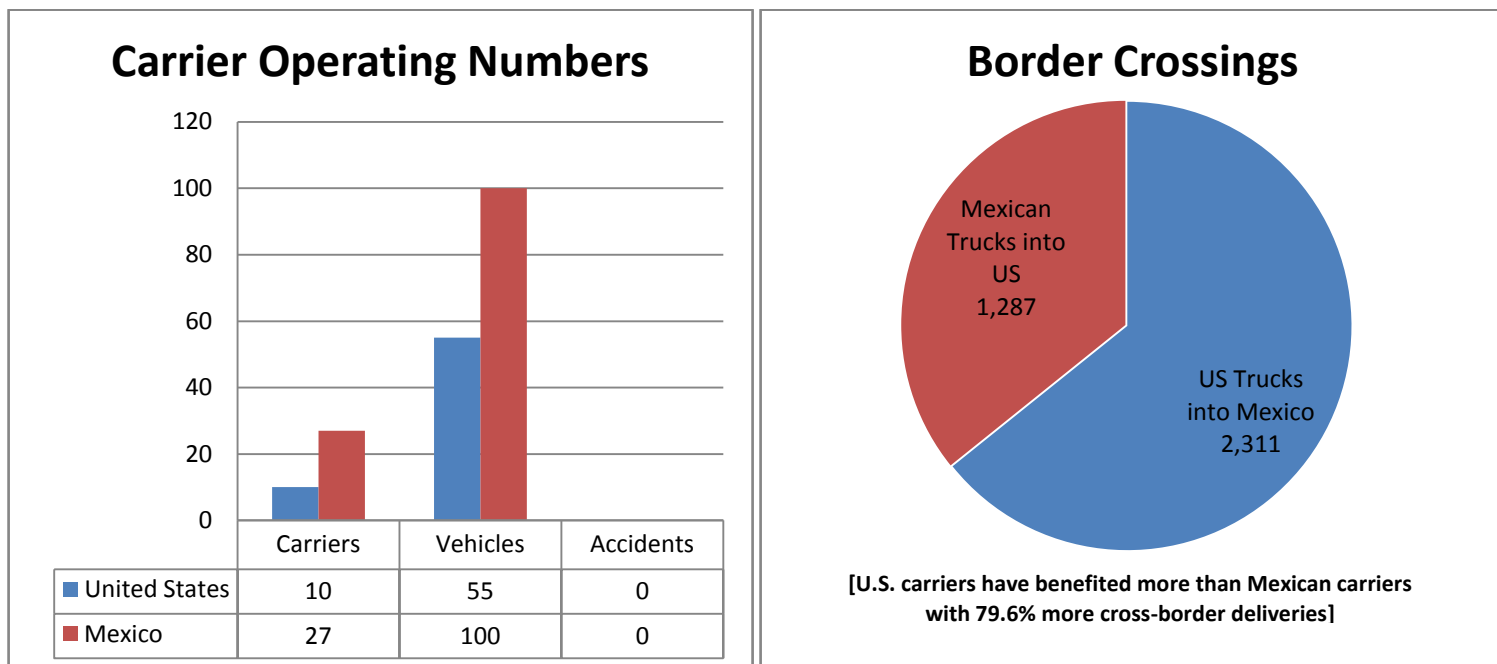


DOT Cross Border Trucking Demonstration Project: United States and Mexico



Through the NAFTA agreement, the U.S. and Mexico committed to grant access to U.S. and Mexican trucks to the Border States by 1995 with full access beginning in 2000. These provisions began in 2007 on a temporary basis through a Department of Transportation Demonstration Project.



The Cross Border Trucking Demonstration Project creates an environment for foreign direct investment (FDI) and Texas leads the country in FDI. Over the past 5 years, FDI into the US has been steadily increasing and in Texas it supports 92,600 manufacturing jobs and 341,200 total jobs. Those jobs pay 32% more than the national average.

Carrier Testimonials

Avomex International (Avomex Inc.)

- Of the 128 trips made per month by the company, 75% are made under the DP, of which 30% return loaded with supplies.
- The US company is saving about US\$ 6,800 monthly in payments to operators and fuel cost due to a better use and operation of trucks under the DP.

Transportes Olympic

- The first company to conduct cross-border travel under the Demonstration Program (DP). Currently averages 160 trips per month with 10% of those made with two trucks registered in the DP.
- 75% of trips made by trucks that offer the cross-border trucking service return to Mexico loaded. The company increased productivity by using its transportation units more efficiently.

A&R TRANSPORT, Inc

- Based in Joliet, Illinois the company participates in the Demonstration Project (DP) with 14 trucks.
- Made 1,225 border crossings and saved US\$188,000 in transfer fees in 9 months. The total time saved by direct border crossings is estimated at 1,225 hours (a minimum decrease of one hour per crossing).

As of November 6, 2008, US-domiciled vehicles and drivers had an out of service rate of 6.9% and 22.7% respectively. In comparison, Mexico-domiciled vehicles and drivers operating in the US had an out of service rate of 1.3% and 20.9% respectively.

The chart below reflects the Demonstration Project’s requirements that the United States and Mexico have put into place for participating carriers, trucks, and drivers to follow. Each requirement was suggested by the DOT, FMCSA, or Congress in order to ensure border security throughout the program. As the chart shows, the United States has more requirements in place for Mexican trucks traveling into the US, as pertaining to border inspections and carrier standards, than the Mexican government does for US trucks delivering into Mexico. For more information and/or questions please visit www.freetradealliance.org.

Requirements For Trucks Crossing into Partner Country	Into U.S.	Into Mexico
Permitted 100 domiciled carriers	X	X
Carriers allowed to travel beyond commercial zones and deliver cargo throughout partner country	X	X
Drivers must comply with all border entry requirements	X	X
Carriers must abide by State and Federal environmental and emission regulations	X	X
Companies must pass a safety audit: including review of driver records, insurance policies, drug and alcohol testing programs, and inspections records	X	X
Trucks crossing border must be checked... every truck, every time!	X	X
Trucks with safety violations will be held at the border until problem is fixed	X	X
Drivers must have a valid commercial license, proof of medical fitness, and comply with hours of service rules	X	X
Drivers must be able to understand and respond to inspectors in English and Spanish	X	X
Trucks must be insured and meet all safety standards in the US and Mexico	X	X
Trucks are not allowed to carry hazardous materials or passengers of any form	X	X
Drivers provide advanced cargo information	X	X
Must meet immigration entry requirements	X	X
Pre-authority safety audits	X	X
Equal distribution of on site safety audits and compliance reviews	X	X
Assigned a distinct DOT number	X	X
All trucks inspected and issued a CVSA sticker prior to participation in the program	X	X
Carriers must be certified that they are manufactured according to National Highway Traffic Safety Administration’s Federal Motor Vehicle Safety Standards	X	
Can only cross the border where a certified federal or state inspector is on duty, where there is capacity to conduct inspections, and room to park vehicle if found unsafe	X	
Drivers may not be sick, tired, or under the influence of drugs or alcohol	X	
Prohibited from leasing vehicles from companies who are restricted, suspended, or limited from right to travel and operate within partnering country	X	
Improved training for border inspectors and auditors	X	
Companies, vehicles, and drivers prohibited from program if found to be involved in illegal activity	X	
Comprehensive review and certification of all operations	X	X

“The Department of Transportation’s Demonstration Project is reciprocal. Up to 100 US-domiciled motor carriers are allowed to operate in Mexico on terms similar to those applicable to Mexico-domiciled carriers operating within the US. Participating carriers from both countries are required to comply with all applicable laws and regulations including those concerned with motor carrier safety, customs, immigration, vehicle registration and taxation, and fuel taxation.”

(Federal Motor Carrier Safety Administration)



202 S. St. Mary’s Street, Suite 130 San Antonio, Texas 78205

P: (210) 229-9036 Fax: (210) 229-9724

www.freetradealliance.org

Free Trade Alliance San Antonio is a public-private alliance comprised of a partnership between the City of San Antonio, San Antonio Greater Chamber of Commerce, San Antonio Economic Development Foundation, Bexar County, San Antonio Water System, San Antonio Hispanic Chamber of Commerce and Port San Antonio. Its mission is to develop and enhance the international trade-related economic development of San Antonio and the region through foreign investment, trade development and advocacy efforts.