

Table RO4: Canadian International Trade Value Shipped by Trucks, by Commodity Groups, 2021–2022

(Millions of dollars)

(Total Exports by trucks)

<i>Commodity Categories</i>	<i>2021^R</i>	<i>% Share</i>	<i>2022^P</i>	<i>% Share</i>
Machinery & Electrical	39,408	16.3	48,200	17.5
Transportation Equipment	34,301	14.2	39,051	14.2
Miscellaneous	30,782	12.7	33,308	12.1
Metals	27,738	11.5	32,569	11.8
Foodstuffs	18,347	7.6	21,814	7.9
Chemicals & Allied Industries	19,328	8.0	21,607	7.8
Wood & Wood Products	17,828	7.4	19,174	7.0
Plastics & Rubbers	16,352	6.8	18,178	6.6
Animals & Animal Products	13,270	5.5	13,729	5.0
Vegetable Products	8,406	3.5	10,574	3.8
Stone & Glass	8,713	3.6	9,099	3.3
Mineral Products	3,505	1.5	4,624	1.7
Textiles	3,148	1.3	3,256	1.2
Raw Hides, Skins, Leather, & Furs	277	0.1	326	0.1
Footwear & Headgear	238	0.1	270	0.1
Total Exports by Trucks	241,643	100.0	275,779	100.0
Destination: United States	234,447	97.0	268,720	97.4
Destination: Mexico	3,392	1.4	3,941	1.4
Destination: Other Countries	3,804	1.6	3,119	1.1

(Total Imports by trucks)¹

<i>Commodity Categories</i>	<i>2021^R</i>	<i>% Share</i>	<i>2022^P</i>	<i>% Share</i>
Machinery & Electrical	90,325	29.1	106,534	29.3
Transportation Equipment	48,499	15.6	60,742	16.7
Miscellaneous	33,425	10.8	37,526	10.3
Chemicals & Allied Industries	29,931	9.6	35,694	9.8
Metals	23,129	7.5	27,666	7.6
Plastics & Rubbers	19,670	6.3	22,491	6.2
Foodstuffs	16,247	5.2	18,475	5.1
Vegetable Products	13,415	4.3	14,834	4.1
Wood & Wood Products	10,961	3.5	12,451	3.4
Stone & Glass	9,138	2.9	9,194	2.5
Textiles	6,041	1.9	7,221	2.0
Animals & Animal Products	5,115	1.6	5,382	1.5
Mineral Products	3,138	1.0	4,122	1.1
Footwear & Headgear	731	0.2	1,006	0.3
Raw Hides, Skins, Leather, & Furs	685	0.2	842	0.2
Total Imports by Trucks	310,449	100.0	364,181	100.0

Origin: United States	208,225	67.1	243,136	66.8
Origin: Mexico	22,854	7.4	27,215	7.5
Origin: Other Countries	79,370	25.6	93,829	25.8

Notes: R= Revised data. P= Preliminary data. LNG= Liquefied natural gas.

1 Imports by trucks from other countries than the United States are overestimated. In the case of imports, the mode of transport represents the last mode by which the cargo was transported to the port of clearance in Canada and is derived from the cargo control documents of customs. This may not be the mode of transport by which the cargo arrived at the Canadian port of entry in the case of inland clearance. This may, therefore, lead to some underestimation of Canadian imports by the marine and air transport modes.

Source: *Transport Canada, adapted from Statistics Canada, International Trade database*