



# Bridges of Trade

The Importance of the U.S.-Mexico Land Ports

Part III

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# Executive Summary



The U.S.–Mexico land ports of entry are central to sustaining cross-border trade and manufacturing networks. They handle the daily flow of goods valued in the billions, linking production centers in Mexico with U.S. industries in sectors such as automotive, electronics, agriculture, and energy. As supply chains adjust to nearshoring and regional integration, these crossings have become critical points for efficiency and competitiveness.

In 2024, trade moving through U.S.–Mexico land ports totaled \$737.6 billion, a 7.9% increase from 2023. Texas ports processed the largest share, handling \$567.5 billion, or 76.9% of the total. Laredo led all ports with \$339.0 billion, followed by El Paso at \$107.7 billion. Other major gateways included Otay Mesa, Hidalgo, Eagle Pass, and Santa Teresa, each contributing to the diversification of trade routes and easing pressure on the busiest crossings.

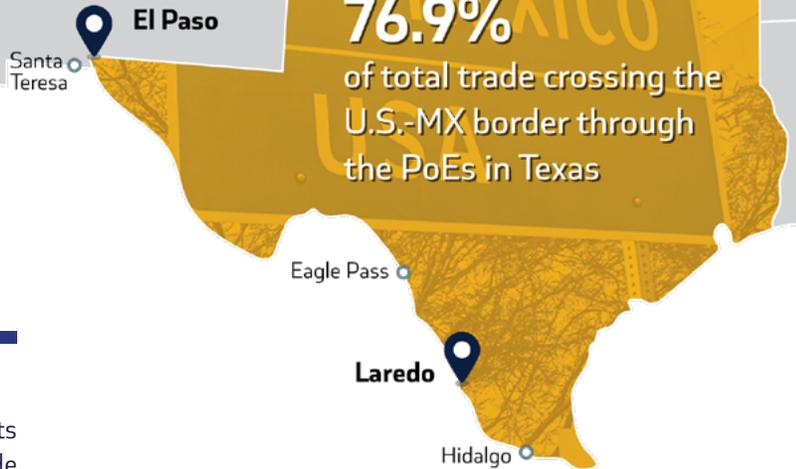
Beyond facilitating the movement of goods, these ports serve as key nodes in complex, integrated supply chains that drive regional manufacturing. Their operations reflect deep industrial interdependence and the strategic role of border infrastructure in supporting nearshoring trends, production specialization, and logistics innovation. Texas ports, in particular, anchor the automotive and electronics sectors, while Santa Teresa and Otay Mesa are emerging as hubs for advanced manufacturing and high-value trade.

## The Importance of the U.S.-Mexico Land Ports

The U.S.-Mexico land ports of entry are essential components of the U.S. economy, serving as primary channels for trade and supply chains between the two nations. Mexico relies on these ports to facilitate the daily movement of goods valued in the billions, supporting industries such as automotive, electronics, agriculture, and manufacturing. As supply chain strategies evolve and nearshoring expands, the role of these ports has become increasingly critical in optimizing trade flows and strengthening regional economic integration.

In 2024, trade through U.S.-Mexico land ports totaled \$737.6 billion, reflecting a 7.9% increase from 2023. A significant portion of this trade was done through ports of entry in Texas, which processed \$567.5 billion, marking a 6.8% increase from the previous year. These ports in Texas played a crucial role in facilitating 76.9% of the total trade through the U.S.-Mexico border, highlighting their importance in cross-border commerce and supply chain operations.

Otay Mesa



**\$737.6 B**

Total U.S.-Mexico land trade  
+7.9% from 2023

**\$567.5 B**

Total trade through Texas PoEs in Texas  
+6.8% from 2023

# The Top Six Ports of Entry by Land Trade

In 2024, the top six U.S.-Mexico land ports of entry for trade were Laredo, El Paso (including Bridge of the Americas and Ysleta), Otay Mesa, Hidalgo, Eagle Pass, and Santa Teresa. Laredo led by a wide margin, processing \$339.0 billion, or 46.0% of all land trade through the U.S.-Mexico border. El Paso ranked second with \$107.7 billion (14.6% share), followed by Otay Mesa in third with \$65.7 billion (8.9% share). Hidalgo came next with \$46.4 billion (6.3% share), then Eagle Pass with \$43.7 billion (5.9% share), and finally Santa Teresa with \$39.8 billion (5.4% share).



**\$339.0 B**  
46.0%

Laredo,  
Texas

**\$107.7 B**  
14.6%

El Paso,  
Texas

**\$65.7 B**  
8.9%

Otay Mesa,  
California

**\$46.4 B**  
6.3%

Hidalgo,  
Texas

**\$43.7 B**  
5.9%

Eagle Pass,  
Texas

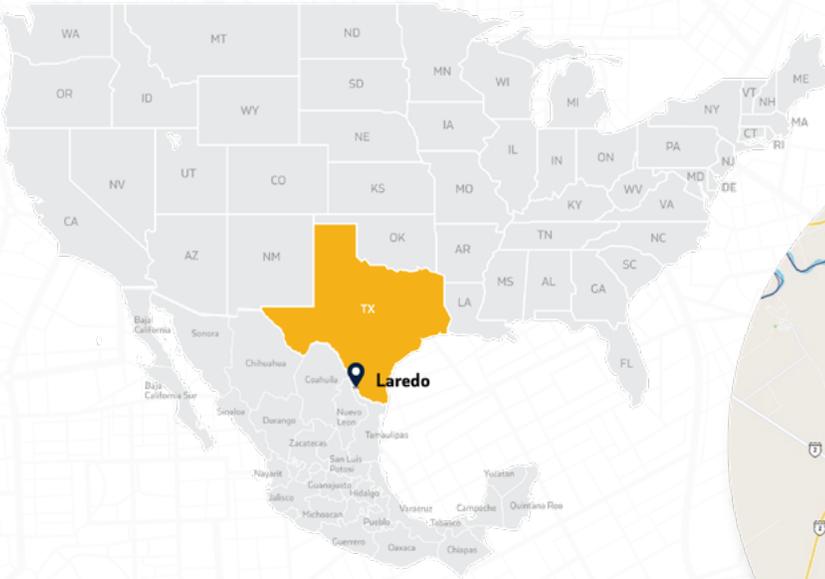
**\$39.8 B**  
5.4%

Santa Teresa,  
New Mexico

**Note:** El Paso combines the trade activity in the Bridge of the Americas (BOTA) and the Ysleta ports of entry.

**Source:** Hunt Institute using data from the U.S. Census Bureau.

# Laredo Port of Entry, Texas

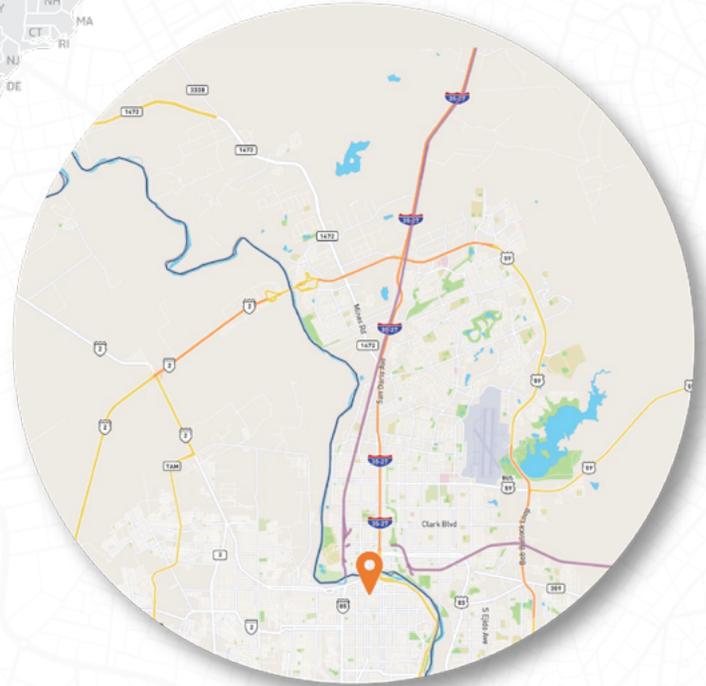


**\$97.0 B**

*contributed to GDP (2019)*

**825,000 jobs**

*supported across Texas and beyond*



— Railroad

Source: Hunt Institute

The Laredo Port of Entry, located in the City of Laredo, Texas, is one of the most critical gateways for U.S.–Mexico trade. The port complex is composed of several key facilities, including the Colombia Solidarity Bridge, the World Trade Bridge, the Laredo Railroad Bridge, and the Laredo International Airport. Among these, the Colombia Solidarity Bridge and World Trade Bridge serve as the primary crossings for commercial vehicles, while the Laredo Railroad Bridge handles freight rail shipments.

directly to Mexico’s industrial centers and to U.S. distribution networks. The economic impact of the Laredo port region is substantial. In 2019 alone, cross-border trade flowing through the Laredo region contributed an estimated \$97.0 billion to GDP and supported approximately 825,000 jobs across Texas and beyond.<sup>1</sup>

The port is strategically connected to major transportation corridors such as railroad, Interstate 35, U.S. Highway 59, Texas State Highway Loop 20, and Mexico’s Federal Highway 85, ensuring efficient movement of goods across North America. These roadways link Laredo



<sup>1</sup> Texas Mexico Border Transportation Master Plan 2021

## Laredo PoE Trade with the World by Land in Selected Years (USD Billion)



Source: Hunt Institute using data from the U.S. Census Bureau.

In 2024, the Laredo PoE imported \$210.8 billion in commodities, accounting for 45.8% of all land imports through the U.S.-Mexico border. On the export side, Laredo moved \$128.3 billion worth of goods by land, representing 46.2% of total exports across the border.

Overall, total land trade through Laredo grew by 46.7% between 2019 and 2024 and by 6.2% compared with 2023. Imports increased at a faster pace, rising 55.3% since 2019 and 7.2% from 2023 to 2024. Exports also showed strong gains, climbing 34.5% since 2019 and 4.6% from the prior year.

Laredo PoE's strategic importance lies in its role as a critical gateway for key industries such as automotive, electronics, and manufacturing. While known for the World Trade Bridge, Laredo also serves as a critical rail hub through Union Pacific and Kansas City Southern (now CPKC). Union Pacific offers intermodal connections to Dallas and the Midwest. At the same time, Kansas City Southern owns the Laredo International Railway Bridge and connects to major Mexican ports such as Veracruz, Tampico, and Lázaro Cárdenas via its KCSM subsidiary.<sup>2</sup> This enables goods from Latin America, including Colombia, Brazil, and Peru, to enter the U.S. through Mexico. The port's continued rise is further supported by its advanced infrastructure and binational cooperation, with joint inspections between U.S. Customs and Border Protection and Mexico's SAT across bridge, air, and cold chain zones. Laredo has emerged as a leading hub for cold chain logistics, backed by world-class facilities and strict customs protocols that allow for the secure and efficient processing of perishable goods, including produce, meat, dairy, pharmaceuticals, and biotech products.<sup>3</sup>

	2019 vs 2024	2023 vs 2024
Total Imports	55.3%	7.2%
Total Exports	34.5%	4.6%
<b>Total Trade</b>	<b>46.7%</b>	<b>6.2%</b>

<sup>2</sup> Laredo Economic Development Corporation, "International Trade," Site Selection, <https://www.laredoedc.org/site-selection/international-trade/>.

<sup>3</sup> "Inside America's #1 Port," American Journal of Transportation, <https://ajot.com/sponsored/article/ad-port-laredo-inside-americas-1-port>.

At the Laredo Port of Entry, motor vehicle parts and accessories were the leading import category in 2024, totaling \$26.4 billion and representing 12.5% of the port's total import value. Close behind were passenger vehicles, with imports of \$16.6 billion (7.9% share). These figures underscore Laredo's central role in the North American automotive supply chain, facilitating the movement of goods from original equipment manufacturers (OEMs) as well as Tier 1 and Tier 2 suppliers concentrated in Mexico's Bajío industrial corridor and surrounding regions. The third-largest import category was computers and IT hardware, valued at \$13.4 billion (3.6% share). This category recorded the most significant growth among Laredo's top imports, surging 121.6% compared with 2023.

On the export side, motor vehicle parts and accessories also dominated, reaching \$14.0 billion and accounting for 10.9% of total exports by land. However, unlike imports, exports in this category declined by 8.8% in 2023. A notable characteristic of this trade flow is the cyclical movement of motor vehicle parts, many of which cross the U.S.-Mexico border multiple times as they undergo various stages of manufacturing, assembly, or quality control on either side.

Refined petroleum products and derivatives ranked as the second-largest export, totaling \$3.9 billion (3.0% share) and showing a modest 2.9% increase from 2023. Meanwhile, electric batteries and components emerged as the fastest-growing export commodity, valued at \$3.5 billion (2.7% share). Exports in this category surged by 286.5% year over year, underscoring the rapid growth of the electric vehicle (EV) supply chain and Laredo's rising importance as a gateway for energy transition technologies.

## Top Three Traded Commodities through Laredo PoE, 2024

### Total Imports: \$210.8 Billion



#### Motor Vehicle Parts & Accessories

\$26.4 B | 12.5% Share  
3.6% from 2023



#### Passenger Vehicles

\$16.6 B | 7.9% Share  
2.3% from 2023



#### Computers & IT Hardware

\$13.4 B | 3.6% Share  
121.6% from 2023

### Total Exports: \$128.3 Billion



#### Motor Vehicle Parts & Accessories

\$14.0 B | 10.9% Share  
-8.8% from 2023



#### Refined Petroleum Products & Derivatives

\$3.9 B | 3.0% Share  
2.9% from 2023



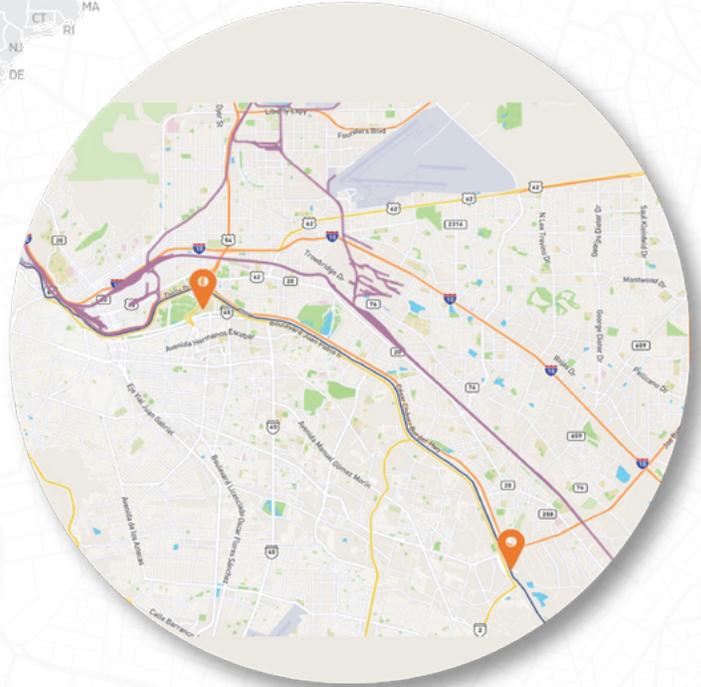
#### Electric Batteries & Components

\$3.5 B | 2.7% Share  
286.5% from 2023

Note: HS 4-digit codes for traded commodities. World trade value through land only.

Source: Hunt Institute using data from the U.S. Census Bureau.

# El Paso Ports of Entry, Texas



Source: Hunt Institute

## Four Major Crossings

*Bridge of the Americas (BOTA)*

*Ysleta-Zaragoza Bridge*

*BNSF Railroad Bridge*

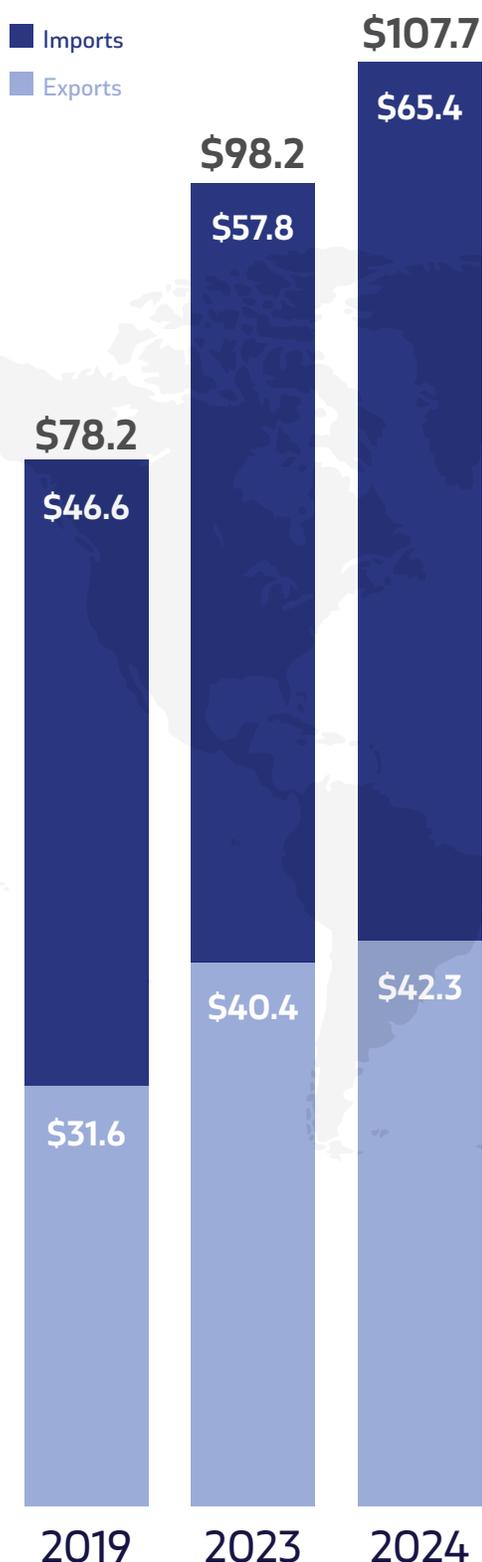
*Union Pacific Railroad Bridge*

The El Paso Ports of Entry form one of the most important trade corridors along the U.S.-Mexico border, linking El Paso, Texas, with Ciudad Juárez, Chihuahua. The ports complex includes the Bridge of the Americas (BOTA), the Ysleta-Zaragoza Bridge, and two major rail crossings: the BNSF Railroad Bridge and the Union Pacific Railroad Bridge. Among these facilities, BOTA and Ysleta handle the bulk of commercial truck traffic, while the BNSF and Union Pacific bridges serve as critical gateways for rail freight moving between the two countries.

The El Paso crossings are strategically connected to major U.S. highways, including the Interstate 10, U.S. Highway 62, 54, and 85, Loop 375, as well as major rail lines. These connections enable the efficient distribution of goods across Texas and to markets nationwide. On the Mexican side, the ports are directly linked to the highway networks such as Federal Highway 45 and 2, serving Ciudad Juárez and extending to central and northern Mexico's industrial hubs.



## El Paso PoE Trade with the World by Land in Selected Years (USD Billion)



In 2024, the El Paso Ports of Entry processed a total of \$107.7 billion in trade, reflecting a 37.7% increase since 2019 and a 9.6% rise compared with 2023. Imports accounted for \$65.4 billion, up 40.4% from 2019 and 13.2% year-over-year, while exports reached \$42.3 billion, representing growth of 33.7% since 2019 and 4.5% from 2023.

This performance is closely tied to the robust manufacturing activity in Ciudad Juárez, where recent expansions by high-technology, electronics, and medical device companies have bolstered export volumes through the El Paso ports of entry. In the electronics sector, growth has occurred in the production of computers, servers, and their components. Taiwanese manufacturer Pegatron expanded its footprint by opening a new plant in late 2023 dedicated to consumer electronics, investing \$200 million and projecting the creation of 1,500 jobs. The medical device industry also registered new investments in 2024, including Singapore-based Forefront Medical Technology, which began operations in Juárez, and U.S. manufacturer Becton Dickinson (BD), which invested \$80 million in a new sterilization plant.

El Paso's trade is also supported by rail. BNSF operates a single-track bridge west of the Paso del Norte Bridge, linking its intermodal yard to Ferromex in Mexico. This connection enables smooth cross-border movement of diverse goods, including southbound agricultural exports and northbound auto parts, vehicles, chemicals, construction materials, and metals shipments.<sup>4</sup>

	2019 vs 2024	2023 vs 2024
Total Imports	40.4%	13.2%
Total Exports	33.7%	4.5%
<b>Total Trade</b>	<b>37.7%</b>	<b>9.6%</b>

Source: Hunt Institute using data from the U.S. Census Bureau.

<sup>4</sup> BNSF Railway, "Gateway and Connections," BNSF, <https://www.bnsf.com/ship-with-bnsf/maps-and-shipping-locations/mexico/gateway-and-connections.html>.

In 2024, computers and IT hardware dominated imports through El Paso Ports of entry, totaling \$16.6 billion and representing 25.4% of all inbound trade. This category surged 70.8% compared with 2023, reflecting the demand driven by the expansion of artificial intelligence (AI) infrastructure, data centers, and next-generation computing devices. The second-largest import commodity was electrical and telecommunications wiring, valued at \$5.2 billion (7.9% share), which registered steady growth of 7.6% year-over-year.

By contrast, medical devices and equipment, totaling at \$4.2 billion (6.4 share), reported a 15.5% decline from 2023. The sector's global supply chains, shaped by specialization and competition, have become more complex and vulnerable. Some manufacturers in Ciudad Juárez reported reduced demand in 2024, which affected production volumes.

On the export side, El Paso's top commodity was office machine components and accessories, totaling \$4.0 billion (9.4% share). This was followed by semiconductors and microelectronics, which reached \$3.6 billion (8.4% share), a 10.4% increase over 2023.

The fastest-growing export, however, was refined petroleum products and derivatives, valued at \$2.6 billion (6.2% share). This represented a 45.9% increase from the prior year. This surge reflects persistent shortfalls in Mexico's domestic refining capacity, as even the ramp-up of operations at new and upgraded refineries has not been sufficient to meet demand. In response to supply concerns, the Mexican government began reopening import permits for U.S. fuel in late 2023 and 2024, reversing earlier restrictions on foreign-sourced refined products.<sup>5</sup>

## Top Three Traded Commodities through El Paso PoE, 2024

### Total Imports: \$65.4 Billion



#### Computers & IT Hardware

\$16.6 B | 25.4% Share  
70.8% from 2023



#### Electrical & Telecommunications Wiring

\$5.2 B | 7.9% Share  
7.6% from 2023



#### Medical Devices & Equipment

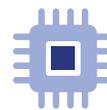
\$4.2 B | 6.4% Share  
-15.5% from 2023

### Total Exports: \$42.3 Billion



#### Office Machine Components & Accessories

\$4.0 B | 9.4% Share  
37.3% from 2023



#### Semiconductors & Microelectronics

\$3.6 B | 8.4% Share  
10.4% from 2023



#### Refined Petroleum Products & Derivatives

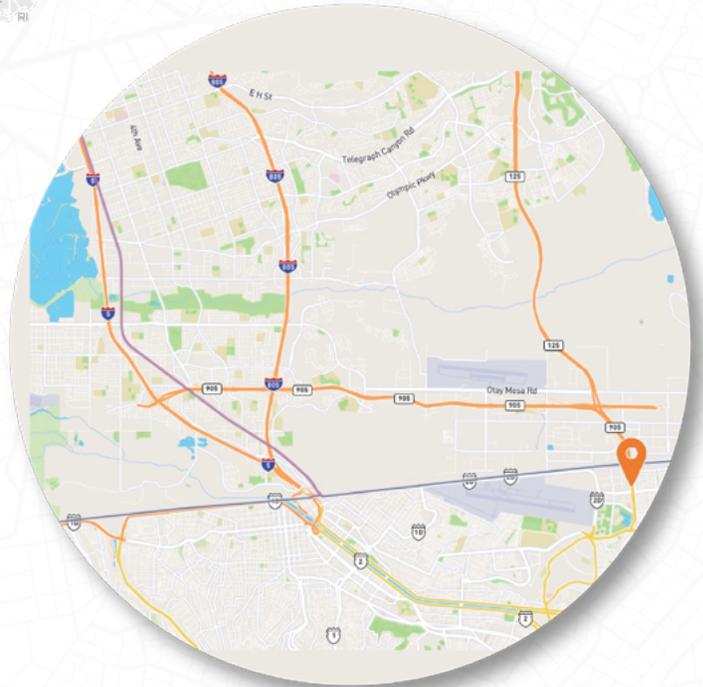
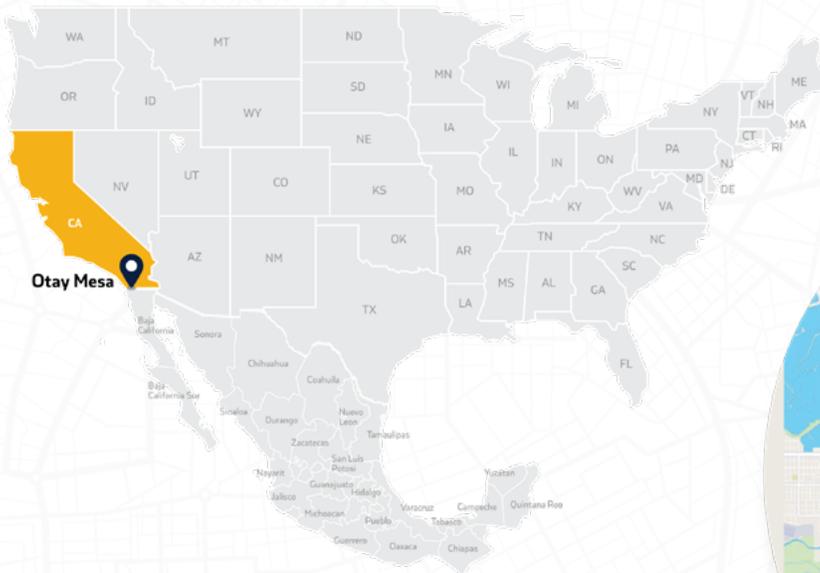
\$2.6 B | 6.2% Share  
45.9% from 2023

Note: HS 4-digit codes for traded commodities. World trade value through land only.

Source: Hunt Institute using data from the U.S. Census Bureau.

<sup>5</sup> S&P Global Commodity Insights, "Mexico Likely to Resume Fuel Import Permit Authorizations amid Supply Risk Concerns: Trader," <https://www.spglobal.com/commodity-insights/en/news-research/latest-news/refined-products/052725-mexico-likely-to-resume-fuel-import-permit-authorizations-amid-supply-risk-concerns-trader>.

# Otay Mesa Port of Entry, California



## U.S. Highway Connectivity

Links directly to SR-905, I-5, I-805, and SR-125.

## Access to Mexico's Manufacturing Hub

Connects to Tijuana's network and Baja industries.

The Otay Mesa Port of Entry is one of three official crossings in the San Diego–Tijuana metropolitan region, serving as a vital link between Otay Mesa in San Diego, California, and the Otay Centenario borough of Tijuana, Baja California. Unlike the nearby San Ysidro Port of Entry, which is primarily dedicated to passenger vehicles and pedestrian crossings, Otay Mesa is the region's principal gateway for commercial truck traffic.

On the U.S. side, Otay Mesa is directly connected to California State Route 905, which provides an efficient link to Interstate 5 and 805. In addition, the port is integrated with State Route 125, ensuring strong connectivity to regional and national highway networks. On the Mexican side, Otay Mesa links to the Tijuana road system, providing direct access to Baja California's manufacturing clusters and further connections into Mexico's interior.

— Railroad

Source: Hunt Institute



## Otay Mesa PoE Trade with the World by Land in Selected Years (USD Billion)

■ Imports  
■ Exports



In 2024, the Otay Mesa Port of Entry processed a total of \$65.6 billion in trade by land, marking a 34.9% increase since 2019 and a 4.1% gain compared with 2023. Of this total, imports accounted for \$41.4 billion, rising 30.2% over 2019 and 1.4% from the prior year. Exports reached \$24.2 billion, representing even stronger growth, 43.7% higher than in 2019 and 9.0% above 2023.

To support this growing demand, the U.S. General Services Administration (GSA) recently completed a major modernization and expansion project at the port. The previous facility lacked the infrastructure to meet updated security standards and accommodate the volume of northbound commercial traffic.<sup>6</sup> The completed improvements include the relocation of hazardous materials processing, expansion of the commercial import lot from 9 to 16 docks, and upgrades to commercial vehicle circulation. More upgrades are on the way due to the \$150 million federal grant for the Otay Mesa East border crossing, which was finalized in April 2025. The new port, set to open by late 2027, will include state-of-the-art inspection facilities for both commercial and passenger vehicles.

	2019 vs 2024	2023 vs 2024
Total Imports	30.2%	1.4%
Total Exports	43.7%	9.0%
<b>Total Trade</b>	<b>34.9%</b>	<b>4.1%</b>

Source: Hunt Institute using data from the U.S. Census Bureau.

<sup>6</sup> U.S. General Services Administration, "Otay Mesa Land Port of Entry," <https://www.gsa.gov/about-us/gsa-regions/region-9-pacific-rim/land-ports-of-entry/otay-mesa-land-port-of-entry>.

In 2024, the top imports through the Otay Mesa Port of Entry were led by electronic display and broadcasting equipment, valued at \$7.0 billion and representing 16.9% of total imports, followed by commercial and cargo transport vehicles at \$4.3 billion (10.3%). Together, these two categories accounted for more than a quarter of all imports at Otay Mesa. Their strength reflects Baja California's well-established automotive manufacturing base, home to major Tier 1 and Tier 2 suppliers as well as OEMs such as Toyota and Kenworth Mexicana. Despite their dominance, both commodities recorded slight year-over-year declines.

By contrast, medical devices and equipment showed strong growth, increasing 15.8% from 2023 to reach \$3.6 billion (8.8% share). This uptick reflects both the expansion of existing operations and new investments in production capacity. One of these companies is Harmac Medical Products, which opened its second facility in Tijuana.<sup>7</sup>

On the export side, the leading commodity was motor vehicle parts and accessories, totaling \$1.9 billion (7.7% share), a 52.4% increase from 2023. These components regularly cross the border multiple times as they move through different stages of production before being incorporated into finished vehicles. Followed by medical devices and equipment, which rose 19.1% to \$0.9 billion (3.9% share) from 2023. Exports of specialized industrial machinery and mechanical equipment also surged, climbing 327.8% year-over-year to \$0.8 billion (3.4% share), these gains underscore the growing depth and integration of cross-border manufacturing in the region.

## Top Three Traded Commodities through Otay Mesa PoE, 2024

### Total Imports: \$41.4 Billion



#### Electronic Display & Broadcasting Equipment

\$7.0 B  
-4.1% from 2023 | 16.9% Share



#### Commercial & Cargo Transport Vehicles

\$4.3 B  
-0.7% from 2023 | 10.3% Share



#### Medical Devices & Equipment

\$3.6 B  
15.8% from 2023 | 8.8% Share

### Total Exports: \$24.2 Billion



#### Motor Vehicle Parts & Accessories

\$1.9 B  
52.4% from 2023 | 7.7% Share



#### Medical Devices & Equipment

\$0.9 B  
19.1% from 2023 | 3.9% Share



#### Specialized Industrial Machinery & Mechanical Equipment

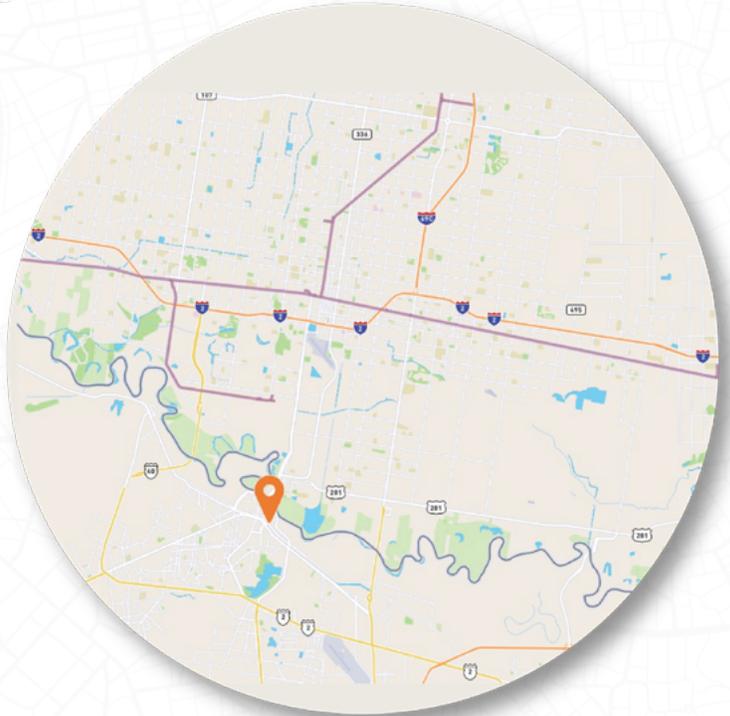
\$0.8 B  
327.8% from 2023 | 3.4% Share

Note: HS 4-digit codes for traded commodities. World trade value through land only.

Source: Hunt Institute using data from the U.S. Census Bureau.

<sup>7</sup> Harmac Medical Products, "Harmac Medical Products Announces Completion of New Manufacturing Facility in Tijuana, Mexico," <https://www.harmac.com/news/harmac-medical-products-announces-completion-of-new-manufacturing-facility-in-tijuana-mexico>.

# Hidalgo Ports of Entry, Texas



Source: Hunt Institute

## Key U.S.-Mexico Trade Link

*Connects Hidalgo, Texas with Reynosa, Tamaulipas via the international bridge freight and trade.*

*Links to Reynosa's industrial parks and major export manufacturing.*

The Hidalgo Port of Entry is located at the northern end of the McAllen-Hidalgo-Reynosa International Bridge, linking the city of Hidalgo in Hidalgo County, Texas, with Reynosa, Tamaulipas, Mexico.

The Hidalgo PoE is authorized to process commercial vehicles, playing a key role in facilitating trade between the United States and Mexico. On the U.S. side, it is directly connected to U.S. Highway 281, Interstate 2, and U.S. Highway 69C, which provide efficient access to regional distribution hubs and national highway networks. On the Mexican side, the port links into the road system serving Reynosa's industrial parks, where manufacturing facilities produce automotive parts, electronics, plastics, and medical devices for export.



## Hidalgo PoE Trade with the World by Land in Selected Years (USD Billion)



In 2024, the Hidalgo Port of Entry processed a total of \$46.4 billion in land trade, reflecting a 27.5% increase compared with 2019 and a modest 1.2% gain from 2023. Of this total, imports reached \$31.2 billion, surging 33.4% since 2019 and 7.8% compared with the prior year. Exports totaled \$15.2 billion, up 16.8% from 2019, but down 10.1% from 2023.

To accommodate the increasing commercial demand, the Pharr International Bridge, which operates under the Hidalgo PoE, is undergoing a \$135 million expansion project. The upgrades will add new commercial traffic lanes and improve inspection capacity, further enhancing the port's ability to facilitate cross-border trade and strengthen its role as a vital hub in the U.S.-Mexico supply chain.

	2019 vs 2024	2023 vs 2024
Total Imports	33.4%	7.8%
Total Exports	16.8%	-10.1%
<b>Total Trade</b>	<b>27.5%</b>	<b>1.2%</b>

Source: Hunt Institute using data from the U.S. Census Bureau.

In 2024, the top imported commodity through the Hidalgo PoE was fresh or dried tropical fruit, including avocados, figs, and pineapples, which totaled \$2.4 billion and represented 7.7% of total imports. Numerous cold storage facilities in nearby Pharr, Texas, have played a key role in facilitating the movement of temperature-sensitive goods across the border. These logistics assets continue to attract investment, further strengthening the region's position as a gateway for perishable imports.

This commodity category registered a 28.8% increase over 2023, while electrical and communications wiring had strong growth, rising by 29.6%. In contrast, the electronic display and broadcasting equipment commodities declined by 10.5% during the same period.

On the exports side, the Hidalgo port's leading commodities were refined petroleum products and derivatives, along with petroleum gases and other gaseous hydrocarbons. These totaled \$1.9 billion (12.2% share) and \$1.6 billion (10.5% share), respectively. Both categories, however, exhibited declines compared to 2023, decreasing by 42.8% and 25.2%, respectively. While specific figures for natural gas exports through Hidalgo are not detailed, the broader South Texas region, where Hidalgo is located, served as a major exit point for U.S. natural gas bound for Mexico, according to the Department of Energy.

In contrast, agricultural exports showed resilience. Exports of fresh or frozen pork meat through Hidalgo totaled \$0.7 billion, up 8.2% from 2023. This growth was supported by record-setting U.S. pork export volumes and values in 2024.<sup>8</sup> Texas emerged as one of the leading exporting states, with Mexico remaining a key destination for U.S. pork products.

## Top Three Traded Commodities through Hidalgo, 2024

### Total Imports: \$31.2 Billion



#### Fresh or Dried Tropical Fruits

\$2.4 B | 7.7%  
28.8% from 2023 | Share



#### Electrical & Telecommunications Wiring

\$1.9 B | 6.2%  
29.6% from 2023 | Share



#### Electronic Display & Broadcasting Equipment

\$1.8 B | 5.7%  
-10.5% from 2023 | Share

### Total Exports: \$15.2 Billion



#### Refined Petroleum Products & Derivatives

\$1.9 B | 12.2%  
-42.8% from 2023 | Share



#### Petroleum Gases & Other Gaseous Hydrocarbons

\$1.6 B | 10.5%  
-25.2% from 2023 | Share



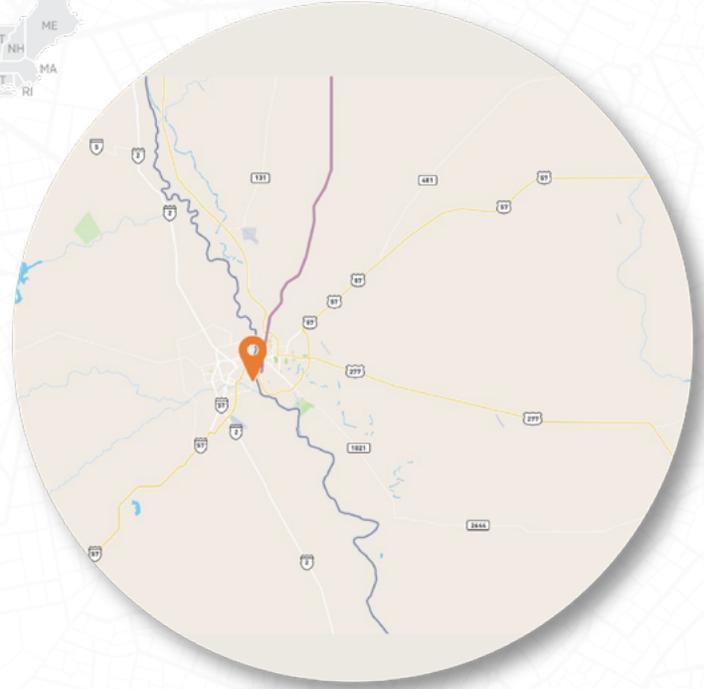
#### Fresh or Frozen Pork Meat

\$0.7 B | 4.6%  
8.2% from 2023 | Share

Note: HS 4-digit codes for traded commodities. World trade value through land only.  
Source: Hunt Institute using data from the U.S. Census Bureau.

<sup>8</sup> U.S. Meat Export Federation, "U.S. Pork Exports Record-Large in 2024; Beef Export Value Trends Higher," <https://www.usmef.org/news/u-s-pork-exports-record-large-in-2024-beef-export-value-trends-higher-1>.

# Eagle Pass Port of Entry, Texas



## High-Volume Rail Corridor

*15-18 freight trains cross daily via UP and BNSF*

## Proposed Puerto Verde Bridge

*Planned rail/truck bridge to expand port capacity*

The Eagle Pass Port of Entry is located in Eagle Pass, Texas, connecting the city with Piedras Negras, Coahuila. The port complex includes the Camino Real International Bridge, which processes commercial vehicles, and the Eagle Pass Railroad Bridge, dedicated to rail freight. Together, these facilities play a vital role in facilitating cross-border trade between northern Mexico and the southern United States.

Rail infrastructure is especially significant in Eagle Pass's trade flows. Union Pacific, along with track tenant BNSF Railway, operates between 15 and 18 trains daily across the Eagle Pass-Piedras Negras International Railway Bridge. To meet rising demand, a second cross-border rail and truck bridge, the Puerto Verde Global Trade Bridge, has been proposed. If developed, this project would substantially increase the port's capacity and strengthen its position as a binational logistics hub.

— Railroad

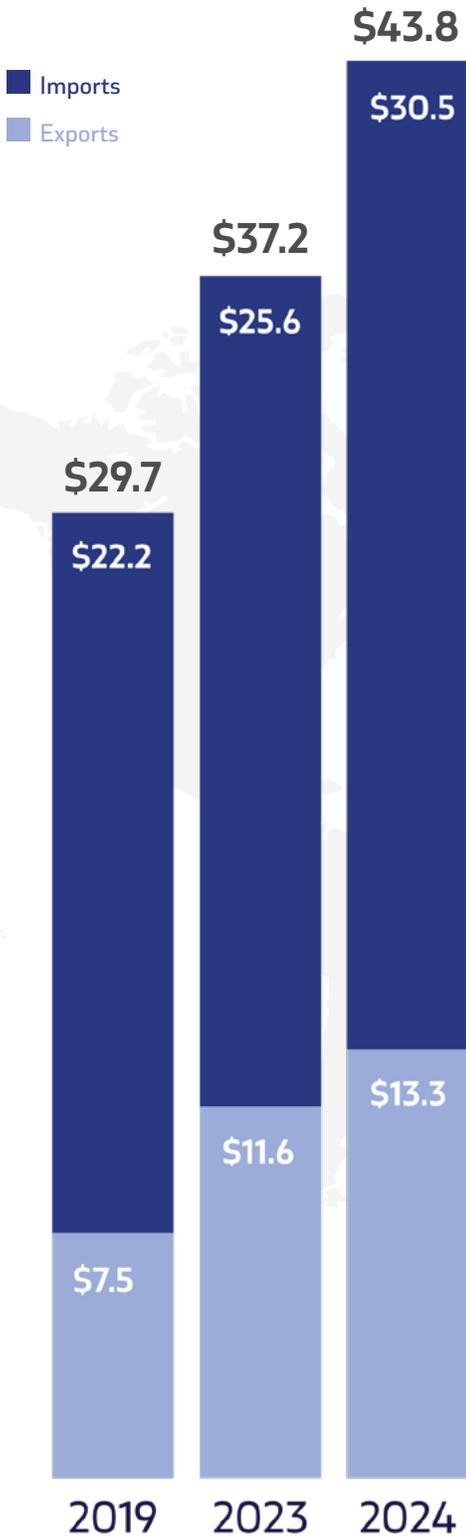
Source: Hunt Institute

On the U.S. side, Eagle Pass is linked to U.S. Highways 57 and 277, providing access to U.S. Highway 83 and the broader regional transportation network. These connections enable efficient movement of goods from the region to central and northern Texas, as well as integration with the rail system for multimodal logistics.

On the Mexican side, the port connects directly to Federal Highway 57, one of Mexico's primary north-south corridors, which runs from the U.S. border through key industrial and manufacturing hubs toward Mexico City.



## Eagle Pass PoE Trade with the World by Land in Selected Years (USD Billion)



In 2024, the Eagle Pass Port of Entry processed a total of \$43.8 billion in trade, reflecting a 47.1% increase compared with 2019 and a 17.7% gain over 2023. Imports accounted for \$30.5 billion, up 37.3% from 2019 and 19.0% from the prior year. Exports totaled \$13.3 billion, showing especially strong growth with a 75.9% increase since 2019 and a 14.9% rise from 2023.

Between 2023 and 2024, Eagle Pass was the second-fastest growing port of entry among the top six on the U.S.-Mexico border, outpacing Laredo, El Paso, Otay Mesa, and Hidalgo. This surge was driven largely by the merger of Canadian Pacific with Kansas City Southern and Kansas City Southern de México, which created a rail network spanning North America, and by Union Pacific's strengthened alignment with Ferromex, which expanded cross-border rail capacity. This integration significantly reshaped trade flows through Eagle Pass by enhancing connectivity and efficiency for long-haul shipments.<sup>9</sup>

	2019 vs 2024	2023 vs 2024
Total Imports	37.3%	19.0%
Total Exports	75.9%	14.9%
<b>Total Trade</b>	<b>47.1%</b>	<b>17.7%</b>

Source: Hunt Institute using data from the U.S. Census Bureau.

<sup>9</sup> Noi Mahoney, 2024. <https://www.freightwaves.com/news/borderlands-mexico-port-of-eagle-pass-texas-fastest-growing-border-crossing-in-the-u-s>

In 2024, the Eagle Pass Port of Entry's leading import was commercial and cargo transport vehicles, valued at \$7.8 billion and representing 25.6% of total imports. Despite its dominant share, this category experienced a 17.7% decline from 2023, reflecting shifts in production cycles and supply chain adjustments in the automotive sector.

Passenger vehicles ranked as the second-largest import, totaling \$7.2 billion (23.7% share). This category registered the strongest growth among the top three imports, surging 57.0% compared with 2023, as consumer demand in the U.S. rebounded and cross-border auto production expanded.

Malt beer emerged as the third-largest import, reaching \$4.0 billion (13.3% share), a 9.0% increase from the prior year. Beer continues to be Mexico's top agro-industrial export to the United States, and Eagle Pass has become a strategic entry point for this trade. Nuevo León led all Mexican states in malt beer exports in 2024, supported by major producers such as Cervecería Cuauhtémoc and Heineken in Monterrey. Additionally, Constellation Brands operates one of the world's largest breweries in Nava, Coahuila, just across the border, making Eagle Pass a natural hub for beer shipments to the U.S.<sup>10</sup>

On the export side, the port's top commodity was motor vehicle parts and accessories, which totaled \$1.1 billion (8.5% share). This category posted the fastest growth among Eagle Pass's top exports, rising 244.9% compared with 2023. Much of this trade reflects the highly integrated North American automotive supply chain, where parts frequently cross the border multiple times before final assembly.

By contrast, exports of soybeans, another totaling \$0.7 billion (5.5% share), experienced a 35.4% decline in 2024. While China remained the largest global buyer of U.S. soybeans, accounting for nearly 48% of U.S. exports, demand showed volatility due to shifting trade policies and rising competition from alternative global suppliers, such as Brazil. These dynamics contributed to softer demand for soybean shipments through Eagle Pass.<sup>11</sup>

## Top Three Traded Commodities through Eagle Pass, 2024

### Total Imports: \$30.5 Billion



#### Commercial & Cargo Transport Vehicles

\$7.8 B | 25.6% Share  
-17.7% from 2023



#### Passenger Vehicles

\$7.2 B | 23.7% Share  
57.0% from 2023



#### Malt Beer

\$4.0 B | 13.3% Share  
9.0% from 2023

### Total Exports: \$13.3 Billion



#### Motor Vehicle Parts & Accessories

\$1.1 B | 8.5% Share  
244.9% from 2023



#### Refined Petroleum Products & Derivatives

\$1.1 B | 8.4% Share  
72.1% from 2023



#### Soybeans

\$0.7 B | 5.5% Share  
-35.4% from 2023

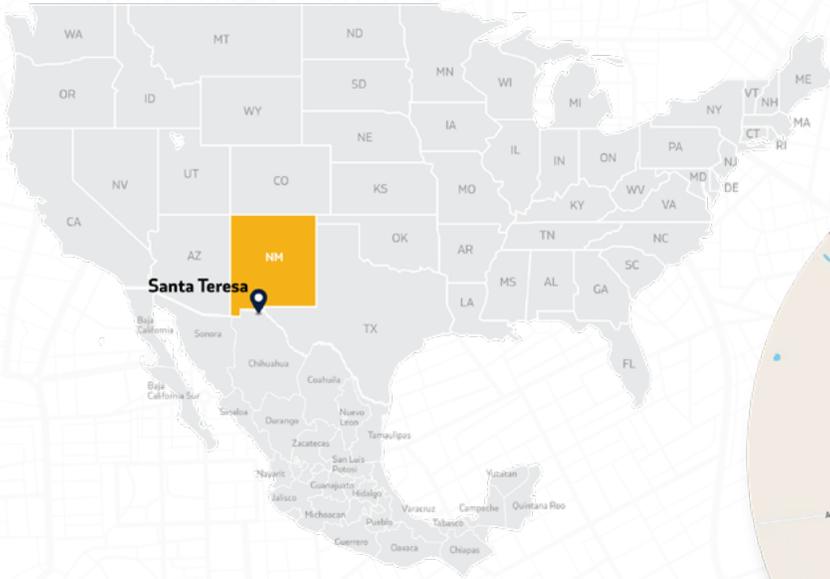
Note: HS 4-digit codes for traded commodities. World trade value through land only.

Source: Hunt Institute using data from the U.S. Census Bureau.

10 Secretaría de Economía, DataMéxico, "Cerveza de Malta," <https://www.economia.gob.mx/datamexico/es/profile/product/beer-malta?redirect=true>

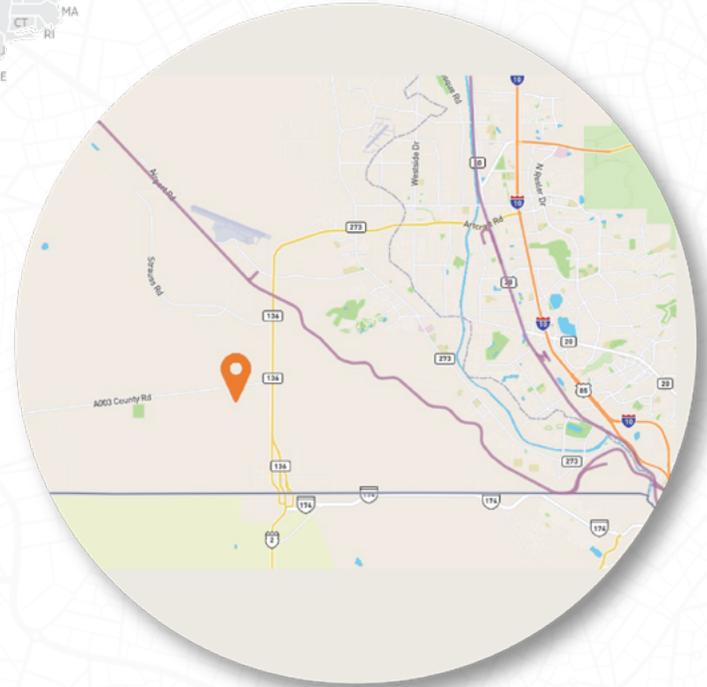
11 U.S. Department of Agriculture, Foreign Agricultural Service, "Soybeans," <https://www.fas.usda.gov/data/commodities/soybeans>.

# Santa Teresa Port of Entry, New Mexico



## Key Transportation Access Point

*Provides an alternative to busy El Paso ports.*  
*Direct link to NM-136, NM-273, and I-10.*



— Railroad

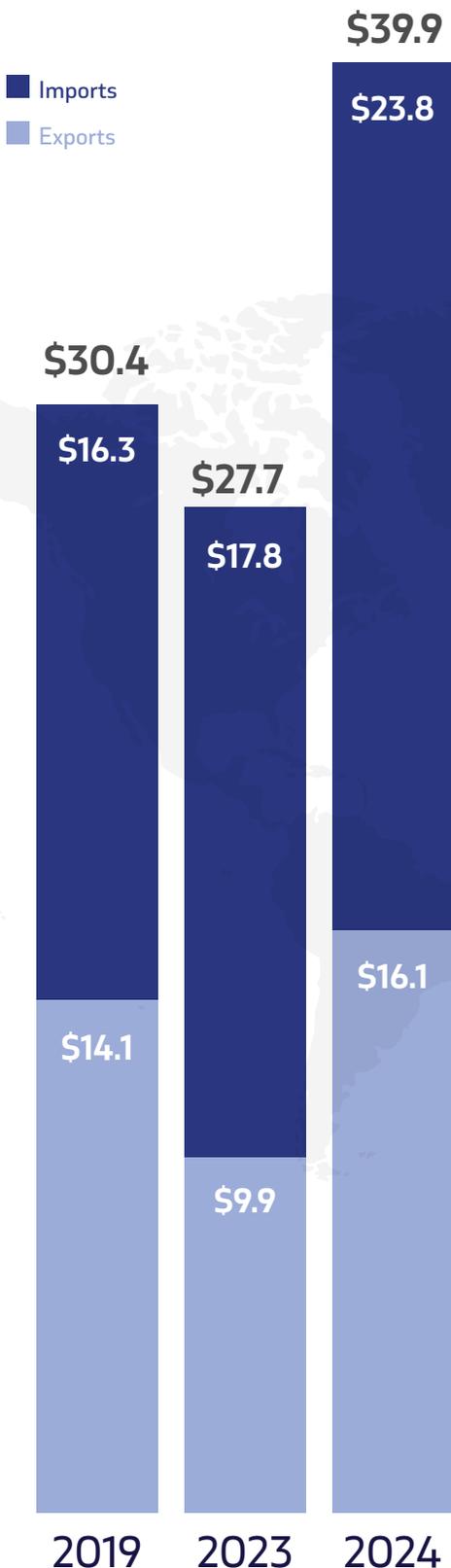
Source: Hunt Institute

The Santa Teresa Port of Entry serves as a modern commercial gateway linking Santa Teresa, New Mexico, with San Jerónimo, Chihuahua. The crossing is strategically located just west of El Paso and Ciudad Juárez, providing an alternative to the heavily congested El Paso ports of entry.

On the U.S. side, the port connects directly to New Mexico State Highway 136, with access to NM 273 and interstate 10, which links into the regional road network. On the Mexican side, it connects to Federal Highways 2 and 174, offering routes to Ciudad Juárez and other industrial hubs in northern Mexico. These connections make Santa Teresa a critical channel in facilitating the efficient movement of goods across the U.S.-Mexico border.



## Santa Teresa PoE Trade with the World by Land in Selected Years (USD Billion)



In 2024, the Santa Teresa Port of Entry handled a total of \$39.9 billion in trade, including \$23.8 billion in imports and \$16.1 billion in exports. This represented a 30.9% increase compared to 2019 and a remarkable 43.7% jump from 2023 for total trade. Imports rose by 45.6% since 2019 and 33.3% since 2023, while exports grew more moderately at 13.8% since 2019 but surged by 62.4% compared to 2023.

Santa Teresa was the fastest-growing port of entry between 2023 and 2024 among the top six ports of entry along the U.S.-Mexico border. Its sharp rise was driven by a combination of factors, including congestion at traditional Texas ports, mandatory secondary inspections at all Texas crossings, and the temporary closure of commercial operations at the Bridge of the Americas (BOTA) in El Paso from April to October 2023 due to a migrant surge.<sup>12</sup> The commercial rail activities in the region were also halted for a few days. These disruptions rerouted truck traffic towards New Mexico and positioned Santa Teresa as a faster, more efficient option for exporters in the Paso del Norte region. The port also benefited from nearshoring trends sparked by the U.S.-China trade war and the USMCA. Mexico's growing role as the top U.S. trading partner has further boosted trade activity, particularly in electronics and machinery, leading to greater traffic through Santa Teresa.<sup>13</sup> Affordable industrial space in southern New Mexico further enhanced Santa Teresa's appeal, allowing the land port to capture a larger share of the trade market.<sup>14</sup>

The expansion of the information technology and electronics sectors played a decisive role in shaping trade flows at the Santa Teresa Port of Entry in 2024. On the import side, trade was dominated by a single category: computers and IT hardware, which totaled \$18.2 billion and accounted for a 76.4% share of total land imports. This category also recorded a robust 51.5% increase from 2023. The surge is closely tied to the expanded operations of Foxconn in San Jerónimo, Chihuahua, just across the border from Santa Teresa. As one of the world's largest electronics manufacturers, Foxconn's ramped-up production capacity has transformed the area into a strategic hub for the cross-border movement of high-value electronics, particularly those used in cloud infrastructure, consumer electronics, and advanced computing.

	2019 vs 2024	2023 vs 2024
Total Imports	45.6%	33.3%
Total Exports	13.8%	62.4%
<b>Total Trade</b>	<b>30.9%</b>	<b>43.7%</b>

<sup>12</sup> BOTA Resumes Commercial Cargo Operations, Expeditors, <https://info.expeditors.com/hubfs/TIN-FY-2024-2400-01-October%2009-2023.BOTA%20RESUMES%20COMMERCIAL%20CARGO%20OPERATIONS.pdf>.

<sup>13</sup> "New Mexico draws on energy, trade to spur economy", Robert Leigh, Laila Assanie and Isabel Brizuela, December 04, 2024. <https://www.dallasfed.org/research/swe/2024/swe2416>

<sup>14</sup> "Southern New Mexico Economic Indicators", Federal Reserve Bank of Dallas, Second Quarter 2024. <https://www.dallasfed.org/research/indicators/snm/2024/snm2402>

Live animals were the second-largest imported commodity, totaling \$0.6 billion (2.4% share) and growing by 14.2% from 2023. Santa Teresa PoE handled the largest share of live animal imports from Mexico along the entire U.S.-Mexico border. This increase is particularly significant considering the temporary suspension of cattle imports from Mexico in November 2024 due to the screwworm outbreak in Chiapas. The resumption of trade in February 2025 helped normalize flows, but imports were cancelled again in May 2025.

The third-largest import was raw and semi-processed gold materials, valued at \$0.4 billion (1.7% share). This category posted a 15.8% increase from 2023, reflecting growing U.S. demand for raw inputs used in both electronics manufacturing and jewelry production.

On the export side, Santa Teresa's trade was equally concentrated in high-technology categories. The leading exported commodity was office machine components and accessories, valued at \$7.4 billion and representing 46.4% of total exports. This category surged by a 130.9% compared to 2023, highlighting the increasing role of Santa Teresa in supplying critical components for cross-border manufacturing networks.

The second-largest export category was semiconductors and microelectronics, totaling \$4.4 billion (27.7% share) and rising by 22.6% year over year. Growth in this category is closely linked to the surging demand for AI servers, data centers, and next-generation computing devices, many of which are now assembled or produced in Ciudad Juárez's expanding electronics cluster. Ranking third was unrecorded media for sound, which reached \$1.7 billion (10.7% share). This category recorded a 46.0% increase from 2023.

Together, the top three imported commodities accounted for 80.5% of all imports, while the top three exports represented 84.8% of total outbound shipments. This high degree of concentration illustrates Santa Teresa's growing specialization in high-value electronics and livestock trade, but it also points to a lack of diversification in the port's commodity profile. While specialization strengthens Santa Teresa's role as a key node in the electronics supply chain and agricultural trade, it also exposes the port to risks associated with sector-specific disruptions, such as shifts in global tech demand or animal health emergencies.

## Top Three Traded Commodities through Santa Teresa PoE, 2024

### Total Imports: \$23.8 Billion



#### Computers & IT Hardware

\$18.2 B | 76.4% Share  
51.5% from 2023



#### Live Animals

\$0.6B | 2.4% Share  
14.2% from 2023



#### Raw & Semi-Processed Gold Materials

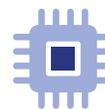
\$0.4 B | 1.7% Share  
15.8% from 2023

### Total Exports: \$16.1 Billion



#### Office Machine Components & Accessories

\$7.4 B | 46.4% Share  
130.9% from 2023



#### Semiconductors & Microelectronics

\$4.4 B | 27.7% Share  
22.6% from 2023



#### Unrecorded Media for Sound

\$1.7 B | 10.7% Share  
46.0% from 2023

Note: HS 4-digit codes for traded commodities. World trade value through land only.  
Source: Hunt Institute using data from the U.S. Census Bureau.

# Conclusion



In 2024, U.S.-Mexico cross-border commerce through land ports continued its upward trajectory, reaching \$737.6 billion and underscoring the growing importance of this corridor for North American economic integration. The expansion of nearshoring strategies, regional manufacturing ecosystems, and logistics infrastructure has elevated the role of land ports not only as gateways for goods but as critical nodes in increasingly sophisticated binational supply chains.

Texas ports, particularly Laredo and El Paso, remain dominant, processing 76.9% of all U.S.-Mexico land trade. In contrast, ports like Santa Teresa and Otay Mesa have emerged as strategic alternatives amid congestion and shifting demand. Infrastructure investments and rail connectivity have reinforced each port's unique strengths, allowing for increased specialization and resilience in the face of trade disruptions. The growth in Santa Teresa, for instance, reflects a broader diversification of trade routes and the responsiveness of supply chains to both logistical and policy shifts.

Traded commodities have mirrored these structural changes. Automotive and electronic products remain the backbone of bilateral trade, supported by rising exports of refined petroleum and increased imports of computers and IT hardware. These flows reflect ongoing trends in energy demand, digital infrastructure expansion, and cross-border manufacturing, particularly in high-tech and medical device sectors. Meanwhile, agricultural and perishable goods remain vital to the Hidalgo and Eagle Pass corridors. The commodities traded show the geographic and economic diversity of U.S.-Mexico trade.

As the regional landscape evolves, continued investment in port infrastructure, binational coordination, and workforce development will be essential. The competitiveness of the U.S.-Mexico trade relationship will depend not only on volume but also on the ability of both countries to support agile, secure, and innovative trade environments.

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