TransBorder Raw Data Documentation

**Data Fields**

The following are descriptions for each of the data fields used in the raw data tables. Despite changes to the table structures throughout the time series, many of the data fields remain the same.   As a result of combining tables in 2007, there are several new data fields that are primarily a combination of two individual data fields.  For example, "DESTATE" and "ORSTATE" have been replaced by the common field "USASTATE".

**DISAGMOT - Mode of transportation**   
This field identifies the mode of transportation for shipments entering and exiting the United States.  The specific mode of transportation codes are listed below, followed by definitions for mail, other, and foreign trade zones:

(1) Vessel (added in 2004)  
(3) Air (added in 2004)  
(4) Mail  
(5) Truck  
(6) Rail  
(7) Pipeline  
(8) Other and unknown  
(9) Foreign Trade Zones (FTZs – added April 1995)

 "Mail" represents U.S. Postal Service and courier shipments, and cannot be further subdivided into a mode such as, air, rail, or truck.

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

The actual mode of transportation is not available for imports into FTZs, and therefore they were included as MOT "Other," prior to April 1995.   In April 1995, as the result of inquiries from users, the mode of transport, foreign trade zones (or DISAGMOT 9) were added after a Census investigation.   Although FTZ is being treated as a mode of transportation in this dataset, the actual mode for a specific shipment into or out of a foreign trade zone is unknown because Customs does not collect this information.

**CONTCODE - Container Code**   
This field differentiates between containerized and non-containerized cargo.  Containerized shipments are designated by a "1" in the CONTCODE field.  When the CONTCODE is blank, the shipment was reported as non-containerized.  Customs collects container information for truck and rail shipments but not for the other surface modes of transportation. According to Census, an X means that it is not known whether a shipment is containerized or not. The Xs apply to U.S. exports to Canada. A 0 means that the shipment is not containerized and a 1 means that the shipment is containerized.

**COMMODITY - Commodity Code (Added in 2007 to replace TSUSA / SCH\_B)**  
This new field identifies commodity traded between the United States and Canada and Mexico at the two-digit level.  This commodity codes are also based on the Harmonized Tariff Schedule of the United States of America (HTSUSA).

**TSUSA / SCH\_B - Commodity Code (April 1994 – December 2006)**  
This field identifies commodity traded between the United States and Canada and Mexico at the two-digit level.  For imports, the commodity codes are based on the Harmonized Tariff Schedule of the United States of America (HTSUSA).  For exports, the commodity codes are based on the Schedule B classification system.  Both classification systems are based on the International Harmonized System (HS) and therefore, at the two-digit level, the import and export codes are essentially the same.

**CANPROV – Canadian Province (Added in 2007 to replace PROV)**  
This new data field represents the Canadian province where Canadian Customs cleared the traded merchandise, and is not necessarily the province of final origin or destination.  Statistics Canada compiles this data field as part of their merchandise import and export trade program.

**PROV – Canadian Province (April 1994 – December 2006)**  
This old data field represents the Canadian province where Canadian Customs cleared the traded merchandise, and is not necessarily the province of final origin or destination.  Statistics Canada compiled this data field as part of their merchandise import and export trade program.

**MEXSTATE - Mexican State (Available for export data only)**  
This field identifies the state of destination for U.S. exports to Mexico. Census compiles this data field for the Mexican state of destination (or MEXSTATE) from the ultimate consignee's address.  If a Mexican state of destination cannot be identified for a particular shipment, it is considered unknown and coded as "OT" in the data field.

**USASTATE - U.S. State (Added in 2007 to replace "DESTATE" & "ORSTATE")**  
This new data field identifies the U.S. state of origin for exports to or state of destination for import from Canada and/or Mexico.  The state may not always represent the physical origin or destination of the import or export goods, since the exporters or importer’s address may not necessarily be the same state as the origin or destination of the goods.

**ORSTATE - U.S. State of Origin (April 1994 – December 2006)**  
This old data field identified the U.S. state of origin for exports from the United States to Canada or Mexico.

**DESTATE - U.S. State of Destination (April 1994 – December 2006)**  
This old data field identified the U.S. state of destination for imports from Canada or Mexico.  The U.S. state of destination is taken from the importer's address.  The importer of record for Customs purposes is the party responsible for paying the duties. The state may not always represent the physical destination of the import goods, since the importer’s address may not necessarily be the same state as the destination of the goods.  When state codes are missing or invalid, DU (Destination Unknown) is assigned to indicate that the field is unknown.

**DEPE - District and Port of Entry and Exit**  
This field identifies the Customs port where the entry or exit documentation was filed with Customs and the duties paid.  It may not always reflect the port where the shipment physically crossed the border to or from the United States. This is because, under current Customs regulations, importers or exporters may file import documentation at one port while the shipment actually enters at another port.

The Canadian and Mexican border customs districts include all public ports.  Some additional non-border or inland ports are identified separately.  Non-border ports with low activity are combined at their parent Customs district and reported by an "XX" (i.e., 35XX).

Census also uses pre-selected port codes for certain types of shipments.  For imports, there are two pre-selected port codes included in this dataset.  Port code 70XX is the Census code used for low value shipments for which Customs allows importers to file informal entries which lack port information.  Port code 60XX covers vessels moving under their own power.  Both 70XX and 60XX are included in this dataset as "other" mode of transport (DISAGMOT 8).

**COUNTRY – Trading Partner Country**  
This field represents the country of origin or destination, that is, the country where the merchandise was grown, manufactured or otherwise produced or the country to which it is being exported.  The country field in this dataset is either Canada or Mexico.  The codes are derived from the International Statistical Organization (ISO) list of countries.

**VALUE - Value of Merchandise**  
This data field refers to the Customs value or the value of merchandise for duty purposes.  **For imports**, the value is usually the selling price paid or payable for the goods in the foreign country of origin.  It excludes freight costs, insurance and other charges incurred in bringing the merchandise from the foreign port of export to the United States.  **For exports**, the value is on free alongside ship (f.a.s) basis.F.A.S. value - is the value of exports at the U.S. seaport, airport, or border port of exportation, based on the transaction price including inland freight, insurance, and other charges incurred in placing the merchandise alongside the carrier at the U.S. port of export.

The use of Canada's import data to produce U.S. export data requires some adjustments to make the two comparable. U.S. exports are valued at the U.S. seaport, airport, or border port of export in the U.S. and include inland freight charges. Canadian imports are valued at the point of origin in the U.S. and do not include inland freight to the U.S. port of exit. To compensate, Canada adds an estimated 4.5 percent of the value to each transaction to cover inland freight (except for shipments where freight is not a consideration, e.g., large aircraft, vessels and drilling platforms.)

**CHARGES - Charges (For Imports Data Only)**  
Note that starting from 2007, a single data field represents both "charges" (for imports) and "freight" (for exports).  In the new database structure described above for table 1, table 2, and table 3, BTS provides "charges" for data extracts on imports and "freight" for data extracts on exports.

For imports, charges represent the aggregate cost of all freight, insurance, and other charges (excluding U.S. import duties) incurred in bringing the merchandise from alongside the carrier at ports in Canada or Mexico and placing it alongside the carrier at the first port of entry in the United States.  In the case of overland shipments originating in Canada or Mexico, such costs include freight, insurance, and all other charges, costs and expenses incurred in bringing the merchandise from the point of origin (where the merchandise begins its journey to the United States) in Canada or Mexico to the first port of entry.

**FREIGHT - Freight (For Exports Data only)**  
Note that starting from 2007, a single data field represents both "freight" (for exports) and "charges" (for imports).  In the new database structure described above for table 1, table 2, and table 3, BTS provides "freight" for data extracts on exports and "charges" for data extracts on imports.

For exports, "freight" represents the total cost/charges for transporting the goods from the place of direct shipment in the United States to the consignee in Canada.  Statistics Canada supplies this information for Canadian data only as part of a data exchange program.  Information on the cost of moving U.S. exports via Mexican entry ports to the shipment’s ultimate physical destination in Mexico is not known.

**SHIPWT - Shipping Weight**  
This data field represents the gross weight in kilograms of shipments, including the weight of moisture content, wrappings, crates, boxes, and containers (other than cargo vans and similar substantial outer containers).   
Historically, shipping weight information from the Census Bureau has been available for shipments by vessel and air only.  However, in the North American Transborder, shipment weight is available for all import modes. For exports, shipping weight is not currently available all modes for Canada and Mexico. Currently here is what is available:

Imports:

* Trade with Canada – weight data available for all modes – truck, rail, air, and vessel
* Trade with Mexico – weight data available for all modes – truck, rail, air, and vessel

Exports:

* Trade with Canada – weight data available for air and vessel, weight for surface modes not available
* Trade with Mexico – weight data available for air and vessel, weight for surface modes not available

**STATMOYR - Statistical Month**   
This field indicates the month and year the data were reflected in the published statistics, generally the month and year when the goods entered or exited the United States.

**STATMO - Statistical Month (Added in 2007 to replace STATMOYR)**  
This data field represents the month for imports and exports.  For imports, it is the month in which the U.S. Customs and Border Protection releases the merchandise to the importer. For exports, it is based on the date when the merchandise leaves the United States. (For vessel or air shipments, it is the date when the carrier departs or is cleared from the port of export.)

**STATYR - Statistical Year – (Added in 2007 to replace STATMOYR)**  
This data field represents the calendar year for imports and exports.  For imports, it is the year in which the U.S. Customs and Border Protection releases the merchandise to the importer. For exports, it is based on the date/year when the merchandise leaves the United States. (For vessel or air shipments, it is the date/year when the carrier departs or is cleared from the port of export.)

**COUNT - Record Count**  
This field represents summary record counts by the Census Bureau and Customs and Border Protection.  Record count does not indicate the number of shipments or the number of trucks or rail cars, and should not be used as a proxy for these.  Record count was an individual field in this dataset between April 1993 and December 1996 data months.  It reflected the number of individual records in a summarized line of data.  Detailed record count information was removed from the dataset beginning with the January 1997 data.  A summary of record counts are now presented by country, direction of trade and mode of transportation.

**Summary of Major Changes**

Several significant changes have occurred since the release of the first data month, April 1993. These are noted here, and are discussed in detail in the next section.

**November 2017**

BTS added new dashboard and query tools for visualizing TransBorder Freight Data. These tools can be found at: <https://www.bts.gov/transborder>. BTS also revised data for Detroit, Michigan; Ambrose, North Dakota; and Aberdeen, Washington to correct reporting errors.

**October 2014**

BTS revised the TransBorder Freight Data. Beginning with the January 2009 data, data were revised to include a masking of Aircraft and Airplane parts data. This brings the TransBorder Freight Data into conformity with current U.S. Census Bureau policies and practices. Finally, the revised data for 2009 to 2013 also include the Census Bureau’s annual foreign trade data revisions.

**July 2010**

Ports of entry that have had no trade data since the start of the database in 1994 have been removed from the port list. These ports of entry had Customs activity decades ago, but are no longer staffed by Customs and Border Protection.

**January 2007**

Starting January 2007, the Bureau of Transportation Statistics used a new data structure to release the North American Transborder data because of changes made by the Census Bureau to allow users to simultaneously access commodity and port information.

**January 2004**

With the release of January 2004 statistics, the Bureau of Transportation Statistics started incorporating the Air and Vessel data provided by the U.S. Census Bureau. The data for Air and Vessel are available in the same format as the land modes under a separate group of tables.

**January 2003**

With the release of December 2002 statistics, the U.S. Census Bureau discontinued the state export series based on the exporter location (EL). Beginning with the January 2003 statistics, the U.S. Census Bureau compiled and released state exports based only on the origin of movement series. As a result, BTS could not provide four tables that were available in prior years. Those tables are: 3B Exports to Mexico with State of Exporter and Commodity Detail, 4B Exports to Canada with State of Exporter and Commodity Detail, 5B Exports to Mexico with NTAR of Exporter and Geographic Detail, and 6B Exports to Canada with NTAR of Exporter and Geographic Detail.

**January 2001**

Beginning with the January 2001 data, the U.S. Census Bureau, at the request of the Bureau of Economic Analysis, began incorporating data for estimates of shipments with late trade documentation filings into the monthly data for U.S. exports to Canada. Previously, Census had made these adjustments on an annual basis. Since the North American Transborder Freight Data are a subset of overall U.S. trade statistics, and to ensure consistency with these, the estimates for these U.S. to Canada export shipments are now incorporated into the monthly data for district/port code 70XX, commodity code (TSUSA or SCH-B) 98 (Special Classifications), and mode "other" (mode 8). Census estimates that these monthly revisions will be in the range of $150 to $250 million. (For comparative purposes, for three months in the year 2000 (January, July and September), the value of district/port code 70XX ranged from $855 to $981 million, the value of commodity code 98 ranged from $222 to $293 million and the value of mode other ranged from $878 million to $993 million.)

**May 1997**

Beginning with the May 1997 data, Statistics Canada changed some of its reporting procedures of the "freight" field. The "freight" field measures the total freight charges to transport the goods from the place of direct shipment in the U.S. to the consignee in Canada.

**January 1997**

Transshipments from a third country through Canada or Mexico to the U.S. or from the U.S. to a third country through Canada or Mexico were removed from the dataset. Additional port detail was added. Canadian and Mexican border customs districts now include all public ports. In addition, some additional non-border or inland ports are now identified separately. Non-border ports with low activity are combined at their parent Customs district and reported by an XX i.e., (35XX). Due to increased geographic specificity, individual record counts were deleted from the dataset. A summary of record counts is now presented by country, direction of trade, and mode of transportation.

**January 1996**

Shipping weight for truck and rail shipments imported into the United States through Canada or Mexico from a third country (i.e. transshipments) was added. (Note: Beginning with the January 1997 data month, transshipment data were removed.

**April 1995**

Shipping weight for Mexican imports was added. For U.S. exports to Canada, the cost of moving goods from the place of direct shipment in the U.S. to the consignee in Canada (data field - Freight) was added. The mode of transportation and foreign trade zones were added some of to the import tables. This new mode of transportation (MOT) category was added in recognition of the increased activity in foreign trade zones along the U.S./Mexican and U.S./Canadian borders.

**April 1994**

Increased commodity detail and geographic detail began to be reported together in a number of files.

For exports, the 98 Schedule B 2-digit commodity groups replaced the previous 11 Schedule B Groups; the U.S. state of origin replaced the U.S. region of origin; the Canadian province and Mexican state of destination replaced Canadian and Mexican regions of destination; and the National Transportation Analysis Region (NTAR) of the U.S. exporter was added.

For imports, the 98 2 digit Harmonized Tariff Schedule of the United States (TSUSA) commodity groups replaced the 11 TSUSA groups; the Canadian province of origin replaced the Canadian region of origin; and the U.S. state of destination replaced the U.S. region of destination. (Note: At the 2-digit level the commodities of Schedule B and TSUSA are the same.)

**Details of Major Reporting Changes**

**October 2014**

The TransBorder Freight Data have been modified beginning with January 2009 data. As of January 2009, the TransBorder Freight Data include a masking of Aircraft and Airplane parts data. This brings the TransBorder Freight Data into conformity with current U.S. Census Bureau policies and practices. To protect the privacy of individual company data, additional transactions are transferred to Harmonized Tariff System (HTS) Code 88 from the following HTS codes: 40 – Rubber; 68 – Articles of Stone, Plaster, Cement, Asbestos, Mica or Similar Materials; 70 – Glass and Glassware; 84 - Computers, 85 – Electrical Machinery; 90 – Optical and Measuring Instruments and 94 – Furniture.

In addition, the revised data for 2009 to 2013 also include the Census Bureau’s annual foreign trade data revisions. These revisions had not previously been included in the TransBorder Freight Data.

**Changes beginning with January 2007**

Starting January 2007, the Bureau of Transportation Statistics used a new data structure to release the North American Transborder data for download. The new data structure allows users to access information on U.S. - North American Transborder trade by port and commodity detail.

Prior to January 2007, data by port and commodity detail were not available for download or analysis for the land modes. The following table shows the inter-relationship between the new and the old data structure. It provides a crosswalk from the three new tables, starting January 2007, to all the previous data tables prior to 2007.

|  |  |
| --- | --- |
| **New Version - Table Number (Starting January 2007)** | **Old Version - Table Number (Prior to January 2007)** |
| **Table 1: U.S. Imports and Exports with State and Port Detail** | Imports from Mexico with Port Geography and State of Destination Detail (Table 11) |
| Imports from Canada by with Port Geography and State of Destination Detail (Table 12) |
| Imports from Mexico with Port Geography and State of Destination Detail (Table AV9) |
| Imports from Canada with Port Geography and 2-Digit Commodity Detail (Table AV11) |
| Exports to Mexico with State of Origin and Port Geography Detail (Table 5A) |
| Exports to Canada with State of Origin and Port Geography Detail (Table 6A) |
| Exports to Mexico with State of Origin and Port Geography Detail (Table AV3) |
| Exports to Canada with State of Origin and Port Geography Detail (Table AV5) |
| **Table 2: U.S. Imports and Exports with State and Commodity Detail** | Imports from Mexico with 2-Digit Commodity and State of Destination Detail (Table 9) |
| Imports from Canada with 2-Digit Commodity and State of Destination and 2-letter Province Code (Table 10) |
| Imports from Mexico with State of Destination and 2-Digit Commodity Detail (Table AV7) |
| Imports from Canada with State of Destination and 2-Digit Commodity Detail (Table AV8) |
| Exports to Mexico with State of Origin and 2-Digit Commodity Detail (Table 3A) |
| Exports to Canada with State of Origin and 2-Digit Commodity Detail (Table 4A) |
| Exports to Mexico with State of Origin and 2-Digit Commodity Detail (Table AV1) |
| Exports to Canada with State of Origin and 2-Digit Commodity Detail (Table AV2) |
| **Table 3: U.S. Imports and Exports with Port and Commodity Detail** | Exports to Mexico with 2-Digit Commodity and Port Geography Detail (Table AV4) |
| Exports to Canada with Port Geography and 2-Digit Commodity Detail (Table AV6) |
| Imports from Mexico with Port Geography and 2-Digit Commodity Detail (Table AV10) |
| Imports from Canada with Port Geography and 2-Digit Commodity Detail (Table AV12) |

Note: AV denotes Air and Vessel.

**Changes beginning with January 2004**

With the release of January 2004 statistics, the Bureau of Transportation Statistics started incorporating the vessel and air data provided by the U.S. Census Bureau into the North American Transborder data. The vessel and air data provided information on U.S. - North American Transborder trade similar to U.S North American Transborder surface freight. For the first time, additional information such as U.S. North American Transborder trade by Port and Commodity was available.

**Reporting Changes beginning with January 2003 Data**

With the release of December 2002 statistics, the U.S. Census Bureau discontinued the state export series based on the exporter location (EL). Beginning with January 2003 statistics, the U.S. Census Bureau compiled and released state exports based only on the origin of movement (OM) series. Users should be cautious in interpreting the exporter location (EL) series and are advised that comparisons of 2000 and 2001 state totals to those of previous years may be misleading. The state export series based on the exporter's location, the EL series has changed significantly since late 1999. An analysis of the locations reported by exporters in 2000 and 2001 as compared to 1999 has shown that most of the changes involve shipments reported electronically through the Automated Export System (AES). AES, a joint effort of the U.S. Customs Service and the Census Bureau, was first implemented in 1995. The results of their analysis coincided with the surge in reporting through AES in late 1999 through 2001, when the former Automated Export Reporting Program (AERP) was discontinued and alternative ways of filing through AES (AES DIRECT, PC Link, and Web Link) were introduced. While AES has significantly improved the overall quality and coverage of the export data, it has changed filing practices, especially the addresses reported for multiple location companies. The exporter's location is based on the ZIP code in the exporter's address as reported on the Shipper's Export Declaration or its electronic equivalent. As a result of these changes BTS can no longer provide four tables that have been released in prior years. Those tables are: 3B Exports to Mexico with State of Exporter and Commodity Detail, 4B Exports to Canada with State of Exporter and Commodity Detail, 5B Exports to Mexico with NTAR of Exporter and Geographic Detail, and 6B Exports to Canada with NTAR of Exporter and Geographic Detail.

**Reporting Changes beginning with January 2001 Data**

Beginning with the January 2001 data, the U.S. Census Bureau, at the request of the Bureau of Economic Analysis, began incorporating data for estimates of shipments with late trade documentation filings into the monthly data for U.S. exports to Canada. Previously, Census had made these adjustments on an annual basis. Since the North American Transborder Surface Freight Data are a subset of overall U.S. trade statistics, and to ensure consistency with these, the estimates for these U.S. to Canada export shipments are now incorporated into the monthly data for district/port code 70XX, commodity code (TSUSA or SCH-B) 98 (Special Classifications), and mode "other" (mode 8). Census estimates that these monthly revisions will be in the range of $150 to $250 million. (For comparative purposes, for three months in the year 2000 (January, July and September), the value of district/port code 70XX ranged from $855 to $981 million, the value of commodity code 98 ranged from $222 to $293 million and the value of mode other ranged from $878 million to $993 million.)

**Reporting Changes beginning with January 1997 Data**

Based on user feedback, several major reporting changes have been implemented, beginning with the January 1997 data. These include deletion of transshipment data, addition of additional port detail and deletion of record count information. Each of these changes are discussed in greater detail below.

**Deletion of Transshipments**

Transshipments, that is, shipments from a third country through Canada or Mexico to the U.S. or from the U.S. to a third country through Canada or Mexico have been deleted from the public files beginning with the January 1997 data. (Note: Prior to January 1997, documentation for this dataset referred to this type of activity as in transit shipments.)

Prior to January 1997 statistics, this dataset included transshipments in its detailed tables, and credited those shipments to either Canada or Mexico even when the actual origin or final destination of the goods was in a third country. However, in other Census trade statistics, transshipments through Canada and Mexico are credited to the true country of origin or final destination. Therefore, to make this dataset more comparable to other Census trade statistics (such as the "U.S. Exports of Merchandise" and "U.S. Imports of Merchandise" both on CD-ROM and the "FT920: U.S. Merchandise Trade: Selected Highlights"), detailed information on transshipments has been removed.

The deletion of the transshipment data has made this dataset more comparable to other Census foreign trade statistics, but the correspondence will not necessarily be exact every data month. This is due to adjustments to the final Census trade statistics. Therefore, comparisons of North American Transborder exports or imports with published data in the Department of Commerce, Bureau of the Census, "FT920: U.S. Merchandise Trade: Selected Highlights," is close but not exact. Table 3 of the FT920 can be used to compare export totals, and Table 8 can be used for imports. In both cases, the maritime vessel and air value of shipments will need to be subtracted from the total value to estimate surface North American Transborder exports and imports. Comparisons can also be made by using the Census CD-ROM "U.S. Exports of Merchandise" and "U.S. Imports of Merchandise."

For time series consistency, value data will need to be adjusted before comparing pre- and post- January 1997 data. This is because the pre-January 1997 data includes transshipments while the post-January 1997 data does not. A DOT analysis was conducted to estimate the proportion transshipments were of export and import trade between the U.S. and Canada and the U.S. and Mexico. The appropriate proportions could then be subtracted from the total export and import values for pre-January 1997 data to provide an approximation of the value of pre-January 1997 trade without transshipments included. For the period of examined, transshipments accounted for an average of 17.7% of total U.S. exports to Canada plus transshipments. The comparable figure was 6.2% of the total U.S. imports and transshipments from Canada. Transshipments through Mexico were considerably smaller accounting for 0.4% on the export and 1.7% on the imports from Mexico side. Modal variations also occurred.

**Port Detail**

Additional port detail was added beginning with the January 1997 data. Canadian and Mexican border customs districts now include all ports within these districts, not just the ports at the border. In addition, major non-border or inland ports are now are being reported for Canada and Mexico. The remaining ports in non-border districts, however, continue to be summarized at their parent Customs district.

**Deletion of Record Count**

Due to the increased geographic specificity now provided, individual record counts have been deleted from the dataset beginning with the January 1997 data.

**Reporting Changes beginning with May 1997 Data**

Beginning with the May 1997 data, Statistics Canada changed some of its reporting procedures of the "freight" field. The "freight" field measures the total freight charges to transport the goods from the place of direct shipment in the U.S. to the consignee in Canada. (Under A data exchange agreement between the United States and Canada, the U.S. obtains all its data for the U.S. exports to Canada from Statistics Canada.)

Statistics Canada edits all reported data for the "freight" field. A small percentage of the reported data are accepted during the edit process. The edit process checks that each record is within a certain range for each two-digit commodity. If the reported data is outside this range, Statistics Canada imputes a new value for the "freight" field. Before May 1997, Statistics Canada imputed the "freight" field by applying a percent to the value of each record. This percent was consistent, regardless of commodity or the method of transportation. However, Statistics Canada analysis determined that some of the imputed values for the "freight" field may have been over-estimated. Consequently, Statistics Canada changed its method of imputation during the editing process. The new imputation process now applies various percentages to the reported data based on the two-digit commodity group, but still without regard to method of transportation. This new imputation method has resulted in lower reported values for the "freight" field for data subsequent to May 1997. Users should note that while the ratio of the "freight" field to value varies at the micro level, this ratio is relatively consistent at the aggregate level, from month to month.

**January 1996 - December 1996 Data**

Starting with the January 1996 data, the Census Bureau included shipping weight for road and rail shipments imported into the United States through Canada or Mexico from a third country (i.e., in-transit shipments.) For the January through March 1996 data, Census estimated these shipping weights using factors for each 2-digit commodity group for the particular mode. Reported shipping weight data became available with the April 1996 data. For the January 1996 imports through Mexico from a third country, Census estimated the shipping weight of 5.6 million kilograms, which represents 0.3 percent of the 1.6 billion kilograms of overland Mexican shipments. For the January 1996 imports through Canada from a third country, Census estimated the shipping weight of 160 million kilograms, which represents 1.1 percent of 14.8 billion kilograms of overland Canadian shipments.

Two additional changes have affected this dataset's field structure. In April 1995, the data field "FREIGHT" was added and indicates the total freight charges to transport the goods from the place of direct shipment in the U.S. to the consignee in Canada. This field is now available for Exports to Canada (files D4A, D4B, D6A, and D6B). In addition, in July 1995, a new disaggregated mode of transport (DISAGMOT) "9" was added, for imports from Mexico and Canada into U.S. Foreign Trade Zones (files D09, D10, D11, D12). This new mode of transportation (MOT) category was added in recognition of the increased activity in foreign trade zones along the U.S./Mexican and U.S./Canadian borders. Although FTZ is being treated as a MOT in this dataset, the mode of transportation for a specific shipment into or out of a foreign trade zone is unknown because Customs does not collect this information. In previous data months, these shipments had been incorrectly included as rail shipments.

**April 1995 - December 1995 Data**

Several reporting changes occurred beginning with the April 1995 data. The field shipping weight (SHIPWT) was added to the table for Imports from Mexico (files D09 and D11) in addition to already being provided for Imports from Canada (files D10 and D12). In April 1995, the data field "FREIGHT" was added and indicates the total freight charges to transport the goods from the place of direct shipment in the U.S. to the consignee in Canada. This field was available for Exports to Canada (files D4A, D4B, D6A, and D6B). In addition, in July 1995, a new disaggregated mode of transport (DISAGMOT) "9" was added, for imports from Mexico and Canada into U.S. Foreign Trade Zones (files D09, D10, D11, D12). This new mode of transportation (MOT) category was added in recognition of the increased activity in foreign trade zones along the U.S./Mexican and U.S./Canadian borders. Although FTZ is being treated as a MOT in this dataset, the mode of transportation for a specific shipment into or out of a foreign trade zone is unknown because Customs does not collect this information. In previous data months, these shipments had been incorrectly included as rail shipments.

**April 1994 - March 1995 Data**

Several reporting changes occurred beginning with the April 1994 data. The combination of geographic and commodity detail permitted in a number of files was expanded. For **exports**, the 98 Schedule B 2-digit commodity groups replaced the previous 11 Schedule B Groups; the U.S. state of origin replaced the U.S. region of origin; the Canadian province and Mexican state of destination replaced Canadian and Mexican regions of destination; and the National Transportation Analysis Region (NTAR) and U.S. state of the U.S. exporter was added. For **imports**, the 98 2-digit Harmonized Tariff Schedule of the United States (TSUSA) commodity groups replaced the 11 TSUSA groups; the U.S. state of destination replaced the U.S. region of destination; and the Canadian province of origin replaced the Canadian region of origin. (Note: The 98 Schedule B 2-digit commodity groups and TSUSA are the same.)