

Key Takeaways

Employment

- Non-farm employment decreased on a monthly basis across the Paso del Norte region in June. El Paso, Las Cruces, and Ciudad Juárez lost 800 jobs, 1,300 jobs, and 300 jobs, respectively.
- Compared to June 2019, El Paso and Las Cruces continued to lag behind in non-farm employment numbers, with El Paso down 6,000 jobs and Las Cruces down 1,900 jobs.
- On a year-over-year basis, El Paso, Las Cruces, and Ciudad Juárez increased non-farm employment numbers in June by 10,700 jobs, 3,200 jobs, and 29,200 jobs, respectively.

Remittances

- Persistent disruptions in travel have continued to put upward pressure on remittances sent to Mexico. As such, remittances have reached their highest monthly levels ever recorded, totaling \$4.5 billion in May 2021 and \$4.4 billion in June 2021.
- In the January to June 2021 period, remittances sent to Mexico increased by 22.4% on a year-over-year basis. Non-border states saw a similar increase in remittances of 23.1%, while remittances in northern border states increased at a slightly lower rate of 18.4%.

Border Crossings

- The top ten U.S.-Mexico border ports of entry (PoE) in terms of loaded container truck crossings increased in the January to June 2021 period on a year-over-year basis. El Paso PoE exhibited the third largest increase at approximately 52,000 truck crossings (28.0%).
- The majority of the top ten U.S.-Mexico ports of entry in terms of total passenger and pedestrian crossings decreased in the first half of 2021 compared to the same period last year. El Paso PoE experienced the second largest decline with a loss of roughly 405,000 passenger and pedestrian crossings (-4.9%).

Employment

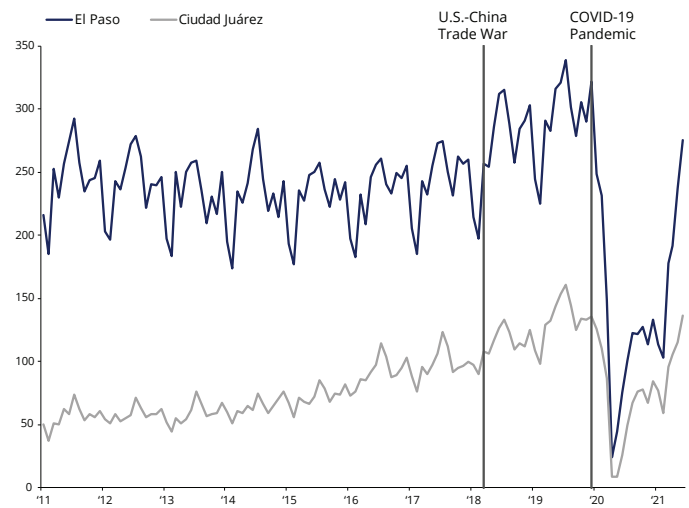
Jobs Dip Throughout Region

Employment numbers declined in El Paso, Las Cruces, and Ciudad Juárez in June compared to May. This was the first decrease in employment in El Paso and Las Cruces since January.

In June, non-farm employment decreased in El Paso and Las Cruces for the first time on a monthly basis since January of this year, dropping by 800 jobs (-0.3%) and 1,300 jobs (-1.8%), respectively. Non-farm employment continued to decline in Ciudad Juárez in June, falling by 300 jobs (-0.1%). However, non-farm employment across the Paso del Norte region was up in June compared to the same time last year. El Paso and Las Cruces increased on a year-over-year basis for the third month in a row with 10,700 jobs (3.5%) and 3,200 jobs (4.8%) added, respectively, while Ciudad Juárez increased for the eleventh month in a row with 29,200 jobs (6.5%) added in June. Despite the job gains from 2020 to 2021, employment in El Paso and Las

Quick-Glance Indicators

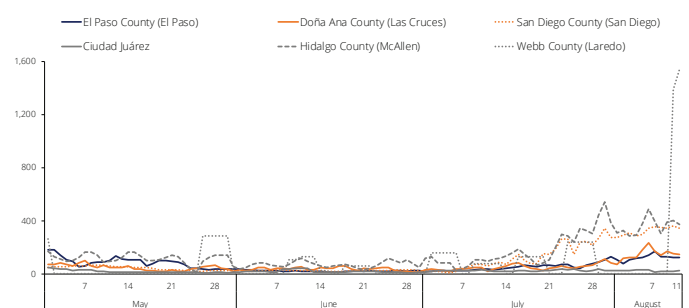
El Paso and Ciudad Juárez Air Passengers, Thousands



Note: Data as of June 2021.

Source: Hunt Institute using El Paso International Airport and Grupo OMA data.

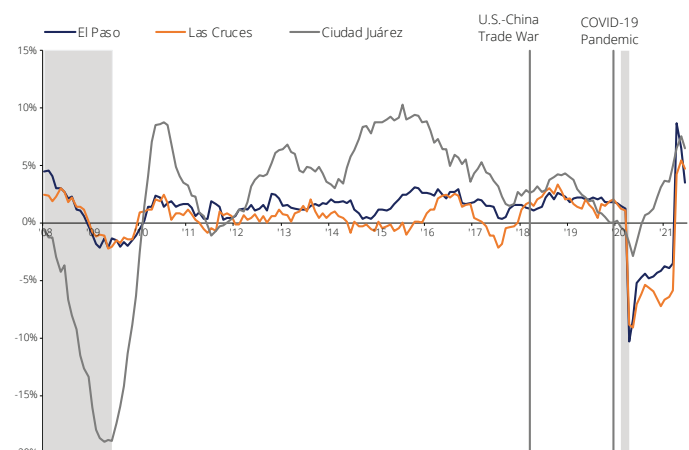
New Coronavirus Cases per 1 Million Inhabitants, 5-Day Moving Average



Note: Data as of August 11, 2021.

Source: Hunt Institute calculations using Texas Health and Human Services, New Mexico Department of Health, Secretaría de Salud de Chihuahua, Center for Systems Science and Engineering at Johns Hopkins University, U.S. Census Bureau, and Consejo Nacional de Población data.

Paso del Norte Total Non-Farm Employment (Year-over-Year, %)



Note: Preliminary data for June 2021. Shaded area indicates NBER defined recession (2020 recession began in February and ended in April).

Source: Hunt Institute calculations using U.S. Bureau of Labor Statistics and Instituto Mexicano del Seguro Social data.

Cruces has yet to return to the pre-pandemic levels observed in 2019. El Paso was down 6,000 jobs (-1.9%) in June 2021 relative to June 2019, while Las Cruces was down 1,900 jobs (-2.6%).

The Hunt Institute tracks five sectors to monitor employment throughout the Paso del Norte region. El Paso decreased on a monthly basis in the Services (-1,500 jobs or -0.7%) and Manufacturing (-100 jobs or -0.6%) sectors and increased in the Mining and Construction (300 jobs or 1.6%), Trade (300 jobs or 0.6%), and Transportation and Utilities (200 jobs or 1.2%) sectors. In Las Cruces, the Services sector (-1,500 jobs or -2.8%) was the only sector to decrease on a monthly basis, while the Manufacturing and Transportation and Utilities sectors remained stagnant, and the Mining and Construction (100 jobs or 2.8%) and Trade (100 jobs or 1.1%) sectors increased. Ciudad Juárez decreased on a monthly basis in the Manufacturing (-800 jobs or -0.3%) and Mining and Construction (-100 jobs or -0.8%) sectors and increased in the Services (300 jobs or 0.5%), Transportation and Utilities (200 jobs or 0.8%), and Trade (200 jobs or 0.3%) sectors. On a year-over-year basis in June, El Paso remained stagnant in the Manufacturing sector and increased in the other four sectors, with gains led by the Services sector (6,600 jobs or 3.2%), followed by the Trade (2,300 jobs or 4.8%), Mining and Construction (1,100 jobs or 6.3%), and Transportation and Utilities (700 jobs or 4.2%) sectors. Continuing the trend which began in April, the Mining and Construction sector (-200 jobs or -5.1%) in Las Cruces decreased in June compared to last year, while the Services (2,400 jobs or 4.8%), Trade (500 jobs or 6.0%), Manufacturing (300 jobs or 11.5%), and Transportation and Utilities (200 jobs or 9.1%) sectors increased. As in May, Ciudad Juárez increased across all five sectors in June with the largest gain exhibited by the Manufacturing sector (24,800 jobs or 8.4%), while the Transportation and Utilities, Trade, Mining

and Construction, and Services sectors increased by 2,100 jobs (9.0%), 1,300 jobs (2.6%), 1,000 jobs (7.8%), and 100 jobs (0.1%), respectively.

Remittances

Remittances Continue to Surge

Mexico recorded its largest monthly amount of remittances ever in May 2021. In Ciudad Juárez, remittances increased over the first half of the year compared to 2020.

Persistent restrictions on travel have continued to put upward pressure on remittances sent to Mexico, resulting in an even stronger increase in 2021 relative to 2020. On a year-over-year basis, remittances to Mexico have increased every month since April 2020, with the largest increases observed in April 2021 (\$1.1 billion or 39.1%) and May 2021 (\$1.1 billion or 31.0%). In fact, remittances reached their highest monthly levels ever in May (\$4.5 billion) and June (\$4.4 billion) of this year.

In the January to June 2021 period, remittances to Mexico increased by \$4.3 billion (22.4%) on a year-over-year basis. Non-border states were the primary drivers of this influx. Remittances in these states increased by \$3.8 billion (23.1%) during the first half of the year. Mexican northern border states also increased in remittances, but at a slightly lower rate, going up \$522 million (18.4%). Of the border states, Nuevo León recorded the largest increase, followed by Chihuahua, then Tamaulipas.

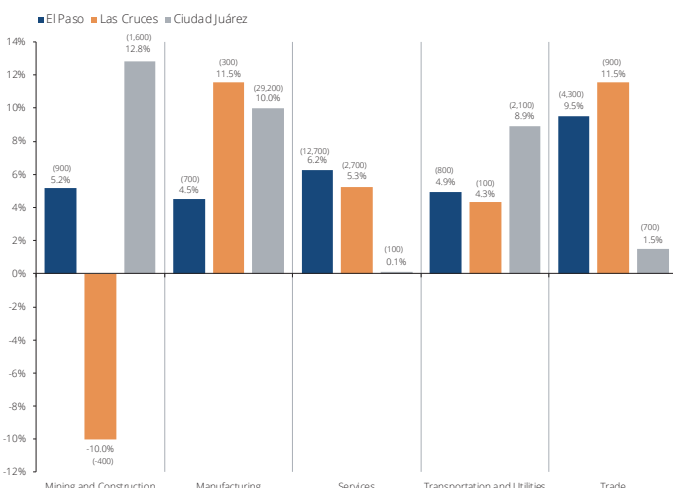
Remittances to Mexican States (Million USD)

Region	2020	A Jan-Jun 2020	B Jan-Jun 2021	B-A	B-A (Δ%)
Border States	\$5,901	\$2,839	\$3,361	\$522	18.4%
Baja California	\$1,235	\$599	\$661	\$62	10.3%
Chihuahua	\$1,279	\$634	\$750	\$116	18.3%
Coahuila	\$711	\$344	\$412	\$68	19.8%
Nuevo León	\$1,024	\$480	\$597	\$118	24.5%
Sonora	\$708	\$339	\$411	\$72	21.3%
Tamaulipas	\$944	\$444	\$530	\$86	19.3%
Non-Border States	\$34,700	\$16,450	\$20,257	\$3,807	23.1%
Mexico	\$40,601	\$19,290	\$23,618	\$4,329	22.4%

Note: Border states refer to the Mexican states along its northern border.

Source: Hunt Institute calculations using data from Banco de México.

Paso del Norte Total Non-Farm Employment by Sector, June 2021 (Year-over-Year)



Note: Preliminary data for June 2021. Services exclude Transportation and Utilities and Trade. Numbers are rounded to the nearest hundred.

Source: Hunt Institute calculations using U.S. Bureau of Labor Statistics and Instituto Mexicano del Seguro Social data.

In 2020, Tijuana and Ciudad Juárez received the largest amount of remittances across Mexican border cities, accounting for more than half of the total amount of remittances received by the top ten border cities. But remittances to Ciudad Juárez recorded the largest increase in the January to June 2021 period on a year-over-year basis. Tijuana had the second largest increase followed by Nuevo Laredo and Piedras Negras. Mexicali was the only city from the top ten to decrease during the first half of 2021. In total, the top ten border cities registered an increase of \$186 million in remittances (19.1%) compared to the first six months of 2020.

Top 10 Mexican Border Cities in Remittances (Million USD)

Municipality	2020	A Jan-Jun 2020	B Jan-Jun 2021	B-A	B-A (Δ%)
Tijuana	\$626	\$305	\$354	\$49	16.0%
Ciudad Juárez	\$396	\$179	\$245	\$66	36.6%
Mexicali	\$292	\$147	\$136	-\$10	-7.1%
Matamoros	\$168	\$84	\$94	\$10	12.3%
Reynosa	\$116	\$57	\$67	\$10	17.3%
Nuevo Laredo	\$107	\$47	\$67	\$20	42.7%
San Luis Río Colorado	\$96	\$50	\$60	\$10	19.4%
Nogales	\$79	\$40	\$47	\$7	17.0%
Ciudad Acuña	\$68	\$34	\$41	\$7	21.1%
Piedras Negras	\$66	\$30	\$48	\$18	60.2%
Total	\$2,013	\$973	\$1,159	\$186	19.1%

Note: Top 10 in 2020 on Mexico's northern border.

Source: Hunt Institute calculations using data from Banco de México.

Border Crossings

Truck Crossings Increase in the First Half of 2021

Loaded container truck border crossings increased across the top ten ports of entry in the January to June 2021 period compared to the same period last year.

Loaded container truck crossings at the top ten U.S.-Mexico PoE increased in the first half of the year on a year-over-year basis. Laredo PoE, Otay Mesa PoE, and El Paso PoE exhibited the largest increases during the January to June 2021 period. Santa Teresa PoE witnessed the largest relative increase of the top ports.

Top 10 U.S.-Mexico Border Ports of Entry by Loaded Container Truck Border Crossings

Port of Entry	2020	Share (%)	A Jan-Jun 2020	B Jan-Jun 2021	B-A	B-A (Δ%)
Laredo, TX	1,629,156	38.7%	734,385	933,182	198,797	27.1%
Otay Mesa, CA	712,100	16.9%	314,059	390,916	76,857	24.5%
Hidalgo, TX	436,671	10.4%	209,903	243,292	33,389	15.9%
El Paso, TX	429,384	10.2%	185,873	237,864	51,991	28.0%
Nogales, AZ	258,948	6.2%	156,964	173,905	16,941	10.8%
Calexico-East, CA	207,582	4.9%	103,108	115,532	12,424	12.0%
Brownsville, TX	116,710	2.8%	53,952	61,925	7,973	14.8%
Eagle Pass, TX	105,437	2.5%	51,338	59,133	7,795	15.2%
Santa Teresa, NM	80,806	1.9%	36,719	47,586	10,867	29.6%
Del Rio, TX	47,462	1.1%	21,541	26,262	4,721	21.9%

Note: Top 10 in 2020. El Paso PoE includes Ysleta PoE.

Source: Hunt Institute calculations using data from the U.S. Bureau of Transportation Statistics.

Compared to the same period in 2019, however, seven of the top ten ports remained down in the first half of 2021. El Paso

PoE exhibited the largest decrease, down approximately 65,000 loaded truck container crossings (-21.4%), followed by Eagle Pass PoE (-16,000 or -21.4%) and Brownsville PoE (-15,000 or -20.0%). Santa Teresa PoE fell by about 8,000 crossings (-14.2%). Laredo PoE, Otay Mesa PoE, and Hidalgo PoE were the only ports to exceed their 2019 numbers with increases of roughly 68,000 crossings (7.8%), 23,000 crossings (6.2%), and 1,000 crossings (0.6%), respectively.

In the January to June 2021 period, total passenger and pedestrian crossings decreased at the majority of the top ten U.S.-Mexico PoE compared to the same period last year. The largest declines took place at Laredo PoE, El Paso PoE, and Hidalgo PoE. The four ports to increase were Otay Mesa PoE, San Ysidro PoE, San Luis PoE, and Calexico PoE. Passenger and pedestrian crossings decreased slightly at Santa Teresa PoE.

Each of the top ten ports decreased in terms of passenger and pedestrian crossings during the January to June 2021 period when compared to the same period in 2019. The largest declines were exhibited at El Paso PoE, San Ysidro PoE, and Laredo PoE with drops of approximately 5,302,000 (-40.5%), 4,795,000 (-27.4%), and 3,766,000 (-50.2%), respectively.

Top 10 U.S.-Mexico Border Ports of Entry by Total Passengers and Pedestrians

Port of Entry	2020	Share (%)	A Jan-Jun 2020	B Jan-Jun 2021	B-A	B-A (Δ%)
1. San Ysidro, CA	23,091,334	21.7%	12,226,635	12,697,950	471,315	3.9%
2. El Paso, TX	14,580,485	13.7%	8,202,959	7,798,317	-404,642	-4.9%
3. Otay Mesa, CA	9,289,103	8.7%	4,502,203	5,535,354	1,033,151	22.9%
4. Calexico, CA	7,838,424	7.4%	4,224,083	4,345,688	121,605	2.9%
5. Laredo, TX	7,672,728	7.2%	4,570,790	3,728,989	-841,801	-18.4%
6. Brownsville, TX	6,226,588	5.8%	3,564,412	3,313,189	-251,223	-7.0%
7. Hidalgo, TX	5,978,744	5.6%	3,440,729	3,159,334	-281,395	-8.2%
8. San Luis, AZ	5,284,567	5.0%	2,791,422	3,008,526	217,104	7.8%
9. Nogales, AZ	5,060,302	4.7%	2,978,296	2,835,667	-142,629	-4.8%
10. Eagle Pass, TX	3,872,780	3.6%	2,222,674	1,995,695	-226,979	-10.2%
20. Santa Teresa, NM	750,081	0.7%	397,755	396,548	-1,207	-0.3%

Note: Top 10 in 2020. El Paso PoE includes Ysleta PoE.

Source: Hunt Institute calculations using data from the U.S. Bureau of Transportation Statistics.

About Hunt Institute for Global Competitiveness

Since 2014, the Hunt Institute for Global Competitiveness at The University of Texas at El Paso has provided economic analysis of the Paso del Norte Region that includes the binational communities of El Paso, Texas; Las Cruces, N.M.; and Ciudad Juárez, Mexico. The mission of the Hunt Institute is to produce high-quality market analysis tools that can strengthen regional and binational cross-border economic and social development.

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