

II. FREIGHT TO BE MOVED AND TRADING PARTNERS

The American economy stretches across a continent with links to the world, drawing on natural resources and manufactured products from many locations to serve markets at home and abroad. More freight is moving greater distances as part of far flung supply chains among distant trading partners.



Table 2-1. Weight of Shipments by Transportation Mode: 2002, 2008, and 2035 (millions of tons)

| | 2002 | | | | 2008 | | | | 2035 | | | |
|---|--------|----------|----------------------|----------------------|--------|----------|----------------------|----------------------|--------|----------|----------------------|----------------------|
| | Total | Domestic | Exports ³ | Imports ³ | Total | Domestic | Exports ³ | Imports ³ | Total | Domestic | Exports ³ | Imports ³ |
| Total | 19,328 | 17,670 | 525 | 1,133 | 21,496 | 19,387 | 868 | 1,242 | 37,211 | 33,667 | 1,112 | 2,432 |
| Truck | 11,539 | 11,336 | 106 | 97 | 13,243 | 13,040 | 114 | 88 | 22,813 | 22,230 | 262 | 320 |
| Rail | 1,879 | 1,769 | 32 | 78 | 2,007 | 1,861 | 61 | 85 | 3,525 | 3,292 | 57 | 176 |
| Water | 701 | 595 | 62 | 44 | 632 | 520 | 62 | 50 | 1,041 | 874 | 114 | 54 |
| Air, air & truck | 11 | 3 | 3 | 5 | 13 | 3 | 5 | 5 | 61 | 10 | 13 | 38 |
| Intermodal¹ | 1,292 | 196 | 317 | 780 | 1,661 | 175 | 618 | 869 | 2,598 | 334 | 660 | 1,604 |
| Pipeline & unknown² | 3,905 | 3,772 | 4 | 130 | 3,940 | 3,787 | 8 | 145 | 7,172 | 6,926 | 5 | 240 |

¹Intermodal includes U.S. Postal Service and courier shipments and all intermodal combinations, except air and truck. Intermodal also includes oceangoing exports and imports that move between ports and interior domestic locations by modes other than water.

²Pipeline and unknown shipments are combined because data on region-to-region flows by pipeline are statistically uncertain.

³Data do not include imports and exports that pass through the United States from a foreign origin to a foreign destination by any mode.

Notes: The 2008 data are provisional estimates, which are based on selected modal and economic trend data. Methods used to develop these estimates have improved over time, and as a consequence, previously released annual provisional estimates are superseded by the 2008 estimates in this table. Numbers may not add to totals due to rounding.

The U.S. transportation system moved, on average, 53 million tons worth \$36 billion each day in 2002. The Freight Analysis Framework (FAF) estimates that tonnage increased by 11.2 percent by 2008, reaching 58.9 million tons per day. Nearly 10 percent of this tonnage is imports and exports. Growth between 2002 and the FAF provisional estimate for 2008 is slightly lower than the forecasted growth rates through 2035.



TABLE 2-1. WEIGHT OF SHIPMENTS BY TRANSPORTATION MODE: 2002, 2008, AND 2035

Source: 2002 and 2035: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 2.2, 2007; **2008:** U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, 2008 provisional estimates, 2009.



Table 2-2. Value of Shipments by Transportation Mode: 2002, 2008, and 2035 (billions of 2002 dollars)

| | 2002 | | | | 2008 | | | | 2035 | | | |
|---|--------|----------|----------------------|----------------------|--------|----------|----------------------|----------------------|--------|----------|----------------------|----------------------|
| | Total | Domestic | Exports ³ | Imports ³ | Total | Domestic | Exports ³ | Imports ³ | Total | Domestic | Exports ³ | Imports ³ |
| Total | 13,228 | 11,083 | 778 | 1,367 | 16,767 | 14,217 | 1,011 | 1,539 | 41,867 | 29,590 | 3,392 | 8,884 |
| Truck | 8,856 | 8,447 | 201 | 208 | 11,193 | 10,719 | 233 | 241 | 23,767 | 21,654 | 806 | 1,306 |
| Rail | 382 | 288 | 26 | 68 | 466 | 352 | 42 | 73 | 702 | 483 | 63 | 156 |
| Water | 103 | 76 | 13 | 13 | 44 | 27 | 7 | 10 | 151 | 103 | 31 | 18 |
| Air, air & truck | 771 | 162 | 269 | 340 | 1,022 | 206 | 387 | 428 | 5,925 | 721 | 1,548 | 3,655 |
| Intermodal¹ | 1,967 | 983 | 268 | 716 | 1,881 | 779 | 340 | 762 | 8,966 | 4,315 | 943 | 3,708 |
| Pipeline and unknown² | 1,149 | 1,127 | 1 | 22 | 2,161 | 2,134 | 2 | 25 | 2,357 | 2,315 | 1 | 41 |

¹Intermodal includes U.S. Postal Service and courier shipments and all intermodal combinations, except air and truck. Intermodal also includes oceangoing exports and imports that move between ports and interior domestic locations by modes other than water.

²Pipeline and unknown shipments are combined because data on region-to-region flows by pipeline are statistically uncertain.

³Data do not include imports and exports that pass through the United States from a foreign origin to a foreign destination by any mode.

Notes: The 2008 data are provisional estimates, which are based on selected modal and economic trend data. Methods used to develop these estimates have improved over time, and as a consequence, previously released annual provisional estimates are superseded by the 2008 estimates in this table. Numbers may not add to totals due to rounding.

The value of freight moved on the U.S. transportation system is increasing faster than tons transported, even when calculated in 2002 prices. Growth in value between 2002 and 2008 is 26.8 percent, compared to 11.2 percent in tons. Imports and exports also account for a larger share of value than tons, accounting for 15.2 percent of the value in 2008.



Table 2-3. Top Commodities: 2002

| Millions of Tons | | Billions of Dollars | |
|------------------------------------|---------------|-------------------------------------|---------------|
| Total, all commodities | 19,328 | Total, all commodities | 13,228 |
| Natural gas & related ¹ | 2,687 | Machinery | (R) 2,015 |
| Gravel | 2,048 | Electronics | (R) 1,112 |
| Cereal grains | 1,330 | Mixed freight | (R) 968 |
| Crude petroleum | 1,284 | Motorized vehicles | (R) 859 |
| Coal | 1,261 | Natural gas & related ¹ | 729 |
| Nonmetallic mineral products | 1,138 | Textiles/leather | (R) 570 |
| Gasoline | 1,090 | Pharmaceuticals | (R) 549 |
| Waste/scrap | 926 | Miscellaneous manufactured products | (R) 471 |
| Fuel oils | 560 | Chemical products | (R) 455 |
| Natural sands | 557 | Other prepared foodstuffs | (R) 391 |

Key: R = revised.

¹Natural gas, selected coal products, and products of petroleum refining, excluding gasoline, aviation fuel, and fuel oil.

Bulk products comprise nearly two-thirds of the tonnage but only one-fifth of the value of goods moved in 2002. Motor vehicles, machinery, pharmaceuticals, and other manufactured goods

comprise over two-thirds of commodity movements by value but only 15 percent of the tonnage.

TABLE 2-2. VALUE OF SHIPMENTS BY TRANSPORTATION MODE: 2002, 2008, AND 2035

Source: 2002 and 2035: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 2.2, 2007; **2008:** U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, 2008 provisional estimates, 2009.

TABLE 2-3. TOP COMMODITIES: 2002

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 2.2, 2007.



Table 2-4. Hazardous Materials Shipments by Transportation Mode: 2002

| Transportation mode | Value | | Tons | | Ton miles | | Miles |
|---|-------------|--------------|--------------|--------------|------------|--------------|-------------------------------|
| | \$ Billions | Percent | Millions | Percent | Billions | Percent | Average distance per shipment |
| All modes, total | 660 | 100.0 | 2,192 | 100.0 | 327 | 100.0 | 136 |
| Single modes, total | 644 | 97.6 | 2,159 | 98.5 | 312 | 95.5 | 105 |
| Truck ¹ | 420 | 63.6 | 1,160 | 52.9 | 110 | 33.7 | 86 |
| For-hire | 190 | 28.8 | 450 | 20.5 | 65 | 19.9 | 285 |
| Private ² | 227 | 34.3 | 702 | 32.0 | 44 | 13.5 | 38 |
| Rail | 31 | 4.7 | 109 | 5.0 | 72 | 22.1 | 695 |
| Water | 47 | 7.1 | 228 | 10.4 | 71 | 21.6 | 5 |
| Air | 2 | 0.2 | <1 | <.1 | <1 | <.1 | 2,080 |
| Pipeline ³ | 145 | 22.0 | 661 | 30.2 | 5 | 5 | 5 |
| Multiple modes, total | 10 | 1.5 | 19 | 0.9 | 12 | 3.8 | 849 |
| Parcel, U.S. Postal Service, or Courier | 4 | 0.6 | <1 | <.1 | <1 | <.1 | 837 |
| Other multiple modes | 5 | 0.8 | 19 | 0.8 | 12 | 3.8 | 1,371 |
| Unknown and other modes, total | 6 | 0.9 | 14 | 0.6 | 2 | 0.7 | 57 |

Key: S = data are not published because of high sampling variability or other reasons.

¹Truck as a single mode includes shipments that went by private truck only, for-hire truck only, or a combination of both.

²Private truck refers to a truck operated by a temporary or permanent employee of an establishment or the buyer/receiver of the shipment.

³Excludes most shipments of crude oil.

Note: Numbers and percents may not add to totals due to rounding.

Trucks move more than one-half of all hazardous materials shipped from within the United States. However, truck ton miles of hazardous shipments account for a much smaller share, about one-third of all ton miles, because such shipments travel relatively short distances. By contrast, rail accounts for only 5 percent of shipments by weight but 22 percent of ton miles.

Table 2-5. Hazardous Materials Shipments by Hazard Class: 2002

| Hazard class | Description | Value | | Tons | | Ton miles | |
|--------------|---------------------------------|-------------|--------------|--------------|--------------|------------|--------------|
| | | \$ Billions | Percent | Millions | Percent | Billions | Percent |
| Class 1 | Explosives | 8 | 1.2 | 5 | 0.2 | 2 | 0.5 |
| Class 2 | Gases | 74 | 11.2 | 213 | 9.7 | 37 | 11.4 |
| Class 3 | Flammable liquids | 490 | 74.3 | 1,789 | 81.6 | 219 | 66.9 |
| Class 4 | Flammable solids | 7 | 1.0 | 11 | 0.5 | 4 | 1.3 |
| Class 5 | Oxidizers and organic peroxides | 5 | 0.8 | 13 | 0.6 | 4 | 1.3 |
| Class 6 | Toxic (poison) | 8 | 1.3 | 8 | 0.4 | 4 | 1.3 |
| Class 7 | Radioactive materials | 6 | 0.9 | <1 | <.1 | <1 | <.1 |
| Class 8 | Corrosive materials | 38 | 5.8 | 91 | 4.1 | 36 | 11.1 |
| Class 9 | Miscellaneous dangerous goods | 24 | 3.6 | 61 | 2.8 | 20 | 6.2 |
| Total | | 660 | 100.0 | 2,191 | 100.0 | 326 | 100.0 |

Note: Numbers and percents may not add to totals due to rounding.

TABLE 2-4. HAZARDOUS MATERIALS SHIPMENTS BY TRANSPORTATION MODE: 2002

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, Census Bureau, *2002 Commodity Flow Survey, Hazardous Materials* (Washington, DC: December 2004), table 1a, available at www.bts.gov/publications/commodity_flow_survey/2002/united_states/ as of March 30, 2009.

TABLE 2-5. HAZARDOUS MATERIALS SHIPMENTS BY HAZARD CLASS: 2002

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics and U.S. Department of Commerce, Census Bureau, *2002 Commodity Flow Survey, Hazardous Materials* (Washington, DC: December 2004), table 2a, available at www.bts.gov/publications/commodity_flow_survey/2002/united_states/ as of March 30, 2009.

Flammable liquids, especially gasoline, are the predominant hazardous material transported in the United States. In terms of ton miles, flammable liquids account for about 67 percent of total ton miles of hazardous materials shipments. The next largest class of hazardous materials in terms of ton miles is gases at about 11 percent.

Table 2-6. Domestic Mode of Exports and Imports by Tonnage and Value: 2002 and 2035

| | Millions of Tons | | Billions of 2002 Dollars | |
|---|------------------|-------|--------------------------|--------|
| | 2002 | 2035 | 2002 | 2035 |
| Total | 1,658 | 3,544 | 2,145 | 12,277 |
| Truck¹ | 797 | 2,116 | 1,198 | 6,193 |
| Rail | 200 | 397 | 114 | 275 |
| Water | 106 | 168 | 26 | 49 |
| Air, air & truck² | 9 | 54 | 614 | 5,242 |
| Intermodal³ | 22 | 50 | 52 | 281 |
| Pipeline & unknown⁴ | 524 | 760 | 141 | 238 |

¹Excludes truck moves to and from airports.

²Includes truck moves to and from airports.

³Intermodal includes U.S. Postal Service and courier shipments and all intermodal combinations, except air and truck. In this table, oceangoing exports and imports that move between ports and domestic locations by single modes are classified by the domestic mode rather than intermodal.

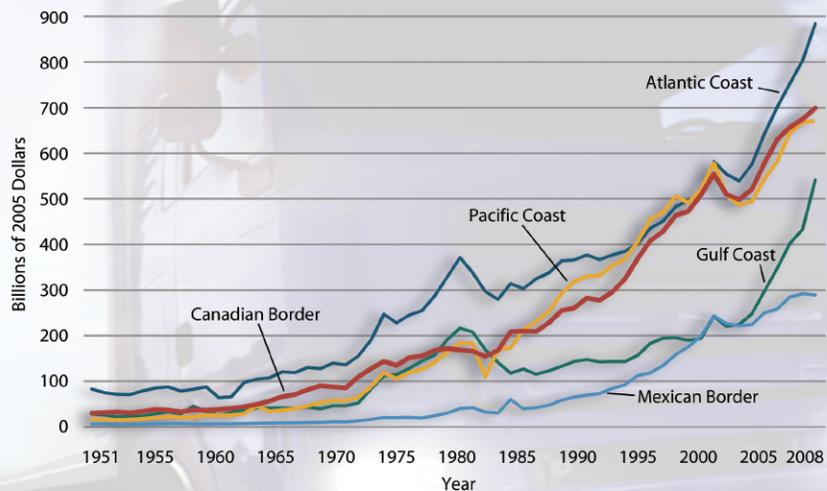
⁴Pipeline and unknown shipments are combined because data on region-to-region flows by pipeline are statistically uncertain.

Note: Numbers may not add to totals due to rounding.

International trade has grown rapidly and is placing pressure on the domestic transportation network and on all modes. Trucks are the most common mode used to move imports and exports between international gateways and inland locations.

Foreign trade has had a major impact on all U.S. borders and coasts. Since 1951, the value of merchandise trade has grown by nineteen-fold in inflation-adjusted terms. However, overall growth has been affected by short-term downturns, such as between 1981 and 1985.

Figure 2-1. Value of Merchandise Trade by Coasts and Borders: 1951-2008



Notes: The value of 2008 coal exports (\$5.03 billion) from Mobile, AL, Charleston, SC, and Norfolk, VA, are considered proprietary information and are consolidated. In this figure, the total value of coal exports for the above three cities are included under the Atlantic Coast Customs District.

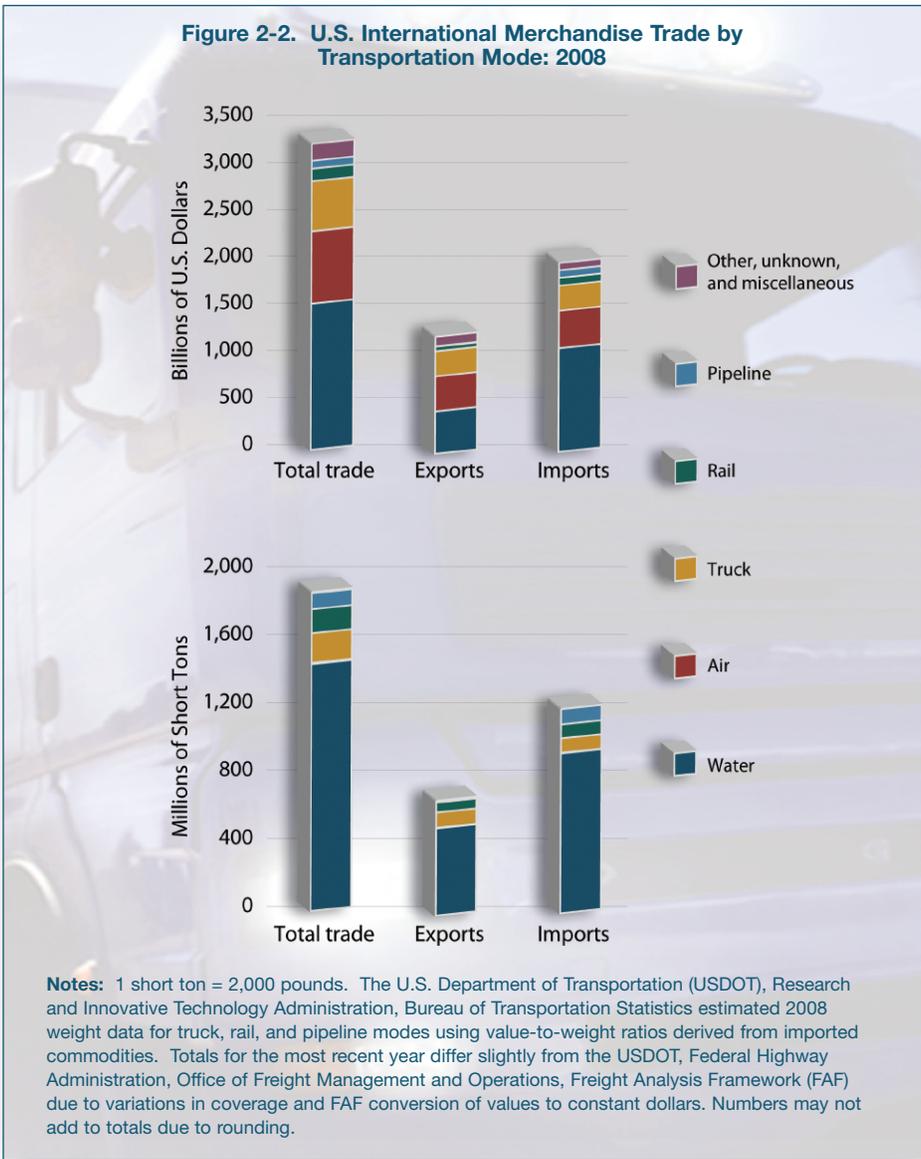
TABLE 2-6. DOMESTIC MODE OF EXPORTS AND IMPORTS BY TONNAGE AND VALUE: 2002 AND 2035

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 2.2, 2007.

FIGURE 2-1. VALUE OF MERCHANDISE TRADE BY COASTS AND BORDERS: 1951-2008

Sources: 1951-1970: U.S. Department of Commerce, Census Bureau, *Historical Statistics of the United States, Colonial Times to 1970, Bicentennial Edition* (Washington, DC: 1975); 1970-2000: U.S. Department of Commerce, Census Bureau, *Statistical Abstract of the United States* (Washington, DC: annual issues); 2000-2008: U.S. Department of Commerce, Census Bureau, Foreign Trade Division, FT920 - U.S. Merchandise Trade: Selected Highlights (Washington, DC: annual issues). **Implicit GDP**

Deflator: U.S. Department of Commerce, Bureau of Economic Analysis, Current-Dollar and "Real" Gross Domestic Product, available at www.bea.gov as of August 15, 2009.



In 2008, ports and airports on the Atlantic Coast remain the most important, but the land borders and other coasts are catching up. While the recent economic downturn started in 2007, the value of trade continued to grow in part due to short-term increases in the price of imported oil.

Nearly 80 percent of freight tonnage in U.S. foreign trade moves by water, but air and truck transportation are nearly as important when freight value is considered. By value, the water share drops to 48 percent, with air and truck accounting for 24 percent and 16 percent respectively. Rail and pipeline account for the balance.

FIGURE 2-2. U.S. INTERNATIONAL MERCHANDISE TRADE BY TRANSPORTATION MODE: 2008
Sources: Total, water and air data: U.S. Department of Commerce, U.S. Census Bureau, Foreign Trade Division, U.S. Imports of Merchandise and U.S Exports of Merchandise DVD's, December 2008. Truck, rail, and pipeline data: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data, available at www.bts.gov/transborder as of August 20, 2009. Other, unknown and miscellaneous data: special tabulation, August 2009.





Table 2-7. Top 25 Trading Partners of the United States in Merchandise Trade: 1998-2008 (billions of current U.S. dollars)

| Partner | 2008 | | | | | | |
|---------------------------------|------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Rank | 1998 | 2000 | 2002 | 2004 | 2006 | 2008 |
| Canada | 1 | 330 | 410 | 370 | 446 | 534 | 596 |
| China | 2 | 85 | 116 | 147 | 231 | 343 | 409 |
| Mexico | 3 | 173 | 247 | 232 | 267 | 332 | 367 |
| Japan | 4 | 180 | 211 | 173 | 184 | 208 | 206 |
| Germany | 5 | 76 | 88 | 89 | 109 | 130 | 152 |
| United Kingdom | 6 | 74 | 85 | 74 | 82 | 99 | 112 |
| South Korea | 7 | 40 | 68 | 58 | 73 | 78 | 83 |
| France | 8 | 42 | 50 | 47 | 53 | 61 | 73 |
| Saudi Arabia | 9 | 17 | 21 | 18 | 26 | 39 | 67 |
| Venezuela | 10 | 16 | 24 | 20 | 30 | 46 | 64 |
| Brazil | 11 | 25 | 29 | 28 | 35 | 46 | 63 |
| Taiwan | 12 | 51 | 65 | 51 | 56 | 61 | 62 |
| Netherlands | 13 | 27 | 32 | 28 | 37 | 48 | 61 |
| Italy | 14 | 30 | 36 | 34 | 39 | 45 | 52 |
| Belgium | 15 | 22 | 24 | 23 | 29 | 36 | 46 |
| Singapore | 16 | 34 | 37 | 31 | 35 | 42 | 45 |
| India | 17 | 12 | 14 | 16 | 22 | 32 | 44 |
| Malaysia | 18 | 28 | 37 | 34 | 39 | 49 | 44 |
| Nigeria | 19 | 5 | 11 | 7 | 18 | 30 | 42 |
| Ireland | 20 | 14 | 24 | 29 | 36 | 37 | 40 |
| Switzerland | 21 | 16 | 20 | 17 | 21 | 29 | 40 |
| Israel | 22 | 16 | 21 | 19 | 24 | 30 | 37 |
| Russian Federation | 23 | 9 | 10 | 9 | 15 | 25 | 36 |
| Australia | 24 | 17 | 19 | 20 | 22 | 26 | 33 |
| Thailand | 25 | 19 | 23 | 20 | 24 | 31 | 33 |
| Top 25 total¹ | | 1,386 | 1,747 | 1,621 | 1,960 | 2,438 | 2,809 |
| U.S. total trade | | 1,594 | 2,000 | 1,854 | 2,288 | 2,892 | 3,400 |
| Top 25 as % of total | | 87.0 | 87.3 | 87.4 | 85.7 | 84.3 | 82.6 |

¹Top 25 trading partners change each year. Totals represent the top 25 trading partners for each year, not necessarily the top 25 trading partners listed here for 2008.
Note: Numbers may not add to totals due to rounding.

By a wide margin, Canada is this country's top trading partner followed by China and Mexico. China's share of trade with the United States more than doubled between 1998 and 2008, from 5 percent of total merchandise trade to 12 percent.

Trade with Canada and Mexico has grown rapidly over the past decade. Trucks carry about 58 percent of the value of goods traded

Table 2-8. Value and Tonnage of U.S. Merchandise Trade with Canada and Mexico by Transportation Mode: 1998-2008 (billions of current U.S. dollars and millions of short tons)

| Mode | 1998 | | 2000 | | 2007 | | 2008 | |
|--------------------------|------------|-----------|------------|-----------|------------|------------|------------|------------|
| | Value | Weight | Value | Weight | Value | Weight | Value | Weight |
| Truck ¹ | 350 | NA | 429 | NA | 555 | 192 | 554 | 182 |
| Rail ¹ | 68 | NA | 94 | NA | 138 | 154 | 140 | 148 |
| Air | 30 | <1 | 45 | <1 | 38 | <1 | 41 | <1 |
| Water | 21 | 183 | 33 | 194 | 74 | 241 | 93 | 232 |
| Pipeline ¹ | 11 | NA | 24 | NA | 59 | 95 | 88 | 99 |
| Other ¹ | 23 | NA | 29 | NA | 45 | 7 | 47 | 7 |
| Total¹ | 503 | NA | 653 | NA | 909 | 691 | 964 | 668 |

Key: NA = not available.

¹The Bureau of Transportation Statistics estimated the weight of exports for truck, rail, pipeline, and other modes using weight-to-value ratios derived from imported commodities that vary by country, mode, and commodity.

Notes: 1 short ton = 2,000 pounds. Mode "Other" includes shipments transported by mail, other and unknown modes, and shipments through Foreign Trade Zones. Totals for the most recent year differ slightly from the Freight Analysis Framework due to variations in coverage and FAF conversion of values to constant dollars. Numbers may not add to totals due to rounding.

TABLE 2-7. TOP 25 TRADING PARTNERS OF THE UNITED STATES IN MERCHANDISE TRADE: 1998-2008

Source: U.S. Department of Commerce, International Trade Administration, TradeStats Express, available at www.ita.doc.gov/ as of June 15, 2009.

TABLE 2-8. VALUE AND TONNAGE OF U.S. MERCHANDISE TRADE WITH CANADA AND MEXICO BY TRANSPORTATION MODE: 1998-2008

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data, available at www.bts.gov/transborder as of September 2009.

with these countries. Rail is the second largest mover of freight for the United States with Canada and Mexico.

Table 2-9. Value of U.S. Exports to and Imports from Canada and Mexico by Land Mode of Transportation: 1998-2008 (millions of current U.S. dollars)

| | 1998 | 2000 | 2007 | 2008 |
|-----------------------------------|----------------|----------------|----------------|----------------|
| Exports to Canada, total | 137,745 | 154,847 | 226,058 | 235,681 |
| Truck | 114,806 | 129,825 | 174,343 | 178,593 |
| Rail | 12,280 | 12,947 | 25,497 | 29,438 |
| Pipeline | 93 | 162 | 3,334 | 4,313 |
| Other ¹ | 10,560 | 11,913 | 22,834 | 23,294 |
| Mail | 7 | <1 | 50 | 43 |
| Exports to Mexico, total | 70,174 | 97,159 | 118,758 | 129,587 |
| Truck | 60,432 | 82,389 | 93,047 | 100,264 |
| Rail | 6,189 | 10,496 | 19,340 | 21,965 |
| Pipeline | 73 | 302 | 787 | 1,250 |
| Other ¹ | 3,470 | 3,972 | 5,581 | 6,107 |
| Mail | <1 | <1 | 3 | <1 |
| Imports from Canada, total | 162,106 | 210,270 | 284,773 | 301,128 |
| Truck | 108,857 | 127,816 | 150,404 | 141,353 |
| Rail | 37,374 | 49,699 | 65,962 | 63,757 |
| Pipeline | 11,120 | 23,117 | 55,016 | 82,018 |
| Other ¹ | 4,575 | 9,571 | 12,957 | 13,555 |
| Mail | 1.74 | 4.05 | <1 | <1 |
| FTZ ² | 178 | 63 | 434 | 445 |
| Imports from Mexico, total | 84,103 | 113,437 | 167,713 | 163,478 |
| Truck | 65,884 | 88,669 | 137,037 | 134,224 |
| Rail | 12,030 | 21,056 | 27,060 | 25,265 |
| Pipeline | 2 | 12 | 169 | 193 |
| Other ¹ | 918 | 1,574 | 2,696 | 2,717 |
| Mail | <1 | <1 | 0 | <1 |
| FTZ ² | 2,887 | 2,126 | 751 | 1,079 |

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

²Foreign Trade Zones (FTZs) were added as a mode of transport for land import shipments beginning in April 1995. Although FTZs are treated as a mode of transportation in the Transborder Freight Data, the actual mode for a specific shipment into or out of an FTZ is unknown because U.S. Customs does not collect this information.

Note: Numbers may not add to totals due to rounding.

In addition to total trade with Canada and Mexico, trucks and railroads carry most of the trade in each direction across both borders. Pipelines also carry a significant volume of imports from Canada.

TABLE 2-9. VALUE OF U.S. EXPORTS TO AND IMPORTS FROM CANADA AND MEXICO BY LAND MODE OF TRANSPORTATION: 1998-2008

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transborder Freight Data, available at www.bts.gov/transborder as of June 8, 2009.

