

International Trade Value (Pima County Land Ports of Entry)						
<i>Year</i>	<i>Total</i>	<i>% Change</i>	<i>Exports</i>	<i>% Change</i>	<i>Imports</i>	<i>% Change</i>
2006	\$10,109,289		\$9,858,683		\$250,606	
2007	\$12,463,735	23.3%	\$11,978,373	21.5%	\$485,362	93.7%
2008	\$10,816,729	-13.2%	\$10,204,298	-14.8%	\$612,431	26.2%
2009	\$6,143,899	-43.2%	\$5,233,108	-48.7%	\$910,791	48.7%
2010	\$7,590,381	23.5%	\$7,188,302	37.4%	\$402,079	-55.9%
2011	\$7,377,725	-2.8%	\$7,177,109	-0.2%	\$200,616	-50.1%
2012	\$12,152,810	64.7%	\$12,062,391	68.1%	\$90,419	-54.9%
2013	\$5,732,114	-52.8%	\$5,460,681	-54.7%	\$271,433	200.2%
2014	\$4,738,279	-17.3%	\$3,823,508	-30.0%	\$914,771	237.0%
2015	\$4,232,074	-10.7%	\$3,764,458	-1.5%	\$467,616	-48.9%
2016	\$2,799,963	-33.8%	\$2,030,624	-46.1%	\$769,339	64.5%
2017	\$1,905,371	-32.0%	\$698,780	-65.6%	\$1,206,591	56.8%
2018	\$3,181,404	67.0%	\$1,636,887	134.2%	\$1,544,517	28.0%
2019	\$4,695,008	47.6%	\$2,891,211	76.6%	\$1,803,797	16.8%
2020	\$6,169,748	31.4%	\$4,065,996	40.6%	\$2,103,752	16.6%
2021	\$6,461,538	4.7%	\$3,554,745	-12.6%	\$2,906,793	38.2%
2022	\$8,175,539	26.5%	\$5,063,656	42.4%	\$3,111,883	7.1%
2023	\$8,538,683	4.4%	\$5,819,493	14.9%	\$2,719,190	-12.6%
2024	\$5,540,361	-35.1%	\$3,034,862	-47.9%	\$2,505,499	-7.9%

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

International Trade Value (Lukeville Port of Entry)						
<i>Year</i>	<i>Total</i>	<i>% Change</i>	<i>Exports</i>	<i>% Change</i>	<i>Imports</i>	<i>% Change</i>
2006	\$9,390,081		\$9,139,475		\$250,606	
2007	\$11,871,902	26.4%	\$11,386,540	24.6%	\$485,362	93.7%
2008	\$9,135,472	-23.0%	\$8,523,041	-25.1%	\$612,431	26.2%
2009	\$5,101,544	-44.2%	\$4,190,753	-50.8%	\$910,791	48.7%
2010	\$6,502,382	27.5%	\$6,100,303	45.6%	\$402,079	-55.9%
2011	\$5,997,370	-7.8%	\$5,796,754	-5.0%	\$200,616	-50.1%
2012	\$10,932,830	82.3%	\$10,842,411	87.0%	\$90,419	-54.9%
2013	\$4,261,446	-61.0%	\$3,990,013	-63.2%	\$271,433	200.2%
2014	\$3,367,808	-21.0%	\$2,938,795	-26.3%	\$429,013	58.1%
2015	\$2,337,382	-30.6%	\$1,869,766	-36.4%	\$467,616	9.0%
2016	\$1,554,836	-33.5%	\$785,497	-58.0%	\$769,339	64.5%
2017	\$1,473,301	-5.2%	\$266,710	-66.0%	\$1,206,591	56.8%
2018	\$1,591,517	8.0%	\$47,000	-82.4%	\$1,544,517	28.0%
2019	\$2,238,437	40.6%	\$434,640	824.8%	\$1,803,797	16.8%
2020	\$3,169,521	41.6%	\$1,065,769	145.2%	\$2,103,752	16.6%
2021	\$4,150,929	31.0%	\$1,244,136	16.7%	\$2,906,793	38.2%
2022	\$5,264,033	26.8%	\$2,152,150	73.0%	\$3,111,883	7.1%
2023	\$6,200,093	17.8%	\$3,480,903	61.7%	\$2,719,190	-12.6%
2024	\$5,457,578	-12.0%	\$2,952,079	-15.2%	\$2,505,499	-7.9%

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

International Trade Value (Sasabe Port of Entry)						
<i>Year</i>	<i>Total</i>	<i>% Change</i>	<i>Exports</i>	<i>% Change</i>	<i>Imports</i>	<i>% Change</i>
2006	\$719,208		\$719,208		\$0	--
2007	\$591,833	-17.7%	\$591,833	-17.7%	\$0	--
2008	\$1,681,257	184.1%	\$1,681,257	184.1%	\$0	--
2009	\$1,042,355	-38.0%	\$1,042,355	-38.0%	\$0	--
2010	\$1,087,999	4.4%	\$1,087,999	4.4%	\$0	--
2011	\$1,380,355	26.9%	\$1,380,355	26.9%	\$0	--
2012	\$1,219,980	-11.6%	\$1,219,980	-11.6%	\$0	--
2013	\$1,470,668	20.5%	\$1,470,668	20.5%	\$0	--
2014	\$1,370,471	-6.8%	\$884,713	-39.8%	\$485,758	--
2015	\$1,894,692	38.3%	\$1,894,692	114.2%	\$0	-100.0%
2016	\$1,245,127	-34.3%	\$1,245,127	-34.3%	\$0	--
2017	\$432,070	-65.3%	\$432,070	-65.3%	\$0	--
2018	\$1,589,887	268.0%	\$1,589,887	268.0%	\$0	--
2019	\$2,456,571	54.5%	\$2,456,571	54.5%	\$0	--
2020	\$3,000,227	22.1%	\$3,000,227	22.1%	\$0	--
2021	\$2,310,609	-23.0%	\$2,310,609	-23.0%	\$0	--
2022	\$2,911,506	26.0%	\$2,911,506	26.0%	\$0	--
2023	\$2,338,590	-19.7%	\$2,338,590	-19.7%	\$0	--
2024	\$82,783	-96.5%	\$82,783	-96.5%	\$0	--

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