

The U.S.-Mexico Border: The Way Forward

**Border Infrastructure: Where we Need to
Go and How to Get There**

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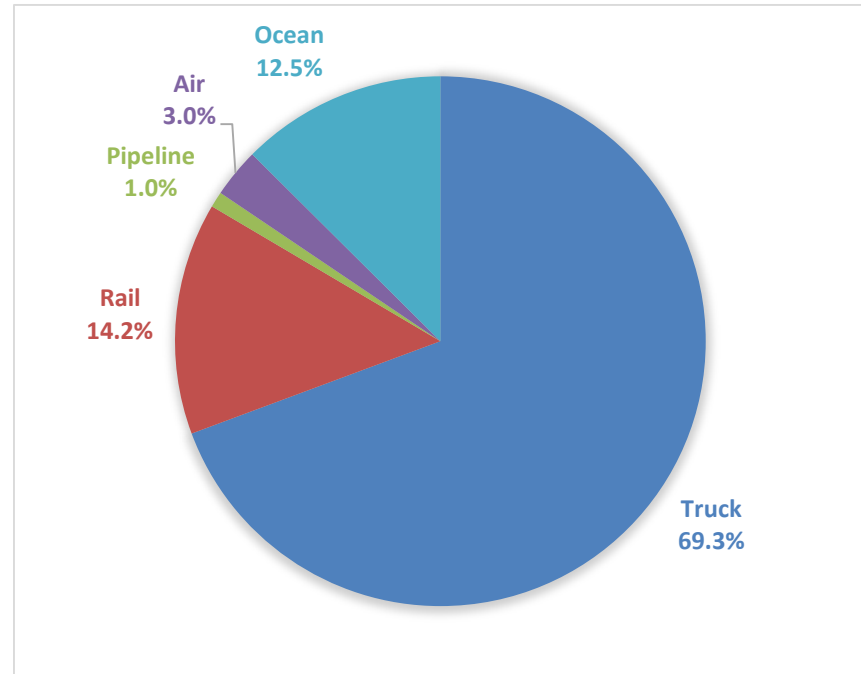


Agenda

- US-Mexico Border Trade
- US – Mexico Border Crossing Process
- Potential Alternatives

US-Mexico Cross-Border Trade

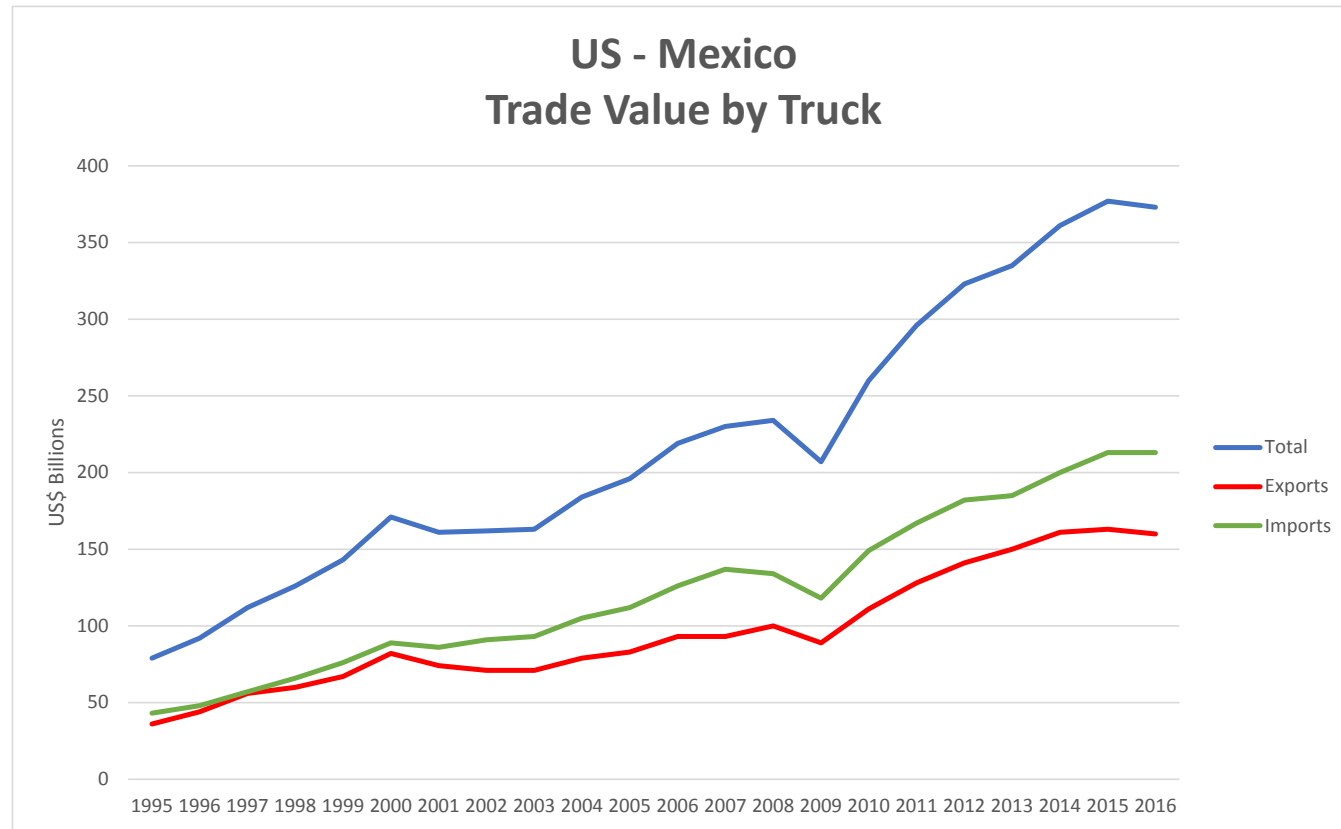
- 83.5% of US-Mexico trade is handled by truck and rail
- Truck is the dominant mode with close to 70% of the trade by value.
- 25 land crossings handle truck traffic



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, TransBorder Freight Data.

US-Mexico Cross Border Truck Trade

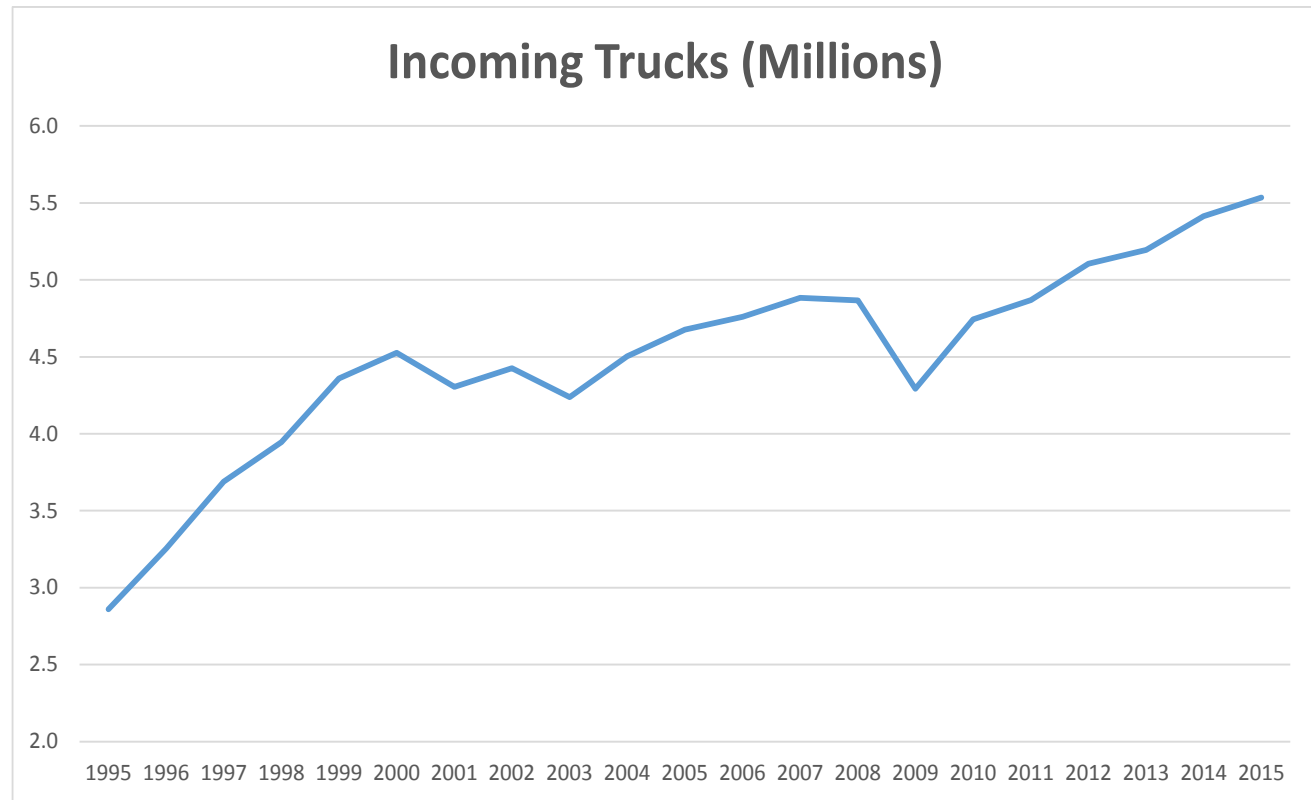
- Total truck trade between the US and Mexico grew 4.7 times in the 1995-2016 period.
- Imports by truck grew 5 times, while exports grew 4.4 times.



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, TransBorder Freight Data.

US-Mexico Cross Border Truck Trade

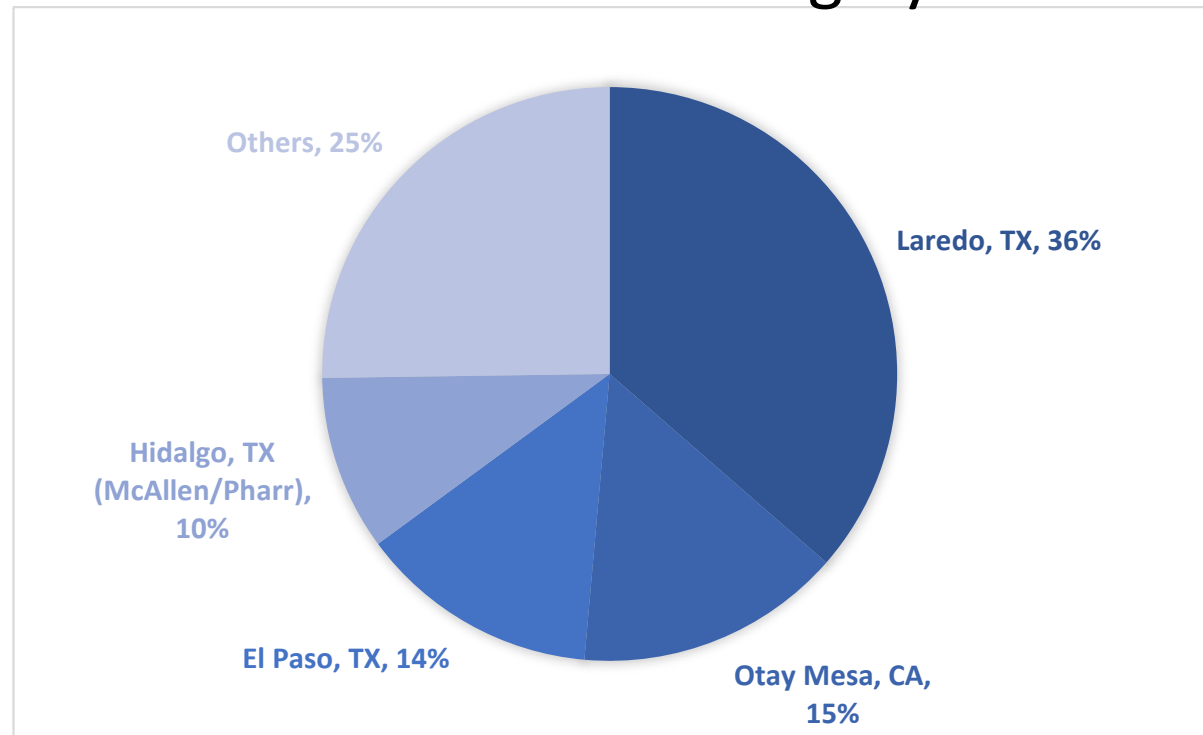
- 5.5 million trucks crossed from Mexico into the US in 2015.
- This is almost twice the number of from 1995.



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, TransBorder Freight Data.

US-Mexico Cross Border Truck Trade

2015 truck crossing by POE.



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, TransBorder Freight Data.

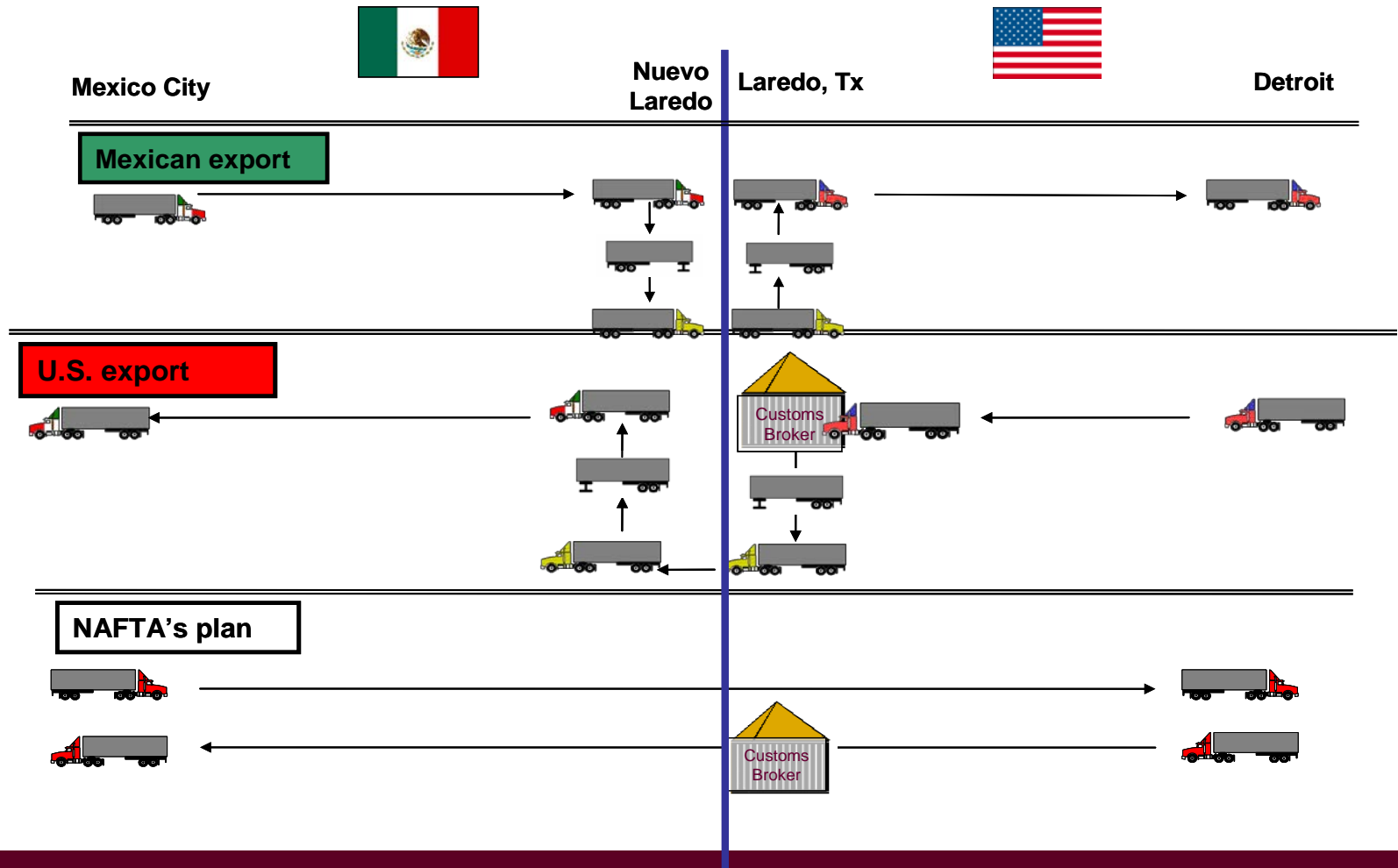
US-Mexico Cross Border Truck Trade

- Laredo's World Trade Bridge handled 1.66 million trucks in 2015 (4,600 trucks/day per direction).



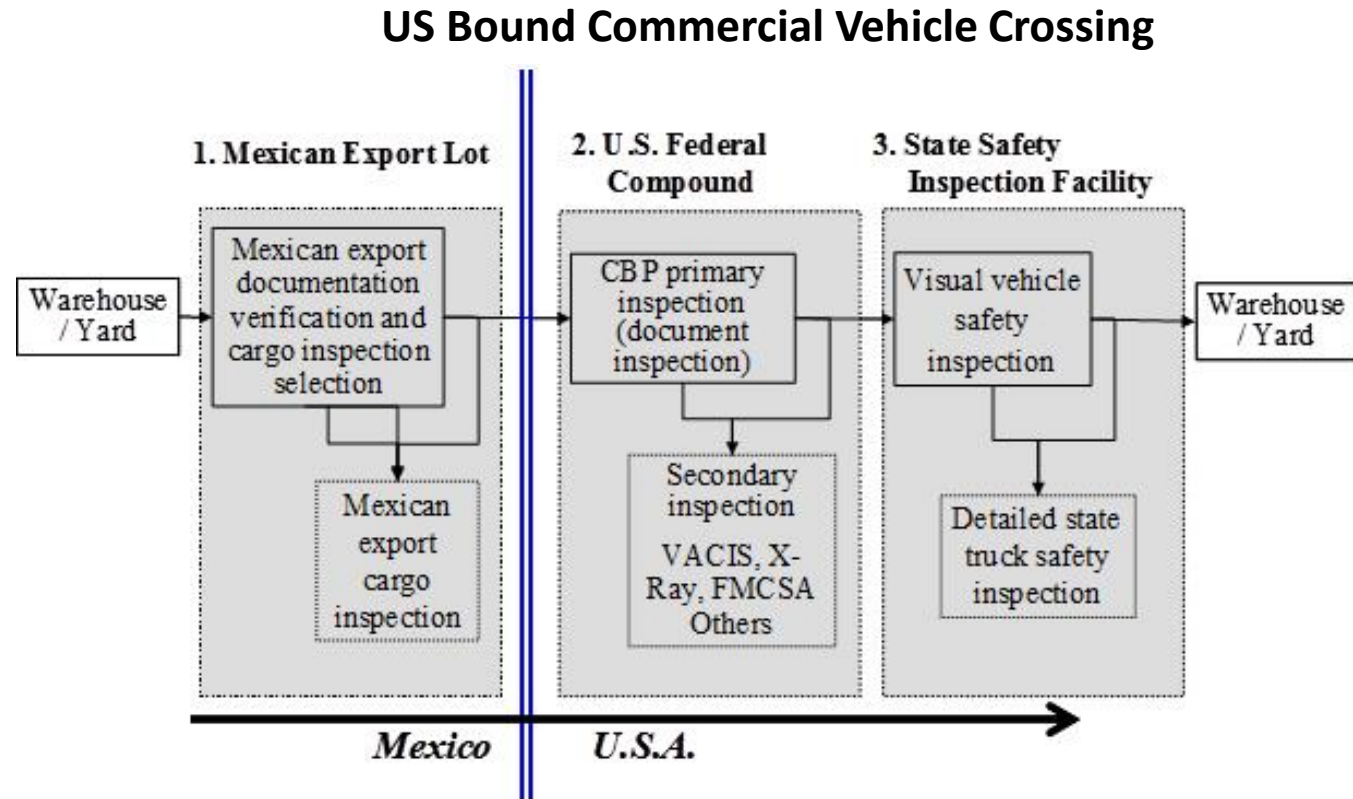
Source: U.S. Department of Transportation, Bureau of Transportation Statistics, TransBorder Freight Data.

US- Mexico Truck Crossing Process



US- Mexico Truck Border Crossing Process

- Three potential inspection points
- Multiple stakeholders:
 - 2 countries
 - Public and Private
 - Federal, state, local
- All need to be coordinated



US- Mexico Truck Border Crossing Process

Inefficiencies at the US-Mexico Border

- Congestion
- Emissions
- Logistics Costs



Source: R. Parry, DailyMail, July 24, 2015

Potential alternatives

- **Hardware**

- Add more border crossing infrastructure
- Improve existing infrastructure (FAST lanes)
- Add inspection equipment (x-ray, gamma-ray)
- Improve corridors leading to POEs

- **Software**

- Modify existing border crossing processes (pre-inspections, new FAST program)
- Streamline permitting processes (environmental, Presidential Permit, funding)

Potential alternatives

All solutions have to be **Binational !**

- Multiple stakeholders with different objectives
 - Federal (DOS, DHS, CBP, DOT, EPA, etc.)
 - State (Dept. of Transportation, DPS, Environmental, etc.)
 - Local (MPO, City)
 - Private sector (Shippers, carriers, customs brokers, developers, financing institutions)

- Funding Mechanisms
 - Construction
 - Operation (Staffing)

Potential alternatives

Adding or improving existing infrastructure (required agreements)

- ✓ National interest
- ✓ Location
- ✓ Type of crossing (pedestrian, POV, truck, rail)
- ✓ Funding sources
- ✓ Land acquisition
- ✓ Permits
- ✓ Construction
- ✓ Staffing
- ✓ Operation

Potential alternatives

Operational improvements

- Inspection processes
 - ✓ Improve trusted trader programs (infrastructure + processes)
 - ✓ Joint inspections
 - ✓ Eliminate duplicate vehicle safety inspections (FMCSA, State)
- ACE-ITS
 - ✓ Single filing

Potential alternatives

Operational improvements

- Streamline construction processes == funding
 - Donation acceptance programs
 - Binational funding source

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