

International Trade Value (Cochise County, AZ)

<i>Year</i>	<i>Total</i>	<i>Change</i>	<i>Exports</i>	<i>Change</i>	<i>Imports</i>	<i>Change</i>
2004	\$849,952,218		\$323,366,626		\$526,585,592	
2005	\$1,228,107,107	44.5%	\$408,608,960	26.4%	\$819,498,147	55.6%
2006	\$1,289,001,899	5.0%	\$539,956,583	32.1%	\$749,045,316	-8.6%
2007	\$1,408,447,215	9.3%	\$455,053,393	-15.7%	\$953,393,822	27.3%
2008	\$1,253,413,356	-11.0%	\$475,391,994	4.5%	\$778,021,362	-18.4%
2009	\$1,143,951,054	-8.7%	\$426,121,243	-10.4%	\$717,829,811	-7.7%
2010	\$1,483,843,472	29.7%	\$649,687,904	52.5%	\$834,155,568	16.2%
2011	\$2,274,131,747	53.3%	\$1,048,242,543	61.3%	\$1,225,889,204	47.0%
2012	\$2,465,641,529	8.4%	\$1,345,131,311	28.3%	\$1,120,510,218	-8.6%
2013	\$2,521,961,158	2.3%	\$1,498,528,190	11.4%	\$1,023,432,968	-8.7%
2014	\$2,376,180,469	-5.8%	\$1,340,689,078	-10.5%	\$1,035,491,391	1.2%
2015	\$2,232,572,675	-6.0%	\$1,119,324,338	-16.5%	\$1,113,248,337	7.5%
2016	\$1,986,577,628	-11.0%	\$931,336,746	-16.8%	\$1,055,240,882	-5.2%
2017	\$2,000,736,842	0.7%	\$865,285,286	-7.1%	\$1,135,451,556	7.6%
2018	\$1,927,918,552	-3.6%	\$834,267,635	-3.6%	\$1,093,650,917	-3.7%
2019	\$1,935,661,815	0.4%	\$799,050,276	-4.2%	\$1,136,611,539	3.9%
2020	\$2,311,436,998	19.4%	\$1,051,065,341	31.5%	\$1,260,371,657	10.9%
2021	\$2,942,136,470	27.3%	\$1,237,125,170	17.7%	\$1,705,011,300	35.3%
2022	\$2,591,602,071	-11.9%	\$1,124,233,282	-9.1%	\$1,467,368,789	-13.9%
2023	\$2,221,687,976	-14.3%	\$925,915,121	-17.6%	\$1,295,772,855	-11.7%
2024	\$2,243,183,291	1.0%	\$808,438,307	-12.7%	\$1,434,744,984	10.7%

Source: U.S. Department of Transportation, Bureau of Transportation Statistics (BTS) and US Economic Research

International Trade Value (Douglas, AZ Port)						
<i>Year</i>	<i>Total</i>	<i>Change</i>	<i>Exports</i>	<i>Change</i>	<i>Imports</i>	<i>Change</i>
2004	\$764,251,878		\$264,971,733		\$499,280,145	
2005	\$1,118,125,487	46.3%	\$333,652,145	25.9%	\$784,473,342	57.1%
2006	\$1,156,103,509	3.4%	\$447,595,936	34.2%	\$708,507,573	-9.7%
2007	\$1,286,708,105	11.3%	\$401,574,848	-10.3%	\$885,133,257	24.9%
2008	\$1,211,684,726	-5.8%	\$443,990,218	10.6%	\$767,694,508	-13.3%
2009	\$1,119,739,871	-7.6%	\$410,704,286	-7.5%	\$709,035,585	-7.6%
2010	\$1,434,021,741	28.1%	\$612,761,734	49.2%	\$821,260,007	15.8%
2011	\$2,150,915,630	50.0%	\$940,641,845	53.5%	\$1,210,273,785	47.4%
2012	\$2,328,182,718	8.2%	\$1,228,944,450	30.6%	\$1,099,238,268	-9.2%
2013	\$2,377,359,817	2.1%	\$1,379,382,857	12.2%	\$997,976,960	-9.2%
2014	\$2,256,787,626	-5.1%	\$1,239,621,435	-10.1%	\$1,017,166,191	1.9%
2015	\$2,116,734,216	-6.2%	\$1,013,887,548	-18.2%	\$1,102,846,668	8.4%
2016	\$1,879,732,505	-11.2%	\$832,642,196	-17.9%	\$1,047,090,309	-5.1%
2017	\$1,897,996,833	1.0%	\$771,340,738	-7.4%	\$1,126,656,095	7.6%
2018	\$1,852,749,198	-2.4%	\$768,511,660	-0.4%	\$1,084,237,538	-3.8%
2019	\$1,870,633,458	1.0%	\$748,038,590	-2.7%	\$1,122,594,868	3.5%
2020	\$2,251,335,104	20.4%	\$998,216,989	33.4%	\$1,253,118,115	11.6%
2021	\$2,871,398,998	27.5%	\$1,178,377,849	18.0%	\$1,693,021,149	35.1%
2022	\$2,510,571,321	-12.6%	\$1,066,120,505	-9.5%	\$1,444,450,816	-14.7%
2023	\$2,126,629,813	-15.3%	\$853,472,400	-19.9%	\$1,273,157,413	-11.9%
2024	\$2,151,555,610	1.2%	\$741,210,121	-13.2%	\$1,410,345,489	10.8%

Source: U.S. Department of Transportation, Bureau of Transportation Statistics (BTS) and US Economic Research

International Trade Value (Naco, AZ Port)						
<i>Year</i>	<i>Total</i>	<i>Change</i>	<i>Exports</i>	<i>Change</i>	<i>Imports</i>	<i>Change</i>
2004	\$85,700,340		\$58,394,893		\$27,305,447	
2005	\$109,981,620	28.3%	\$74,956,815	28.4%	\$35,024,805	28.3%
2006	\$132,898,390	20.8%	\$92,360,647	23.2%	\$40,537,743	15.7%
2007	\$121,739,110	-8.4%	\$53,478,545	-42.1%	\$68,260,565	68.4%
2008	\$41,728,630	-65.7%	\$31,401,776	-41.3%	\$10,326,854	-84.9%
2009	\$24,211,183	-42.0%	\$15,416,957	-50.9%	\$8,794,226	-14.8%
2010	\$49,821,731	105.8%	\$36,926,170	139.5%	\$12,895,561	46.6%
2011	\$123,216,117	147.3%	\$107,600,698	191.4%	\$15,615,419	21.1%
2012	\$137,458,811	11.6%	\$116,186,861	8.0%	\$21,271,950	36.2%
2013	\$144,601,341	5.2%	\$119,145,333	2.5%	\$25,456,008	19.7%
2014	\$119,392,843	-17.4%	\$101,067,643	-15.2%	\$18,325,200	-28.0%
2015	\$115,838,459	-3.0%	\$105,436,790	4.3%	\$10,401,669	-43.2%
2016	\$106,845,123	-7.8%	\$98,694,550	-6.4%	\$8,150,573	-21.6%
2017	\$102,740,009	-3.8%	\$93,944,548	-4.8%	\$8,795,461	7.9%
2018	\$75,169,354	-26.8%	\$65,755,975	-30.0%	\$9,413,379	7.0%
2019	\$65,028,357	-13.5%	\$51,011,686	-22.4%	\$14,016,671	48.9%
2020	\$60,101,894	-7.6%	\$52,848,352	3.6%	\$7,253,542	-48.3%
2021	\$70,737,472	17.7%	\$58,747,321	11.2%	\$11,990,151	65.3%
2022	\$81,030,750	14.6%	\$58,112,777	-1.1%	\$22,917,973	91.1%
2023	\$95,058,163	17.3%	\$72,442,721	24.7%	\$22,615,442	-1.3%
2024	\$91,627,681	-3.6%	\$67,228,186	-7.2%	\$24,399,495	7.9%

Source: U.S. Department of Transportation, Bureau of Transportation Statistics (BTS) and US Economic Research