

Cross-Border Freight Movement

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California-Mexico Ports of Entry



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Customs & Border Protection

Mission

- Preventing the entry of terrorists and instruments of terrorism
- Preventing the entry of narcotics and other dangerous articles
- Safeguarding against imported plant and animal pests and diseases
- Preventing the entry of unauthorized persons and apprehending wanted persons
- Facilitating lawful trade and travel
- Collecting duties, taxes and other revenues

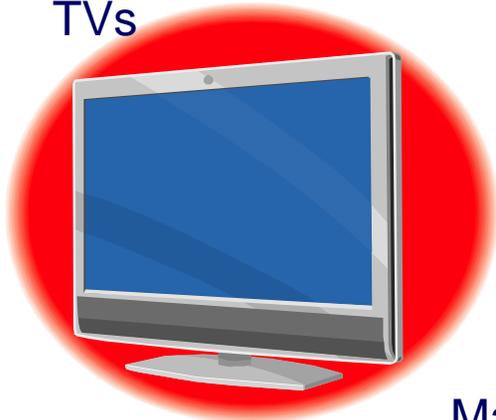


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Most Common Imports

TVs



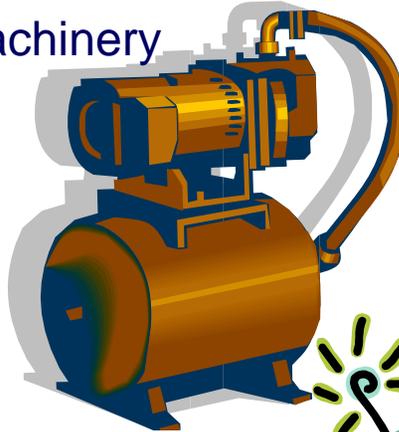
Vehicles



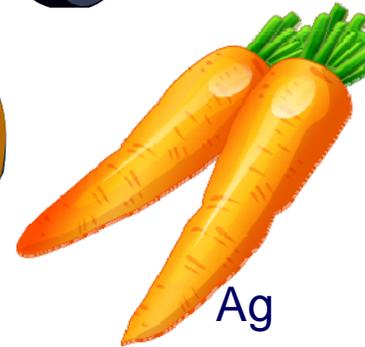
Medical devices



Machinery



Beverages



Ag



Wearing apparel



Cell phones

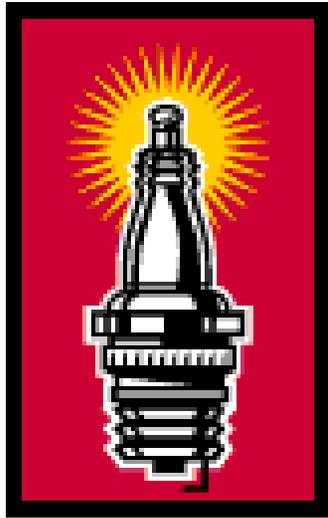
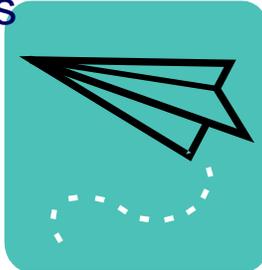


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Most Common Exports

Paper Products



Auto Parts



Used Vehicles



Plastic



Natural Gas



Metallic Articles



Electrical Machinery



Ag



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Truck Crossings – Otoy Mesa

- Second busiest on southern border by volume (after Laredo).
- 550,000 trucks with imported merchandise in FY13; up 13% over FY10.
- \$24 billion in imports
- +5% over FY12
- \$13 billion in exports
- +11% over FY12
- Opened 1994
- Expandable



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Truck Crossings – Calexico East



- Opened 1995; expandable
- 163,000 trucks with imported merchandise in FY13
- \$8 billion in imports in FY13
- +4% over FY12
- \$5.5 billion in exports in FY12
- -5% from FY12



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Truck Crossings - Tecate

- 25,000 trucks with imports in FY13; -18% from FY10
- Truck size restrictions on SR-94 limits usage
- \$382 million in imports
 - +4% over FY12
- \$330 million in exports
 - +23% over FY12



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Rail Crossings – San Ysidro

- Freight southbound to Mexico only; empty railcars return to US – no merchandise northbound
- No passenger service
- Typical commodities: barley, lumber, propane
- Freight movement limited due to shared line with San Diego Trolley
- About 300 rail cars per month, each direction
- One train daily, each direction
- Leaseholder/Operator: Genesee and Wyoming



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Rail Crossings – Calexico West

- Union Pacific owned and operated
- About 400 rail cars per month, each direction
- Usual commodities southbound: propane, lumber, fertilizer, lard.
- Usual commodities northbound: grain, roofing paper, barbed wire, vegetable oil; mostly empty cars northbound
- No passenger service
- Typically one train per day, each direction



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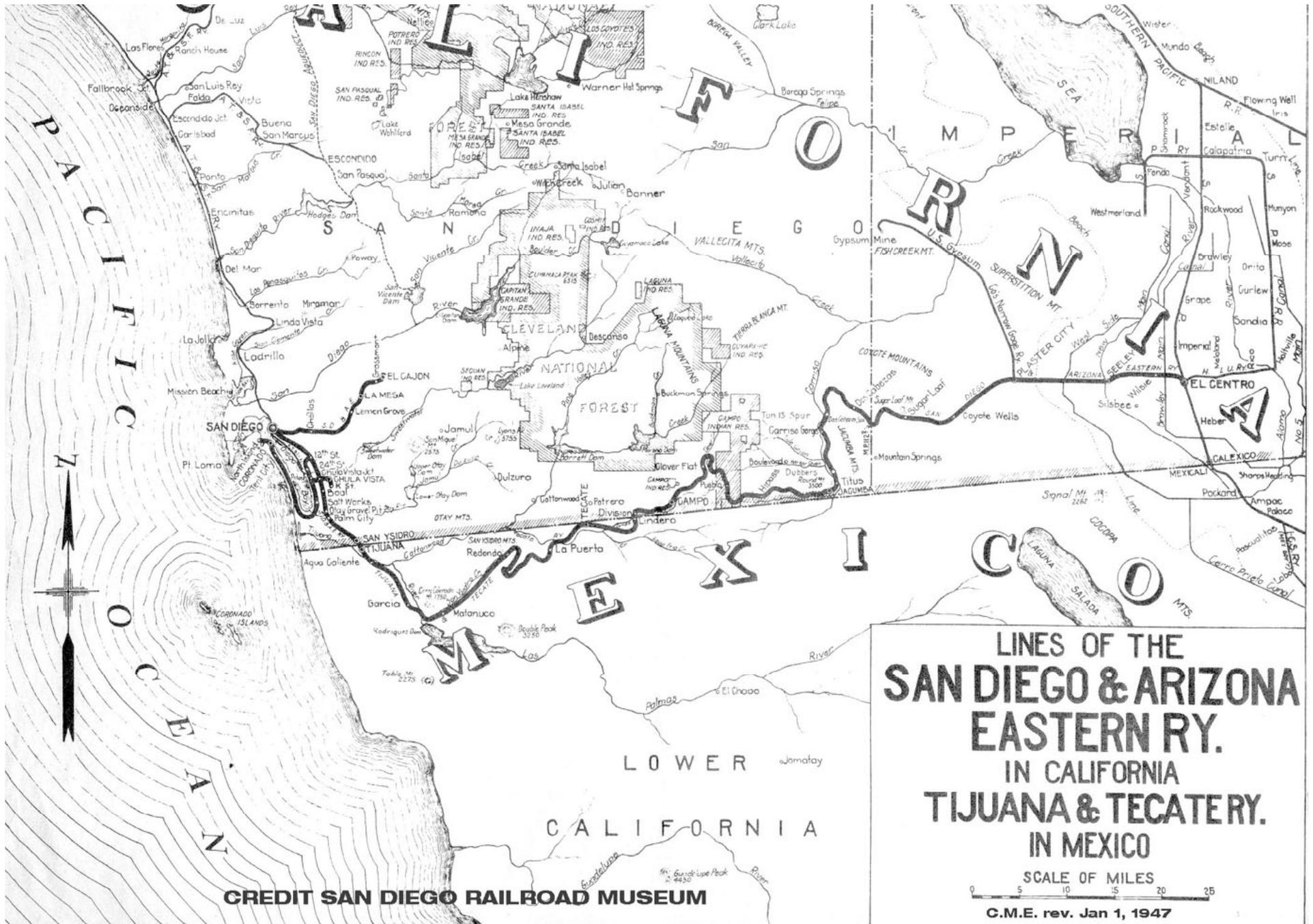
Rail Crossings - Tecate

- No freight or passenger service since 2008.
- Crossing is approximately 6 miles east of Tecate POE
- Rail yard is at Campo, California, about 6 miles northeast of the crossing
- “Desert Line” – short line railway as far as Plaster City (Imperial Valley) – links with UP system there
- Owned by Metropolitan Transit Development Board (SD Trolley)
- New leaseholder for operations – Pacific Imperial Railway
- Line currently undergoing extensive renovation, expected return to freight service early 2014.



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**LINES OF THE
SAN DIEGO & ARIZONA
EASTERN RY.
IN CALIFORNIA
TIJUANA & TECATE, RY.
IN MEXICO**

0 5 10 15 20 25

C.M.E. rev. Jan 1, 1947

Basic POE Requirements

INFRASTRUCTURE

- Roadways (including space to segment traffic types)
- Inspection Booths
- Dock Spaces
- Specialized Inspection Areas (e.g. hazmat)
- Storage Facilities for Seized/Detained Items
- Rail Inspection Facilities



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Basic POE Requirements

TECHNOLOGY and TOOLS

- Imaging Systems (xray, gamma ray)
- Information Processing Capabilities (IT)
- Radiation Detection
- Narcotics Detection (canine)



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Basic POE Requirements

PERSONNEL

- Uniformed Officers
- Import Specialists
- Entry Specialists
- Paralegal Specialists
- Seized Property Specialists
- Mission Support Staff
- Agriculture Specialists
- Other Government Agencies



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Challenges

- Narcotics smuggling up 32% in FY13 over FY12 in freight and cargo conveyances.

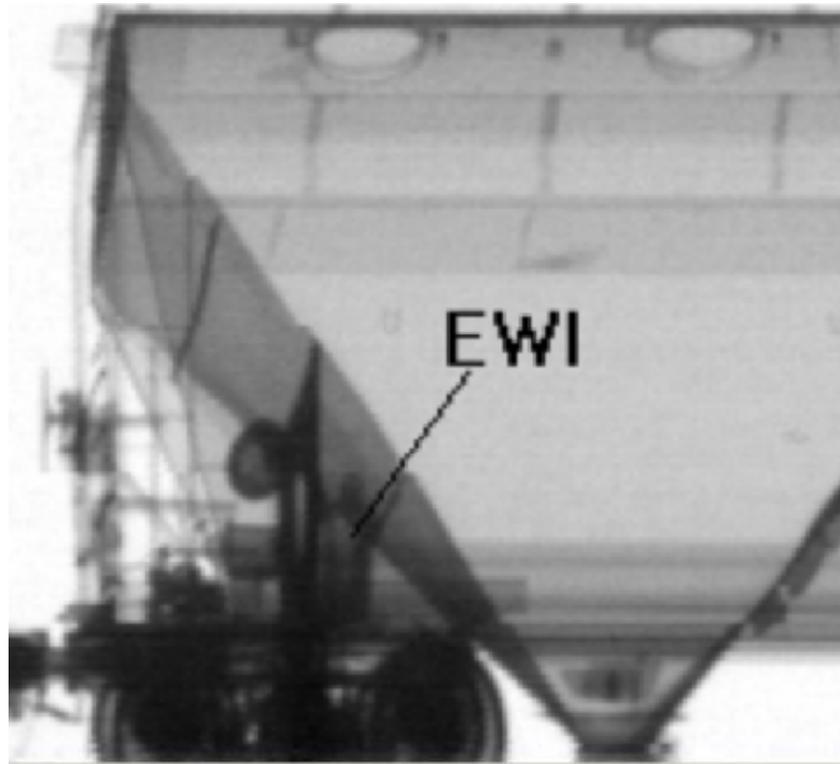


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Challenges

- Human smuggling continues...



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Challenges

- Agricultural pests and diseases...



Asian Citrus Psyllid



Cerambycidae larva



Scantius aegyptius



Phaeochora steinheilli



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Challenges

- Inefficiencies of border trucking...lots of trucks moving “air”
 - 28% of the trucks crossing at Otay Mesa are carrying no freight
 - 42% of the trucks crossing at Tecate are carrying no freight
 - 45% of the trucks crossing at Calexico are carrying no freight



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Challenges

The border business cycle:

- Daily - Slow in the morning, busy afternoons & early evenings
- Weekly – Slow early in the week, busy on Thursday and Friday
- Monthly – Slower early in the month, busy later in the month
- Yearly – Busy in spring and early summer, very busy in fall, slow in winter (varies by port)

Cycles lead to congestion.



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Opportunities

- Build out existing facilities at Otay Mesa and Calexico East
- Increase use of rail to move cross-border freight
- Fully utilize all hours of operation at existing truck crossings, then expand hours once full utilization is achieved
- Install innovative cross-border freight movement systems, such as the aggregate conveyor system at Calexico East and the Universal Freight Shuttle being planned for El Paso/Ciudad Juárez.



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Section 560 – Reimbursable Fee Agreements



- Included in Homeland Security FY13 appropriation
- Permitted CBP to establish 5-year agreements with private entities or state/local governments for new or expanded border services
- Five agreements approved for FY13:
 - DFW, El Paso, South Texas, IAD, MIA - all for increased staffing through overtime reimbursement
- Expected to be re-authorized in FY14 budget.



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