

International Trade Value (Nogales Ports of Entry, Santa Cruz County)						
<i>Year</i>	<i>Total</i>	<i>% Change</i>	<i>Exports</i>	<i>% Change</i>	<i>Imports</i>	<i>% Change</i>
2006	\$18,927,692,710		\$6,355,497,001		\$12,572,195,709	
2007	\$18,268,816,472	-3.5%	\$6,036,558,630	-5.0%	\$12,232,257,842	-2.7%
2008	\$19,279,546,244	5.5%	\$6,913,252,159	14.5%	\$12,366,294,085	1.1%
2009	\$16,444,297,177	-14.7%	\$5,991,565,898	-13.3%	\$10,452,731,279	-15.5%
2010	\$20,040,002,692	21.9%	\$6,949,322,084	16.0%	\$13,090,680,608	25.2%
2011	\$22,507,609,987	12.3%	\$8,142,363,372	17.2%	\$14,365,246,615	9.7%
2012	\$23,836,747,980	5.9%	\$8,972,541,839	10.2%	\$14,864,206,141	3.5%
2013	\$28,159,770,368	18.1%	\$10,316,901,128	15.0%	\$17,842,869,240	20.0%
2014	\$26,755,093,520	-5.0%	\$10,610,591,141	2.8%	\$16,144,502,379	-9.5%
2015	\$27,653,558,378	3.4%	\$11,619,892,788	9.5%	\$16,033,665,590	-0.7%
2016	\$26,756,350,841	-3.2%	\$10,276,638,528	-11.6%	\$16,479,712,313	2.8%
2017	\$24,209,306,289	-9.5%	\$9,423,538,289	-8.3%	\$14,785,768,000	-10.3%
2018	\$24,405,047,499	0.8%	\$9,796,671,209	4.0%	\$14,608,376,290	-1.2%
2019	\$26,811,262,658	9.9%	\$10,418,601,650	6.3%	\$16,392,661,008	12.2%
2020	\$22,573,086,904	-15.8%	\$8,528,025,854	-18.1%	\$14,045,061,050	-14.3%
2021	\$24,966,410,859	10.6%	\$9,923,426,461	16.4%	\$15,042,984,398	7.1%
2022	\$29,051,242,128	16.4%	\$10,411,585,750	4.9%	\$18,639,656,378	23.9%
2023	\$31,874,163,584	9.7%	\$10,360,085,092	-0.5%	\$21,514,078,492	15.4%
2024	\$34,497,943,353	8.2%	\$10,873,494,553	5.0%	\$23,624,448,800	9.8%

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

International Trade Value (Nogales Port)						
<i>Year</i>	<i>Total</i>	<i>% Change</i>	<i>Exports</i>	<i>% Change</i>	<i>Imports</i>	<i>% Change</i>
2006	\$18,870,354,532		\$6,355,086,001		\$12,515,268,531	
2007	\$18,175,083,873	-3.7%	\$6,031,903,257	-5.1%	\$12,143,180,616	-3.0%
2008	\$19,119,599,042	5.2%	\$6,911,921,686	14.6%	\$12,207,677,356	0.5%
2009	\$16,231,892,996	-15.1%	\$5,953,789,764	-13.9%	\$10,278,103,232	-15.8%
2010	\$19,830,783,932	22.2%	\$6,916,181,961	16.2%	\$12,914,601,971	25.7%
2011	\$22,105,798,294	11.5%	\$8,110,635,641	17.3%	\$13,995,162,653	8.4%
2012	\$23,528,036,293	6.4%	\$8,943,721,289	10.3%	\$14,584,315,004	4.2%
2013	\$27,687,539,963	17.7%	\$10,290,446,252	15.1%	\$17,397,093,711	19.3%
2014	\$26,399,176,732	-4.7%	\$10,591,302,296	2.9%	\$15,807,874,436	-9.1%
2015	\$27,316,551,053	3.5%	\$11,493,487,182	8.5%	\$15,823,063,871	0.1%
2016	\$26,377,271,199	-3.4%	\$10,250,441,299	-10.8%	\$16,126,829,900	1.9%
2017	\$23,934,285,422	-9.3%	\$9,379,153,680	-8.5%	\$14,555,131,742	-9.7%
2018	\$24,212,081,273	1.2%	\$9,783,442,583	4.3%	\$14,428,638,690	-0.9%
2019	\$25,531,451,743	5.4%	\$10,391,679,881	6.2%	\$15,139,771,862	4.9%
2020	\$21,882,548,929	-14.3%	\$8,464,394,974	-18.5%	\$13,418,153,955	-11.4%
2021	\$24,578,753,829	12.3%	\$9,828,003,370	16.1%	\$14,750,750,459	9.9%
2022	\$28,537,424,859	16.1%	\$10,250,693,811	4.3%	\$18,286,731,048	24.0%
2023	\$31,620,730,428	10.8%	\$10,347,739,992	0.9%	\$21,272,990,436	16.3%
2024	\$34,101,109,144	7.8%	\$10,810,177,659	4.5%	\$23,290,931,485	9.5%

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

International Trade Value (Nogales Customs District n.e.c.)						
<i>Year</i>	<i>Total</i>	<i>% Change</i>	<i>Exports</i>	<i>% Change</i>	<i>Imports</i>	<i>% Change</i>
2006	\$57,338,178		\$411,000		\$56,927,178	
2007	\$93,732,599	63.5%	\$4,655,373	1032.7%	\$89,077,226	56.5%
2008	\$159,947,202	70.6%	\$1,330,473	-71.4%	\$158,616,729	78.1%
2009	\$212,404,181	32.8%	\$37,776,134	2739.3%	\$174,628,047	10.1%
2010	\$209,218,760	-1.5%	\$33,140,123	-12.3%	\$176,078,637	0.8%
2011	\$401,811,693	92.1%	\$31,727,731	-4.3%	\$370,083,962	110.2%
2012	\$308,711,687	-23.2%	\$28,820,550	-9.2%	\$279,891,137	-24.4%
2013	\$472,230,405	53.0%	\$26,454,876	-8.2%	\$445,775,529	59.3%
2014	\$355,916,788	-24.6%	\$19,288,845	-27.1%	\$336,627,943	-24.5%
2015	\$337,007,325	-5.3%	\$126,405,606	555.3%	\$210,601,719	-37.4%
2016	\$379,079,642	12.5%	\$26,197,229	-79.3%	\$352,882,413	67.6%
2017	\$275,020,867	-27.5%	\$44,384,609	69.4%	\$230,636,258	-34.6%
2018	\$192,966,226	-29.8%	\$13,228,626	-70.2%	\$179,737,600	-22.1%
2019	\$1,279,810,915	563.2%	\$26,921,769	103.5%	\$1,252,889,146	597.1%
2020	\$690,537,975	-46.0%	\$63,630,880	136.4%	\$626,907,095	-50.0%
2021	\$387,657,030	-43.9%	\$95,423,091	50.0%	\$292,233,939	-53.4%
2022	\$513,817,269	32.5%	\$160,891,939	68.6%	\$352,925,330	20.8%
2023	\$253,433,156	-50.7%	\$12,345,100	-92.3%	\$241,088,056	-31.7%
2024	\$396,834,209	56.6%	\$63,316,894	412.9%	\$333,517,315	38.3%

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