

U.S. Exports and Imports Transshipped Via Canada and Mexico 2000



U.S. Department of Transportation
Maritime Administration

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Transshipped Via Canada and Mexico
2000**

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Preface

The following report is the latest in a series on U.S exports and imports transshipped via Canada and Mexico issued by the U.S Department of Transportation/Maritime Administration (MARAD). The report covers Calendar Year 2000 traffic.

The report begins with a brief highlight section and two short time series that summarize U.S. traffic moving through Canada and Mexico. This is followed by a series of tables that summarize this traffic by U.S. Customs District, foreign trade area, and commodity group. The methodology used to develop the traffic estimates is described in the Notes and Sources section at the end of the report.

This year's report departs from past practice in that it does not provide year-over-year comparisons at the detail level (although this data is available in the appendix summary tables contained on the CD version). Instead, a separate trend report featuring time series data and focusing on issues associated with the trends is being developed. Changes have also been made to the country of origin/destination and commodity sections to present the data in a more aggregated form.

This is the first MARAD publication to be issued in electronic format only. It is available from the MARAD web site or on CD. Detailed data tables, normally appearing as appendices to the report, and the underlying data in MS Access format at the 4-digit Harmonized Commodity Code level, are available only on the CD version.

The report has been prepared by Alvis Pauga, under contract with MARAD.

Requests for the CD version should be addressed to the Office of Statistical and Economic Analysis, MAR-450, Room 8107, Maritime Administration, 400 Seventh Street SW, Washington, DC, 20590 (Tel: 202- 366-2267). The web version of the report may be found on the agency's web site at www.marad.dot.gov in the Publications section.

Comments and recommendations regarding the content and format of the report can be made to www.pao.marad@marad.dot.gov

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Highlights

Overview

U.S. imports and exports transshipped via Canada and Mexico continued to increase in 2000 in both tons and value (Tables 1 and 2). As a reference point, in terms of value, this traffic was equivalent to 6.5 percent of U.S. liner trade.

In 2000, U.S. exports and imports moving through Canada amounted to an estimated 7 million metric tons valued at \$28.3 billion.¹ Conversely, Canadian cargo transshipped through U.S. ports in 2000 amounted to only 2.7 million tons. U.S. traffic moving through Canada increased by 2.3 percent in 2000 from the previous year, less than the 5 percent average annual increase since 1990. Imports have exceeded exports each year since 1992, and the size of the gap has been steadily increasing. In 2000, import tonnage was twice that of exports.

U.S. imports and exports via Mexico, included in this report only since 1998, grew by 5 percent in 2000 to 275,000 metric tons valued at \$3.3 billion. U.S. imports accounted for 93 percent of the total tonnage. In contrast, Mexican cargo moving through U.S. ports was considerably larger, amounting to 1.1 million metric tons in 2000.

U.S. Gateways

The Detroit and Chicago Customs Districts are the principal gateways for U.S. exports and imports moving through Canada, accounting for 57 percent of the total metric tons in 2000 (Table 3). Detroit alone accounted for 38 percent.

Laredo is by far the largest gateway for U.S. cargoes moving through Mexico, accounting for 43 percent of the total tonnage in 2000 (Table 4). San Diego is the second largest gateway (27 percent).

¹Due to the nature of the exercise, all tonnages in this report are estimated. See methodology described in Notes and Sources section.

Highlights

Trade Areas

U.S. imports and exports transshipped via Canada continued to be concentrated in the Europe & Mediterranean trade area, accounting for 79 percent of the total metric tons in 2000 (Table 5). The Far East accounted for only 14 percent of the total.

The Far East trade area accounted for 57 percent of total U.S. cargo transshipped via Mexico in 2000, but all were imports (Table 6). Most of the small amount of U.S. exports moving through Mexico (94 percent) was destined for Central and South America.

Commodities

Three major commodity groups accounted for 47 percent of U.S. imports and exports via Canada in 2000 - machinery and equipment (17 percent); base metals (15 percent); and chemical or allied products (15 percent).

In terms of value, Machinery and Equipment was by far the largest commodity group, accounting for 40 percent of the total in 2000 (Table 7).

Machinery and electrical equipment was overwhelmingly the principal commodity group for U.S. imports and exports via Mexico in 2000, accounting for 51 percent of the total metric tons 82 percent of the value (Table 8). Virtually all of this cargo was imports.

Transportation vehicles and associated equipment was the major product group exported via Mexico, accounting for 70 percent of export tonnage in 2000.

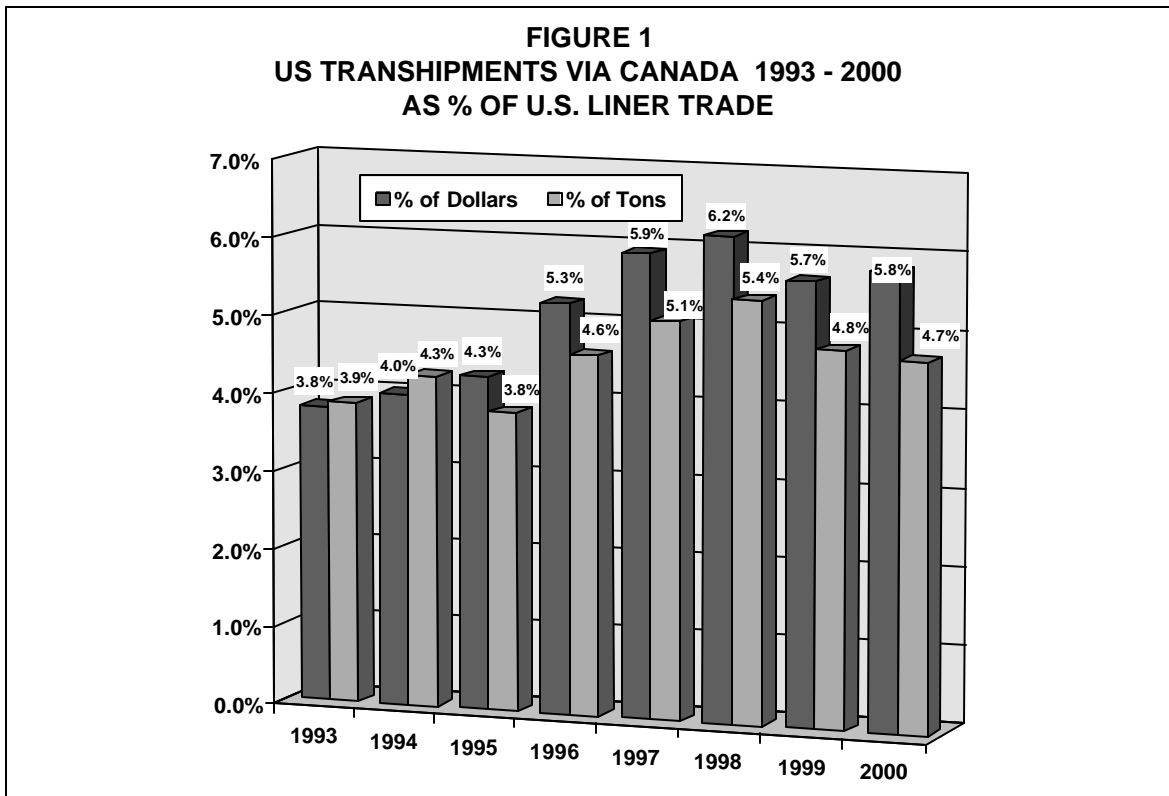
Tables and Figures

Table 1: U.S. Imports and Exports via Canada (1990-2000)
(Metric Tons in Thousands and Value in \$ Million)

Year	Total		Imports		Exports	
	Metric Tons (est.)	Value	Metric Tons (est.)	Value	Metric Tons (est.)	Value
1990	4,055	11,856	1,771	6,159	2,284	5,697
1991	3,941	12,254	1,667	6,301	2,274	5,953
1992	3,674	12,435	1,821	6,977	1,853	5,458
1993	4,304	13,981	2,212	8,153	2,091	5,828
1994	5,221	17,086	2,841	10,285	2,381	6,801
1995	5,251	19,760	2,737	12,044	2,514	7,715
1996	5,750	22,610	3,067	13,995	2,683	8,615
1997	6,154	24,583	3,521	15,916	2,633	8,667
1998	6,501	25,746	4,012	17,117	2,489	8,629
1999	6,859	26,741	4,397	17,980	2,463	8,761
2000	7,024	28,298	4,666	19,077	2,358	9,221

Table 2: U.S. Imports and Exports via Mexico (1998-2000)
(Metric Tons in Thousands and Value in \$ Million)

Year	Total		Imports		Exports	
	Metric Tons (est.)	Value	Metric Tons (est.)	Value	Metric Tons (est.)	Value
1998	208	2,035	163	1,897	45	138
1999	262	2,730	230	2,635	32	95
2000	275	3,398	257	3,327	18	71



Tables and Figures

Table 3: U.S. Imports and Exports Transshipped via Canada by U.S. Customs District - 2000

(Metric Tons in Thousands and Value in \$ Million)

U.S. Customs District	Total		Imports		Exports	
	Metric Tons	Value	Metric Tons	Value	Metric Tons	Value
Detroit, MI	2,679	10,515	1,122	4,304	1,557	6,211
Chicago, IL	1,342	4,804	1,342	4,804	-	-
Buffalo-Niagara Falls, NY	612	2,973	505	2,428	107	545
Ogdensburg, NY	563	2,520	414	1,699	149	821
Seattle, WA	443	1,847	222	887	221	960
St. Albans, VT	340	1,239	220	738	120	501
Minneapolis-St. Paul, MN	198	699	198	699	-	-
Cleveland, OH	186	806	186	806	-	-
Portland, ME	167	284	72	172	95	112
Milwaukee, WI	135	393	135	393	-	-
All Others	359	2,218	251	2,147	109	71
Total	7,024	28,298	4,666	19,077	2,358	9,221

Table 4: U.S. Imports and Exports Transshipped via Mexico by U.S. Customs District - 2000

(Metric Tons in Thousands and Value in \$ Million)

U.S. Customs District	Total		Imports		Exports	
	Metric Tons	Value	Metric Tons	Value	Metric Tons	Value
Laredo, TX	117	1,245	100	1,178	17	67
San Diego, CA	75	1,205	75	1,204	*	1
El Paso, TX	30	436	29	435	*	1
New Orleans, LA	13	76	13	76	*	-
Nogales, AZ	13	150	13	148	-	2
Miami, FL	12	110	12	110	-	-
Los Angeles, CA	8	73	8	73	-	-
Dallas-Fort Worth, TX	3	75	3	75	-	-
Houston, TX	3	18	3	18	-	-
Mobile, AL	1	6	1	6	-	-
All Others	-	4	-	4	-	-
Total	275	3,398	257	3,327	18	71

*Less than 500 metric tons

Tables and Figures

Table 5: U.S. Imports and Exports Transshipped via Canada by Trade Area - 2000
(Metric Tons in Thousands and Value in \$ Million)

Trade Area	Total		Imports		Exports	
	Metric Tons	Value	Metric Tons	Value	Metric Tons	Value
Europe & Mediterranean	5,526	22,476	3,490	14,272	2,036	8,204
Far East	950	4,576	748	3,909	202	667
Middle East & South Asia	235	731	179	553	56	178
South, East & West Africa	141	195	120	119	21	76
Mexico, Central & South America	125	149	109	125	16	24
Australasia	47	171	20	99	27	72
Total	7,024	28,298	4,666	19,077	2,358	9,221

Table 6: U.S. Imports and Exports Transshipped via Mexico by Trade Area - 2000
(Metric Tons in Thousands and Value in \$ Million)

Trade Area	Total		Imports		Exports	
	Metric Tons	Value	Metric Tons	Value	Metric Tons	Value
Far East	156	2,214	156	2,214	-	*
Europe & Mediterranean	53	534	52	530	1	4
Central & South America	33	163	16	97	17	66
Middle East & South Asia	30	475	30	474	-	1
Australasia	2	8	2	8	-	*
South, East & West Africa	1	4	1	4	-	*
Total	275	3,398	257	3,327	18	71

*Less than 500,000 dollars

Tables and Figures

Table 7: U.S. Imports and Exports Transshipped via Canada by Commodity - 2000
(Metric Tons in Thousands and Value in \$ Million)

Commodity	Total		Imports		Exports	
	Metric Tons	Value	Metric Tons	Value	Metric Tons	Value
Machinery and Electrical Equipment	1,179	11,229	810	7,683	369	3,546
Base Metals	1,087	2,270	958	1,769	129	501
Chemical or Allied Products	1,044	3,577	807	2,455	237	1,122
Prepared Foodstuffs, Beverages, Spirits, or Tobacco	514	661	308	402	207	259
Vegetables and Vegetable Products	498	368	91	137	407	231
Articles or Stone, Plastic, Cement, Ceramics, or Glass	452	536	368	414	84	122
Plastics and Rubber	441	1,495	293	876	148	619
Woodpulp, Paper, or Paperboard	415	723	172	384	243	339
Vehicles, Aircraft, Vessels, and Associated Transportation Equipment	412	2,987	291	1,869	121	1,118
Minerals	285	138	138	73	147	65
Miscellaneous Articles	205	1,140	156	813	49	327
Wood and Wood Articles	164	194	61	96	103	98
Live Animals and Animal Products	88	263	52	166	36	97
Textiles	86	630	69	554	17	76
Medical and Musical Instruments, and Similar Measuring Devices	51	1,244	31	768	20	476
Footwear and Headgear	38	491	35	458	3	33
Raw Hides, Leather, and Furskins	38	215	13	115	25	100
Animal or Vegetable Fats, Oils, or Waxes	22	27	10	17	12	10
Arms and Ammunition	4	51	2	13	1	38
Precious and Semi-Precious Stones, Precious Metals, and Pearls	1	59	1	15	*	44
Total	7,024	28,298	4,666	19,077	2,358	9,221

* Less than 500 metric tons

Tables and Figures

Table 8: U.S. Imports and Exports Transshipped via Mexico by Commodity - 2000
(Metric Tons in Thousands and Value in \$ Million)

Commodity	Total		Imports		Exports	
	Metric Tons	Value	Metric Tons	Value	Metric Tons	Value
Machinery and Electrical Equipment	139.8	2,778.6	139.0	2,770.6	0.8	8.0
Base Metals	36.3	74.7	36.0	73.8	0.3	0.9
Plastics and Rubber	17.6	48.3	17.3	47.6	0.3	0.7
Vehicles, Aircraft, Vessels, and Associated Transportation Equipment	17.6	85.7	4.8	40.3	12.8	45.4
Prepared Foodstuffs, Beverages, Spirits, or Tobacco	14.2	68.7	13.1	67.7	1.1	1.0
Chemical or Allied Products	10.8	74.3	10.2	72.5	0.6	1.8
Miscellaneous Articles	10.8	71.8	10.6	70.4	0.2	1.4
Textiles	7.0	63.5	6.1	53.9	0.9	9.6
Articles of Stone, Plastic, Cement, Ceramics, or Glass	5.2	17.9	5.1	17.8	0.1	0.1
Woodpulp, Paper, or Paperboard	4.0	14.8	3.4	14.1	0.6	0.7
Medical and Musical Instruments, and Similar Measuring Devices	3.5	61.90	3.5	61.7	*	0.2
Vegetables and Vegetable Products	1.9	2.2	1.7	2.1	0.2	0.1
Live Animals and Animal Products	1.7	10.7	1.6	10.0	0.1	0.7
Wood and Wood Articles	1.4	1.9	1.3	1.7	0.1	0.2
Animal or Vegetable Fats, Oils, or Waxes	1.3	0.9	1.3	0.9	-	-
Raw Hides, Leather, and Furskins	0.8	6.4	0.8	6.4	-	-
Footwear and Headgear	0.7	4.9	0.6	4.3	0.1	0.6
Minerals	0.4	0.2	0.4	.2	-	-
Precious and Semi-Precious Stones, Precious Metals, and Pearls	0.2	11.0	0.2	11.0	-	-
Arms and Ammunition	*	0.1	*	0.1	-	-
Total	275.2	3,398.5	257.0	3,327.1	18.2	71.4

* Less than 50 metric tons

Notes and Sources

Data Source

The source for export data is the monthly U. S. Department of Commerce/Bureau of Census All Methods EM-522 data, and the IM-145 data for imports. This data provides value and weight of U.S. foreign trade by customs district and country of destination and origin. It contains the total value and net quantity for all methods of transportation, and the dollar value and shipping weight of waterborne and airborne cargo. The monthly data was processed and consolidated into quarterly summaries, from which the annual data was derived. The data used in this report is dependent upon the accuracy of the Bureau of Census data.

Note

In past reports it has been noted that U.S. exports via Canada may be understated. Due to the data exchange agreement with Canada, export declarations are required for U.S. cargo moving to countries beyond Canada or for licensable commodities, but not for cargo destined for Canada. The Customs Service report dated "*U.S. Customs Service 1999 Northern Border Outbound Compliance Measurement Survey*", March 20, 2000, stated that "among those shipments requiring an SED, it was estimated that 75.15% were compliant". The report cautions that because the sample size of such shipments was only 161, the results should be viewed with caution. Nevertheless, the implication is that SEDs were not filed for approximately 25% of the shipments exported through Canada destined to other countries. Therefore, U.S. exports transshipped via Canada are understated and exports transshipped via Mexico may also be understated.

Procedure

The derivation of U.S. cargo transshipped via Canada, and Mexico, is based upon the presumption that for those Customs Districts along or in close proximity to the Canadian or Mexican border, the difference between the total value of U.S. exports or imports for a particular commodity to or from a country, and the sum of waterborne and airborne cargo for that commodity, is cargo which must have moved via the Canadian Gateway or via Mexico. For example, cargo moving from Detroit to the United Kingdom that does not exit the U.S. by water or air, is assumed to have moved via Canadian ports. Likewise, if the cargo moved via Laredo TX, and was destined for Chile, it must have moved via Mexican ports to Chile. A similar procedure applies for imports, although the set of customs

Notes and Sources

districts is broadened to include additional inland districts to which the cargo may have moved in-bond.

Commodity weight was estimated by taking the derived transshipped value for a particular 6-digit Harmonized Code commodity in a given month, and dividing it by a dollar per kilogram factor. This factor was derived from the dollar per kilogram relationship of waterborne cargo for that particular 6-digit commodity moving to or from a given country via U.S. ports. Beginning with 1998 data, if a conversion factor for weight could not be calculated from the waterborne cargo, the dollar per kilogram factors were calculated from the corresponding annual air cargo statistics. If no conversion factor was available the value of the cargo was included in the report. Monthly data was used to reduce errors caused by commodity price changes and currency exchange fluctuations.

The data was further refined and adjusted for reasonableness of the dollar per kilogram conversion factors. To minimize errors, certain commodities such as self-propelled aircraft, repairs, imported gold, diamonds and gemstones, very low value per kilogram shipments, and certain products known to have been re-exported were excluded.

For 2000 data, direct calculations were also made to calculate the transshipped weight by commodity. This was done for those 6-digit commodities where the overall unit of measure was reported in either kilograms or tons. For such commodities, the sum of the shipping weight of waterborne and airborne cargo was subtracted from the total all methods weight to calculate the weight of transshipments, without having to use a derived dollar per kilogram factor. This information was useful in making adjustments to commodity movements where the calculated weight, based upon dollar per kilogram factors, appeared to be in error. Where major anomalies were observed, the accuracy of the data was verified with the Bureau of Census and appropriate adjustments were made.

Beginning 1998 data, all records with value determined to be moving via Canada or Mexico are included, with no minimum weight exclusions. Reports prior to 1998 excluded data records with weight less than half a ton.