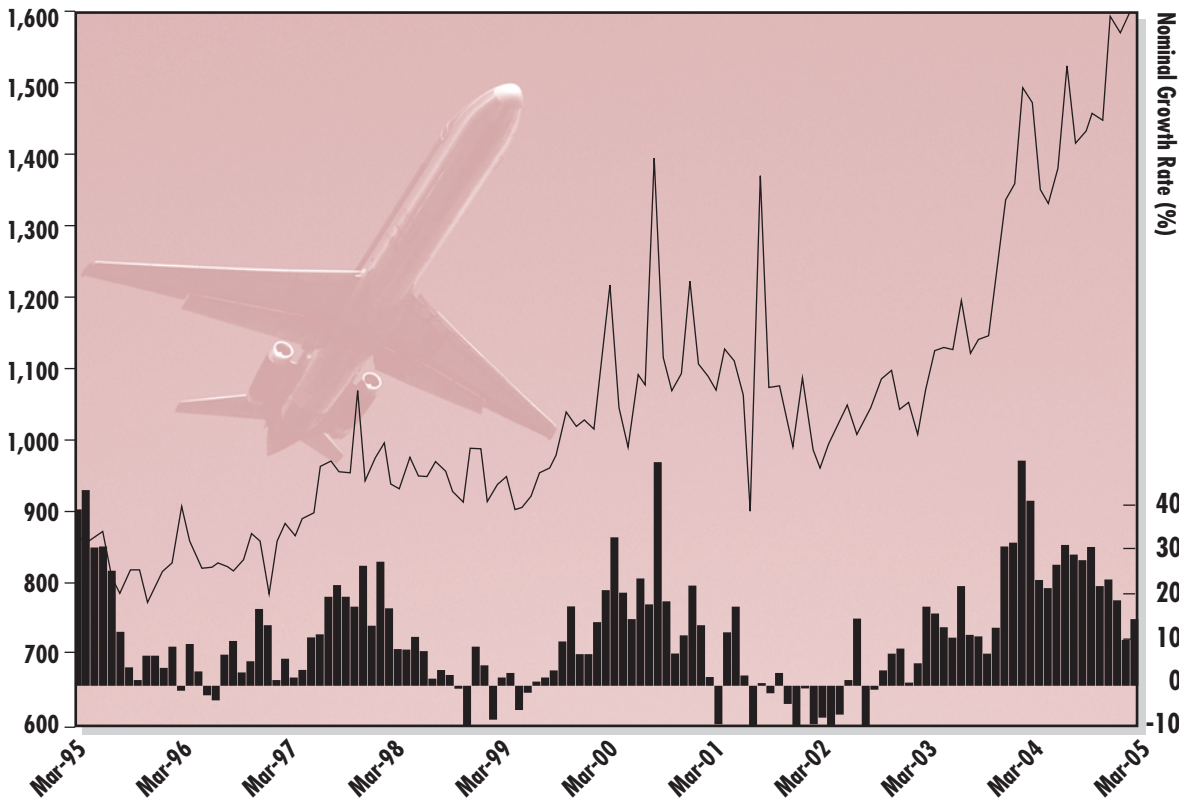


Tennessee Monthly Exports

Exports in \$ Millions



(Seasonally adjusted, expressed in year 2000 dollars)

1st Quarter 2005

Fastest-Changing Export Destinations

	Value of Exports	Gain	Decline
COUNTRIES WITH THE GREATEST GROWTH			
United Arab Emirates	\$72,367,305	654.5%	
Kuwait	\$34,019,516	578.0%	
Spain	\$77,861,362	158.9%	
Pakistan	\$29,277,051	152.4%	
Saudi Arabia	\$42,131,816	116.5%	
COUNTRIES WITH THE GREATEST DECLINE			
Hungary	\$1,798,083		-90.0%
China	\$212,416,337		-64.3%
Colombia	\$14,772,786		-47.6%
Poland	\$3,561,142		-41.8%
Finland	\$4,691,611		-27.2%

(Among countries averaging more than \$2 million in sales per quarter)

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PORTS
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Canada. Unfortunately, this is quite a drop from the mid-'90s, when the port exported a million dollars a year. The port of Chattanooga imported \$346,002 in 2004. Overcoats were the leading import, followed by telephony and telecommunications equipment. Again, this is down substantially from the levels of the 1990s, although things appear to have bottomed out in 2002 (when the port imported just \$63,000), and imports have risen since.

The Tri-Cities airport has backed into the number-four spot among the state's ports, in spite of flat import shipments and a big loss of export trade since 2000. This port's trade appears heavily reliant on Siemens, the main user of the Tri-City FTZ and one of Tennessee's biggest firms. Almost all exports from the Tri-Cities are in the chemical sector. Their dollar value bounces around from year to year, presumably based on that firm's activities. After peaking at \$4.8 million in 1999, chemical exports fell to \$1 million last year. In both cases, chemicals amounted to well over 90 percent of the port's total activity. Imports to the Tri-Cities (\$391,000 in 2004) are strange indeed. The biggest import was cigarettes, and they came from China and Colombia! There's undoubtedly an interesting story there. The Tri-Cities is the only state port with a positive trade balance.

Looking forward, two state ports, Memphis and Nashville, appear in position to pick up substantial business

in the international trade sector. Chattanooga and Tri-Cities look to remain more as niche ports, serving specific needs of local exporting and importing firms, with Knoxville somewhere between these two poles. Tennessee ports are unlikely to ever become huge hubs of America's trade, but they are growing in size and economic importance. That a landlocked state has seen its ports more than triple in size over the past decade to become a multibillion-dollar operation is another sure sign of how deeply "globalized" the state has become. ■

