



## Keys to our future

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### Texas-Mexico Cross-Border Partnerships to Secure the Benefits of Trade

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12<sup>th</sup> Annual  
Ports-to-plains  
Conference

*October 2009*

# INTRODUCTION

- ❑ To engage with success the challenges that the international conditions impose, Mexico is looking forward to increase its competitiveness.
- ❑ For its closeness to the United States, transport and logistics could offer to Mexico significant competitive advantages.
- ❑ The physical infrastructure is essential to create that advantages, but since more than ten years ago non new international vehicular bridge has been put in operation.
- ❑ The modernization and expansion of this infrastructure is urgent to overcome the problems of saturation and congestion.
- ❑ If the installed capacity is not expanded and to continue with actual increase on the demand, then the risk that in 2014 more than 85% of the border POE (Ports of Entry) system could be saturated, will become a reality.
- ❑ In consequence ,it is require a plan of infrastructure border development to provide Mexico with enough capacity to address the border flows with efficiency and competitiveness.

# IMPORTANCE OF THE INTERNATIONAL BRIDGES AND BORDER CROSSINGS SYSTEM

- ❑ Since the sign of NAFTA the trade exchange between Mexico and the United States was intensified and today it reaches more than 300 billion USD.
- ❑ The efficient and secure exchange of passengers and freight between Mexico and United States is fundamental for the development of both nations:
  - ✓ Mexico is ranked the 3<sup>rd</sup> exporter to the US (10.3%, 216 billion USD).
  - ✓ México is ranked the 2<sup>nd</sup> importer from the US (11.7%, 151 billion USD).
- ❑ Approximately 70% of the value of that trade exchange is made by truck and 8.4% by railroad, meanwhile 16.4% is being made by maritime way and the rest 3.9% by other modes.
- ❑ 98% of the trans-border passenger movement is being made by land.
- ❑ In 2008 near 203 million passengers, 4.9 million trucks and close to 79 million vehicles cross the border to the United States.

# MAIN INTERNATIONAL BRIDGES AND BORDER CROSSINGS

BORDER	BRIDGES AND CROSSINGS	CUSTOMS
NORTH	50	19
SOUTH	9	2
TOTAL	59	21



## BORDER ZONE MEXICO MAIN INTERNATIONAL BRIDGES AND CROSSINGS - US

TIJUANA – SAN DIEGO	<ul style="list-style-type: none"> <li>• Puerta México-El Chaparral</li> <li>• Mesa de Otay I</li> <li>• Tecate</li> </ul>
MEXICALI - CALEXICO	<ul style="list-style-type: none"> <li>• Mexicali I y II</li> <li>• Algodones - Andrade</li> <li>• San Luis Río Colorado I</li> </ul>
NOGALES - NOGALES	<ul style="list-style-type: none"> <li>• Nogales I y II</li> <li>• Sonoyta</li> <li>• Agua Prieta</li> </ul>
CD. JUAREZ – EL PASO	<ul style="list-style-type: none"> <li>• Zaragoza - Ysleta</li> <li>• Lerdo – Santa Fé</li> <li>• Palomas – Columbus</li> <li>• San Jerónimo – Sta. Teresa</li> </ul>
PIEDRAS NEGRAS – EAGLE PASS	<ul style="list-style-type: none"> <li>• Piedras Negras I y II</li> <li>• Ciudad Acuña</li> </ul>
NUEVO LAREDO - LAREDO	<ul style="list-style-type: none"> <li>• Nuevo Laredo I, II y III</li> <li>• Colombia</li> <li>• Miguel Alemán</li> </ul>
REYNOSA - McALLEN	<ul style="list-style-type: none"> <li>• Reynosa - Pharr</li> <li>• Reynosa Hidalgo</li> <li>• Progreso – Nvo. Progreso</li> <li>• Camargo y Díaz Ordaz</li> </ul>
MATAMOROS - BROWNSVILLE	<ul style="list-style-type: none"> <li>• Matamoros I, II y III</li> <li>• Matamoros B&amp;M</li> <li>• Los Indios</li> </ul>

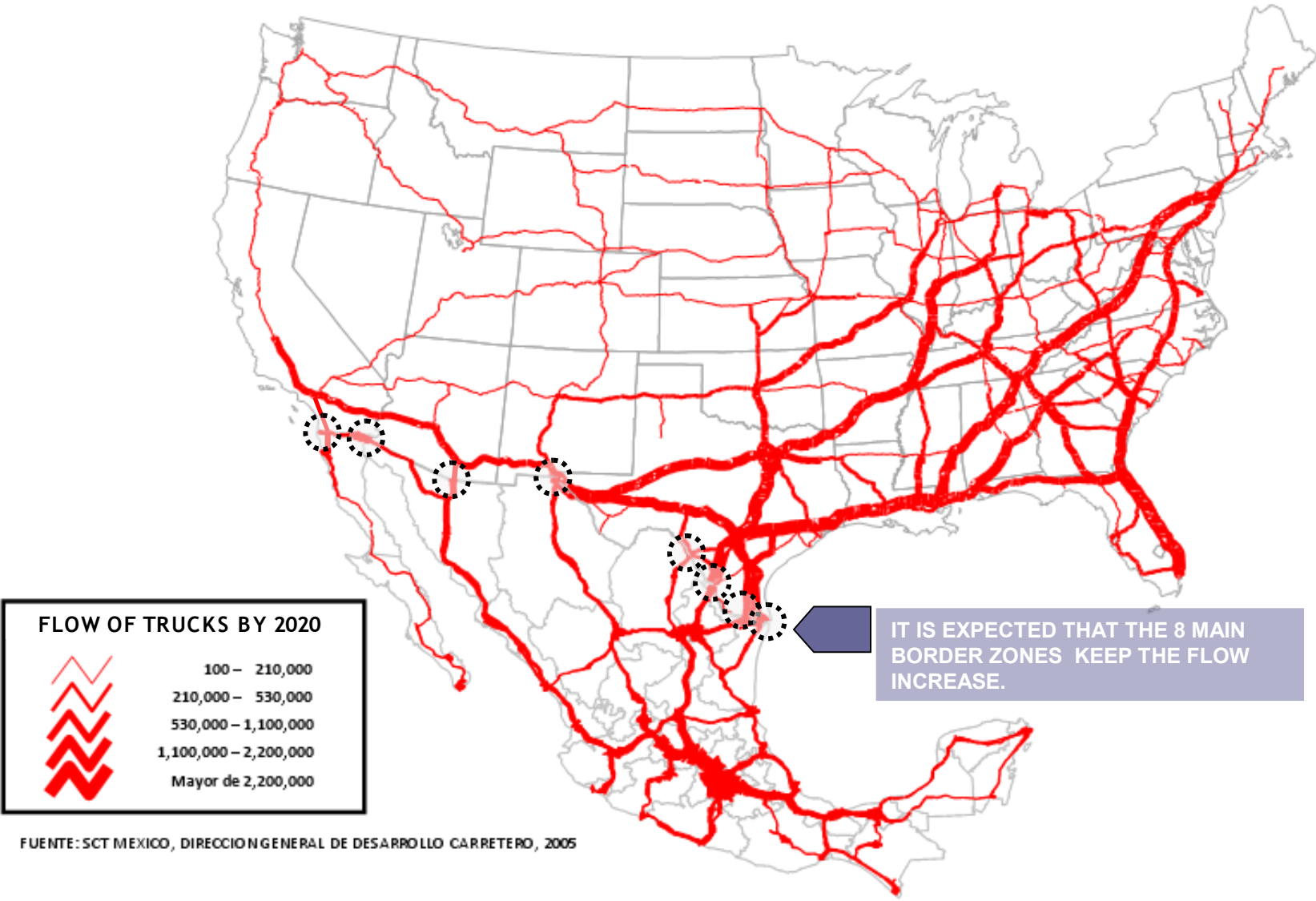
# BORDER FLOWS BETWEEN MEXICO – UNITED STATES

In 2008 near 203 million passengers, 4.9 million trucks and close to 79 million vehicles cross the border to the United States.



Zone	% of total flows in 2008 Mexico-US		
	Autos	Buses	Trucks
1	22.57	50.98	17.52
2	11.11	1.13	6.70
3	11.66	5.87	7.73
4	25.30	22.88	26.55
5	7.13	0.73	3.27
6	11.10	15.07	32.13
7	2.72	0.06	1.54
8	8.41	3.28	4.56
Total	100	100	100

# TRUCK FLOW PROJECTION BY THE YEAR 2020



FUENTE: SCT MEXICO, DIRECCION GENERAL DE DESARROLLO CARRETERO, 2005

# CURRENT PROBLEMS FOR THE BORDER CORSSINGS

- ▶ Insufficient capacity and low level of service by the existing infrastructure.
- ▶ Increases on trans-border wait times.
- ▶ Insufficient personnel for inspection labor at peak hours.
- ▶ Lack of physical space for the expansion of facilities.
- ▶ Absence of urban planning and bad integration inside the regional context.
- ▶ Few and congested highway bypasses and railroads.
- ▶ Main POE are saturated and overcrowded.

# OBJECTIVES 2007-2012

## **MODERNIZATION OF EXISTANT INFRASTRUCTURE**

- Expansion of the facilities to their maximum capacity.
- Implementation of technology (SENTRI, FAST, ITS, SIAVE).

## **CONSTRUCTION OF NEW INFRASTRUCTURE**

- New international bridges and border crossings.
- Construction of bypasses and road access.

## **INTERMODAL INTEGRATION**

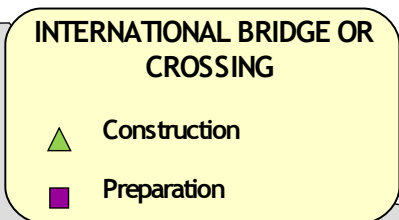
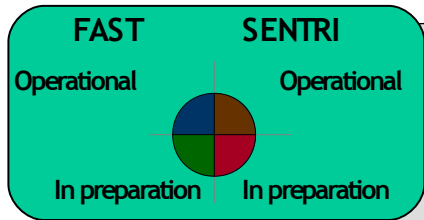
- Creation of intermodal facilities.
- International rail bridges and bypasses.
- Implement massive passenger transport system and BRT's in the border cities.

## GOALS 2007-2012

- Increase the capacity of the international bridges and crossings in about 30% by the construction of 6 new international bridges and the expansion to maximum capacity of 8 POE.
- Enable 14 SENTRI exclusive lanes for the crossing of passenger vehicles.
- Enable 14 FAST exclusive lanes for the crossing of freight trucks.
- Construction and modernization of 7 highway bypasses and access to POEs.
- Construction of 3 international rail bridges and 3 rail bypasses.
- Construction of 1 international pedestrian bridge and international connection to the binational airport.
- Construction of 2 massive passenger transport system and BRT's

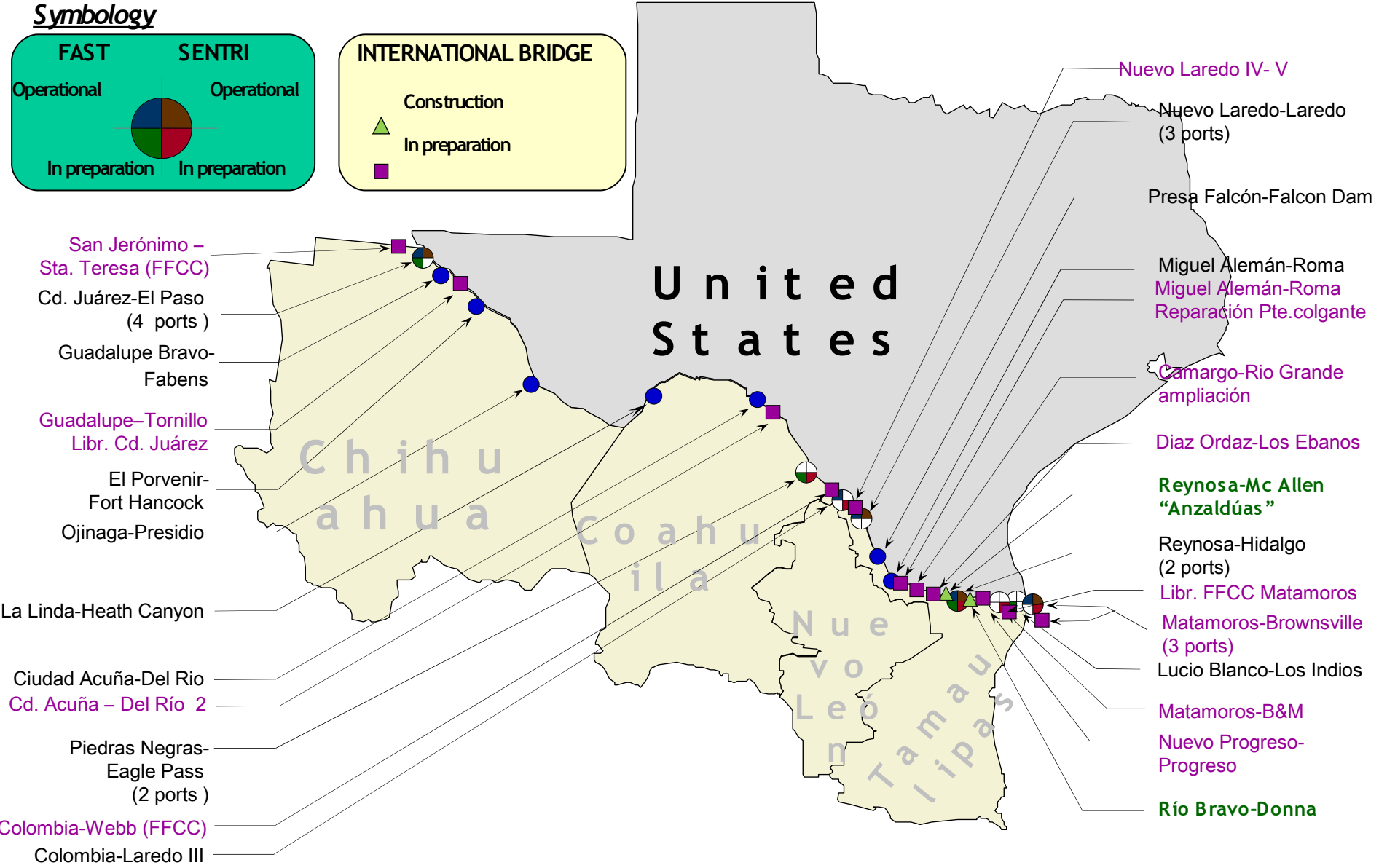
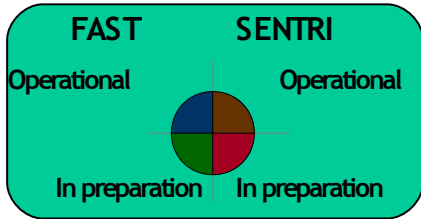
# 2012 VISION FOR THE NORTHWEST BORDER

## Symbology



# 2012 VISION FOR THE NORTHEAST BORDER

## Symbology



# NECESSARY SUPPORT

- **Speed up the emission of presidential permits for the construction of new international bridges and border crossings.**
- **Search for innovative mechanisms of financing and involve the development banking in the construction of border infrastructure.**
- **Increase the personnel for primary and secondary inspections.**
- **Expand the schedules of operation on the 8 main POE.**
- **Enable more exclusive lanes for express crossings of vehicles (SENTRI) and for trucks (FAST).**
- **Foment the exchange of information and incorporation of state-of-the-art technology and intelligent transport systems (ITS) for traffic management.**
- **Construct highway bypasses and access for the 8 main border**

# PROGRAMED INVESTMENT IN THE 8 MAIN BORDER ZONES 2007-2012

ZONES	INVESTMENT (MXN)
Zone 1 Tijuana - San Diego	\$2,347
Zone 2 Mexicali - Calexico	\$431
Zone 3 Nogales - Nogales	\$260
Zone 4 Cd. Juarez - El Paso	\$1,679
Zone 5 Piedras Negras - Eagle Pass	\$620
Zone 6 Nuevo Laredo - Laredo	\$3,195
Zone 7 Reynosa - Mc Allen	\$2,597
Zone 8 Matamoros - Brownsville	\$930
<b>TOTAL</b>	<b>\$12,059</b>

# CONCLUSION

- The development of the infrastructure for the transport in the Mexico U.S. border is essential to embrace the competitive advantages and the geostrategic location that North America has to promote the reactivation of the economy
- Improve its foreign trade logistic, in strategic industries like the automotive, electric, manufacture and agricultural requires substantial improvements on its capacity and efficiency at border region.
- In general the increase of international freight and passenger flows throughout the Mexico - U.S. border ,demands permanent actions and investment.
- Mexico has a program with possible projects that can start operations before 2012, these includes:
  - New international bridges and border crossings.
  - New rail crossings
  - Special lanes with SENTRI and/or FAST technology .
- To accelerate the instrumentation of these projects it is require to intensify the binational efforts, dialogue and count with his American counterpart.



GOBIERNO  
FEDERAL

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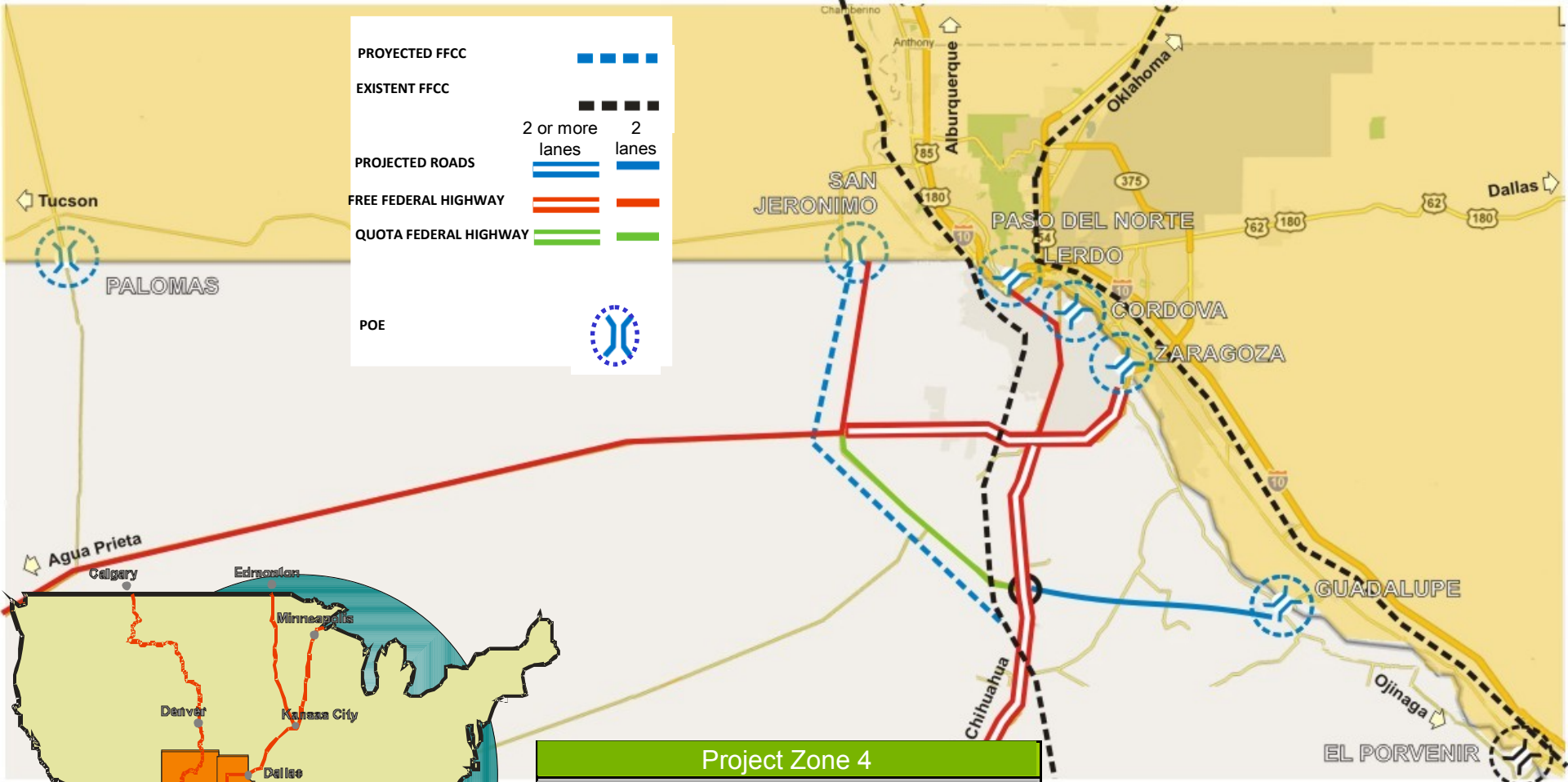
**ANEX 1**  
**CIUDAD JUAREZ - EL PASO**

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# CIUDAD JUAREZ – EL PASO

## Zone 4



Project Zone 4	
<b>1.- Modernization</b>	
	El Berrendo
	Palomas-Columbus (accesos)
	Zaragoza
<b>2.- Construction</b>	
	Guadalupe Tornillo y libramiento C.d. Juárez (preparación)
<b>3.- Construction/ rails</b>	
	San Jeronimo (decuación de FFCC a BRT)
<b>TOTAL</b>	



GOBIERNO  
FEDERAL

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**ANEX 2**  
**NUEVO LAREDO - LAREDO**

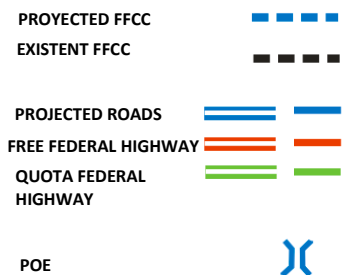
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# NUEVO LAREDO – LAREDO

## Zone 6



Project Zone 6	INVESTMENT (MILLION MXN)
<b>1.- Modernization</b>	
Nuevo Laredo (FAST)	\$40
Colombia (SENTRI y FAST)	\$40
Miguel Aleman (accesos)	\$15
<b>2.- Construction</b>	
Nuevo Laredo 4/5	\$700
<b>3.- Construction/ rails</b>	
Colombia (FFCC)	\$1,800
Nuevo Laredo (Convivencia Urbana)	\$600
<b>TOTAL</b>	<b>\$3,195</b>



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**ANEX 3**  
**REYNOSA - MCALLEN**

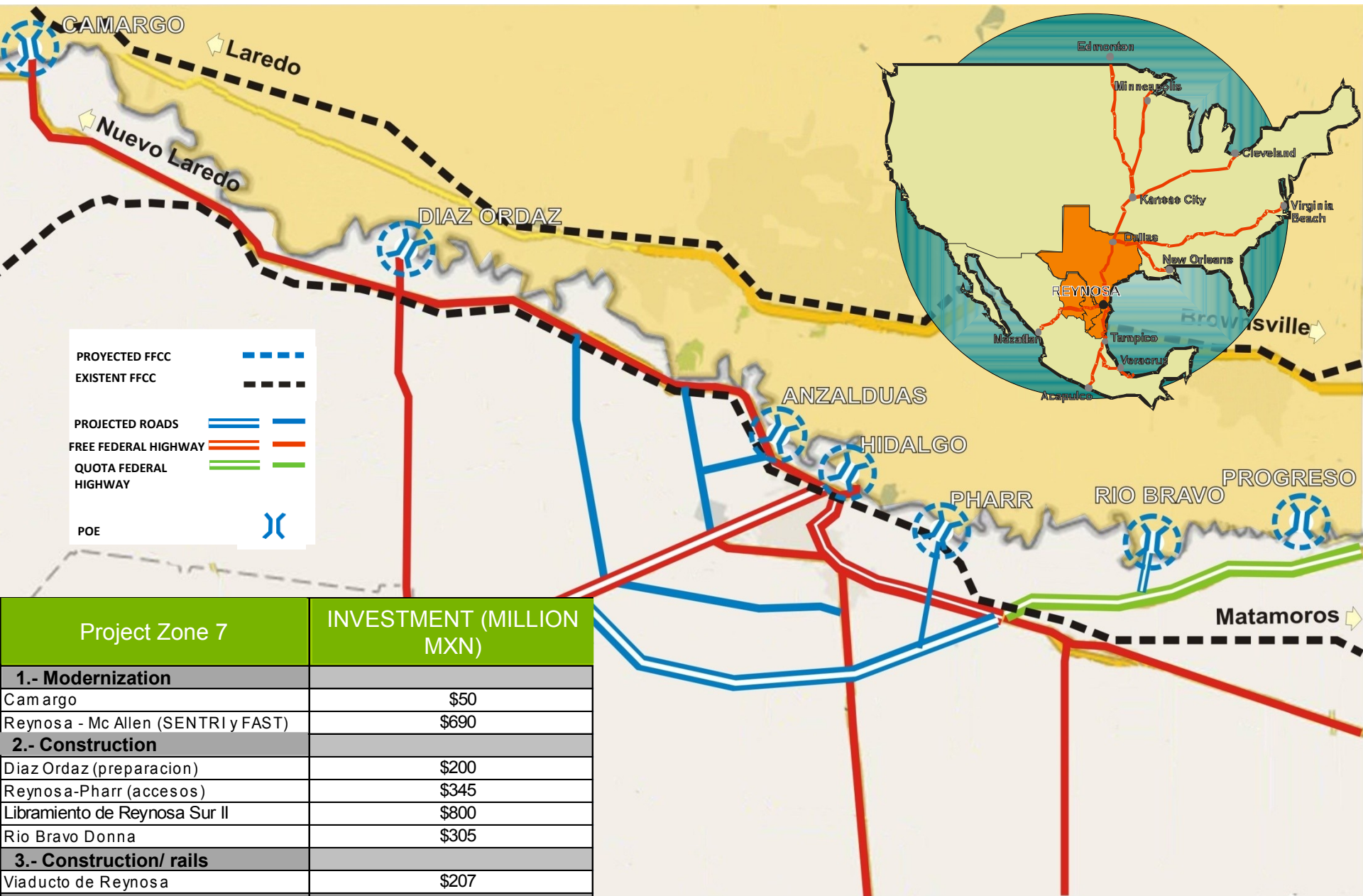
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# REYNOSA - MC ALLEN

Zone 7



Project Zone 7	INVESTMENT (MILLION MXN)
<b>1.- Modernization</b>	
Camargo	\$50
Reynosa - Mc Allen (SENTRI y FAST)	\$690
<b>2.- Construction</b>	
Diaz Ordaz (preparacion)	\$200
Reynosa-Pharr (accesos)	\$345
Libramiento de Reynosa Sur II	\$800
Rio Bravo Donna	\$305
<b>3.- Construction/ rails</b>	
Viaducto de Reynosa	\$207
<b>TOTAL</b>	<b>\$2,597</b>



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**ANEX 4**  
**MATAMOROS - BROWNSVILLE**

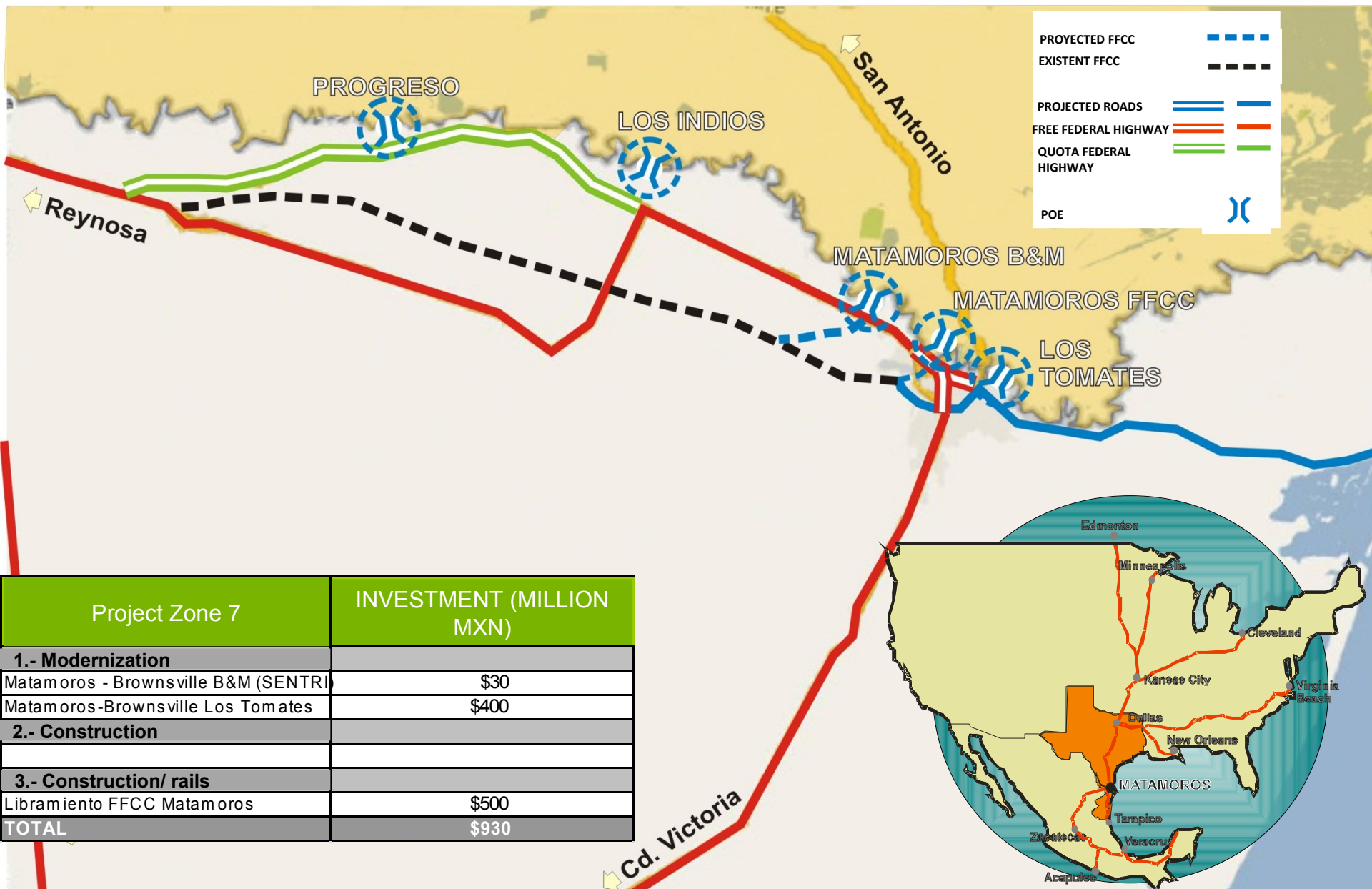
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# MATAMOROS - BROWNSVILLE

Zone 8



Project Zone 7	INVESTMENT (MILLION MXN)
<b>1.- Modernization</b>	
Matamoros - Brownsville B&M (SENTRI)	\$30
Matamoros-Brownsville Los Tomates	\$400
<b>2.- Construction</b>	
<b>3.- Construction/ rails</b>	
Libramiento FFCC Matamoros	\$500
<b>TOTAL</b>	<b>\$930</b>