

Intra-NAFTA Trade and Surface Traffic: A Very Disaggregated View

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Abstract

This paper studies surface traffic from intra-NAFTA trade in five MidSouth states using trade data disaggregated by state, industry, and transportation mode. The data reveals that intra-NAFTA trade traffic differs widely across states, industries, and transportation modes. Unfortunately, the aggregated data used in most previous studies of NAFTA sacrifices the valuable information about these differences. Accounting for these variations is crucial if analysts seek accurate estimates of the economic relationships within the NAFTA region or seek reliable forecasts of transportation needs. The data demonstrates that: (1) within each state, the pattern of surface-transported trade within the NAFTA region differs across industries; (2) within each industry, the pattern of surface-transported trade within the NAFTA region varies across states; and (3) the mode of transport for intra-NAFTA trade depend on the importer, the exporter, and the industry.

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1. Introduction

The signing of NAFTA in December 1992 and its implementation starting in January 1994 sparked an enormous effort to measure NAFTA's effects on the NAFTA economies. Most such studies use aggregate data and thus sacrifice valuable information on the differences between states, regions, and industries (e.g., Gould 1998; Krueger 1999). The aggregated approach also prevents economists from drawing clear policy conclusions on the impacts of NAFTA, especially since policymakers often focus narrowly on specific states or specific industries. For example, with the NAFTA-region trade straining the MidSouth transportation infrastructure, public sector agencies and transportation companies require detailed information on transportation infrastructure needs. While aggregate trade volumes may indicate total transportation needs, trade traffic disaggregated by state, industry and transport mode could assist planners in determining the future road and rail needs in their specific region.

Using a rich dataset on post-NAFTA trade traffic from the Bureau of Transportation Statistics (BTS), we describe intra-NAFTA trade traffic by transportation mode (truck or rail) since NAFTA's implementation for each 2-digit SIC industry in five MidSouth states (Arkansas, Louisiana, Mississippi, Tennessee and Texas). Examining the data at this level of disaggregation yields insights into how NAFTA has affected trade and transportation patterns. We uncover many striking differences in the NAFTA-region trade traffic between states, industries, and transportation modes. Analysis at the detailed level can account for these differences and thus should improve the accuracy of the estimates of the NAFTA-area economic relationships.

The paper proceeds as follows. Section 2 describes the BTS data. Section 3 describes the trade traffic by state and industry. Section 4 details the data disaggregated by transportation mode, and Section 5 explores the completely disaggregated data. Throughout, we emphasize the disparities in growth since the implementation of NAFTA, details that are unavailable in the aggregate data. The disaggregated data demonstrate that the intra-NAFTA trade traffic differs across states, industries, and transportation modes. The last section concludes.

2. NAFTA Data

The Bureau of Transportation Statistics (BTS) provides surface transportation data disaggregated to the mode of transport (truck, rail, mail, and pipe) for U.S. imports and exports to Canada and Mexico in the Transborder Freight Database. The BTS reports monthly data at the industry level using the 2-digit Schedule B industry definition for exports and the 2-digit TSUSA industry definition for imports, covering 100 industries. The BTS data are a subset of the U.S. Census trade data, and is the best publicly available data on transborder transportation flows. However, the data has some limitations. For example, the recorded mode of transport is the mode in use when the shipment crossed the border. We aggregated foreign destination to national levels from the BTS-provided Canadian province and Mexican state levels, thus reducing concerns over the accuracy of the foreign origin and destination. The trade shipped by mail and pipe were dropped due to the low volume and low frequency of observed trade; water and air shipments are not provided. Thus the data should not be seen as measuring trade relationships, but rather as measuring the surface traffic from intra-NAFTA trade. We aggregated the data to annual frequency and into 20 SIC 2-digit agricultural, mining, and manufacturing industries (see Table 1 for list of industries). The data begin in April 1994, thus limiting our sample of full-year observations to 1995-2004. The BTS data did not account for trans-shipments until 1997. Using the BTS statistics on trans-shipments, we adjust the data for years 1997-2004 to account from trans-shipments. We deflate the data using the CPI (2002 base year).

A few previous studies used regional-level trade data (e.g., Wall, 2003) or state-level trade data (e.g., Coughlin and Wall, 2003) aggregated over industries and mode. Wall (2003) found that the South Central U.S. enjoyed some of the fastest growth in NAFTA trade while Coughlin and Wall (2003) find that three of our sampled states enjoyed export growth above the national average (Arkansas, Tennessee and Texas). We aggregate our traffic data to the state level, and show cumulative export and import growth of truck- and rail-transported trade during the post-NAFTA period in Graphs 1a and 1b. Of the five MidSouth states, Louisiana experienced the largest growth in surface-transported exports to both Canada and Mexico (96% and 198%). Texas experienced the slowest surface-transported export growth to Mexico (77%), while Arkansas' surface-transported exports to Canada grew at only 57%. On the import side, Louisiana and

Arkansas experienced strong growth in surface-transported imports from Mexico (285% and 173%, respectively), while Mississippi's surface-transported imports from Mexico showed no growth.

[Graphs 1a and 1b here]

3. NAFTA Trade Disaggregated by Industry

Aggregating the trade traffic in Graphs 1a and 1b across all industries for each state-foreign country combination conceals the substantial variation that exists at the industry level. Romalis (2005) finds the impact of NAFTA varied substantially at the commodity level, particularly in highly protected sectors. We explore this variation at the industry level in a couple of different ways. First, for each US state in our sample, we aggregate the truck and rail exports (imports) to Mexico and Canada for each industry and calculate the average growth rate for each industry using the geometric mean. Using Arkansas as an example, this aggregation involves adding the Arkansas truck exports of industry 1 to Mexico, Arkansas rail exports for industry 1 to Mexico, Arkansas truck exports of industry 1 to Canada, and Arkansas rail exports for industry 1 to Canada. The aggregated series is Arkansas surface-transported exports of industry 1, and the average growth rate of this series is calculated. The median export (import) growth rate across a state's 20 SIC industries is reported in the second column of Table 2a (Table 2b). The state with the highest median surface-transported export growth rate was Tennessee at 6.4%, and the state with the lowest median surface-transported export growth rate was Louisiana at 3.7%. For the five MidSouth states we examine, Coughlin and Wall (2003) also found that NAFTA's impact on state exports was largest for Tennessee and smallest for Louisiana. For imports transported by surface modes, Tennessee had the highest median growth rate at 9.2% while Arkansas had the lowest median growth rate at only 5.9%.

Only reporting the median average growth rates masks a substantial amount of variation across states and across industries. The fourth column of Table 2a (Table 2b) reports the SIC code of the industry with the lowest average surface-transported export (import) growth rate for a particular state and the fifth column reports that industry's

average growth rate. The sixth column reports the SIC code of the industry with the highest average surface-transported export (import) growth rate for a particular state and the last column reports that industry's average growth rate. Finally, the third column reports the standard deviation of the average growth rates across a particular state's 20 industries. For all five states, the difference between the minimum and the maximum growth rates was almost 30% or more. For example, for Arkansas exports, SIC 39 (Miscellaneous Manufacturing) had the lowest average growth rate at -17.8 while SIC 22 (Textile Mill Products) had the highest average growth rate at 14.2.

[Tables 2a and 2b here]

The results from a lesser degree of aggregation are reported in Tables 3a and 3b. In these tables, unlike 2a and 2b, the Mexico and Canada trade traffic are not aggregated together. Not surprisingly, the greater disaggregation leads to greater variation. The highest median industry growth rate for any state's surface-transported exports was for Mississippi exports to Mexico at 14.7% (followed by Tennessee exports to Mexico and Louisiana exports to Mexico both at 13.3%), while the lowest median industry growth rate was for Louisiana exports to Canada (2.9%). The highest industry average growth rate was for Mississippi exports of SIC 20 (Food and Kindred Products) to Mexico at 77.0% while the lowest industry average growth rate was for Arkansas exports of SIC 39 (Miscellaneous Manufacturing) to Mexico at -23.9%. Texas' surface-transported exports to Canada showed the least variation across industries with a standard deviation of average growth rates of only 4.0%, but even so, there was still a relatively sizeable difference with an average growth rate of -7.2 for SIC 39 (Miscellaneous Manufacturing) and an average growth rate of 14.1% for SIC 25 (Furniture and Fixtures). The state-foreign country combination with the greatest amount of variation across industries (as measured by the standard deviation of the average growth rates) was Mississippi's surface-transported exports to Mexico with a standard deviation of 25.2%

Surface-transported imports exhibit similar variation. The state-foreign country combination with the highest median industry growth rate was Louisiana's imports from Mexico at 17.8% while the state-foreign country combination with the lowest median

industry growth rate was Mississippi's imports from Mexico at -0.1%. The industry with the highest growth rate was SIC 37 (Transportation Equipment) from Mexico to Louisiana at 175.9% and the industry with the lowest average growth rate as SIC 38 (Instruments and Related Products) from Mexico to Mississippi. The state-foreign country combination with the greatest variation across industries is Louisiana's imports from Mexico with a standard deviation of 43% while Texas imports from Canada exhibited the least amount of volatility with a standard deviation of average growth rates across industries of only 5.6%. Finally, notice the industries which were the fastest growing and the slowest growing varied from state-to-state and by NAFTA partner. For example, Arkansas's surface-transported agricultural imports from Canada grew at 29.2% while Arkansas's surface-transported agricultural imports from Mexico grew at -6.8%. Aggregation over industries or over states masks these details that are central to state and regional policymakers. Disaggregated data allows the state policymakers to assess each industry's trade traffic and its impact on state employment, wages and taxation and hence assists policymakers in transportation planning.

[Tables 3a and 3b here]

4. NAFTA Trade Disaggregated by Transportation Mode

Table 4a and Table 4b show the truck- and rail-transported trade between the MidSouth states and the NAFTA partners.

[Tables 4a and 4b here]

Texas's surface-transported trade was (unsurprisingly) dominated by Mexico. The other MidSouth states had more trade traffic with Canada. The Texas trade traffic dwarfed those of other states, which suggests that analysis using data aggregated over states may miss vital details for smaller states. Trade by truck dominated rail trade for all states but Louisiana, with truck exports at least twice as large as rail exports for the other four states. However, the real value of trade shipped by rail grew much faster than the trade

shipped by truck, especially for Louisiana and Mississippi. Graphs 2a and 2b show the cumulative export and import growth by mode for each state during the post-NAFTA period. Tables 5a and 5b show the changing share of trade with Canada and Mexico transported by truck during the post-NAFTA period. For most states, the share of exports by truck declined during the post-NAFTA period. The pattern is not as clear with surface-transported imports. The data also shows that a larger share of Mexican trade was by truck, especially for imports from Mexico.

[Graphs 2a and 2b here]

[Tables 5a and 5b here]

However, this level of aggregation obscures substantial industry-level variation. Tables 6a and 6b show the export and import growth by US state-mode combination (compared to export and import growth by US state-foreign trading country combination as in Tables 3a and 3b). As in Tables 3a and 3b, there is substantial variation across states and industries. The state-mode combination with the highest median industry growth rate for exports was Mississippi rail exports at 21.7%², and the lowest median industry growth rate was for Tennessee rail exports (-1.3%). There is also a substantial amount of variation within a given state. While Mississippi rail exports clearly has the widest variation in industry growth rates (using the range or the standard deviation of the estimated industry growth rates as a measure of dispersion), eight of the ten state-mode combinations have a range in excess of almost 30% or more *per year* between the fastest growing industries and the slowest growing industries.

On the import side, the US state-mode combination with the highest median industry growth rate was for Tennessee truck imports at 11.9% while the lowest median industry growth rate was Arkansas rail imports at only 0.1%. The state-mode combination with the least variation was Arkansas truck imports with a standard deviation of average growth rates of 6.5% while the greatest variation was for Tennessee Truck imports at 24.9%. Texas rail imports of SIC 34 (Fabricated Metal Products) had the lowest average growth rate at -39.1% while Tennessee truck imports of SIC 21

(Tobacco) had the highest average growth rate at 115.7%. In general, exports and imports were much more volatile for rail shipments than for truck shipments. Again, notice the fastest growing and the slowest growing industries varied from state-to-state and by NAFTA partner. Aggregation over industries or over states complicates transport planning by masking the volatility of the trade traffic.

[Tables 6a and 6b here]

Disaggregating to the industry level provides insight into these growth patterns as shown in Graphs 3a and 3b. SIC 10-14, SIC 28 and SIC 30 (Food, Chemicals, and Rubber, respectively) were much more likely to be exported by rail if the destination is Canada than if the destination is Mexico. SIC 28 and SIC 30 (Chemicals and Rubber respectively) have a larger share of surface-transported Canadian trade than of surface-transported Mexican trade. Note that while Mexico dominated the MidSouth surface-transported trade for most industries, Texas was the only MidSouth state to trade by truck and rail more with Mexico than with Canada.

[Graphs 3a and 3b here]

Similarly, the disaggregated data shown in Graph 4a and 4b provides insight into why MidSouth imports from Mexico were more likely to be shipped by truck than were imports from Canada. Just over 50% of all MidSouth imports from Mexico—but less than 20% of all MidSouth imports from Canada—were from industries SIC 35 and SIC 36 (Industrial Machinery and Electrical Equipment, respectively). These two industries tended to ship by truck, for both Canada and Mexico, whether a MidSouth export or import. Similarly, the MidSouth heavily imported goods in industries SIC 28, SIC 30, and SIC 37 (Chemicals, Rubber, and Transportation Equipment, respectively) from Canada; all of these goods tended to be shipped by rail, regardless of the NAFTA source and destination.

[Graphs 4a and 4b here]

5. NAFTA Completely Disaggregated

Tables 7a and 7b report data disaggregated by state, country and mode of transportation. The US state-mode-foreign trading partner with the highest median growth rate for truck exports was Tennessee's exports to Mexico (16.0%) while the combination with the highest median growth rate for rail exports was Mississippi rail exports to Canada (17.7%). The combination with the lowest median growth rate for truck exports was Mississippi truck exports to Mexico (0.8%), and the lowest median growth rate for rail exports was for Tennessee exports to Mexico at -3.0%. Once again, the difference, for a given state-foreign country-mode combination, between the fastest and slowest growing industries is striking. For exports, 16 of the 20 mode-US state-foreign country combinations had a 30% *per year* difference between the minimum and the maximum industry-level growth rates. This enormous difference shows the importance of using disaggregated trade data. Table 7b contains similar results using import data.

[Tables 7a and 7b here]

6. Conclusion

Most studies of NAFTA use aggregate data and thus sacrifice valuable information on crucial differences between states, regions, and industries. The aggregated approach prevents economists from drawing clear conclusions on the narrow policy issues, such as transportation planning, of most interest to state and regional policymakers. Using a rich dataset on post-NAFTA period trade traffic from the Bureau of Transportation Statistics (BTS), we uncover many striking differences in intra-NAFTA trade traffic between states and industries and by transportation mode.

Within each state, the pattern of surface-transported intra-NAFTA trade differed substantially across industries. For example, Mississippi exports to Mexico showed industry-level growth rates ranging from -22.1% to 77.0% with a standard deviation of 25.2%. Within each industry, the trade traffic varied across states. For SIC 24 Lumber and Wood Products Louisiana's truck imports from Mexico fell by -19.2% annually,

while Mississippi's truck imports from Mexico rose 79.2% annually. Results like these support Coughlin and Wall's (2003) conclusions on the importance on firm mobility in determining the effects of NAFTA on state-level trade. Further, the transportation mode of intra-NAFTA trade depended on the state and the industry. Of the 20 possible mode-US state-foreign country trade partnerships we examined for the MidSouth, 16 showed export growth rates differing at the industry-level by 30% or more *per year*. In general, exports and imports were much more volatile for rail shipments than for truck shipments. All of these differences highlight the need to disaggregate the data to draw policy-relevant conclusions.

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Table 1: SIC Industries

SIC Industry
01-09 Agriculture
10-14 Mining
20 Food and Kindred Products
21 Tobacco and Manufactured
22 Textile Mill Products
23 Apparel and other Textile Products
24 Lumber and Wood Products
25 Furniture and Fixtures
26 Paper and Allied Products
28 Chemicals and Allied Products
30 Rubber and Miscellaneous
31 Leather and Leather Products
32 Stone, Clay, Glass and Concrete
33 Primary Metal Industries
34 Fabricated Metal Products
35 Industrial Machinery and
36 Electrical and Electronic Equipment
37 Transportation Equipment
38 Instruments and Related Products
39 Miscellaneous Manufacturing

Graph 1a and 1b

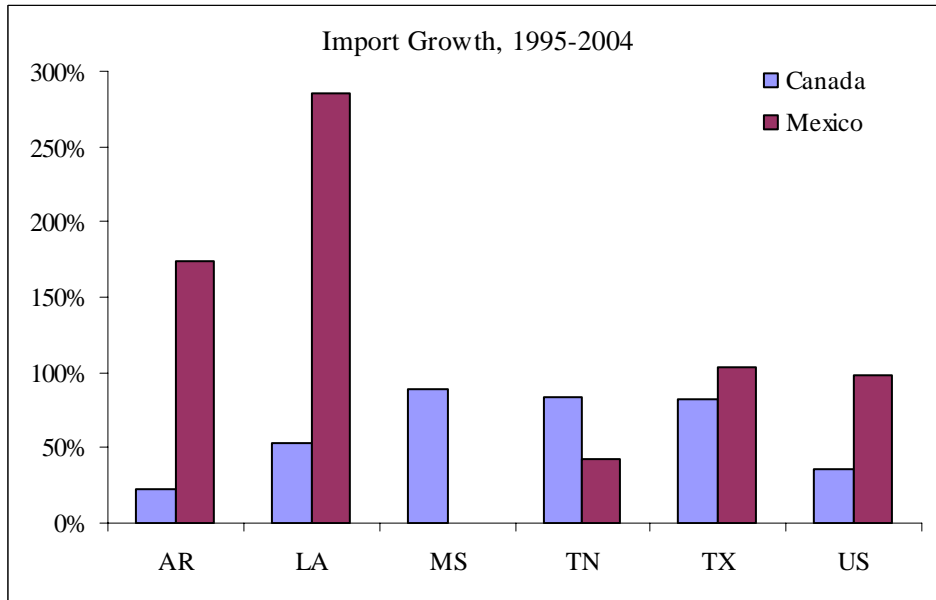
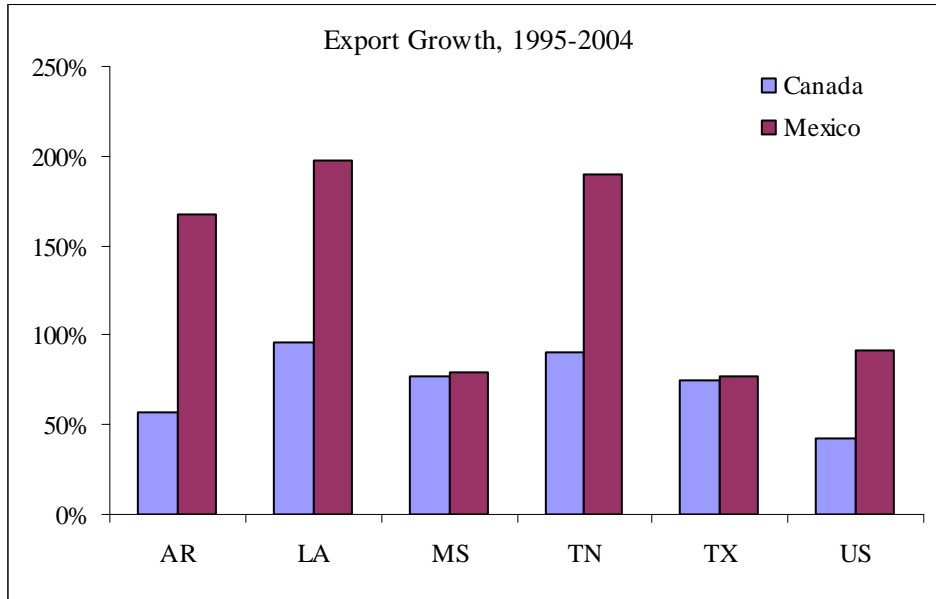


Table 2a: Export Growth – By State

State	Median	STD	Min SIC	Min	Max SIC	Max
AR	4.0	8.9	39	-17.8	22	14.2
LA	3.7	10.2	24	-8.8	37	29.6
MS	5.3	9.9	39	-4.6	10-14	33.6
TN	6.4	6.3	24	-4.5	38	23.8
TX	4.2	7.0	21	-17.5	35	11.7
Maximum	6.4					33.6
Minimum	3.7			-17.8		

Table 2b: Import Growth – By State

State	Median	STD	Min SIC	Min	Max SIC	Max
AR	5.9	5.9	33	-1.1	01-09	21.1
LA	7.2	8.6	31	-3.5	34	34.8
MS	7.5	9.1	38	-13.4	34	22.0
TN	9.2	24.8	36	-4.9	21	115.7
TX	7.0	5.3	01-09	-2.5	25	19.2
Maximum	9.2					115.7
Minimum	5.9			-13.4		

Table 3a: Export Growth – By State-Foreign Country combination

State	Country	Median	STD	Min SIC	Min	Max SIC	Max
AR	Mexico	9.3	15.5	39	-23.9	30	35.4
AR	Canada	4.9	7.1	39	-13.5	22	14.6
LA	Mexico	13.3	12.5	24	-21.0	10-14	31.9
LA	Canada	2.9	10.8	39	-7.4	37	30.9
MS	Mexico	14.7	25.2	36	-22.1	20	77.0
MS	Canada	6.7	9.0	39	-4.6	10-14	33.8
TN	Mexico	13.3	12.3	24	-19.1	34	34.1
TN	Canada	5.6	6.8	01-09	-5.2	38	23.2
TX	Mexico	4.2	7.6	21	-17.5	35	14.2
TX	Canada	5.7	4.0	39	-7.2	25	14.1
Maximum		14.7					77.0
Minimum		2.9			-23.9		

Table 3b: Import Growth – By State-Foreign Country combination

State	Country	Median	STD	Min SIC	Min	Max SIC	Max
AR	Mexico	8.5	14.9	01-09	-6.8	37	42.2
AR	Canada	4.1	8.5	22	-5.2	01-09	29.2
LA	Mexico	17.8	43.0	24	-18.2	37	175.9
LA	Canada	5.5	9.4	32	-4.2	34	33.1
MS	Mexico	-0.1	23.8	38	-47.5	24	63.8
MS	Canada	8.1	7.7	32	-4.8	34	22.3
TN	Mexico	10.9	19.9	24	-12.1	20	64.1
TN	Canada	6.8	25.3	32	-5.3	21	115.7
TX	Mexico	5.5	6.6	24	-4.0	25	22.3
TX	Canada	7.9	5.6	26	1.9	22	20.4
Maximum		17.8					175.9
Minimum		-0.1			-47.5		

Table 4a: 2004 Canada Trade by Mode, by US State, 2002 \$

State	Truck Exports	Truck Imports	Rail Exports	Rail Imports
AR	\$684,267,201	\$535,451,400	\$202,652,108	\$180,653,725
LA	\$540,396,139	\$442,323,001	\$665,276,768	\$160,882,116
MS	\$490,497,001	\$532,416,001	\$173,136,084	\$117,522,505
TN	\$4,083,726,001	\$2,264,711,000	\$664,154,653	\$1,118,257,593
TX	\$7,490,419,001	\$4,455,484,900	\$1,665,231,032	\$1,638,128,908

Table 4b: 2004 Mexico Trade by Mode, by US State, 2002 \$

State	Truck Exports	Truck Imports	Rail Exports	Rail Imports
AR	\$178,779,101	\$246,335,002	\$123,725,697	\$22,910,516
LA	\$211,021,110	\$157,577,302	\$243,201,610	\$14,016,310
MS	\$208,129,871	\$265,056,032	\$152,102,929	\$1,971,084
TN	\$1,276,195,001	\$2,526,309,361	\$314,716,088	\$493,519,204
TX	\$33,660,047,000	\$30,234,739,420	\$5,090,747,901	\$1,424,301,861

Graph 2a and 2b

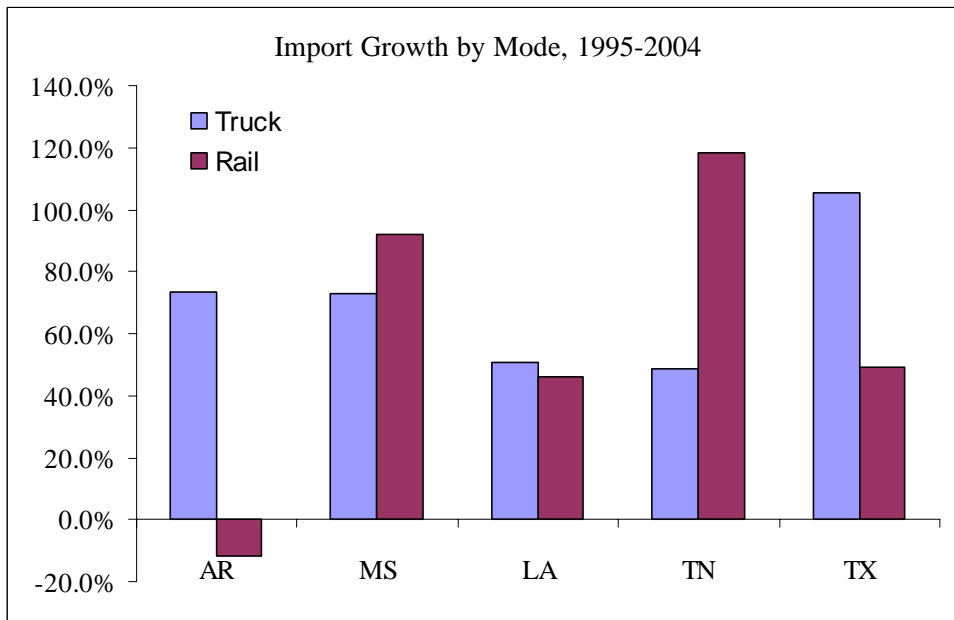


Table 5a: Truck Share of Exports and Imports, to Canada, by US State

State	Truck Share of Exports, 1995	Truck Share of Exports, 2004	Truck Share of Imports, 1995	Truck Share of Imports, 2004
AR	90.0%	77.2%	61.0%	74.8%
LA	71.0%	44.8%	77.1%	73.3%
MS	92.9%	73.9%	80.7%	81.9%
TN	77.1%	86.0%	77.9%	66.9%
TX	83.8%	81.8%	68.1%	73.1%

Table 5b: Truck Share of Exports and Imports, to Mexico, by US State

State	Truck Share of Exports, 1995	Truck Share of Exports, 2004	Truck Share of Imports, 1995	Truck Share of Imports, 2004
AR	69.4%	59.1%	96.8%	91.5%
LA	68.4%	46.5%	97.8%	91.8%
MS	80.1%	57.8%	94.3%	99.3%
TN	78.5%	80.2%	84.3%	83.7%
TX	87.8%	86.9%	93.7%	95.5%

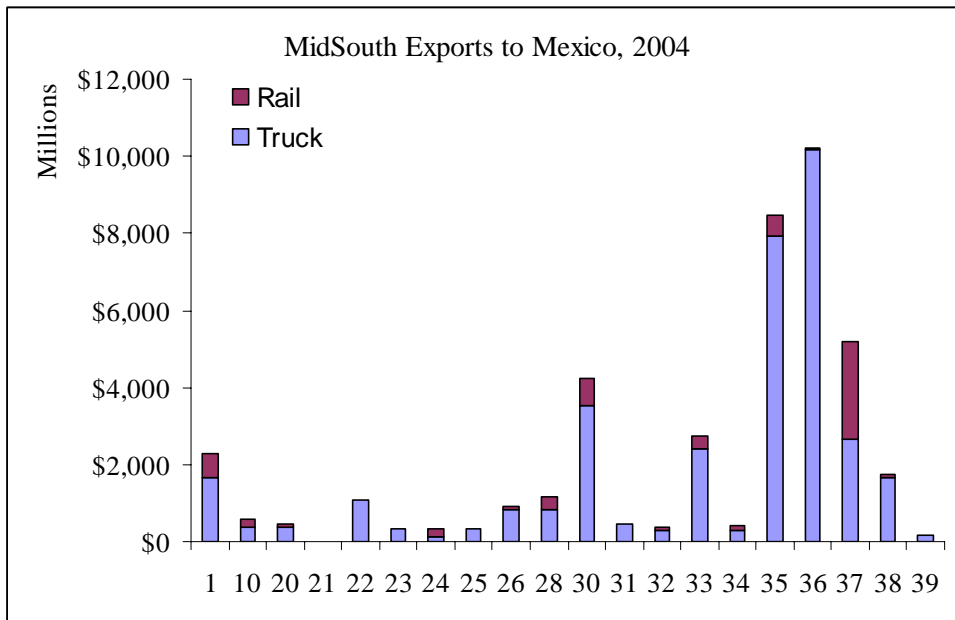
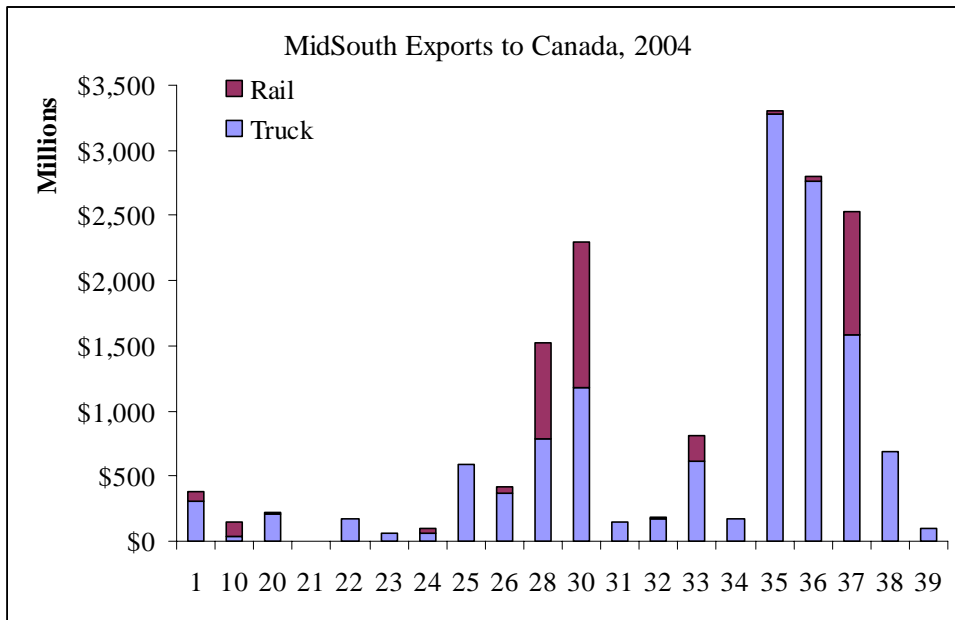
Table 6a: Export Growth – By State-Mode combination

Mode	State	Median	STD	Min SIC	Min	Max SIC	Max
Truck	AR	4.9	8.6	39	-17.8	22	14.7
Truck	LA	3.7	7.7	37	-7.3	34	20.5
Truck	MS	1.9	8.3	37	-9.2	10-14	24.2
Truck	TN	7.9	6.5	24	-3.8	38	23.8
Truck	TX	4.2	7.3	21	-17.5	35	12.2
Rail	AR	11.2	10.9	10-14	-4.8	36	34.3
Rail	LA	4.7	31.4	36	-27.5	37	103.5
Rail	MS	21.7	43.7	26	-13.0	37	164.4
Rail	TN	-1.3	8.5	39	-26.4	37	9.3
Rail	TX	5.5	12.0	23	-25.2	26	18.8
Maximum		21.7					164.4
Minimum		-1.3			-27.5		

Table 6b: Import Growth – By State-Mode combination

Mode	State	Median	STD	Min SIC	Min	Max SIC	Max
Truck	AR	5.7	6.5	10-14	-0.7	01-09	24.2
Truck	LA	4.2	9.3	31	-4.8	34	34.8
Truck	MS	7.7	8.8	38	-13.4	34	21.9
Truck	TN	11.9	24.9	36	-5.0	21	115.7
Truck	TX	7.5	7.4	01-09	-2.2	21	27.2
Rail	AR	0.1	13.0	37	-17.7	10-14	30.6
Rail	LA	6.6	20.8	37	-34.0	32	49.1
Rail	MS	5.7	18.1	35	-28.6	28	31.5
Rail	TN	9.7	20.3	32	-24.0	25	49.2
Rail	TX	1.8	15.1	34	-39.1	32	24.8
Maximum		11.9					115.7
Minimum		0.1			-39.1		

Graph 3a and 3b



Graph 4a and 4b

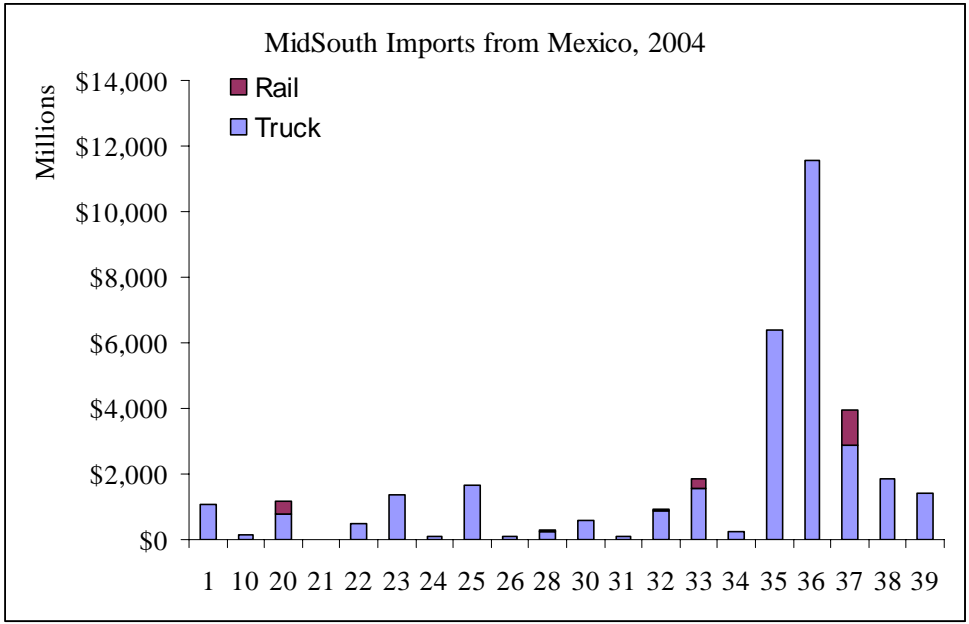
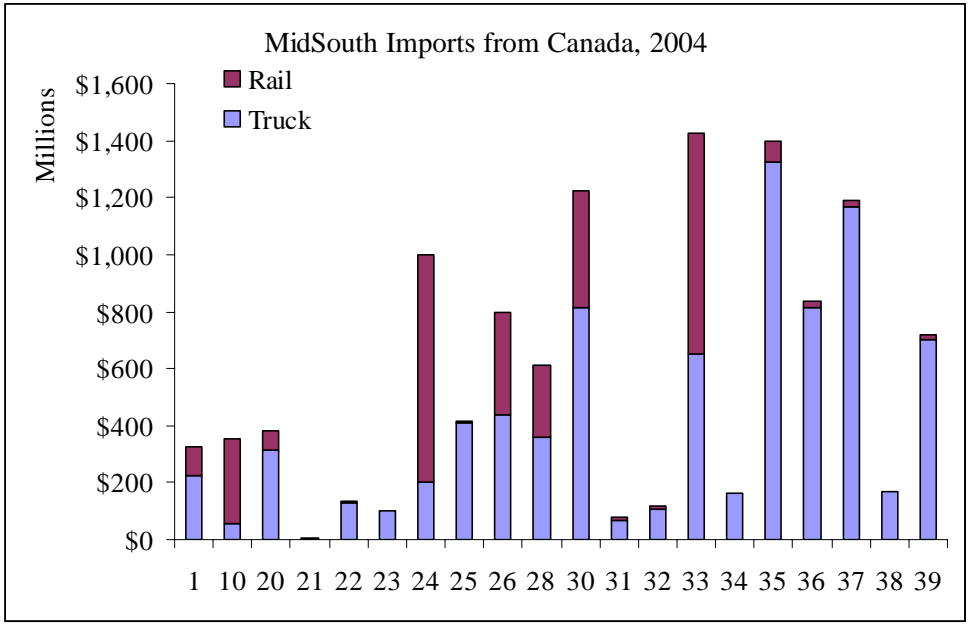


Table 7a: Exports Growth – By State-Mode-Foreign Country combination

Mode	State	Country	Median	STD	Min SIC	Min	Max SIC	Max
Truck	AR	Mexico	8.1	14.7	39	-23.9	30	35.3
Truck	AR	Canada	3.0	6.9	39	-13.5	22	15.1
Truck	LA	Mexico	8.7	11.0	36	-17.6	20	26.4
Truck	LA	Canada	1.9	8.8	37	-8.8	23	22.5
Truck	MS	Mexico	0.8	17.7	36	-22.1	31	35.3
Truck	MS	Canada	6.5	8.0	37	-9.6	10-14	24.6
Truck	TN	Mexico	16.0	13.2	24	-19.7	34	34.2
Truck	TN	Canada	6.4	6.5	39	-2.4	38	23.2
Truck	TX	Mexico	4.0	8.0	21	-17.5	35	15.1
Truck	TX	Canada	5.5	4.2	39	-7.1	25	14.1
Rail	AR	Mexico	14.2	31.3	28	-5.1	33	70.4
Rail	AR	Canada	11.1	9.5	10-14	-4.8	28	27.6
Rail	LA	Mexico	20.0	23.6	24	-27.0	10-14	52.5
Rail	LA	Canada	2.3	15.9	39	-23.0	10-14	32.5
Rail	MS	Mexico	3.0	2.9	01-09	-2.2	28	4.3
Rail	MS	Canada	17.7	23.3	26	-13.7	36	64.2
Rail	TN	Mexico	-3.0	30.1	24	-18.3	37	87.1
Rail	TN	Canada	-1.7	10.2	32	-26.3	24	5.7
Rail	TX	Mexico	6.3	13.1	23	-25.2	30	23.6
Rail	TX	Canada	3.8	11.4	31	-17.6	36	22.7
Maximum			20.0					87.1
Minimum			-3.0			-27.0		

Table 7b: Imports Growth – By State-Mode-Foreign Country combination

Mode	State	Country	Median	STD	Min SIC	Min	Max SIC	Max
Truck	AR	Mexico	10.0	13.6	31	-5.6	37	42.1
Truck	AR	Canada	3.9	9.2	22	-5.4	01-09	32.5
Truck	LA	Mexico	13.0	44.0	24	-19.2	37	175.9
Truck	LA	Canada	5.7	9.6	31	-4.9	34	33.1
Truck	MS	Mexico	2.1	26.1	38	-47.5	24	79.2
Truck	MS	Canada	7.9	7.3	32	-4.8	34	22.3
Truck	TN	Mexico	13.0	19.6	24	-11.8	20	64.1
Truck	TN	Canada	5.9	25.3	10-14	-2.3	21	115.7
Truck	TX	Mexico	7.5	7.6	24	-3.7	10-14	24.2
Truck	TX	Canada	7.9	5.6	26	2.0	22	20.4
Rail	AR	Mexico	-13.1	0.0	28	-13.1	28	-13.1
Rail	AR	Canada	0.1	14.8	37	-24.7	10-14	30.6
Rail	LA	Mexico	0.0	0.0	0	0.0	0	0.0
Rail	LA	Canada	6.6	18.7	37	-35.6	01-09	17.7
Rail	MS	Mexico	0.0	0.0	0	0.0	0	0.0
Rail	MS	Canada	3.7	18.3	35	-28.8	28	32.7
Rail	TN	Mexico	16.0	8.6	37	9.9	33	22.1
Rail	TN	Canada	9.7	21.9	32	-24.1	25	49.2
Rail	TX	Mexico	-5.6	20.9	25	-34.1	32	28.9
Rail	TX	Canada	2.8	11.7	34	-34.2	22	19.0
Maximum			16.0					175.9
Minimum			-13.0			-47.5		

Note: the “Minimum” Median is reported as -2.6 in the above table even though there is a -24.1 for Arkansas rail imports from Mexico, but there is only one industry for that category.