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Border Business Indicators

College of Business Administration & Graduate School for International Trade
Texas Center for Border Economic and Enterprise Development

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Note from the Director

Indicators of border business activity for the month of April demonstrated an increase of four indicators while eighteen indicators decreased. In addition, year-to-date (YTD) figures, nine indicators were up and thirteen decreased. Selected 2001 YTD comparisons to 2000 reported by border cities include the following:

- Southbound pedestrian crossings into Mexico were down 1.6 percent. Laredo fell 4.0 percent, Rio Grande jumped 35.0 percent, McAllen registered a decrease of 1.3 percent and El Paso rose 3.4 percent.
- Northbound pedestrian crossings into Texas were up 2.7 percent. Laredo fell 2.6 percent. El Paso went up 2.8 percent. McAllen marked an increase of 42.6 percent.
- Southbound vehicle crossings were down 1.9 percent. Brownsville rose 1.4 percent, and Eagle Pass rose 1.4 percent. El Paso went down 0.5 percent and Pharr decreased 1.0 percent. Laredo went up 0.1 percent. McAllen gained 2.0 percent.
- Northbound vehicle crossings were down 1.4 percent. Eagle Pass rose 0.7 percent. Del Rio dropped 1.6 percent. Roma increased 1.3 percent, El Paso went down 2.3 percent, Brownsville gained 0.4 percent and Pharr increased 7.8 percent.
- Southbound truck crossings into Mexico were down 2.2 percent. Eagle Pass went down 10.3 percent. Pharr increased 3.0 percent, and Laredo rose 1.5 percent. Del Rio was down 6.6 percent. Progreso gained 22.8 and Rio Grande grew 11.8 percent.
- Northbound truck crossings into Texas went down 6.6 percent, Pharr gained 1.1 percent and Eagle Pass posted a 2.4 percent decrease. Brownsville decreased 21.1 percent, Laredo fell 6.6 percent, Del Rio marked a drop of 10.7 percent. Rio Grande had a gain of 26.6 percent. Progreso went up 58.9 percent.
- Southbound shipments by rail were up 7.2 percent.
- Northbound shipments by rail were up 3.4 percent.
- Revenues collected by U.S. Customs went up by 0.5 percent.
- Revenues collected by U.S. bridge operators were up 4.3 percent.
- Total building permits issued were up 3.7 percent. Laredo rose 26.2 percent, Eagle Pass fell 3.1 percent, while McAllen-Hidalgo dropped 0.3 percent, and Brownsville registered a decrease of 9.4 percent. Del Rio gained 29.1 percent. El Paso showed a 3.2 percent drop.
- Total building permit values increased 23.8 percent. Laredo increased 7.3 percent, and Brownsville fell 24.9 percent. Del Rio was down 1.1 percent. McAllen increased 117.9 percent. El Paso was up 4.4 percent, and Eagle Pass was jumped 90.4 percent.
- Total employment was up 1.8 percent, with 8,058 jobs gained. The average unemployment rate in April 2001 was 7.5 percent for the border.

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Deregulation of the Electricity Industry*

Importance of Electricity

Electricity operates homes, offices, and industries; provides communications, entertainment, and medical services; powers computers, technology, and the Internet; and runs various forms of transportation.

U.S. economic prosperity is closely linked to electricity growth (see Graph 1). Since the end of World War II, growth in electricity use has coincided with growth in the domestic product (GDP) — our nation's gauge of economic health. Today, the U.S. economy relies more than ever on electricity, as evidenced by the ongoing growth of the digital revolution.

In response to mounting concerns that the nation's supply of electricity is not keeping pace with demand, policy makers have turned to deregulation of the electricity industry.

Benefits of Deregulation

The goal of deregulation of the electricity industry is to provide a reliable, affordable long term source of power for America. A recent study by economists at Clemson University found that deregulation of the electric power industry could save consumers, industry, and especially small businesses millions as competition drives down prices and improves quality. Using national data, they estimate that a typical consumer's monthly electric bill would drop by 43.0 percent.

According to the Food Marketing Institute, electricity expenses consume 4.0 percent of a typical grocery store's net sales. The National School Board Association projects deregulation will save America's schools as much as 35.0 percent on their electric bills. GM estimates electricity expenses increase the sticker price of a new vehicle it sells in the U.S. by \$700.

Currently, 24 states, and the District of Columbia, representing 62.0 percent of the nation's population, have adopted plans to restructure retail electricity markets. Nearly half of the country is in the process of implementing competition in the retail end of the electricity industry, and the other half is making decisions on how, when, and whether to do so.

Supply Lagging Behind Demand

In 1990, the North American Electric Reliability Council (NERC) estimated that national demand for power would grow at 1.8 percent annually; in actuality, the rate has been closer to 3.0 percent. Some parts of the country are growing faster. Meanwhile, the Energy Information Administration (EIA), in its annual outlook report for 2001, raised its own projections of electricity demand for the next 20 years because of projected increases in economic growth. To meet demand growth, EIA argues that 1,310 new generation plants will have to be built by 2020.

In the 1970s and 1980s, when economic growth was relatively sluggish, the U.S. had power surpluses. During this period, a number of factors led to a virtual standstill in the construction of new electricity generation and transmission capacity. Utility companies had to meet increasingly stringent federal, state, and local environmental laws in the production and transporting of electricity.

Also entering the picture was growing public opposition to massive hydroelectric dams, coal burning plants, nuclear facilities, transmission lines and substations. Finally, many state regulators trying to keep consumer rates down, often disallowed the costs of some excess capacity and did not allow utilities to recover, in rates, all

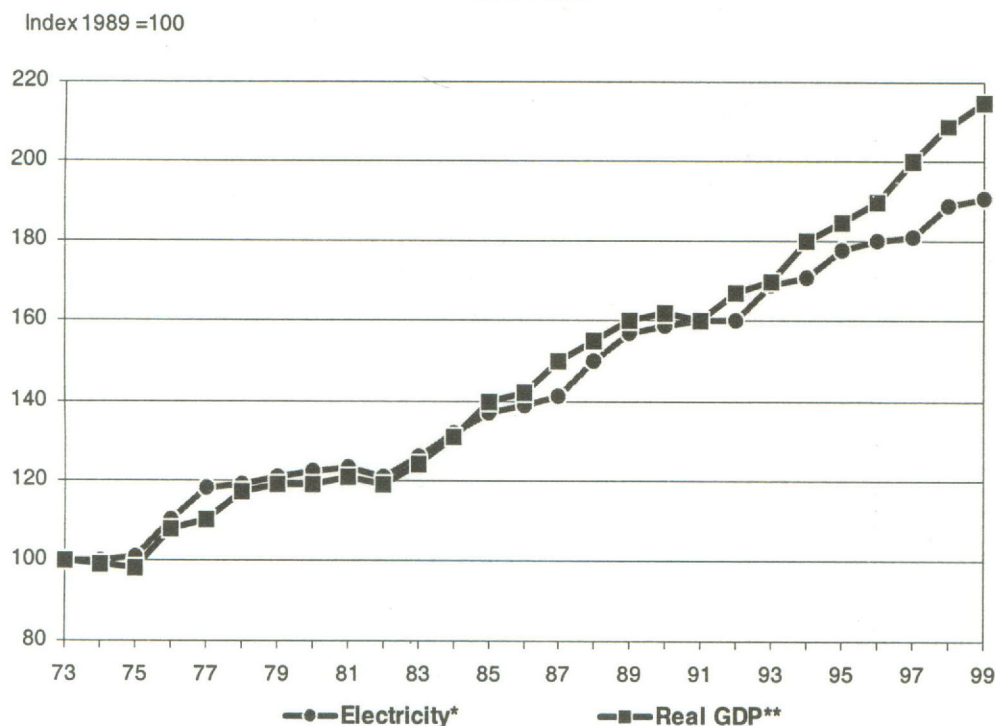
of the costs for building new power plants and transmission-distribution facilities. As a consequence, supplies of electricity have reached dangerously low levels.

Between 1978 and 1992, America's utilities had reserve margins that averaged between 25.0 and 30.0 percent to meet emergency demand situations. Since 1992, the reserve margin has dropped significantly to less than 15.0 percent, nationwide. Some states have experienced brown-outs for years and now are facing rolling black-outs.

Stimulating Electricity Generation

In 1996, in an effort to stimulate increased supplies of electricity, the Federal Energy Regulatory Commission (FERC) estab-

Graph 1
Our Nations Economic Growth is Closely Linked to Electricity
1973-1999



Source: *Energy Information Administration & **U.S. Dept. of Commerce, Bureau of Economic Analysis

lished a framework for the competitive marketing of electricity. Subject to the plans adopted by the states, consumers will be able to choose their electricity generation supplier. Competition for consumers, it is believed, will eventually lead the industry to expand production and the supply of electricity. To promote fair and open electric competition, the FERC, issued orders to allow all companies wishing to sell electricity to use existing transmission lines to deliver it to their customers.

Today, more suppliers are trying to put more electricity on existing transmission lines, challenging the limits of their capacity. The problem is that most transmission systems are not designed to be electrical "superhighways" for delivering large amounts of electricity over long distance or supporting the ever-expanding competitive trade of wholesale power (i.e., the sale of power from one utility or power provider to another for resale to the end-use customer). For example, in 1995, according to the Edison Electric Institute, there were 25,000 transactions where electricity was sold from one region to another. Last year, the number hit 2.0 million. In a number of areas, like California and New York, the transmission lines are carrying all the power they can.

The ultimate solution to the transmission capacity constraint is to build more transmission lines and to upgrade existing ones. Unfortunately, building new transmission lines is difficult. Obtaining approvals from many state and federal agencies can become complex and time consuming. Building new generation facilities can also be difficult because of regulatory and social concerns. For example, construction time for new power plants can range from 11 months to 20 months, depending on the plant. However, when the time to obtain permits is added, the time can range from 2 years, as in Texas, to as long as 4 years, as in California.

States that have committed to move forward with customer choice have had to balance the substantial stockholder interests of customers, alternate suppliers, and incumbent utilities, among others. They also have had to deal with a confluence of needs represented by state and federal legislators, regulators, and agencies empowered under various authorities.

Deregulation of Electricity in Texas

In January 2002, Texas will launch a bold experiment when the State allows consumers to choose their retail electricity provider (REP). Consumers will be able to shop for a REP with confidence knowing that all REPs are certified by the Public Utility Commission of Texas as qualified to provide electricity in Texas.

For consumers, the most immediate concern about deregulation will be how it will affect their electricity bill. Advocates of deregulation predict it will reduce retail electric rates. Unfortunately, rates probably will not drop as much as consumers may have been led to expect. This is because the consumer's electric bill is actually made up of three bills — and deregulation impacts only one of them.

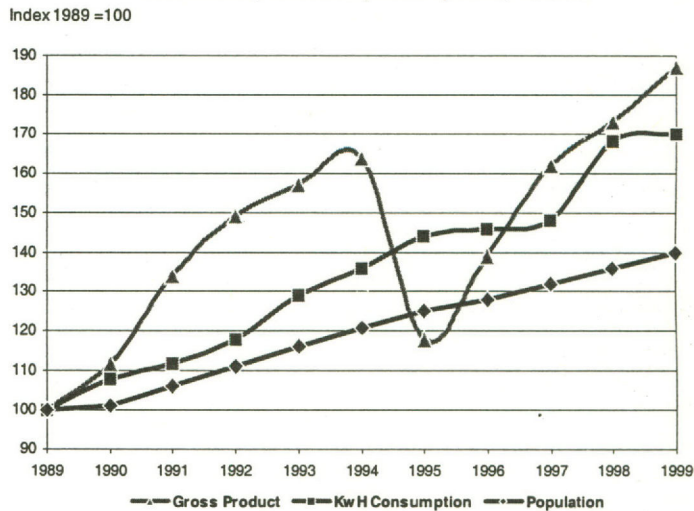
The three parts of the consumers electric bill are generation, transmission, and distribution. Electric deregulation changes how power generation will be bought and sold. It does not change how

electricity will be transmitted or distributed. For some consumers, deregulation could result in higher rather than lower electric bills as rising transmission and distribution costs offset lower generation costs.

Laredo's Demand for Electricity

The positive relationship between electricity use and economic development evident at the national level also holds true for Laredo (see Graph 2). Between 1989 and 1999, Laredo's Kwh consumption of electricity increased 70.0 percent. At the same time, Laredo's total gross sales for all industries increased 87.0 percent. Another factor contributing to higher electricity use has been Laredo's strong growth in population, increasing by 40.0 percent.

Graph 2
Laredo's Growth in
Gross Product, Kwh Consumption & Population, 1989-1999



Source: Data compiled by the Texas Center and data from the Bureau of the Census 1989-99

Deregulation Pitfalls

Deregulation seeks to increase the nation's supply of reliable, affordable electricity by changing the rules and incentives that govern its generation and sale. Implementing deregulation is not without its pitfalls, however. Witness California's recent experience. The wholesale price of electricity was deregulated but the retail price was not. Rising demand and short supplies sent the wholesale price of electricity soaring by 900.0 percent. Unable to pass the higher cost on to their retail consumers, California's utilities quickly found themselves in serious financial difficulties.

* The Edison Electric Institute is a good source for information on the deregulation of the U. S. electricity industry.

By J. Michael Patrick, Director, Texas Center for Border Economic and Enterprise Development, Texas A&M International University

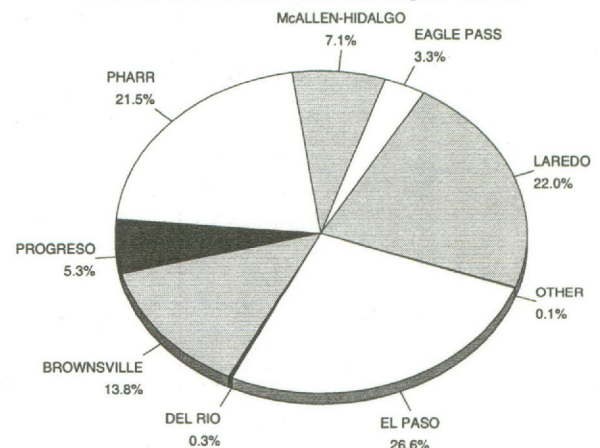
Pedestrian Bridge Crossings into Mexico

CITY	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG
BROWNSVILLE	232,309	299,927	231,839	223,057	958,137	967,396	1.0
DEL RIO	2,435	7,167	4,224	3,201	16,159	17,948	11.1
EAGLE PASS	47,794	55,154	55,828	54,715	211,795	202,720	-4.3
EL PASO	419,151	479,540	447,341	426,042	1,705,393	1,763,253	3.4
HARLINGEN	69	52	93	0	241	304	26.1
LAREDO	324,179	371,695	370,284	377,218	1,448,893	1,390,687	-4.0
McALLEN-HIDALGO	107,859	131,753	120,182	109,286	474,020	467,814	-1.3
PHARR	334,366	391,244	360,936	363,565	1,459,283	1,430,581	-2.0
PROGRESO	173,668	191,835	89,826	90,106	631,524	605,417	-4.1
RIO GRANDE	1,390	1,615	1,195	1,077	3,940	5,319	35.0
ROMA	N/A	N/A	N/A	15,569	N/A	N/A	N/A
TOTAL	1,643,220	1,929,982	1,681,748	1,663,836	6,972,321	6,863,635	-1.6

Source: Data provided by U.S. bridge operators in cited cities and compiled by Texas A&M International University, Texas Center for Border Economic and Enterprise Development

Southbound pedestrian crossings into Mexico for April were down 12.9 percent. Rio Grande decreased 26.0 percent, Brownsville fell 22.7 percent, Eagle Pass increased 1.2 percent, El Paso lost 6.7 percent, and Laredo dropped 0.4 percent. Progreso declined 53.2 percent, and McAllen-Hidalgo was down 8.8 percent. Del Rio fell 41.1 percent. YTD southbound pedestrian crossings into Mexico fell 1.6 percent. El Paso's southbound pedestrian crossings, which made up 25.7 percent of all crossings, increased 3.4 percent YTD. Laredo, accounting for 20.3 percent of total crossings, decreased 4.0 percent YTD. Brownsville, with a 14.1 percent share, increased 1.0 percent YTD. Progreso, with 8.8 percent share, declined 4.1 percent. Del Rio, with 0.3 percent, increased 11.1 percent YTD.

% Share Pedestrians for April 2001



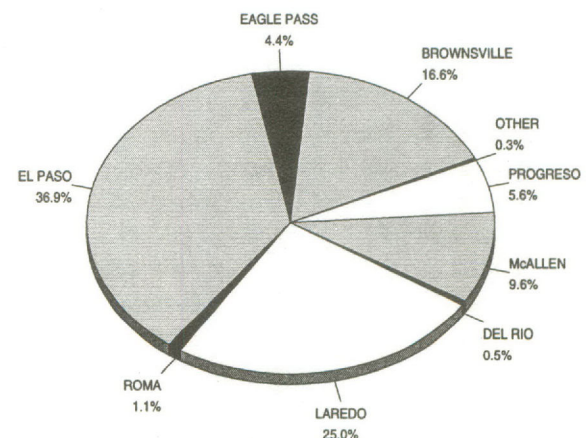
Pedestrian Bridge Crossings into Texas

CITY	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG
BROWNSVILLE	243,416	330,346	264,838	252,718	1,073,238	1,073,618	0.0
DEL RIO	7,352	10,286	8,117	10,060	38,067	33,008	-13.3
EAGLE PASS	59,649	66,279	70,476	72,049	269,357	254,661	-5.5
EL PASO	529,925	613,173	589,515	626,690	2,202,285	2,264,509	2.8
LAREDO	352,126	412,061	399,478	411,885	1,578,061	1,536,980	-2.6
McALLEN-HIDALGO	137,040	162,593	152,507	108,710	409,492	583,750	42.6
PRESIDIO	2,619	3,005	2,711	2,821	10,710	10,905	1.8
PROGRESO	171,277	188,177	89,876	88,438	597,606	598,533	0.2
RIO GRANDE	1,458	1,579	1,473	1,652	5,388	5,920	9.9
ROMA	16,427	18,916	17,811	19,170	74,866	68,290	-8.8
TOTAL	1,521,289	1,806,415	1,596,802	1,594,193	6,259,070	6,430,174	2.7

Source: Data provided by Mexico's Oficina de Caminos y Puentes and compiled by Texas A&M International University, Texas Center for Border Economic and Enterprise Development

Northbound pedestrian crossings into Texas were down 11.6 percent in April. Progreso decreased 52.2 percent, Brownsville was down 19.8 percent, El Paso dropped 3.9 percent, and Laredo declined 3.1 percent. YTD northbound pedestrian crossings into Texas were up 2.7 percent. El Paso, accounting for 35.2 percent of northbound crossings, was up 2.8 percent YTD. Laredo, with 23.9 percent of all northbound crossings, was down 2.6 percent YTD. Brownsville, with 16.7 percent of all northbound pedestrian crossings, demonstrated an indiscernible 0.02 percent from the previous year.

% Share Pedestrians for April 2001



Vehicle Bridge Crossings into Mexico

CITY	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG
BROWNSVILLE	591,341	671,880	632,194	625,432	2,479,994	2,514,049	1.4
DEL RIO	147,837	171,695	155,159	167,632	651,329	617,758	-5.2
EAGLE PASS	250,107	285,190	275,094	268,787	1,050,095	1,064,996	1.4
EL PASO	431,323	488,559	460,771	441,029	1,843,204	1,834,043	-0.5
HARLINGEN	43,307	51,969	49,606	48,529	190,385	189,463	-0.5
LAREDO	595,514	786,184	767,440	714,997	2,826,419	2,828,709	0.1
McALLEN-HIDALGO	466,887	523,087	508,574	503,227	1,945,141	1,984,419	2.0
PHARR	163,026	191,976	175,014	175,585	705,316	697,946	-1.0
PROGRESO	100,822	115,057	99,477	95,364	401,148	414,898	3.4
RIO GRANDE	48,133	54,964	52,014	53,503	203,018	201,516	-0.7
ROMA	N/A	N/A	N/A	99,756	390,976	N/A	N/A
TOTAL	2,838,297	3,340,561	3,175,343	3,193,841	12,687,025	12,443,702	-1.9

Source: Data provided by U.S. bridge operators in cited cities and compiled by Texas A&M International University, Texas Center for Border Economic and Enterprise Development

Southbound vehicle bridge crossings into Mexico were down 4.9 percent in April from March's figures. Eagle Pass was down 3.5 percent, Del Rio fell 9.6 percent, Rio Grande decreased 5.4 percent, McAllen-Hidalgo dropped 2.8 percent, and Brownsville decreased 5.9 percent. Harlingen declined 4.5 percent, and Laredo fell 2.4 percent. YTD southbound vehicle bridge crossings was down 1.9 percent. Laredo, with 22.7 percent of all southbound

traffic, was up 0.1 percent YTD. Brownsville, with 20.2 percent of all southbound vehicle bridge crossings, had a 1.4 percent increase YTD. El Paso, accounting for 14.7 percent of all southbound vehicle crossings, fell 0.5 percent YTD. McAllen-Hidalgo, with 15.9 percent of all southbound vehicle crossings, experienced a 2.0 percent increase YTD.

Vehicle Bridge Crossings into Texas

CITY	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG
BROWNSVILLE	554,705	628,471	607,212	622,998	2,371,887	2,382,126	0.4
DEL RIO	151,624	173,598	170,412	170,354	665,647	654,935	-1.6
EAGLE PASS	259,128	291,151	288,102	279,838	1,105,263	1,112,856	0.7
EL PASO	687,153	765,542	746,145	766,232	2,965,601	2,898,595	-2.3
HARLINGEN	53,108	62,531	60,705	59,622	235,791	232,750	-1.3
LAREDO	614,806	689,973	683,806	672,103	2,803,260	2,641,866	-5.8
McALLEN-HIDALGO	438,933	480,184	481,041	497,955	1,917,263	1,857,650	-3.1
PHARR	199,851	240,087	219,330	194,640	803,126	865,712	7.8
PRESIDIO	56,873	65,455	64,645	62,108	252,887	249,461	-1.4
PROGRESO	96,338	110,360	99,450	94,343	382,734	402,540	5.2
RIO GRANDE	52,232	59,003	58,022	59,883	227,905	224,265	-1.6
ROMA	95,168	107,883	102,795	102,071	399,856	405,209	1.3
TOTAL	3,259,919	3,674,238	3,581,665	3,582,147	14,131,220	13,927,965	-1.4

Source: Data provided by Mexico's Oficina de Caminos y Puentes and compiled by Texas A&M International University, Texas Center for Border Economic and Enterprise Development

Northbound vehicle bridge crossings into Texas for April were down 2.5 percent from March. Roma registered a 4.7 percent decrease, Eagle Pass went down 1.0 percent, Progreso fell 9.9 percent, Brownsville lost 3.4 percent, and McAllen-Hidalgo rose 0.2 percent. Presidio was down 1.2 percent, and Laredo decreased

0.9 percent. YTD northbound vehicle bridge crossings into Texas were down 1.4 percent. El Paso, with 20.8 percent of all crossings, was down 2.3 percent YTD. Laredo, with 19.0 percent of all crossings, fell 5.8 percent YTD. Brownsville, with 17.1 percent of all crossings, gained 0.4 percent YTD.

Truck Crossings into Mexico —Number of Trucks

CITY	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG
BROWNSVILLE+	16,851	18,592	16,371	18,082	78,077	69,524	-11.0
DEL RIO+	5,302	6,017	4,877	5,488	23,391	21,841	-6.6
EAGLE PASS+	8,196	8,861	7,740	9,046	36,983	33,185	-10.3
EL PASO+++	+++	+++	+++	+++	N/A	N/A	N/A
HARLINGEN+	3,616	3,674	2,826	5,438	21,786	14,043	-35.5
LAREDO+	111,454	124,275	103,036	104,959	447,028	453,821	1.5
McALLEN-HIDALGO+	3,091	3,506	3,140	3,651	16,350	13,743	-15.9
PHARR+	20,243	25,919	22,619	21,503	87,310	89,957	3.0
PROGRESO+	2,322	2,826	2,296	2,016	8,263	10,147	22.8
RIO GRANDE+	2,146	2,165	2,186	2,214	7,912	8,846	11.8
ROMA+	N/A	N/A	N/A	1,223	5,264	N/A	N/A
TOTAL	173,221	195,835	165,091	173,620	732,364	716,163	-2.2

Source: Data provided by U.S. bridge operators in cited cities and compiled by Texas A&M International University, Texas Center for Border Economic and Enterprise Development

+ Includes both loaded and empty trucks.

++ Includes loaded trucks only.

+++ El Paso does not separate loaded trucks from other vehicles and therefore is not reported.

Truck crossings into Mexico were down 15.7 percent in April. Harlingen fell 23.1 percent, Del Rio decreased 18.9 percent, and Pharr went down 12.7 percent. Rio Grande gained 1.0 percent. Laredo was down 17.1 percent and Brownsville declined 11.9 percent. YTD southbound truck crossings were down 2.2 percent. Laredo, with 63.4 percent of all southbound crossings, experi-

enced a 1.5 percent increase YTD. Brownsville, with a 9.7 percent of all southbound crossings, had an 11.0 percent decrease YTD. Pharr, with 12.6 percent, registered an increase of 3.0 percent YTD. Eagle Pass, with 4.6 percent of all truck crossings, fell 10.3 percent YTD.

Truck Crossings into Texas —Number of Trucks

CITY	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG
BROWNSVILLE	20,080	21,043	18,570	24,993	101,991	80,441	-21.1
DEL RIO	4,526	3,967	4,930	4,768	20,553	18,350	-10.7
EAGLE PASS	8,310	8,921	8,473	8,549	35,596	34,738	-2.4
FALCON	29	22	25	44	191	101	-47.1
LAREDO	105,863	121,363	108,443	112,419	482,875	451,035	-6.6
McALLEN-HIDALGO	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PHARR	28,001	35,311	34,072	30,726	126,337	127,707	1.1
PROGRESO	1,135	1,677	1,626	815	3,644	5,792	58.9
RIO GRANDE	2,404	2,496	2,569	2,205	8,102	10,254	26.6
ROMA	885	1,028	862	981	4,418	3,663	-17.1
TOTAL	171,233	195,828	179,570	185,500	783,707	732,081	-6.6

Source: Data provided by the South Texas CMC in Laredo and compiled by Texas A&M International University, Texas Center for Border Economic and Enterprise Development

Editor's Note: Figures represent loaded and empty trucks.

April northbound truck crossings into Texas were down 8.3 percent over March's crossings. Eagle Pass was down 5.0 percent, Brownsville decreased 11.8 percent, Progreso fell 3.0 percent, Pharr declined 3.5 percent, and Laredo went down 10.6 percent. Roma declined 16.1 percent. YTD northbound truck crossings

were down 6.6 percent. Laredo, accounting for 61.6 percent of all northbound truck crossings, had a 6.6 percent decrease YTD. Pharr, with 17.4 percent of all crossings, experienced a 1.1 percent decrease YTD. Brownsville, with 11.0 percent of all northbound truck crossings, experienced an 21.1 percent decrease YTD.

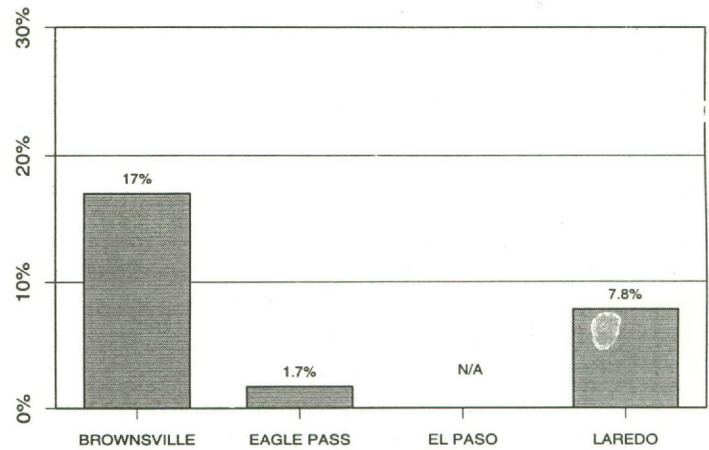
Export Shipments by Rail into Mexico —Number of Rail Cars

CITY	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG
BROWNSVILLE	2,904	5,029	3,113	2,415	12,303	14,394	17.0
EAGLE PASS	5,938	8,374	7,382	6,409	27,500	27,960	1.7
EL PASO	N/A	N/A	N/A	N/A	N/A	N/A	N/A
LAREDO	15,193	16,865	16,264	14,998	57,844	62,357	7.8
TOTAL	24,035	30,268	26,759	23,822	97,647	104,711	7.2

Source: Data provided by railroad companies serving cited cities and compiled by Texas A&M International University, Texas Center for Border Economic and Enterprise Development

Southbound rail shipments into Mexico decreased 11.6 percent in April compared to March. Brownsville fell 38.1 percent, while Laredo declined 3.6 percent. Eagle Pass dropped 11.8 percent. YTD southbound rail shipments into Mexico from Texas were up 7.2 percent. Laredo which accounted for 59.6 percent of all southbound rail shipments, was up 7.8 percent YTD. Eagle Pass, accounting for 26.7 percent of all southbound rail shipments, increased 1.7 percent YTD. Brownsville, with 13.7 percent of all southbound rail shipments, showed an increase of 17.0 percent YTD.

Export Rail YTD % Change 00-01



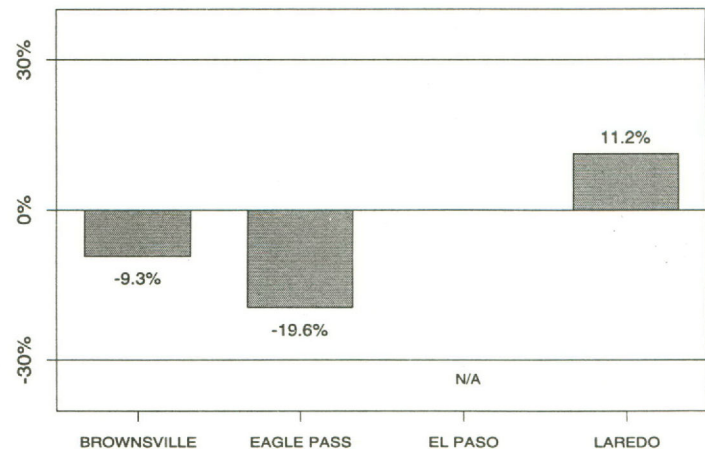
Import Shipments by Rail into Texas —Number of Rail Cars

CITY	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG
BROWNSVILLE	636	937	884	1,114	3,943	3,575	-9.3
EAGLE PASS	2,993	2,881	2,716	3,648	14,024	11,282	-19.6
EL PASO	N/A	N/A	N/A	N/A	N/A	N/A	N/A
LAREDO	13,262	14,958	13,090	12,921	47,187	52,483	11.2
TOTAL	16,891	18,776	16,690	17,683	65,154	67,340	3.4

Source: Data provided by railroad companies serving cited cities and compiled by Texas A&M International University, Texas Center for Border Economic and Enterprise Development

Northbound rail shipments into Texas decreased 11.1 percent in April. Laredo fell 12.5 percent, Brownsville dropped 5.7 percent, and Eagle Pass dropped 5.7 percent. YTD total northbound shipments into Texas from Mexico were up 3.4 percent. Laredo, which accounted for 77.9 percent of all northbound rail shipments, were up 11.2 percent YTD. Eagle Pass, accounting for 16.8 percent of all northbound rail shipments, fell 19.6 percent YTD. Brownsville, with 5.3 percent of all northbound rail shipments, decreased 9.3 percent YTD.

Import Rail YTD % Change 00-01



Revenues (in U.S. Dollars) Collected by U.S. Customs District of Laredo

CITY	DUTY	MPF	OTHER	TOTAL	TOTAL	YTD	YTD	YTD % CHG
	APR 01	APR 01	REVENUE APR 01	REVENUE APR 01	REVENUE APR 00	REVENUE APR 00	REVENUE APR 01	
BROWNSVILLE	2,460,565	116,551	161,239	2,738,356	4,311,907	17,345,058	15,254,397	-12.1
DEL RIO	98,886	34,210	25,465	158,560	215,523	712,439	645,497	-9.4
EAGLE PASS	127,479	10,007	4,362,977	4,500,463	3,752,266	10,752,241	11,417,683	6.2
LAREDO	7,312,421	506,843	12,114,298	19,933,562	18,572,221	70,061,411	72,870,080	4.0
McALLEN-HIDALGO	2,487,569	201,019	301,332	2,989,920	3,239,249	11,377,999	10,700,279	-6.0
PROGRESO	60	1,558	13,904	15,522	15,407	84,450	75,872	-10.2
RIO GRANDE	59,175	7,889	15,431	82,495	90,596	274,894	276,347	0.5
ROMA	13,931	894	17,798	32,623	48,488	159,562	123,157	-22.8
TOTAL	12,560,087	878,970	17,012,444	30,451,500	30,245,656	110,768,054	111,363,311	0.5

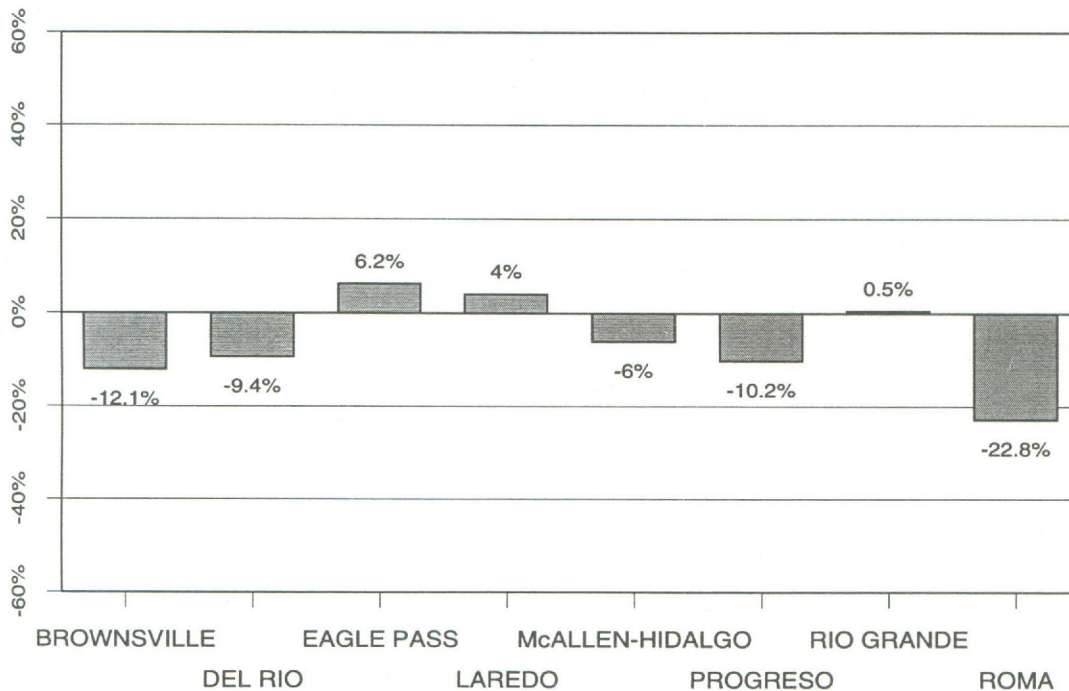
Source: Data provided by the South Texas CMC in Laredo and compiled by Texas A&M International University, Texas Center for Border Economic and Enterprise Development

MPF = Merchandise Processing Fee

Total U.S. Customs revenues, for April, for the former District of Laredo, decreased 1.1 percent from March's figures. McAllen-Hidalgo was down 10.9 percent, Rio Grande rose 1.8 percent, Progreso fell 33.4 percent, Roma decreased 20.8 percent, Rio Grande rose 1.8 percent, Laredo dropped 3.6 percent, Eagle Pass went up 56.0 percent, Brownsville decreased 22.1 percent, and Del Rio was down 23.7 percent. YTD revenues for the border were

up 0.5 percent compared to April 2000. Laredo, accounting for 65.4 percent share of the former district's revenue was up 4.0 percent YTD. Brownsville, with 13.7 percent share of total revenues, was down 12.1 percent YTD. Eagle Pass, accounting for 10.3 percent of all revenues, was up 6.2 percent YTD. McAllen-Hidalgo, with 9.6 percent of total revenues, decreased 6.0 percent YTD.

% Change Total Revenues YTD 00-01



Revenues (in U.S. Dollars) Collected by U.S. Bridge Operators

CITY	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG
BROWNSVILLE	826,632	966,649	899,679	787,858	3,181,760	3,555,847	11.8
DEL RIO	348,437	404,980	390,306	395,283	1,558,179	1,500,711	-3.7
EAGLE PASS	567,519	639,197	561,727	612,714	2,422,180	2,343,632	-3.2
EL PASO	896,468	1,014,588	994,195	967,654	3,917,906	3,839,831	-2.0
HARLINGEN	109,687	122,790	107,391	118,979	476,136	454,899	-4.5
LAREDO	2,168,413	2,786,669	2,232,691	2,287,390	9,179,929	9,453,894	3.0
McALLEN-HIDALGO	769,965	864,636	835,130	698,172	2,763,067	3,270,805	18.4
PHARR	406,943	464,078	448,312	409,676	1,563,705	1,729,077	10.6
TOTAL	6,094,063	7,263,587	6,469,430	6,277,726	25,062,862	26,148,696	4.3

Source: Data provided by U.S. bridge operators in cited cities and compiled by Texas A&M International University, Texas Center for Border Economic and Enterprise Development

Brownsville's Revenues are for Cameron County Bridge only.

U.S. bridge operators' revenues decreased 10.9 percent in the month of April. Pharr went down 3.4 percent, Brownsville fell 6.9 percent, Laredo went down 19.9. Del Rio dropped 3.6 percent, Harlingen declined 12.5 percent, McAllen-Hidalgo decreased 3.4 percent, Eagle Pass lost 12.1 percent, and El Paso fell 2.0 percent. YTD U.S. bridge operator's revenues were up 4.3 percent. Laredo, accounting for 36.2 percent of total U.S. bridge operator's revenues

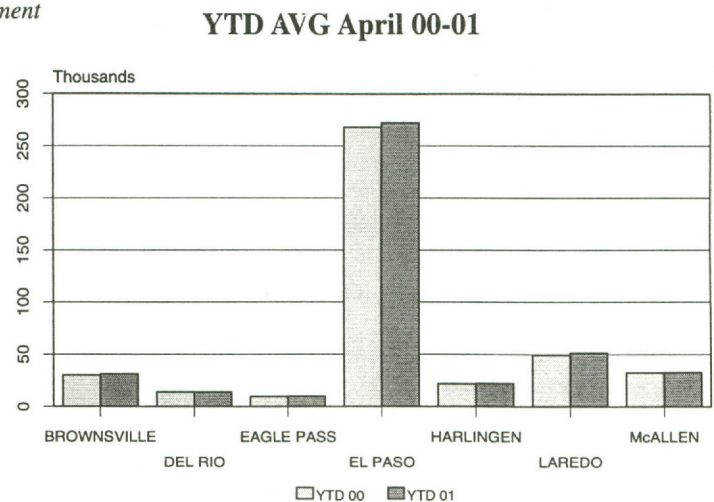
collected, had a 3.0 percent increase YTD. El Paso, accounting for 14.7 percent of total U.S. bridge revenues, decreased 2.0 percent YTD. Brownsville, accounting for 13.6 percent, was up 11.8 percent YTD. McAllen-Hidalgo, with 12.5 percent of the total bridge revenues, increased 18.4 percent YTD. Eagle Pass, with 9.0 percent of the total bridge revenues, fell 3.2 percent YTD.

Power Connections—Texas Border Residential Connections

CITY	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG
BROWNSVILLE	30,991	31,134	31,293	30,163	30,108	31,104	3.3
DEL RIO	14,107	14,094	14,094	14,053	14,005	14,095	0.6
EAGLE PASS	9,802	9,823	9,818	9,653	9,616	9,816	2.1
EL PASO	272,280	272,838	273,228	269,102	268,096	272,484	1.6
HARLINGEN	22,126	22,165	21,855	21,437	21,644	22,066	1.9
LAREDO	51,203	51,430	51,638	49,809	49,496	51,339	3.7
McALLEN	33,297	33,278	31,194	32,130	32,376	32,754	1.2
TOTAL	433,806	434,762	433,120	426,347	425,340	433,658	2.0

Source: Data provided by CP&L, Brownsville Public Utilities Board, and El Paso Electric Co. and compiled by Texas A&M International University, Texas Center for Border Economic and Enterprise Development

April total residential power connections for cited Texas border cities decreased over March's figures of 0.38 percent. YTD residential power connections were up 2.0 percent. Laredo was up 3.7 percent, McAllen increased 1.2 percent, Del Rio gained 0.6 percent, Harlingen jumped 1.9 percent, Brownsville increased 3.3 percent, and Eagle Pass was up by 2.1 percent.



Power Connections – Texas Border (Cont'd)

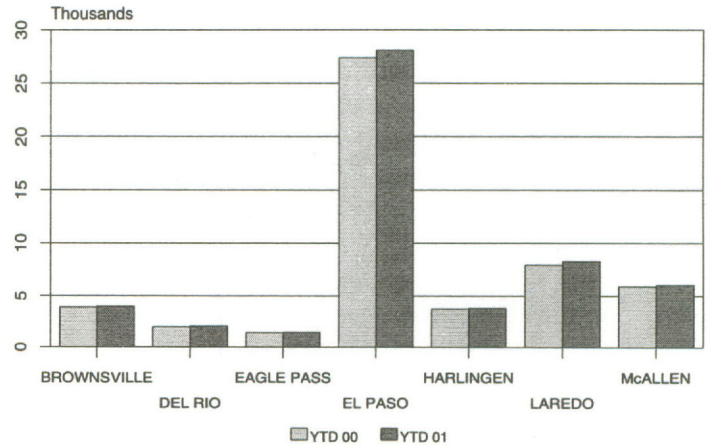
Commercial Connections

CITY	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG
BROWNSVILLE	4,003	3,999	4,084	3,952	3,926	4,023	2.5
DEL RIO	2,130	2,129	2,136	2,064	2,062	2,131	3.3
EAGLE PASS	1,517	1,530	1,544	1,517	1,500	1,529	1.9
EL PASO	28,107	28,143	28,190	27,562	27,419	28,097	2.5
HARLINGEN	3,824	3,820	3,837	3,776	3,755	3,827	1.9
LAREDO	8,292	8,291	8,261	7,979	7,917	8,273	4.5
McALLEN	6,021	6,030	5,944	5,887	5,891	5,999	1.8
TOTAL	53,894	53,942	53,996	52,737	52,470	53,878	2.7

Source: Data provided by CP&L, Brownsville Public Utilities Board, and El Paso Electric Co. and compiled by Texas A&M International University, Texas Center for Border Economic and Enterprise Development

April total commercial power connections for cited Texas border cities increased 0.10 percent over March figures. YTD averages of commercial power connections increased 2.7 percent. Harlingen was up 1.9 percent, Eagle Pass increased 1.9 percent, Laredo gained 4.5 percent, McAllen was up 1.8 percent, Del Rio rose 3.3 percent, El Paso gained 2.5 percent, and Brownsville increased 2.5 percent.

YTD AVG April 00-01



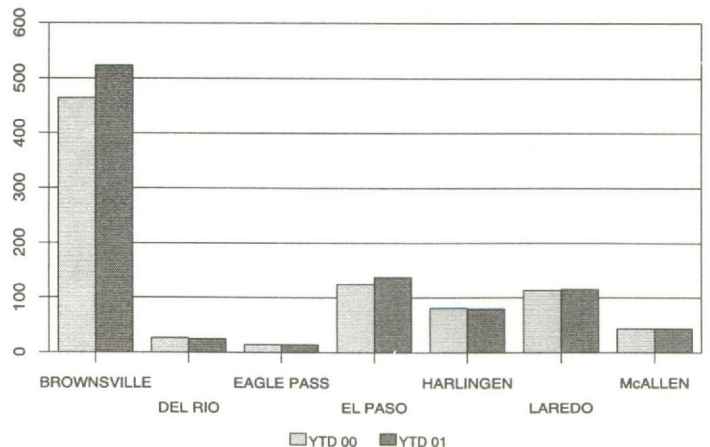
Industrial Connections

CITY	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG
BROWNSVILLE	527	517	529	464	464	523	12.7
DEL RIO	25	25	25	27	27	25	-7.4
EAGLE PASS	15	15	15	14	15	15	0.0
EL PASO	134	142	142	125	125	138	10.2
HARLINGEN	80	80	80	81	82	80	-1.8
LAREDO	115	116	116	113	114	116	1.5
McALLEN	44	44	43	43	44	44	0.0
TOTAL	940	939	950	867	870	940	8.0

Source: Data provided by CP&L, Brownsville Public Utilities Board, and El Paso Electric Co. and compiled by Texas A&M International University, Texas Center for Border Economic and Enterprise Development

April total industrial power connections for cited Texas border cities were up 1.17 percent from March figures. YTD averages of industrial power connections increased 8.0 percent. El Paso increased 10.2 percent, Harlingen fell 1.8 percent, Brownsville was up 12.7 percent.

YTD AVG April 00-01



Building Permits — Texas Border

Number of Permits

NUMBER	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG.
BROWNSVILLE	312	378	319	347	1,442	1,307	-9.4
DEL RIO	59	99	75	49	223	288	29.1
EAGLE PASS	41	49	57	50	192	186	-3.1
EL PASO	448	654	511	582	2,338	2,264	-3.2
HARLINGEN	60	35	29	60	282	183	-35.1
LAREDO	588	763	688	326	1,953	2,465	26.2
MCALLEN	164	145	142	171	590	588	-0.3
TOTAL	1,672	2,123	1,821	1,585	7,020	7,281	3.7

Source: Data provided by cited cities and compiled by Texas A&M International University, Texas Center for Border Economic & Enterprise Development

April building permits issued by reporting Texas border cities were down 14.2 percent from March. Del Rio decreased 24.2 percent, Eagle Pass grew 16.3 percent, El Paso went down 21.9 percent, and Laredo rose 9.8 percent. McAllen decreased 2.1 percent, and Brownsville declined 15.6 percent. YTD, the number

of permits issued rose 3.7 percent. El Paso, accounting for 31.1 percent of all building permits issued, had a decrease of 3.2 percent YTD. Laredo, with 33.9 percent of building permits issued, was up 26.2 percent YTD. Brownsville, with 18.0 percent of building permits issued, decreased 9.4 percent YTD.

U.S. Dollar Value of Permits

VALUE	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG.
BROWNSVILLE	18,853,777	19,379,114	16,949,937	19,596,389	91,786,222	68,900,403	-24.9
DEL RIO	894,398	991,895	1,125,404	791,957	3,888,886	3,844,553	-1.1
EAGLE PASS	2,009,868	770,486	8,525,597	1,522,383	6,309,588	12,012,918	90.4
EL PASO	30,330,638	38,169,047	23,152,781	46,885,912	142,019,053	148,292,061	4.4
HARLINGEN	9,431,640	7,767,233	30,535,559	4,089,847	18,774,717	50,449,444	168.7
LAREDO	21,305,004	22,692,974	24,911,069	22,158,942	89,430,695	95,922,399	7.3
MCALLEN	35,290,888	59,236,669	16,846,115	19,785,512	60,108,890	130,989,805	117.9
TOTAL	118,116,213	149,007,417	122,046,462	114,830,942	412,318,052	510,411,583	23.8

Source: Data provided by cited cities and compiled by Texas A&M International University, Texas Center for Border Economic & Enterprise Development

April building permit values for reporting Texas border cities were down 18.1 percent from March. Harlingen jumped 293.1 percent, McAllen fell 71.6 percent, and El Paso fell 39.3 percent. Brownsville dropped 12.5 percent. Laredo was up 9.8 percent and Del Rio increased 13.5 percent. Eagle Pass skyrocketed by 1,006.5 percent. YTD reporting border cities experienced a 23.8 percent increase in building permit values. El Paso, with 29.1 percent of

total building permit values, increased 4.4 percent YTD. Laredo, with 18.8 percent of total building permit values, gained 7.3 percent YTD. Brownsville, with 13.5 percent of total building permit values, decreased 24.9 percent. Del Rio, with 0.8 percent of total building permit values, fell 1.1 percent YTD. Eagle Pass with 2.4 percent of total building permits, increased 90.4 percent.

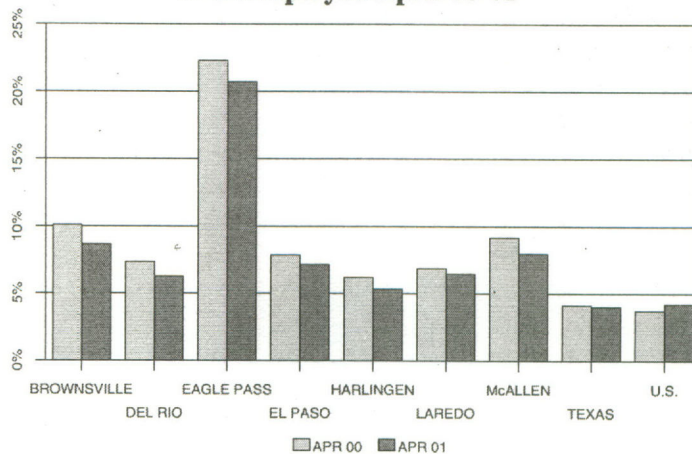
Employment/Unemployment Rates — Texas Border

CITY	TOTAL EMPLOYED	TOTAL EMPLOYED	TOTAL UNEMPLOYED	TOTAL UNEMPLOYED	PERCENT UNEMPLOYED	PERCENT UNEMPLOYED
	APR 01	APR 01	APR 01	APR 00	APR 01	APR 00
BROWNSVILLE	45,176	43,520	4,299	4,886	8.7	10.1
DEL RIO	14,162	14,246	954	1,137	6.3	7.4
EAGLE PASS	9,203	8,776	2,404	2,522	20.7	22.3
EL PASO	236,360	236,629	18,249	20,356	7.2	7.9
HARLINGEN	25,953	25,002	1,462	1,661	5.3	6.2
LAREDO	66,897	64,203	4,619	4,779	6.5	6.9
McALLEN	48,962	46,279	4,238	4,714	8.0	9.2
TOTAL	446,713	438,655	36,225	40,055	7.5	8.4
THE TEXAS UNEMPLOYMENT RATE					4.00	4.10
THE NATIONAL UNEMPLOYMENT RATE					4.20	3.70

Source: Data (preliminary figures subject to revision) provided by the Texas Employment Commission and compiled by Texas A&M International University, Texas Center for Border Economic & Enterprise Development

In April, total employment in reporting Texas border cities increased 0.4 percent (1,603 jobs gained) over March figures. Eagle Pass employment dropped 0.3 percent (26 jobs lost), Del Rio increased 0.2 percent (27 jobs lost), and McAllen went up 1.2 percent (603 jobs gained), and Laredo rose 0.6 percent (411 jobs gained). Brownsville rose 0.5 percent (218 jobs gained). YTD total employment in Texas border cities was up 1.8 percent (8,058 jobs gained) from a year ago. The average unemployment rate for the border was 7.5 percent compared to 4.0 percent for Texas, and 4.2 percent for the U.S. in the month of April.

% Unemployed April 00-01



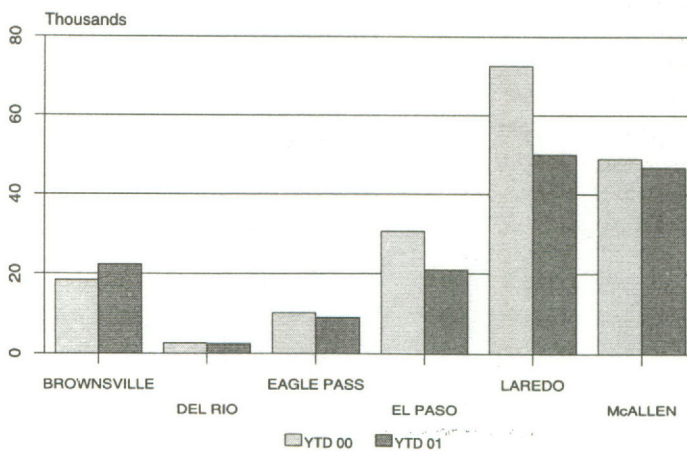
Visas to Tourists from Texas to Mexico

CITY	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	%CHG
BROWNSVILLE	4,905	7,224	5,549	3,062	18,432	22,516	22.2
DEL RIO	496	868	647	615	2,586	2,479	-4.1
EAGLE PASS	1,919	3,647	2,440	2,698	10,211	9,120	-10.7
EL PASO	4,517	6,956	5,205	9,613	30,638	20,969	-31.6
LAREDO	10,860	11,967	11,168	20,591	72,503	49,940	-31.1
McALLEN	11,882	15,177	10,280	10,893	48,890	46,719	-4.4
TOTAL	34,579	45,839	35,289	47,472	183,260	151,743	-17.2

Source: Data provided by Mexico's Instituto Nacional de Migracion and compiled by Texas A&M International University, Texas Center for Border Economic and Enterprise Development

In April, visas decreased 23.0 percent. Laredo lost 6.7 percent, Eagle Pass decreased 33.1, Brownsville fell 23.2 percent, and Del Rio declined 25.5 percent over the month of March. El Paso decreased 25.2. YTD total visas were down 17.2 percent. Brownsville, with a 14.8 percent share, gained 22.2 percent. Eagle Pass, with a 6.0 percent share, dipped 10.7 percent. Del Rio, with 1.6 percent share, fell 4.1 percent. Laredo, with 32.9 percent share, fell 31.1 percent. And Mcallen, with 30.8 percent share, declined 4.4 percent YTD.

Tourist Visas YTD April 00-01



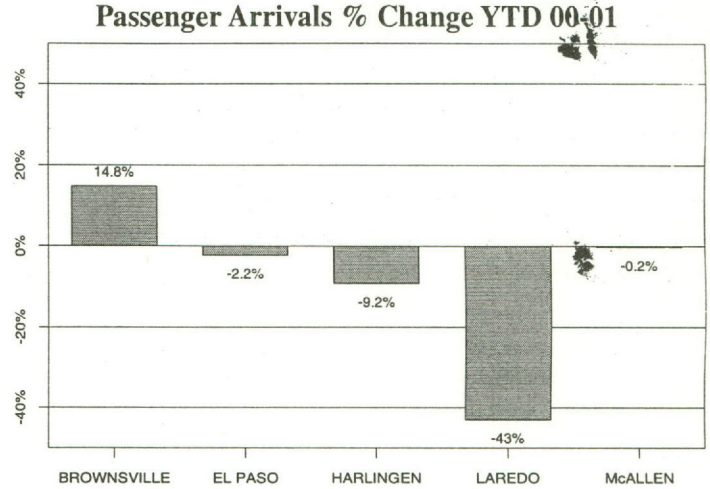
Air Passenger Service Activities — Selected Border Cities

Passenger Arrivals

CITY	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG
BROWNSVILLE	6,433	7,761	6,367	5,335	22,824	26,210	14.8
EL PASO	108,643	138,208	129,889	134,476	505,469	494,152	-2.2
HARLINGEN	35,352	42,681	36,549	39,122	161,907	146,933	-9.2
LAREDO	5,063	5,015	3,637	7,862	34,685	19,756	-43.0
McALLEN	26,559	30,889	26,431	24,989	111,304	111,032	-0.2
TOTAL	182,050	224,554	202,873	211,784	836,189	798,083	-4.6

Source: Data provided by cited cities and compiled by Texas A&M International University, Texas Center for Border Economic & Enterprise Development

April air passengers arriving in Texas border cities were down 9.7 percent from March's figures. McAllen decreased 14.4 percent, Laredo decreased 27.5 percent, Brownsville fell 18.0 percent, and El Paso was down 6.0 percent. Harlingen dropped 14.4 percent. YTD air passenger arrivals were down 4.6 percent. El Paso, with 61.9 percent of all arriving passengers, showed a decrease of 2.2 percent YTD. Harlingen, accounting for 18.4 percent of all arrivals, slipped 9.2 percent YTD. McAllen, with 13.9 percent of all arrivals, was down 0.2 percent YTD. Laredo, with 2.5 percent of all arrivals, decreased 43.0 percent YTD. Brownsville, with 3.3 percent of all arrivals, rose 14.8 percent YTD.

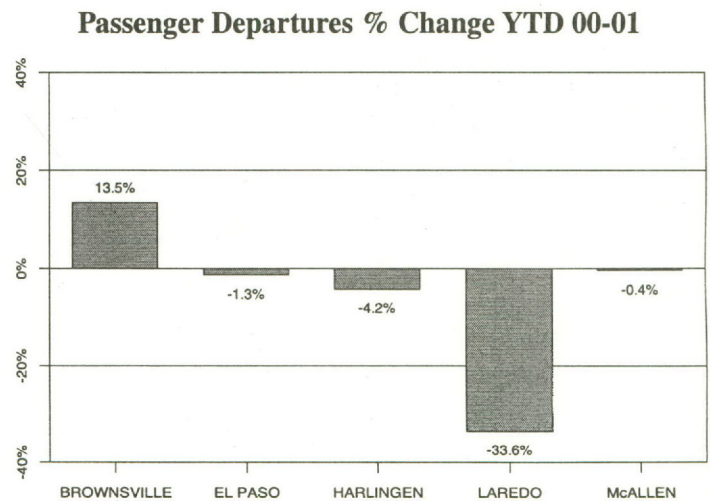


Passenger Departures

CITY	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG
BROWNSVILLE	6,215	8,447	6,770	5,984	24,016	27,248	13.5
EL PASO	112,848	142,699	134,005	135,316	518,188	511,549	-1.3
HARLINGEN	37,727	45,435	40,178	41,735	165,926	159,018	-4.2
LAREDO	5,377	6,212	6,124	8,196	35,865	23,831	-33.6
McALLEN	27,833	32,824	28,543	27,717	116,916	116,487	-0.4
TOTAL	190,000	235,617	215,620	218,948	860,911	838,133	-2.6

Source: Data provided by cited cities and compiled by Texas A&M International University, Texas Center for Border Economic & Enterprise Development

April air passenger departures for reporting Texas border cities were down 8.5 percent. McAllen decreased 13.0 percent, Harlingen slipped 11.6 percent, Laredo went down 1.4 percent, and El Paso lost 6.1 percent. YTD air passenger departures were down 2.6 percent. El Paso, with 61.0 percent of all departing passengers, was down 1.3 percent YTD. Harlingen, with 19.0 percent of all departing passengers, exhibited a decrease of 4.2 percent YTD. McAllen, with 13.9 percent of all departing passengers, decreased 0.4 percent, YTD. Laredo, with 2.8 percent of all departing passengers, fell 33.6 percent YTD. Brownsville, with 3.3 percent of all departing passengers, increased 13.5 percent YTD.



Port Of Corpus Christi

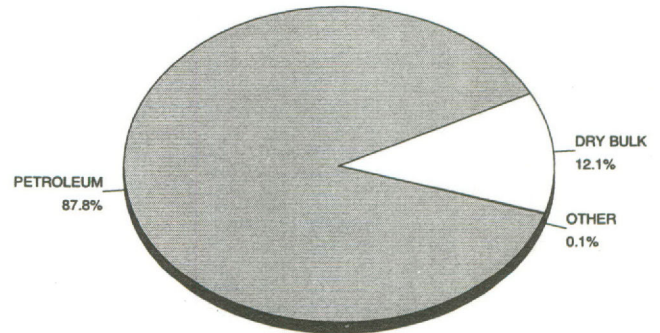
Inbound Cargo (in Tons)

COMMODITY	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG
BREAK BULK	9,678	2,287	0	1,510	8,402	25,465	203.1
DRY BULK	263,004	79,295	683,538	411,017	1,520,469	1,326,225	-12.8
BULK GRAIN	0	0	0	0	0	0	N/A
LIQUID	24,222	36,061	3,872	0	10,929	95,031	769.6
PETROLEUM	3,899,551	3,680,403	4,957,873	4,255,269	15,520,743	15,909,652	2.5
CHEMICAL	7,133	3,774	4,930	10,115	44,532	23,110	-48.1
TOTAL	4,203,587	3,801,820	5,650,212	4,677,911	17,105,075	17,379,482	1.6

Source: Data provided by the Port of Corpus Christi and compiled by Texas A&M International University, Texas Center for Border Economic and Enterprise Development

The Port of Corpus Christi had a 48.6 percent increase in inbound cargo from last month. Petroleum, which made up 87.7 percent of all inbound traffic in April, was up 34.7 percent compared to March. Bulk grain showed no activity for the month of April. Dry bulk, which accounted for 12.1 percent inbound cargo for April, jumped 762.0 percent. Total inbound cargo tonnage was up 1.6 percent YTD.

% Share April 2001 Inbound Cargo



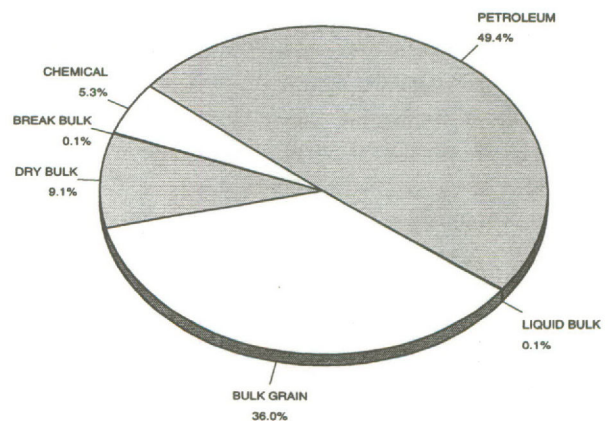
Outbound Cargo (in Tons)

COMMODITY	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG
BREAK BULK	5,580	14,227	5,310	3,383	17,935	19,862	10.7
DRY BULK	168,856	142,860	362,806	233,943	645,043	568,791	-11.8
BULK GRAIN	132,929	1,743,166	1,434,851	147,211	279,115	2,048,293	633.9
LIQUID	5,636	16,090	5,422	0	0	23,223	N/A
PETROLEUM	1,760,777	2,078,725	1,966,991	2,152,673	6,061,607	5,950,022	-1.8
CHEMICAL	211,686	143,668	209,818	197,236	548,358	461,063	-15.9
TOTAL	2,285,464	4,138,735	3,985,198	2,734,446	7,552,058	9,071,255	20.1

Source: Data provided by the Port of Corpus Christi and compiled by Texas A&M International University, Texas Center for Border Economic and Enterprise Development

The Port of Corpus Christi had a 3.7 percent decrease in outbound cargo tonnage in April from the previous month. Petroleum, which was 49.4 percent of total outbound cargo for April, fell 5.4 percent. Bulk grain, which accounted for 36.0 percent of cargo for April, dropped 17.7 percent. Dry bulk, which accounted for 9.1 percent of the total outbound cargo for April, jumped 154.0 percent from March. YTD total outbound cargo tonnage was up 20.1 percent.

% Share April 2001 Outbound Cargo



Port Of Brownsville

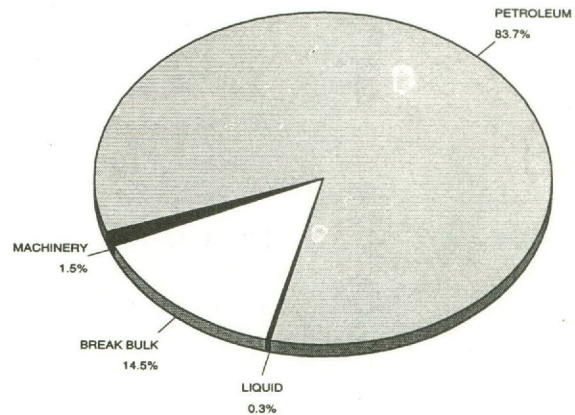
Total Port Activity (in Metric Tons)

COMMODITY	FEB 01	MAR 01	APR 01	APR 00	YTD 00	YTD 01	% CHG
BREAK BULK	249,633	179,884	13,548	149,334	732,444	695,409	-5.1
LIQUID	14,331	3,635	238	2,022	25,238	22,290	-11.7
PETROLEUM	105,213	87,866	78,270	85,874	358,539	356,322	-0.6
GRAIN	25,988	798	0	0	32,787	31,204	-4.8
CONTAINERS	90	245	31	2	542	366	-32.5
MACHINERY	0	0	1,395	129	129	1,395	981.4
TOTAL	395,255	272,428	93,482	237,361	1,149,679	1,106,986	-3.7

Source: Data provided by the Port of Brownsville and compiled by Texas A&M International University, Texas Center for Border Economic and Enterprise Development

The Port of Brownsville had a decrease of 65.7 percent in total cargo tonnage over the previous month. Break Bulk, which accounted for 14.5 percent of the total cargo tonnage for April, slipped 92.5 percent from March figures. Petroleum, which made up 83.7 percent of the total cargo for April declined 10.9 percent. YTD figures showed a 62.8 percent increase in Break Bulk tonnage, 5.1 percent of total tonnage. Grain, with 2.8 percent of total tonnage, had a YTD decrease of 4.8 percent. Petroleum, with 32.2 percent of total tonnage, fell 0.6 percent. YTD total tonnage was down 3.7 percent.

% Share April 2001 Total Cargo



Technical Reports

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