



# Freight Rail & Trade

WHY IT MATTERS



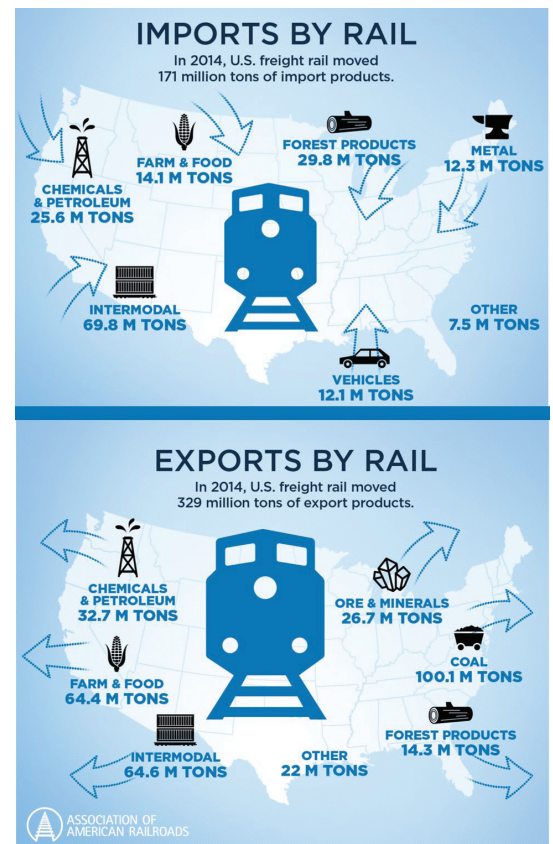
**International trade supports 41 million jobs across the United States, including 50,000 freight rail jobs worth over \$5.5 billion in annual wages and benefits.**

Privately owned freight rail — an industry that connects and serves nearly every industrial, wholesale, retail and resource-based sector of the economy — offers a distinct perspective on how trade powers our economy. Indeed, a recent report found that **42% of rail carloads** and intermodal units and **35% of annual rail revenue** are directly associated with trade.

Without freight railroads, American industry and consumers could not participate in the global economy anywhere near as fully as they do today. Limiting trade might save some jobs, but it would also eliminate many more — along with the huge productivity and quality of life advancements they entail.

**Trade-associated rail traffic can be found in every part of the country.**

Trains take Midwest grain to the Pacific Northwest and Gulf Coast for export. Containers of consumer goods originating in Asia arrive at ports in Los Angeles, Long Beach, Oakland, Tacoma, Miami, Savannah, Norfolk, and Newark and reach the rest of the country via rail. In Maryland, Virginia, the Gulf Coast and the great lakes, trains move coal to ports for export. The examples go on — from outbound Minnesota iron ore to the import and export of automotive products for factories in dozens of U.S. states.



## NAFTA AT A GLANCE

- Withdrawing from NAFTA would negatively impact over \$1 trillion of North American trade, jeopardize 14 million U.S. jobs, expose U.S. businesses to \$15.5 billion in new tariffs and could cost consumers at least \$7 billion.
- Railroads are proud partners to farmers across the country, helping link them to the world. A NAFTA exit could cost the U.S. at least 50,000 agriculture jobs and a drop of \$13 billion in GDP from farming alone.
- The auto industry’s competitiveness hinges on its integrated NAFTA supply chain, through which vehicle components cross the Mexican and Canadian border duty-free, most often by freight rail, as many as eight times in the vehicle assembly process. Railroads are involved in many stages of auto manufacturing — from hauling the raw iron ore and coke needed to make steel to ultimately moving 75% of automobiles and light trucks.