas	2,749	3,829	39.3	1,881	2,630	39.8	868	1,200	38.2
Montana	2,248	3,193	42.0	2,234	3,154	41.2	14	39	172.8
Oklahoma	2,354	2,872	22.0	1,800	2,098	16.6	554	773	39.5
Maine	2,639	2,815	6.7	2,597	2,762	6.3	42	53	26.8
Louisiana	2,184	2,587	18.5	1,590	1,926	21.2	594	661	11.2
Arkansas	1,992	2,422	21.6	1,537	1,802	17.2	455	620	36.4
West Virginia	1,556	2,322	49.2	1,409	1,737	23.3	147	585	297.0
Utah	2,343	2,240	-4.4	2,013	1,827	-9.2	331	413	24.8
Wyoming	1,906	2,056	7.9	1,836	1,977	7.7	70	79	12.6
Mississippi	1,517	2,039	34.4	1,158	1,380	19.2	359	659	83.3
New Hampshire	1,808	1,905	5.4	1,310	1,541	17.6	498	364	-26.8
North Dakota	1,741	1,877	7.8	1,679	1,785	6.3	62	93	49.4
Nebraska	1,783	1,793	0.6	1,219	1,213	-0.5	563	580	3.1
Delaware	1,476	1,458	-1.2	1,004	1,199	19.4	471	259	-45.1
Nevada	1,062	1,241	16.8	947	1,043	10.1	115	198	72.3
Rhode Island	1,029	1,071	4.0	851	918	8.0	178	152	-14.6
Idaho	866	975	12.6	781	873	11.8	86	102	19.7
South Dakota	785	848	8.0	532	616	15.9	253	231	-8.5
New Mexico	571	746	30.6	231	274	18.8	341	472	38.6
Alaska	290	343	18.1	274	318	16.0	17	25	53.4
District of Columbia	88	94	6.6	83	82	-0.7	6	12	112.1
Hawaii	81	91	12.4	79	90	13.2	1	1	-42.1
U.S. State Unknown	24,381	27,891	14.4	18,287	21,324	16.6	6,094	6,568	7.8

NOTE: Total for all U.S. states includes data for shipments where the U.S. state of origin or destination is unknown. U.S. state surface trade value equals imports to the U.S. state of destination plus exports from the U.S. state of origin. 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. 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 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 2005.

Table A-3

Top 10 U.S. Land Ports for Land Trade with Canada and Mexico: 2003 and 2004

(Thousands of current U.S. dollars)

U.S. Port	All land modes			Truck			Rail		
	2003	2004	Percent change	2003	2004	Percent change	2003	2004	Percent change
U.S.-North American trade, total	562,776,436	633,562,711	12.6	392,011,875	452,952,617	15.5	95,724,033	108,360,115	13.2
Top 10 ports, total	412,424,713	60,654,100	11.7	322,372,568	361,393,164	12.1	79,584,042	87,600,121	10.1
Detroit, MI	101,889,513	113,807,623	11.7	84,810,618	94,019,507	10.9	16,723,319	19,278,278	15.3
Laredo, TX	78,762,959	89,510,852	13.6	54,619,781	63,985,424	17.1	23,940,343	25,398,735	6.1
Buffalo-Niagara, NY	59,369,091	68,351,546	15.1	45,752,599	52,316,608	14.3	9,126,782	10,261,965	12.4
Port Huron, MI	62,293,838	65,918,609	5.8	35,719,647	37,741,459	5.7	22,888,701	23,959,562	4.7
El Paso, TX	39,204,331	42,779,555	9.1	35,935,405	39,531,129	10.0	2,472,629	2,928,668	18.4
Otay Mesa, CA	19,678,318	22,188,749	12.8	19,660,724	22,171,883	12.8	NA	NA	NA
Champlain-Rouses Pt., NY	14,438,796	15,971,247	10.6	12,739,679	14,173,910	11.3	898,157	1,133,615	26.2
Hidalgo, TX	14,428,476	15,877,171	10.0	14,340,066	15,863,990	10.6	4,453	2,020	-54.6
Blaine, WA	12,005,376	14,175,533	18.1	9,881,089	11,074,258	12.1	2,098,150	3,092,083	47.4
Nogales, AZ	10,354,015	12,073,215	16.6	8,912,960	10,514,995	18.0	1,431,507	1,545,195	7.9
U.S.-Canada trade, total	362,319,128	408,612,969	12.8	240,949,027	268,659,618	11.5	64,757,423	74,543,847	15.1
Top 10 ports, total	288,166,879	323,649,709	12.3	221,837,418	247,417,702	11.5	55,564,511	63,095,059	13.6
Detroit, MI	101,815,113	113,668,714	11.6	84,743,294	93,882,632	10.8	16,718,137	19,276,281	15.3
Buffalo-Niagara, NY	59,275,775	68,283,239	15.2	45,659,600	52,248,579	14.4	9,126,589	10,261,760	12.4
Port Huron, MI	62,244,347	65,879,966	5.8	35,672,586	37,704,369	5.7	22,886,271	23,959,412	4.7
Champlain-Rouses Pt., NY	14,412,634	15,945,026	10.6	12,713,518	14,147,689	11.3	898,156	1,133,615	26.2
Blaine, WA	12,005,376	14,175,533	18.1	9,881,089	11,074,258	12.1	2,098,150	3,092,083	47.4
Alexandria Bay, NY	10,035,184	11,008,768	9.7	10,025,004	11,005,130	9.8	NA	NA	NA
Pembina, ND	9,475,625	10,744,181	13.4	8,979,725	10,213,646	13.7	106,680	199,400	86.9
Sweetgrass, MT	7,470,239	9,008,514	20.6	5,947,477	6,591,707	10.8	646,279	940,339	45.5
Portal, ND	6,243,330	8,006,892	28.2	3,478,077	4,179,980	20.2	2,677,492	3,712,307	38.6
Highgate Springs, VT	5,189,256	6,928,876	33.5	4,737,048	6,369,713	34.5	406,758	519,862	27.8
U.S.-Mexico trade, total	200,457,309	224,949,742	12.2	163,085,879	184,292,998	13.0	30,966,610	33,816,269	9.2
Top 10 ports, total	190,980,524	211,103,066	10.5	158,942,511	179,566,108	13.0	30,833,262	33,587,526	8.9
Laredo, TX	78,762,959	89,510,852	13.6	54,619,781	63,985,424	17.1	23,940,343	25,398,735	6.1
El Paso, TX	39,204,331	42,779,555	9.1	35,935,405	39,531,129	10.0	2,472,629	2,928,668	18.4
Otay Mesa, CA	19,678,318	22,188,749	12.8	19,660,724	22,171,883	12.8	NA	NA	NA
Hidalgo, TX	14,428,476	15,877,171	10.0	14,340,066	15,863,990	10.6	4,453	2,020	-54.6
Nogales, AZ	10,354,015	12,073,215	16.6	8,912,960	10,514,995	18.0	1,431,507	1,545,195	7.9
Brownsville-Cameron, TX	10,061,840	10,677,779	6.1	9,136,427	9,800,070	7.3	848,888	787,761	-7.2
Calexico East, CA	8,889,956	9,942,717	11.8	8,799,722	9,645,911	9.6	89,984	166,244	84.7
Eagle Pass, TX	5,739,283	4,098,505	-28.6	3,677,079	4,098,505	11.5	2,045,145	2,758,847	34.9
Del Rio, TX	2,772,201	2,797,360	0.9	2,771,208	2,797,043	0.9	313	48	-84.7
Santa Teresa, NM	1,089,145	1,157,163	6.2	1,089,139	1,157,156	6.2	NA	7	NA

NOTE: 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 2005.

Table A-4

Top 10 Commodities by Value for U.S. Surface Trade with Canada and Mexico: 2004

(Millions of current U.S. dollars)

U.S.-North American Trade						
Rank	Commodity Code	Description	Total	Exports	Imports	Percent of total
1	87	Motor vehicles and parts	132,154	49,670	82,484	20.9
2	84	*Nuclear reactors, boilers, machinery and parts	83,300	47,694	35,606	13.1
3	85	Electrical machinery and equipment and parts	79,987	36,362	43,625	12.6
4	27	Mineral fuels, oils and waxes	46,074	4,775	41,299	7.3
5	39	Plastics and articles thereof	27,292	16,375	10,917	4.3
6	98	**Special classification provisions	21,531	9,255	12,276	3.4
7	44	Wood and articles	16,772	2,565	14,207	2.6
8	48	Paper and paperboard	16,725	6,497	10,228	2.6
9	90	Measuring and testing instruments	15,119	7,997	7,122	2.4
10	94	Furniture, lamps and prefabricated buildings	14,717	4,061	10,655	2.3
		Total, top 10 commodities	453,670	185,251	268,419	71.6
		Total, all commodities	633,563	269,182	364,381	100.0

U.S.-Canada Trade						
Rank	Commodity Code	Description	Total	Exports	Imports	Percent of total
1	87	Motor vehicles and parts	97,874	39,000	58,874	24.0
2	84	*Nuclear reactors, boilers, machinery and parts	46,860	30,383	16,477	11.5
3	27	Mineral fuels, oils and waxes	44,931	3,846	41,085	11.0
4	85	Electrical machinery, equipment and parts	22,968	15,510	7,459	5.6
5	39	Plastics	17,494	8,477	9,017	4.3
6	44	Wood and articles	15,973	2,087	13,887	3.9
7	48	Paper and paperboard	13,762	4,258	9,504	3.4
8	98	**Special classification provisions	13,552	5,469	8,083	3.3
9	94	Furniture, lamps and prefabricated buildings	8,668	3,117	5,552	2.1
10	76	Aluminum and articles	8,372	2,506	5,866	2.0
		Total, top 10 commodities	290,456	114,653	175,803	71.1
		Total, all commodities	408,613	171,878	236,735	100.0

U.S.-Mexico Trade						
Rank	Commodity Code	Description	Total	Exports	Imports	Percent of total
1	85	Electrical machinery, equipment and parts	57,019	20,852	36,166	25.3
2	84	*Nuclear reactors, boilers, machinery and parts	36,440	17,311	19,129	16.2
3	87	Motor vehicles and parts	34,280	10,670	23,610	15.2
4	39	Plastics	9,798	7,898	1,900	4.4
5	90	Measuring and testing instruments	9,193	3,377	5,816	4.1
6	98	**Special classification provisions	7,978	3,786	4,193	3.5
7	94	Furniture, lamps and prefabricated buildings	6,048	945	5,104	2.7
8	62	Not knitted or crocheted apparel	4,204	469	3,735	1.9
9	73	Articles of iron and steel	4,033	2,010	2,023	1.8
10	48	Paper and paperboard	2,963	2,239	724	1.3
		Total, top 10 commodities	171,957	69,557	102,401	76.4
		Total, all commodities	224,950	97,304	127,646	100.0

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

* "Nuclear reactors and parts" 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 2005.

Table A-5-Air

Top 10 Commodities by Value for U.S.-NAFTA Partner Trade by Air: 2004

(Millions of current U.S. dollars)

North American Trade					
Rank	Commodity code	Description	Total	Exports	Imports
1	85	Electrical machinery and equipment and parts	9,632	6,355	3,277
2	84	*Nuclear reactors, boilers, machinery and parts	7,709	5,389	2,320
3	90	Measuring and testing instruments	3,205	2,322	883
4	71	Pearls, stones, metals imitation jewelry	2,815	1,880	935
5	98	**Special classification provisions	2,204	152	2,051
6	88	Aircraft, spacecraft, and parts thereof	2,171	1,008	1,163
7	30	Pharmaceutical products	1,086	898	187
8	29	Organic chemicals	363	298	64
9	87	Motor vehicles and parts	220	132	89
10	82	Tools, implements, cutlery, spoons and forks, of base metal	198	159	39
		Total, top 10 commodities	29,603	18,594	11,009
		Top 10 share of all commodities (percent)	92.5	92.2	92.9
		Total, all commodities	32,013	20,165	11,848
U.S.-Canada Trade					
Rank	Commodity code	Description	Total	Exports	Imports
1	85	Electrical machinery and equipment and parts	6,315	4,236	2,080
2	84	*Nuclear reactors, boilers, machinery and parts	5,283	3,846	1,437
3	90	Measuring and testing instruments	2,504	1,838	666
4	71	Pearls, stones, metals imitation jewelry	2,076	1,391	685
5	88	Aircraft, spacecraft, and parts thereof	1,922	761	1,161
6	98	**Special classification provisions	1,759	142	1,617
7	30	Pharmaceutical products	656	495	160
8	29	Organic chemicals	267	231	35
9	82	Tools, implements, cutlery, spoons and forks, of base metal	142	119	23
10	49	Printed books and products of printing industry	135	80	55
		Total, top 10 commodities	21,058	13,140	7,918
		Top 10 share of all commodities (percent)	93.4	92.8	94.4
		Total, all commodities	22,544	14,152	8,392
U.S.-Mexico Trade					
Rank	Commodity code	Description	Total	Exports	Imports
1	85	Electrical machinery and equipment and parts	3,316	2,119	1,197
2	84	*Nuclear reactors, boilers, machinery and parts	2,426	1,543	884
3	71	Pearls, stones, metals imitation jewelry	738	489	250
4	90	Measuring and testing instruments	701	484	218
5	98	**Special classification provisions	445	10	434
6	30	Pharmaceutical products	430	403	27
7	88	Aircraft, spacecraft, and parts thereof	249	247	2
8	97	Works of art, collectors' pieces and antiques	108	87	21
9	61	Knitted or crocheted apparel	97	16	82
10	29	Organic chemicals	96	67	29
		Total, top 10 commodities	8,608	5,464	3,144
		Top 10 share of all commodities (percent)	90.9	90.9	91.0
		Total, all commodities	9,469	6,013	3,456

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

* "Nuclear reactors and parts" 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 2005.

Table A-5-Truck

Top 10 Commodities by Value for U.S.-NAFTA Partner Trade by Truck: 2004

(Millions of current U.S. dollars)

U.S.-North American Trade					
Rank	Commodity code	Description	Total	Exports	Imports
1	85	Electrical machinery and equipment and parts	77,281	34,385	42,896
2	84	*Nuclear reactors, boilers, machinery and parts	75,891	43,491	32,400
3	87	Motor vehicles and parts	73,365	35,007	38,358
4	39	Plastics and articles thereof	21,208	13,187	8,020
5	90	Measuring and testing instruments	14,413	7,327	7,086
6	98	**Special classification provisions	14,265	2,294	11,971
7	94	Furniture, lamps and prefabricated buildings	14,123	3,551	10,572
8	48	Paper and paperboard	12,339	5,535	6,804
9	73	Articles of iron or steel	10,205	4,911	5,294
10	44	Wood and articles	8,663	2,171	6,492
Total, top 10 commodities			321,753	151,860	169,894
Top 10 share of all commodities (percent)			71.0	70.6	71.5
Total, all commodities			452,953	215,247	237,706

U.S.-Canada Trade					
Rank	Commodity code	Description	Total	Exports	Imports
1	87	Motor vehicles and parts	59,496	29,575	29,921
2	84	*Nuclear reactors, boilers, machinery and parts	43,154	27,934	15,221
3	85	Electrical machinery and equipment and parts	21,099	13,788	7,311
4	39	Plastics and articles thereof	12,580	6,151	6,429
5	98	**Special classification provisions	9,750	1,891	7,859
6	48	Paper and paperboard	9,665	3,558	6,106
7	94	Furniture, lamps, and prefabricated buildings	8,088	2,615	5,473
8	44	Wood and articles	7,910	1,735	6,175
9	73	Articles of iron or steel	6,579	3,025	3,553
10	76	Aluminum and articles thereof	6,005	2,348	3,658
Total, top 10 commodities			184,326	92,620	91,706
Top 10 share of all commodities (percent)			68.6	68.2	69.1
Total, all commodities			268,660	135,897	132,762

U.S.-Mexico Trade					
Rank	Commodity code	Description	Total	Exports	Imports
1	85	Electrical machinery and equipment and parts	56,182	20,597	35,585
2	84	*Nuclear reactors, boilers, machinery and parts	32,737	15,558	17,179
3	87	Motor vehicles and parts	13,870	5,432	8,438
4	90	Measuring and testing instruments	9,034	3,248	5,786
5	39	Plastics and articles thereof	8,627	7,036	1,591
6	94	Furniture, lamps and prefabricated buildings	6,035	936	5,099
7	98	**Special classification provisions	4,515	404	4,112
8	62	Not knitted or crocheted apparel	4,204	469	3,735
9	73	Articles of iron or steel	3,627	1,886	1,741
10	61	Knitted or crocheted apparel	2,824	547	2,277
Total, top 10 commodities			141,654	56,112	85,542
Top 10 share of all commodities (percent)			76.9	70.7	81.5
Total, all commodities			184,293	79,349	104,944

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

* "Nuclear reactors and parts" 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 2005.

Table A-5-Rail

Top 10 Commodities by Value for U.S.-NAFTA Partner Trade by Rail: 2004

(Millions of current U.S. dollars)

North American Trade					
Rank	Commodity code	Description	Total	Exports	Imports
1	87	Motor vehicles and parts	56,975	12,903	44,072
2	44	Wood and articles	7,894	179	7,714
3	39	Plastics and articles thereof	5,490	2,594	2,896
4	84	*Nuclear reactors, boilers, machinery and parts	5,170	2,125	3,044
5	48	Paper and paperboard	4,062	639	3,423
6	29	Organic chemicals	3,180	1,589	1,591
7	72	Iron and steel	2,655	1,223	1,432
8	76	Aluminum and articles thereof	2,458	249	2,209
9	47	Pulp of wood or of other fibrous cellulosic material	2,362	559	1,803
10	27	Mineral fuels, oils and waxes	2,316	611	1,705
		Total, top 10 commodities	92,561	22,671	69,890
		Top 10 share of all commodities (percent)	85.4	75.0	89.5
		Total, all commodities	108,360	30,229	78,131
U.S.-Canada Trade					
Rank	Commodity code	Description	Total	Exports	Imports
1	87	Motor vehicles and parts	36,785	7,835	28,950
2	44	Wood and articles	7,849	138	7,711
3	39	Plastics and articles thereof	4,328	1,741	2,587
4	48	Paper and paperboard	3,774	377	3,397
5	29	Organic chemicals	2,767	1,241	1,527
6	76	Aluminum and articles thereof	2,288	80	2,208
7	27	Mineral fuels, oils and waxes	2,002	301	1,701
8	47	Pulp of wood or of other fibrous cellulosic material	1,958	155	1,803
9	72	Iron and steel	1,717	812	904
10	84	*Nuclear reactors, boilers, machinery and parts	1,597	379	1,219
		Total, top 10 commodities	65,064	13,058	52,006
		Top 10 share of all commodities (percent)	87.3	78.7	89.7
		Total, all commodities	74,544	16,597	57,947
U.S.-Mexico Trade					
Rank	Commodity code	Description	Total	Exports	Imports
1	87	Motor vehicles and parts	20,191	5,069	15,122
2	84	*Nuclear reactors, boilers, machinery and parts	3,572	1,747	1,825
3	39	Plastics and articles thereof	1,162	853	309
4	22	Beverages, spirits and vinegar	978	23	955
5	72	Iron and steel	938	411	528
6	10	Cereals	909	907	2
7	12	Seeds, fruit, plants, straw and fodder	623	622	0.04
8	85	Electrical machinery and equipment and parts	512	237	275
9	29	Organic chemicals	413	348	64
10	47	Pulp of wood or of other fibrous cellulosic material	405	404	0.5
		Total, top 10 commodities	29,702	10,621	19,081
		Top 10 share of all commodities (percent)	87.8	77.9	94.5
		Total, all commodities	33,816	13,633	20,183

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

* "Nuclear reactors and parts" 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 2005.

Table A-5-Pipeline

All Commodities by Value for U.S.-NAFTA Partner Trade by Pipeline: 2004

(Millions of current U.S. dollars)

North American Trade					
Rank	Commodity code	Description	Total	Exports	Imports
1	27	Mineral fuels, oils and waxes	38,256	1,667	36,589
2	47	Pulp of wood or of other fibrous cellulosic material	137	0	137
3	29	Organic chemicals	81	3	78
4	28	Inorganic chemicals,precious metals and radioactive elements	25	0.5	24
5	25	Salt, sulfur, earths and stone, plastering materials, lime and cement	1	1.0	0.2
6	22	Beverages, spirits and vinegar	0.2	0.0	0.2
7	44	Wood and articles of wood, wood charcoal	0.1	0.0	0.1
Total, all commodities			38,500	1,671	36,829

U.S.-Canada Trade					
Rank	Commodity code	Description	Total	Exports	Imports
1	27	Mineral fuels, oils and waxes	38,169	1,580	36,589
2	47	Pulp of wood or of other fibrous cellulosic material	137	0	137
3	29	Organic chemicals	81	3	78
4	28	Inorganic chemicals,precious metals and radioactive elements	25	0.5	24
5	25	Salt, sulfur, earths and stone, plastering materials, lime and cement	1	1	0.18
6	22	Beverages, spirits and vinegar	0.2	0	0.16
7	44	Wood and articles of wood, wood charcoal	0.1	0	0.09
Total, all commodities			38,413	1,584	36,828

U.S.-Mexico Trade					
Rank	Commodity code	Description	Total	Exports	Imports
1	27	Mineral fuels, oils and waxes	87	87	0
2	28	Inorganic chemicals, precious metals and radioactive elements	0.3	0	0.3
3	29	Organic chemicals	0.0	0	0
4	47	Pulp of wood or of other fibrous cellulosic material	0	0	0
5	25	Salt, sulfur, earths and stone, plastering materials, lime and cement	0	0	0
6	22	Beverages, spirits and vinegar	0	0	0
7	44	Wood and articles of wood, wood charcoal	0	0	0
Total, all commodities			87	87	<0.5

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

SOURCE: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data as of April 2005.

Table A-5-Vessel

Top 10 Commodities by Value for U.S.-NAFTA Partner Trade by Vessel: 2004

(Millions of current U.S. dollars)

North American Trade					
Rank	Commodity code	Description	Total	Exports	Imports
1	27	Mineral fuels, oils and waxes	31,526	4,162	27,363
2	29	Organic chemicals	3,200	2,427	773
3	87	Vehicles other than railway	2,890	80	2,810
4	72	Iron and steel	1,285	221	1,064
5	10	Cereals	822	792	30
6	26	Ores, slag and ash	637	371	267
7	25	Salt, stone, lime and cement	560	84	476
8	61	Knitted or crocheted apparel	486	147	339
9	62	Not knitted or crocheted apparel	425	56	370
10	48	Paper and paperboard	408	49	359
		Total, top 10 commodities	42,240	8,389	33,851
		Top 10 share of all commodities (percent)	91.7	79.7	95.2
		Total, all commodities	46,072	10,529	35,542
U.S.-Canada Trade					
Rank	Commodity code	Description	Total	Exports	Imports
1	27	Mineral fuels, oils and waxes	9,618	1,755	7,863
2	29	Organic chemicals	929	317	612
3	26	Ores, slag and ash	627	365	261
4	25	Salt, stone, lime and cement	448	82	366
5	48	Paper and paperboard	345	3	342
6	87	Motor vehicles and parts	326	3	323
7	44	Wood and articles	310	16	295
8	28	Inorganic chemicals, precious metals and radioactive elements	176	100	76
9	72	Iron and steel	175	29	146
10	84	*Nuclear reactors, boilers, machinery and parts	152	60	92
		Total, top 10 commodities	13,106	2,729	10,377
		Top 10 share of all commodities (percent)	94.5	88.9	96.1
		Total, all commodities	13,872	3,071	10,801
U.S.-Mexico Trade					
Rank	Commodity code	Description	Total	Exports	Imports
1	27	Mineral fuels, oils and waxes	21,908	2,408	19,500
2	87	Motor vehicles and parts	2,564	77	2,486
3	29	Organic chemicals	2,271	2,110	161
4	72	Iron and steel	1,110	192	918
5	10	Cereals	741	741	—
6	61	Knitted or crocheted apparel	486	147	339
7	62	Not knitted or crocheted apparel	425	56	369
8	12	Seeds, fruit, plants, straw and fodder	306	304	1
9	22	Beverages, spirits and vinegar	226	8	218
10	31	Fertilizers	213	205	8
		Total, top 10 commodities	30,248	6,247	24,001
		Top 10 share of all commodities (percent)	96.1	96.1	96.1
		Total, all commodities	32,199	7,458	24,741

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

* "Nuclear reactors and parts" 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 2005.

