

Estimates of  
Commercial Motor Vehicles  
Using the Southwest Border Crossings

September 20, 2000

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under the auspices of:

The International Association of Chiefs of Police  
Alexandria, Virginia

for:

U.S. Department of Transportation  
Federal Motor Carrier Safety Administration

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## **ESTIMATES OF COMMERCIAL MOTOR VEHICLES USING THE SOUTHWEST BORDER CROSSINGS**

### **OVERVIEW**

There were more than 4¼ million commercial motor vehicle (CMV) crossings from Mexico into the United States recorded by the U.S. Customs Service (Customs) in federal fiscal year 1999. The purpose of this research effort is to estimate the size of the population of commercial motor vehicles operating in cross-border movements of cargo at the United States/Mexico border. Several methods have been employed to derive estimates of the CMVs operating in the border region. The most prominent data collection efforts related to motor carrier activities in the border zone are being undertaken by the U.S. Customs Service. This summary report discusses three different approaches that have been used to estimate the size of the commercial vehicle fleet at the Southwest Border.

Estimates of the size of this population will assist the Federal Motor Carrier Safety Administration and the states as they work to allocate and place safety inspection and enforcement resources optimally in the border region. Development of factors which relate trade growth or Customs crossing counts to the number of different power units in use within the region will allow FMCSA and the states to adjust the allocation of their resources as the trade flows change over time.

Based on three different analyses employed using various available data sources, approximately 80,000 power units are estimated to currently be in use in the border zone. Approximately 63,000 (79%) of these are estimated to be of Mexican origin.

### **BACKGROUND**

The United States has experienced almost a five-fold increase in commercial motor vehicle traffic to and from Mexico during the past sixteen years (Appendix A, Exhibit 1). Many factors have contributed to the increase. However, the primary influences have been the maquiladora program, the General Agreement on Tariffs and Trade (GATT), and the North American Free Trade Agreement (NAFTA).

The word “maquiladora” or “maquila” is derived from a Spanish word referring to the milling of wheat into flour, for which a farmer would compensate the miller with a portion of the wheat, that compensation being referred to as “maquila”. The modern meaning of the word evolved from its use to describe any partial activity in a manufacturing process, such as assembly or packaging carried out by someone other than the original manufacturer. As it is used and applied in Mexico today, maquiladora means an “assembly plant or factory.”

The maquiladora program began in 1965 and was formalized in law as the Border Industrialization Program in 1971. The program was designed to foster job growth in Mexico's northern region and it has been a catalyst for dramatic increases in the population and economic development of the six northern border states of Mexico (west to east: Baja California Norte, Sonora, Chihuahua, Coahuila, Nuevo Leon and Tamaulipas).

The maquiladora program allows a foreign based company to purchase land, construct a plant or factory, bring in its own managers and supervisors, and import materials and component parts into Mexico duty-free. The company must hire Mexican nationals to perform the labor to assemble the parts into finished products that must then be re-exported from Mexico unless special approval is given to sell them in the Mexican market.

As of September 2000, a total of 3,653 maquiladora plants were operating throughout Mexico, with total employment of 1,330,990. The six northern border states were home to 2,806 maquiladora plants with 1,096,000 workers, or about 82 percent of the maquiladora sector, according to Mexican data.

The General Agreement on Tariffs and Trade was established in 1947 to encourage worldwide economic growth and development by creating lower tariffs and freer trade. The purpose of GATT is to eliminate trade barriers that prevent the free flow of goods and services between nations. Mexico became a party to GATT in 1989 and its membership was an important precursor to NAFTA.

The initial announcement of the North American Free Trade Agreement was made on August 12, 1992. The leaders of Canada, Mexico and the United States signed NAFTA on December 17, 1992. The national governmental bodies of all three countries subsequently approved it and it became effective on January 1, 1994. The agreement addressed the elimination of tariffs and other barriers to trade, and facilitation of the movement of goods and services. It created a phased timetable for removal of barriers to shipment of international cargo and operation of motor carriers among NAFTA countries.

NAFTA provided that Mexico and the United States would permit cross-border trucking within both countries' border states starting no later than December 18, 1995. Both countries have since lifted restrictions for charter and tour bus operations. All access limits on commercial truck operations between Mexico and the U.S. were supposed to be phased out by January 1, 2000.

On December 18, 1995, the U.S. Secretary of Transportation postponed further implementation of the NAFTA cross-border access provisions due to concerns about the safety of Mexico-based vehicles and drivers. The Secretary announced that Mexican trucks would continue to have access only to designated commercial zones along the U.S.-Mexico border. These commercial zones generally encompass areas extending between 3 and 20 miles north of U.S. border cities. Mexican trucks may enter the United

States to deliver or pick up cargo within these zones, but they may not travel beyond the commercial zone limits in the border states of California, Arizona, New Mexico and Texas.

Between 1995 and 2000, FMCSA and the states earmarked \$18.7 million through the Motor Carrier Safety Assistance Program (MCSAP) to increase safety monitoring and enforcement of motor carriers, vehicles, and drivers operating in the border zones. Federal safety inspection officers have also been hired and placed at the border crossings to complement the safety enforcement activities directed at these motor carriers. The intention of conducting these special activities has been to raise the safety standing of vehicles involved in cross-border operations.

### **KEY RESEARCH ISSUE – THE “DISTINCT” VEHICLE COUNT**

Seventy-five percent (by weight) of all Mexican goods exported to the United States are carried by truck. These primarily include agricultural products and electronic equipment, materials, and supplies. Until NAFTA is fully implemented, truck companies currently operating within the U.S. commercial zones will continue to conduct “drayage” operations.

Drayage generally involves small trucking firms that haul goods for short distances, in this case across the border between Mexico and the United States. The goods are carried by truck from Mexico to a warehouse or transshipment point in the U.S. commercial zone. Goods are either off-loaded or the trailers are dropped at these locations for subsequent transportation by U.S. carriers. Conversely, goods being transported into Mexico are either off-loaded or the trailers are dropped at the same interchange locations for subsequent transportation by Mexican carriers. These shipments are often facilitated by customs brokers who arrange for transportation, negotiate rates, and ensure the proper paperwork is prepared to speed the goods through U.S. and Mexican Customs. Some agricultural products and other goods are carried from the interior of Mexico and then cross the border into the U.S. However, a large portion of the cross-border transportation is to and from the maquiladora plants in the border states.

The U.S. Customs Service collects or processes information for every vehicle, person, and commodity entering the U.S. from foreign destinations.<sup>1</sup> Customs has an interest in reviewing or inspecting commercial vehicles to assure compliance with trade laws and to prohibit the carriage of contraband.

The FMCSA and its MCSAP partners are responsible for ensuring that motor carriers and their operating drivers and vehicles adhere to the safety standards proscribed by the Federal Motor Carrier Safety Regulations (FMCSR). Periodic random roadside inspections are the primary means by which vehicle and driver compliance is monitored.

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<sup>1</sup> The traffic volume data most commonly reported by Customs are the total number of vehicles and persons crossing the border. These figures are most indicative of their staffing needs.

If a vehicle is inspected and found to be free of defects by FMCSA or the states, a decal may be affixed to the windshield of a power unit or the side of a trailer. Current practice holds that the commercial vehicles posted with decals are considered cleared for passage for up to ninety days and are not re-inspected within that period unless the inspector notices obvious defects on the vehicle.

It is common practice for an individual CMV, especially the power unit, to make many trips across the border in the course of a year, and in many situations or locales, up to three or four times each business day. Customs could conceivably “count” a single power unit crossing the border 1000 times (4 trips daily x 250 business days per year) in the course of a year. Current motor carrier safety standards hold that under normal circumstances vehicles that are well-maintained should be subject to roadside inspection during no more than four of these trips (i.e. once every ninety days). Thus, for safety inspection and compliance purposes, the population of different or “distinct” vehicles crossing the border in a given time period is more important to FMCSA than counts of total CMV crossings.

For staff management and planning purposes, FMCSA has a greater interest in determining the size of the population of CMVs involved in cross-border operations rather than the number of crossings that any vehicle makes. This research document seeks to estimate the size of this population using several analytical methods.

### **ESTIMATE BASED ON U.S. CUSTOMS SERVICE DECALS**

The U.S. Customs Service is required to collect user’s fees [19 CFR Part 24, Section 22 (Customs Duties)] for services provided at the ports of entry. The established fee (Class Code 902) is \$5 per commercial truck<sup>2</sup> and is applied to all vehicles crossing into the U.S. from Canada or Mexico. The fee is collected on a per trip basis at each port of entry. Alternatively, an annual use decal may be obtained and affixed to any vehicle windshield (power unit only) so that the vehicle may make use of all Customs’ facilities without additional payment for all of a given calendar year. The carrier or agent need only complete Customs Form 339C (Appendix A, Exhibit 2) and provide prepayment of the \$100<sup>3</sup> annual fee (20 times the amount paid for a single crossing). Annual decals may be

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<sup>2</sup> A “commercial truck” is defined [19 CFR 24.22 (c) (1)] as “any self-propelled vehicle, including an empty vehicle or a truck cab without a trailer, which is designed and used for the transportation of commercial merchandise or for the transportation of non-commercial merchandise on a for-hire basis”. This definition does not use any axle configuration or weight amounts and so does not preclude small trucks or vans from consideration as “commercial trucks”. This provision is based only on whether they are operating in commerce. Thus, the Customs definition of commercial motor vehicle includes vehicles not subject to the FMCSR.

<sup>3</sup> Vehicles that operate in cross border trade at the U.S./Mexico (but *not* U.S./Canada) border are also subject to a (\$4 trip or \$80 annual) fee imposed by the U.S. Department of Agriculture, Animal & Plant Health Inspection Service (APHIS). This fee is charged to all commercial vehicles whether or not they are transporting plant or animal products. The primary purpose of the fee is to recover the costs to USDA of inspecting the conveyance (commercial vehicle), not just the cargo, for plants and animals prohibited from

purchased in person at most ports of entry or by mail from a central clearinghouse maintained by a contractor.<sup>4</sup> The decision whether to provide annual decals at ports of entry rests with the individual port directors. Most ports still provide them although the administrative burden of handling the decals and payments for them creates a long-term incentive for ports to relinquish this responsibility to the central clearinghouse.

Table 1 provides a summary of financial and statistical data collected by the U.S. Customs Service, Accounting Services Division in Indianapolis, Indiana for fiscal years 1996 through 1999<sup>5</sup>. The counts of annual decals sold for CMVs at the Canada and Mexico borders include those provided by mail and those sold at individual ports of entry. Vehicle data (make, model year and vehicle identification number or VIN) are collected for each decal sold and entered into a database maintained by the clearinghouse<sup>6</sup>. In FY1999 decals were provided to 23,096 vehicles operating on a regular basis in U.S./Mexico border trade.

The second half of Table 1 shows the income recorded for single trip payments at the ports of entry. Customs records these data only by income classification (902 for Customs and 483 for APHIS) at each port and keeps no separate records of the crossings or vehicle identification information for which the trip payments are collected. Only annual totals of 902 and 483 income recorded were provided for use in this analysis.

Using the constant five dollars Customs fee and the APHIS fee (which varied from two to four dollars between 1996 and 1999), the total (Mexico *and* Canada) and Southwest Border (Mexico) trip payments made in FY1996 through FY1999 were derived. The total number of trips each year is equal to the Class 902 income total divided by five dollars. The number of paid crossings from Mexico each year is equal to the Class 483 income total divided by between two and four dollars<sup>7</sup>. An estimated total of 726,677 individual payments were received in FY1999 for border crossings at the U.S./Mexico border.

Although the 23,096 annual decals sold for the Southwest Border can be associated with distinct individual vehicles, this is not true of the 726,677 individual trip payments made. In order to derive an accurate estimate of the commercial motor vehicles associated with the decal and trip payment information from Customs, two key factors must be considered: Customs includes small trucks, vans, and other conveyances in its definition

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entry into the U.S. Through a cooperative agreement, Customs collects this fee (Class Code 483) for USDA and issues decals, which specify the payment of both the Customs and APHIS fees.

<sup>4</sup>Decals issued for use at the U.S./Mexico border (total price \$180) have a different appearance from those issued for use at the U.S./Canada border (total price \$100). They also use a different numbering sequence each year.

<sup>5</sup> Data are reported by fiscal year even though the decals are issued on a calendar year basis. When the four-month advance sales period and the low end-of-year sales level are taken into account, the funds received for the calendar year decals actually closely track the fiscal year accounting period adopted by Customs.

<sup>6</sup>Ports that distribute decals forward copies of the identification/registration information that they collect to be entered into the central database.

<sup>7</sup>The total trip entries paid at the U.S./Canada border is the difference between total trip payments and Mexico trip payments.

of commercial vehicles, which do not meet the FMCSA definition of a commercial motor vehicle. Additionally, there are many vehicles that are involved in multiple crossings, paying the individual user fee numerous times each year.

Using vehicle identification data for those conveyances receiving U.S./Mexico border decals in FY1999, the vehicles that Customs considers "commercial" but FMCSA does not, could be eliminated from the 23,096 count. Analysis of the data available indicated that about 3% (693) of the decals obtained in FY1999 were for smaller vehicles. This reduced the estimate of the total annual decals issued to trucks to approximately 22,403.

The small commercial vehicle portion of the single trip payment population was estimated to be somewhat larger than the 3% in the decal population. For although a vehicle owner/user would realize a monetary savings on user fees after the 20<sup>th</sup> single trip within a calendar year, not all of the users choose to purchase decals, even if they are involved in routine cross border commerce. Couriers and small operators do not always have the ability to pay for a decal all at once. Also, many of them are able to receive reimbursement for unlimited single trips during the year as long as they submit a copy of the cash receipt that the port provides to them for the trip payment.

The best estimate is that small commercial vehicles comprise between 5% and 10% of those making the single trip payments. For FY1999, small commercial vehicles are estimated to have accounted for (using a mean 7.5% estimate) 54,501 of the single trip payments, with the remaining 672,176 made for (large) commercial motor vehicles.

Information gathered about the operations of brokers at the border indicates that many of the large vehicles in use may also be making single trip payments rather than purchasing the annual decals even though they may be crossing more than twenty times per year. Brokers are able to set up automated billing accounts through the U.S. Customs Service so that the drivers are not required to actually leave their trucks in order to make individual payments. In consideration of this and other brokerage practices, decals may thus not necessarily be economically preferred after twenty trips by the same vehicle in a year.

Assuming the vehicles that paid the remaining 672,176 trip fees made between 10 and 15 trips per year, between 44,812 to 67,218 vehicles used the border facilities in FY1999 but did not obtain annual decals. Using an average of 12.5 trips per year for the vehicles paying trip fees yields an estimate of the total distinct vehicles (power units) operating in U.S./Mexico cross border trade of 76,177 (22,403 purchasing decals plus 53,774 making trip payments). This is the estimated size of the population of interest for directing federal and state motor carrier enforcement activities.

### **ESTIMATE BASED ON TECS LICENSE PLATE DATA**

The U.S. Customs Service collects and maintains data for commercial vehicles entering the U.S. from Mexico in the Treasury Enforcement Communications System (TECS).



TECS contains port-of-entry, lane, date, time, vehicle license plate number, and trailer identification information for every commercial vehicle crossing daily into the U.S. from Mexico. Using TECS data, an analysis of distinct truck license plate numbers recorded by port of entry can provide estimates of the size of the population of CMVs using each port.

At the request of our research team, TECS maintenance and analysis staff at Customs performed a special analysis of FY1999 license plate data for eleven crossings at eight U.S. ports-of-entry having dedicated commercial entry lanes. The analysis enumerated distinct license plate values and the number of crossings observed by the commercial motor vehicles bearing them. The information provided was a listing by entry location of the distinct license plates recorded, by the number of times they appeared in the annual data set. The data were summarized to yield a count of distinct license plates (and by inference the distinct power units) passing into the country by port where complete data were available.

Table 2 summarizes the analysis of the TECS license plate data. For the eight ports evaluated (those showing values in column 4), the counts of distinct vehicles in use ranged from 26,851 at Laredo, Texas to 778 at San Luis, Arizona. A count of average crossings per vehicle was calculated for each port by dividing the distinct vehicle count into the total crossings observed in FY1999. This average annual crossings per vehicle ranged from a high of 68.63 at Otay Mesa, California down to 41.84 at Brownsville, Texas.

Based on the observed average annual crossings per vehicle, a factor of 45 crossings per vehicle was estimated for the remaining ports with more than 30,000 crossings per year, while a more conservative factor of 30 crossings per vehicle was estimated for the smaller ports<sup>8</sup>. The crossings per vehicle factors (indicated in italics in column seven of Table 2) were divided into the observed total crossings values for FY1999 to yield an estimate of distinct commercial motor vehicles using each of the 14 ports for which actual TECS vehicle identification data were not available.

There were approximately 64,922 distinct commercial motor vehicles observed in FY1999 at the eight ports for which we have TECS data and an estimated 16,889 operating at the remaining 14 ports. In summary, we have concluded that 81,811 distinct heavy commercial motor vehicles accounting for an average of 52 crossings per year, used the Southwest Border in FY1999 .

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<sup>8</sup> It is uncertain whether the more conservative adjustment is necessary at the smaller ports but it was included in order to err on the side of caution. Further data analysis may provide us with better adjustment factors for the smaller ports.

**ESTIMATE BASED ON THE MEXICAN COMMERCIAL VEHICLE FLEET**

Mexican interstate commercial vehicle registration data for 1998 by state were obtained from the Secretaria de Comunicaciones y Transportes (the Mexican federal government transportation agency, SCT). They are reproduced in Table 3 along with general population estimates and information about the registered vehicles in the country.<sup>9</sup>

The six northern border states account for 17% of the population of Mexico. Twenty-seven percent of all vehicles are registered in these six states. These states and the areas around Mexico City are considerably over-represented (versus population) in their rates of vehicle ownership and registration. Thirty-one percent of interstate commercial vehicle units are registered in the border states, with the two eastern states of Nuevo Leon and Tamaulipas having particularly high large commercial motor vehicle populations.

In Mexico, straight trucks, truck tractors, and trailers or other “hauling” units are counted as individual CMV units and are often reported in combined totals. Although the national data sources used provided commercial motor vehicle units counts by state, they did not distinguish the different types of CMV units at the state level. Therefore the national distribution of units by type was applied to the totals by state to derive estimates of straight trucks (30.96%), truck tractors (33.63%) and trailers (35.41%) by state.

In 1998, there were 96,637 straight trucks and 104,950 truck tractors (a total of 201,587 heavy commercial motor vehicles) registered for interstate use in Mexico. These included an estimated total of 29,976 straight trucks and 32,555 truck tractors registered in the northern border states.

It is estimated that 65 to 75 percent of the straight trucks are involved in the cross-border operations, while as many as 80 to 90 percent of the truck tractors may be involved in such trade. Based on these estimates there are approximately 48,655 (70% of the 29,976 straight trucks plus 85% of the 32,555 truck tractors) power units registered in the northern six border states of Mexico which may be available for use in cross-border trade with the United States.

If we estimate that as many as ten percent of the interstate vehicles registered throughout the rest of the country (13,906 out of 139,056) are in use at the border, then there are 62,561 (48,655 in the northern states plus 13,906 from the rest of the country) Mexican registered power units that are available for use in cross-border transit.

**SUMMARY OF ESTIMATES**

Three different methods employing several data sources were used to derive estimates of the size of the vehicle fleet operating at the U.S./Mexico border crossings. The U.S. Customs Service collects user’s fees for services provided to commercial vehicles at all

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<sup>9</sup> The most recent year for which complete population and general vehicle estimates are available is 1997.

ports of entry. Fees are paid on a per trip basis, or alternatively, through an annual use decal. The total of approximately 76,000 commercial motor vehicles using the crossings was derived from the 22,403 estimated to have purchased annual decals in FY1999 plus an estimate of 53,774 repeat users paying the individual trip fees.

The U.S. Customs Service TECS vehicle license plate data for FY1999 were used to directly derive a count of 64,922 distinct vehicle power units in use at eight ports along the border. These eight ports of entry comprise approximately 83% of the annual northbound traffic from Mexico. The calculated ratio between distinct vehicles and total crossings measured at the ports for which detailed data were available was used to estimate an additional 16,889 distinct vehicles using the remaining ports of entry. These two estimates combined yield an approximate count of 82,000 total vehicles using the border crossings on an annual basis.

Finally, Mexican interstate commercial vehicle registration data for 1998 by state were obtained from SCT. These data provide estimates of straight trucks and truck tractors operating in the Mexican border states and throughout the rest of the country. A total of 48,655 vehicles registered in the border states plus 13,906 from other areas that are involved in cross border trade was used to derive an estimate of 63,000 Mexican registered vehicles in use at the border.

Based on the data available and the analyses conducted, the best estimate of the distinct commercial motor vehicle power units crossing on an annual basis at the Southwest Border is approximately 80,000. Approximately 63,000 (79%) of these are estimated to be of Mexican origin.

**Primary Data Tables:**

**Table 1: U.S. Customs Facilities Use Decals  
and Payments for International Border Crossings**

	Customs Facilities Use Decals (Annual)			Customs Facilities Use (Trip) Payments				
	Mexico	Canada	%Mexico	Customs (Class 902)		APHIS (Class 483)		
				Income	All Trips	CN Trips	Income	MX Trips
<b>FY1996</b>	<b>15,772</b>	63,694	19.8%	\$9,602,501	1,920,500	1,306,286	\$1,228,428	<b>614,214</b>
<b>FY1997</b>	<b>18,009</b>	66,873	21.2%	\$9,941,351	1,988,270	1,356,701	\$1,263,139	<b>631,570</b>
<b>FY1998</b>	<b>18,392</b>	73,320	20.1%	\$10,946,916	2,189,383	1,522,604	\$2,667,118	<b>666,780</b>
<b>FY1999</b>	<b>23,096</b>	79,643	22.5%	\$11,631,366	2,326,273	1,599,597	\$2,906,706	<b>726,677</b>

Source: U.S. Customs Service (Indianapolis).

**Table 2: Distinct Truck License Plate Numbers Recorded at Southwest Ports of Entry in FY1999**

U.S. Southern Border Port of Entry		USCS Data			<i>Estimated</i>		Combined
		FY1999 Total Crossings	Distinct Vehicles	Xings per Vehicle	<i>Distinct Vehicles</i>	<i>Xings per Vehicle</i>	
Texas	Brownsville	294,938	7,049	41.84			
	Progreso	17,800			593	30.00	
	Hidalgo	308,273	6,456	47.75			
	Rio Grande City	20,103			670	30.00	
	Roma	15,753			525	30.00	
	Laredo	1,455,597	26,851	54.21			
	Eagle Pass	98,755	1,522	64.89			
	Del Rio	58,881	1,080	54.52			
	Presidio	8,370			279	30.00	
	Fabens <sup>1</sup>	191			0		
	El Paso	657,664	11,892	55.30			
New Mexico	Santa Teresa	23,899			797	30.00	
	Columbus	4,867			162	30.00	
Arizona	Douglas	33,288			740	45.00	
	Naco	8,126			271	30.00	
	Nogales	255,412			5,676	45.00	
	Sasabe	2,381			79	30.00	
	Lukeville	4,355			145	30.00	
	San Luis	39,974	778	51.38			
California	Andrade	2,072			69	30.00	
	Calexico	250,083			5,557	45.00	
	Tecate	59,647			1,326	45.00	
	Otay Mesa	637,849	9,294	68.63			
<b>Total Crossings</b>		<b>4,258,278</b>	<b>3,551,931</b>		<b>706,347</b>		<b>4,258,278</b>
<b>Average Crossings per Vehicle</b>				<b>54.71</b>		<b>41.82</b>	<b>52.05</b>
<b>Total Distinct Vehicles</b>			<b>64,922</b>		<b>16,889</b>		<b>81,811</b>

Source: United States Customs Service, Treasury Enforcement Communications System (TECS) data analysis performed by USCS.

Note: In this tabulation, "vehicles" and "license plates" are used interchangeably although the one-to-one correspondence is not exact.

<sup>1</sup>Commercial traffic at Fabens consists entirely of pick-up trucks and vans.

**Table 3: 1998 Mexican Commercial Vehicle Fleet Estimates**

State	1997 Population	% of Total Population	1997 Total Registered Vehicles	% of Registered Vehicles	1998 Commercial Motor Vehicle Units	% of CMV Units	<i>Estimated</i>		
							Straight Trucks	Truck Tractors	Trailers & Semi-Trailers
Baja California Norte	2,241,029	2.4%	744,183	5.6%	4,243	1.4%	1,314	1,427	1,503
Coahuila	2,227,305	2.4%	361,632	2.7%	11,695	3.7%	3,621	3,932	4,142
Chihuahua	2,895,672	3.1%	751,484	5.7%	9,588	3.1%	2,969	3,224	3,395
Nuevo Leon	3,684,845	3.9%	721,871	5.4%	39,474	12.6%	12,222	13,273	13,979
Sonora	2,183,108	2.3%	400,127	3.0%	5,998	1.9%	1,857	2,017	2,124
Tamaulipas	2,628,839	2.8%	551,036	4.2%	25,818	8.3%	7,994	8,681	9,143
<b>Northern Border Total</b>	<b>15,860,798</b>	<b>16.9%</b>	<b>3,530,333</b>	<b>26.7%</b>	<b>96,816</b>	<b>31.0%</b>	<b>29,976</b>	<b>32,555</b>	<b>34,285</b>
All Other States	77,855,534	83.1%	9,715,267	73.3%	215,301	69.0%	66,661	72,395	76,245
Federal Total	93,716,332	100.0%	13,245,600	100.0%	312,117	100.0%	96,637	104,950	110,530

Sources: Instituto Nacional de Estadística, Geografía e Informática, Mexico and Estadística Básica del Autotransporte Federal 1998, Secretaría de Comunicaciones y Transportes.  
 Estimated counts of commercial vehicle unit types in the individual states are proportional to the known unit totals in the states.

## **Appendix A**

### **Special Exhibits:**



## Northbound Truck Crossings from Mexico 1984 to 2000

State	US Port	FY1984	FY1988	FY1992	FY1993	FY1994	FY1995	FY1996	FY1997	FY1998	FY1999	FY2000
Texas	Brownsville	148,344	160,927	203,116	224,147	264,345	233,615	224,537	238,175	273,087	294,938	311,808
	Progresso	3,379	16,668	35,179	23,760	22,711	22,962	21,978	17,963	17,298	17,800	11,401
	Hidalgo	41,678	89,363	129,354	147,492	158,405	174,049	198,260	225,337	261,322	308,273	367,217
	Rio Grande City	6,547	6,670	11,639	15,649	15,665	14,936	11,937	16,867	18,658	20,103	22,793
	Roma	12,090	10,718	14,881	14,110	12,273	11,426	12,630	12,019	13,140	15,753	14,551
	Laredo	120,285	208,316	432,061	473,480	659,924	733,783	899,754	1,162,419	1,340,653	1,455,597	1,502,978
	Eagle Pass	26,819	31,155	41,868	45,318	55,046	54,779	54,269	68,385	85,974	98,755	107,540
	Del Rio	5,411	16,318	30,448	32,672	32,601	36,601	39,107	43,530	50,949	58,881	61,018
	Presidio	4,991	8,140	5,712	5,606	4,764	5,291	2,987	3,823	6,683	8,370	9,051
	Fabens	5,485	2,796	8,636	3,199	700	269	141	178	181	191	198
	El Paso	134,482	179,177	554,104	588,162	580,200	610,177	577,152	596,538	591,258	657,664	725,064
	<b>Total</b>	<b>509,511</b>	<b>730,248</b>	<b>1,466,998</b>	<b>1,573,595</b>	<b>1,806,634</b>	<b>1,897,888</b>	<b>2,042,752</b>	<b>2,385,234</b>	<b>2,659,203</b>	<b>2,936,325</b>	<b>3,133,619</b>
	% of Grand Total	52.70%	60.10%	64.76%	65.44%	65.88%	65.46%	66.59%	66.82%	67.78%	68.96%	68.95%
% growth (annualized)		9.42%	19.05%	7.27%	14.81%	5.05%	7.63%	16.77%	11.49%	10.42%	6.72%	
New Mexico	Santa Teresa				2,214	4,554	5,360	13,611	31,788	31,093	23,899	31,018
	Columbus	3,753	2,022	1,484	1,345	1,351	2,087	2,426	1,997	4,004	4,867	4,892
	<b>Total</b>	<b>3,753</b>	<b>2,022</b>	<b>1,484</b>	<b>3,559</b>	<b>5,905</b>	<b>7,447</b>	<b>16,037</b>	<b>33,785</b>	<b>35,097</b>	<b>28,766</b>	<b>35,910</b>
	% of Grand Total	0.39%	0.17%	0.07%	0.15%	0.22%	0.26%	0.52%	0.95%	0.89%	0.68%	0.79%
	% growth (annualized)		-14.33%	-7.44%	139.82%	65.92%	26.11%	115.35%	110.67%	3.88%	-18.04%	24.83%
Arizona	Douglas	11,644	17,686	26,113	18,300	47,522	38,242	34,585	41,802	35,561	33,288	32,788
	Naco	3,412	4,694	7,718	4,521	5,043	5,789	5,610	6,578	7,650	8,126	8,293
	Nogales	102,131	132,174	154,845	185,107	187,423	203,298	225,274	236,425	256,494	255,412	258,201
	Sasabe	2,036	1,588	1,527	1,691	1,308	1,180	1,512	1,393	1,844	2,381	2,775
	Lukeville	3,003	1,899	1,765	2,278	2,419	2,665	2,766	3,254	3,723	4,355	3,887
	San Luis	10,839	23,526	34,847	36,620	43,356	44,214	44,377	45,175	42,472	39,974	41,522
	<b>Total</b>	<b>133,065</b>	<b>181,567</b>	<b>226,815</b>	<b>248,517</b>	<b>287,071</b>	<b>295,388</b>	<b>314,124</b>	<b>334,627</b>	<b>347,744</b>	<b>343,536</b>	<b>347,466</b>
	% of Grand Total	13.76%	14.94%	10.01%	10.33%	10.47%	10.19%	10.24%	9.37%	8.86%	8.07%	7.64%
	% growth (annualized)		8.08%	5.72%	9.57%	15.51%	2.90%	6.34%	6.53%	3.92%	-1.21%	1.14%
	California	Andrade	1,111	1,888	1,577	1,420	3,114	3,818	3,935	3,078	2,137	2,072
Calexico		161,519	142,689	152,317	156,381	176,825	176,420	169,403	190,160	222,105	250,083	281,032
Tecate		44,967	58,974	41,833	36,710	34,674	41,064	45,932	64,262	57,914	59,647	61,707
Otay Mesa				374,141	384,615	428,086	477,390	475,427	558,383	599,001	637,849	683,703
San Diego		112,911	97,712	88								
<b>Total</b>		<b>320,508</b>	<b>301,263</b>	<b>569,956</b>	<b>579,126</b>	<b>642,699</b>	<b>698,692</b>	<b>694,697</b>	<b>815,883</b>	<b>881,157</b>	<b>949,651</b>	<b>1,028,020</b>
% of Grand Total		33.15%	24.79%	25.16%	24.08%	23.44%	24.10%	22.65%	22.86%	22.46%	22.30%	22.62%
% growth (annualized)			-1.54%	17.28%	1.61%	10.98%	8.71%	-0.57%	17.44%	8.00%	7.77%	8.25%
<b>All</b>	<b>Grand Total</b>	<b>966,837</b>	<b>1,215,100</b>	<b>2,265,253</b>	<b>2,404,797</b>	<b>2,742,309</b>	<b>2,899,415</b>	<b>3,067,610</b>	<b>3,569,529</b>	<b>3,923,201</b>	<b>4,258,278</b>	<b>4,545,015</b>
	<b>% growth (annualized)</b>		<b>5.88%</b>	<b>16.85%</b>	<b>6.16%</b>	<b>14.03%</b>	<b>5.73%</b>	<b>5.80%</b>	<b>16.36%</b>	<b>9.91%</b>	<b>8.54%</b>	<b>6.73%</b>

Source: U.S. Customs Service.

DEPARTMENT OF THE TREASURY  
UNITED STATES CUSTOMS SERVICE

Instructions on Reverse

Customs Use Only					
MM	Date Issued DD	YEAR	Port Code	Cash Receipt No.	Issued By
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Page  of  Calendar Year for which Decal(s) Requested:

APPLICANT FAX NUMBER

APPLICANT PHONE NUMBER

Ship To:   
 Address   
 Address   
 City, State/Province   
 Country Zip

Requester's Name (Please Print) \_\_\_\_\_

**ANNUAL USER FEE DECAL REQUEST - COMMERCIAL VEHICLE**

Fold

Commercial Vehicle(s), Canadian Border Class Code 902 = **\$100.00 each**       Commercial Vehicle(s), Mexican Border **\$180.00 each**  
 Class Code 902 = \$100.00 + Class Code 483 = \$80.00

1. **Make**  
 Ford       Mack      **\*\* Custom's Use Only \*\*** Decal Number   
 Freightliner       Peterbilt      **Model Year**   
 International       Volvo      **VIN**   
 Kenworth       Western Star  
 Other:

2. **Make**  
 Ford       Mack      **\*\* Custom's Use Only \*\*** Decal Number   
 Freightliner       Peterbilt      **Model Year**   
 International       Volvo      **VIN**   
 Kenworth       Western Star  
 Other:

**For Decal Questions: call 317-298-1200 Ext. 1245 or Send E-Mail to Decals@customs.treas.gov**

**DO NOT SEND CASH.** Make check or money order, drawn on **U.S. Bank** in **U.S. Dollars**, payable to: U.S. CUSTOMS SERVICE

\*\*\*\*\* Please allow 3 to 4 weeks to receive Decal Order. \*\*\*\*\*

**METHOD OF PAYMENT:**  Check  Money Order  Visa  MasterCard  Discover

Credit Card Account #       Expiration Date:       Amount Authorized \$

**METHOD OF SHIPPING REQUESTED:**

**U.S. Ship to address: (ONLY)**  DHL  Air Borne  UPS

Shipping rates: (Per Application)

Canadian- 1-35 decals = \$4  
Canadian- 36 and over = \$7

**Separate Payment Required**

Mexican - Per application = \$6

**(refer to the back of this form for more information)**

Bill Recipient No.

**Canadian Ship to address: (ONLY) U.S. Postal Global Priority Mail**

Check       Credit Card      Shipping Amount

If optional shipping methods are not selected and/or the ship to address is not included in the optional shipping methods, your decal order will be shipped via first class mail.

**Mexican ship to address: (ONLY) U.S. Postal Registered Mail**

Check       Credit Card      Shipping Amount

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

Signature above certifies conveyance information is accurate and if paying by Credit Card authorizes payment for these decal(s).