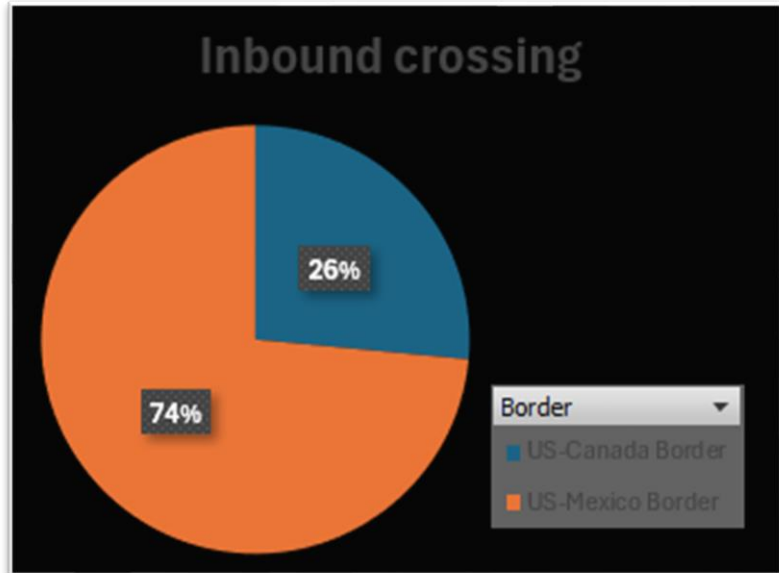


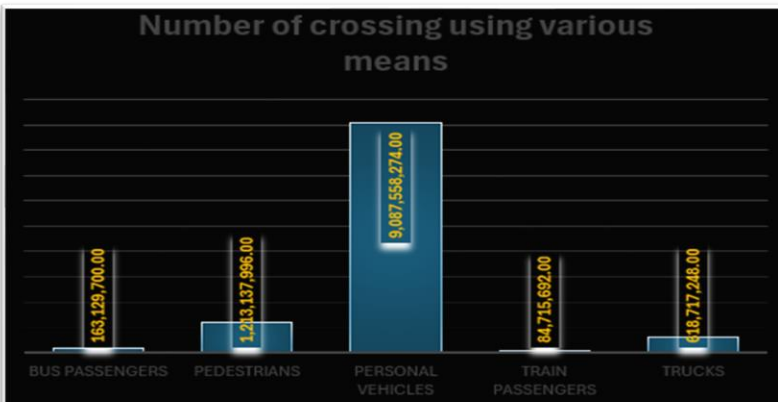
Border Crossing at the U.S.-Canada and the U.S.-Mexico border.

Department of transportation monitors the inbound crossings of vehicles and individuals entering states from the U.S.-Canda and U.S.-Mexico borders. Analysis is conducted using data spanning from 1996 to 2022. Keeping tabs on inbound crossings aids in addressing illegal entry into the country. The department is vigilantly monitoring this data across various ports to control traffic, as the failure to do so could result in severe repercussions. Regular monitoring is crucial to ensure the effectiveness of immigration and border control measures.

The count of inbound crossings is progressively increasing each year. These crossings are primarily categorized into two borders: Canada and Mexico. The chart distinctly illustrates a notably higher volume of inbound crossings from the Mexico border compared to the Canada border.



The Department of Transportation also monitors the crossings based on various modes



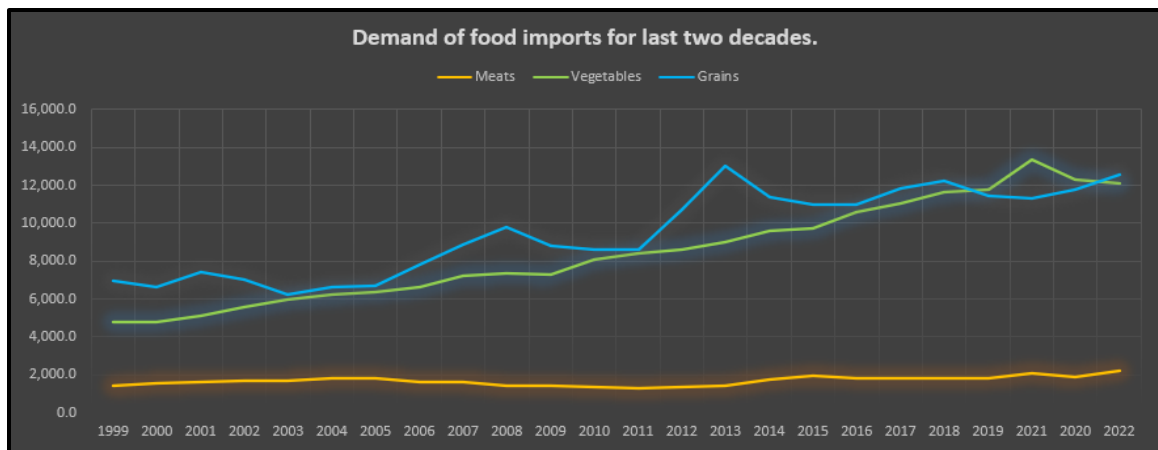
used, including trucks, buses and trains passengers, personal vehicles and pedestrians. It is observed that personal vehicles are utilized at a higher ratio compared to buses, trains and trucks for these crossings. Notably, the count of pedestrians crossing is approximately equal to the combined count of crossings done using buses, trains and trucks. Despite the overall crossing count being greater at the U.S.-Mexico border

than the U.S.-Canada border, the number of pedestrians crossing at the U.S.-Canada border surpasses that at the U.S.-Mexico border.

U.S. Food Imports: A Two-Decade Analysis Revealing a Shift towards Plant-Based Diets

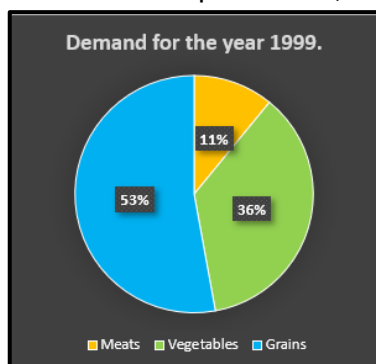
The demand for food imports is intricately linked to people's food consumption patterns, encompassing a variety of preferences and quality considerations. The American food market has witnessed a rising interest in tropical products over time. This category includes a diverse range of items such as meat, poultry, fish, vegetables, oils, fruits, nuts, coffee, grains, cocoa, and more. The importation of these food items mirrors the evolving dietary trends among the population.

Diets are broadly categorized into vegetarian, which includes plant-based foods, and non-vegetarian, which involves the consumption of animal-based products. The following chart illustrates the food imports to the U.S. over a span of more than two decades, specifically focusing on meats, vegetables, and grains.



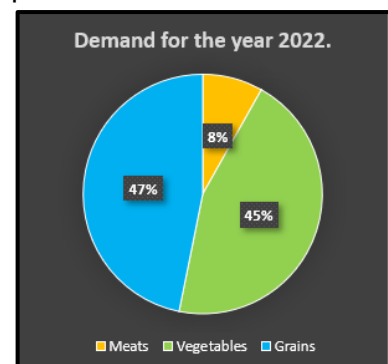
The chart depicts the volume of food imports over the years. It is evident that the importation of vegetables and grains has exhibited a consistent upward trend for the two decades, while meat imports have remained relatively stable over the same period. This highlights the growing demand for vegetables and grains over the past two decades.

Based on the pie charts, it is notable that in 1999, 11% of the imported food consisted of



meat, while vegetables and grains accounted for 36% and 53%, respectively. Over the span of two decades, the demand for vegetables has risen from 36% to 45% in the year 2022.

Conversely, there has been a decline of 3% and 6% in the



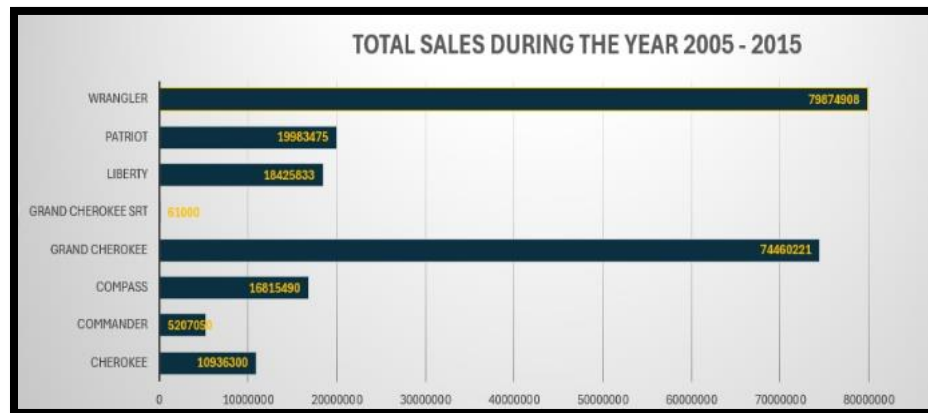
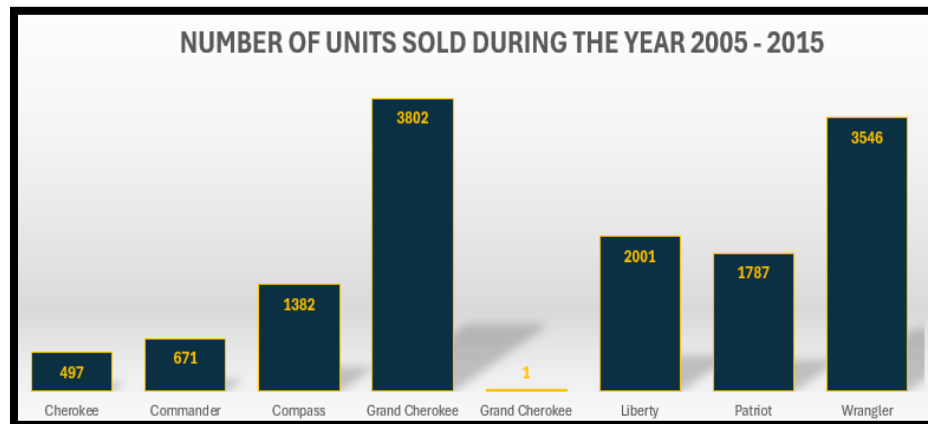
demand for meats and grains, resulting in current import proportions of 8% for meats and 47% for grains. Overall, this trend suggests a shift towards a plant-based diet, with plant-based food imports comprising 92% compared to animal-based foods.

JEEP STAR PRODUCT OF THE DECADE

Jeep, an American automotive brand, is presently under the ownership of the multinational corporation Stellates. Since 1987, Jeep has been affiliated with Chrysler, which acquired the brand and various assets from its former owner, American Motors Corporation (AMC).

As Jeep achieved remarkable milestones on its journey, it became an occasion to celebrate the collective efforts of the team. However, a dilemma surfaced during the selection of the product of the decade. The Grand Cherokee and Wrangler engaged in a spirited competition for the decade. The Grand Cherokee and Wrangler engaged in a spirited competition for this esteemed title. Both models demonstrated excellence in their respective domains, making them both deserving of the product of the decade award.

In the period spanning from 2005 to 2015, the Grand Cherokee outperformed the Wrangler by selling 256 more units. Conversely, the Wrangler exceeded the Grand Cherokee by generating an impressive revenue of \$79,874,908 during the same period. These insights can be gleaned from the respective charts below.



In order to ensure fairness, the committee opted to acknowledge both the Grand Cherokee and Wrangler for their respective achievements, rather than singling out one for the product of the decade award. Consequently, the Grand Cherokee was bestowed with the People's Choice award, while the Wrangler received the Offroad Best award.