

San Diego Association of Governments
COMMITTEE ON BINATIONAL REGIONAL OPPORTUNITIES

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Action Requested: INFORMATION

2016 SAN DIEGO–BAJA CALIFORNIA BORDER CROSSING
AND TRADE STATISTICS

File Number 3400200

Introduction

This report presents a summary of border crossings and trade statistics at the San Diego–Baja California land Ports of Entry (POE) from 1998 to 2016. Data was gathered from the U.S. Department of Transportation’s Research and Innovative Technology Administration, based on data from the U.S. Department of Homeland Security, Customs and Border Protection. Border crossings data is presented in two main categories: vehicles (private vehicles, buses, and trucks) and individuals (pedestrians and passengers in vehicles). For trade statistics, the two categories are trade carried by truck and by rail.

Discussion

The San Diego–Baja California region has three land POEs: San Ysidro–Puerta México/El Chaparral, Otay Mesa–Mesa de Otay, and Tecate–Tecate as well as an additional hybrid crossing facility in the new San Diego–Tijuana Airport Cross Border Xpress (CBX), a privately-funded facility, which opened in December 2015 and serves as an airport access terminal for users of the Tijuana International Airport (TIJ).

The San Ysidro–Puerta México/El Chaparral POE is one of the world’s busiest international land border crossings and the busiest between the United States and Mexico. The Otay Mesa–Mesa de Otay POE is the main commercial gateway for international trade between California and Mexico, ranking third overall in commercial operations in terms of trade value along the southern border. Lastly, the Tecate–Tecate POE is the smallest land POE in the region, and is located in the eastern portion of San Diego County.

Over the past two decades, crossborder travel has fluctuated at the San Diego–Baja California POEs. There are numerous factors that may be influencing the dynamics of crossing behavior and overall volume including increased security standards through U.S. Customs after September 11, 2001, the implementation of the Western Hemisphere Travel Initiative and the economic impacts due to the recession in 2008. Likewise, there are numerous factors that may be contributing to increases in crossborder travel, such as the growth in trusted traveler programs like the Secure Electronic Network for Travelers Rapid Inspection, the employment of technologies like radio frequency identification designed to expedite processing, and the numerous capital investments made to expand border infrastructure in recent years.

Looking at the historical data, general trends have shown gradual increases in the 1990s to early 2000s and gradual decreases from the early 2000s to 2009. However, looking at available data for individual POEs, specific categories of statistics begin to show notable trends – for example:

- Between 2004 and 2014, the San Ysidro–Puerta México/El Chaparral POE saw nine consecutive years of declining numbers in total private vehicle crossings before finally seeing an increase in 2014 and again in 2015. 2016 marks another year of decline, decreasing by 5.2 percent since 2015.
- At the Otay Mesa–Mesa de Otay POE, personal vehicle crossings have almost doubled from 3.9 million in 2010 to 7.7 million in 2016 while pedestrian crossings through Otay Mesa also has grown more than 50 percent from 2.3 million to 3.5 million over the same period.
- In 2016, the Tecate–Tecate POE processed almost 2.6 million northbound individual crossings, its highest volume of northbound individual crossings since its 2004 level of over 2.9 million. In 2004, over 85 percent of those individuals crossed in private vehicles, whereas in 2016, that figure has decreased to about 74 percent.

San Ysidro–Puerta México/El Chaparral POE: Crossing Statistics

The San Ysidro–Puerta México POE processed more than 31.6 million total individual crossings northbound from Tijuana to San Diego in 2016, a 5.2 percent decrease from the previous year. As southbound border crossings counts are not formally produced and publicly available, it is estimated that a similar number of crossings occurs from San Diego to Tijuana. As a point of reference, the Dallas/Fort Worth (DFW) International Airport, the fourth busiest airport in the United States, handled about 65.7 million total passengers in 2016, compared to an estimated 63.2 million northbound and southbound crossings at San Ysidro.¹

Table 1

San Ysidro Port of Entry – Northbound Vehicle Crossings							
Vehicle Statistics	Year	Total Vehicles	% Annual Change Total Vehicles	Private Vehicles	% Annual Change Private Vehicles	Buses	% Annual Change Buses
	1998	14,582,249	-	14,474,686	-	107,563	-
	1999	15,377,586	5.5%	15,269,561	5.5%	108,025	0.4%
	2000	15,338,672	-0.3%	15,237,428	-0.2%	101,244	-6.3%
	2001	15,104,243	-1.5%	15,001,616	-1.5%	102,627	1.4%
	2002	16,538,808	9.5%	16,441,766	9.6%	97,042	-5.4%
	2003	17,519,301	5.9%	17,408,481	5.9%	110,820	14.2%
	2004	17,730,976	1.2%	17,621,030	1.2%	109,946	-0.8%
	2005	17,314,036	-2.4%	17,208,106	-2.3%	105,930	-3.7%
	2006	17,235,795	-0.5%	17,135,163	-0.4%	100,632	-5.0%
	2007	15,793,988	-8.4%	15,696,262	-8.4%	97,726	-2.9%
	2008	13,760,116	-12.9%	13,672,329	-12.9%	87,787	-10.2%
	2009	13,427,337	-2.4%	13,354,887	-2.3%	72,450	-17.5%
	2010	13,418,912	-0.1%	13,348,364	0.0%	70,548	-2.6%
	2011	12,433,956	-7.3%	12,373,011	-7.3%	60,945	-13.6%
	2012	11,550,145	-7.1%	11,481,951	-7.2%	68,194	11.9%
	2013	11,407,139	-1.2%	11,346,966	-1.2%	60,173	-11.8%
	2014	12,003,231	5.2%	11,946,060	5.3%	57,171	-5.0%
	2015	14,486,945	20.7%	14,435,252	20.8%	51,693	-9.6%
2016	13,738,182	-5.2%	13,701,967	-5.1%	36,215	-29.9%	

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection.

¹ DFW: https://www.dfairport.com/stats/P2_707965.pdf

Since 2010, the San Ysidro–Puerta Mexico/El Chaparral POE has been under construction, and the reconfiguration and expansion project is scheduled to be completed in 2019. In the meantime, border crossers have been subject to diverse conditions related to the construction activity. The data reflects some fluctuations for both pedestrian and private vehicles crossings that may have been influenced by such factors to some degree. In general, 2016 appears to be a down year in total vehicle crossing volumes in comparison to consecutive years of increase in 2014 and 2015 at this POE.

Table 2 shows the total number of people (passengers) by way of vehicles and pedestrian crossings northbound at San Ysidro, following a similar pattern to the vehicular data.

Table 2

San Ysidro Port of Entry – Northbound Individual Crossings							
Individual Statistics	Year	Total Individual Crossings	% Annual Change Total Individual Crossings	Total Passengers (Private Vehicles and Buses)	% Annual Change Total Passengers (Private Vehicles and Buses)	Pedestrians	% Annual Change Pedestrians
	1998	39,644,307	-	32,734,925	-	6,909,382	-
	1999	42,005,306	6.0%	34,447,132	5.2%	7,558,174	9.4%
	2000	39,351,555	-6.3%	31,809,105	-7.7%	7,542,450	-0.2%
	2001	45,336,547	15.2%	33,900,601	6.6%	11,435,946	51.6%
	2002	45,274,997	-0.1%	37,371,514	10.2%	7,903,483	-30.9%
	2003	48,727,602	7.6%	40,425,492	8.2%	8,302,110	5.0%
	2004	43,872,934	-10.0%	34,415,334	-14.9%	9,457,600	13.9%
	2005	41,417,164	-5.6%	33,260,814	-3.4%	8,156,350	-13.8%
	2006	40,740,621	-1.6%	32,929,007	-1.0%	7,811,614	-4.2%
	2007	37,022,194	-9.1%	29,265,625	-11.1%	7,756,569	-0.7%
	2008	33,310,098	-10.0%	26,020,236	-11.1%	7,289,862	-6.0%
	2009	30,576,138	-8.2%	24,388,012	-6.3%	6,188,126	-15.1%
	2010	30,590,858	0.0%	24,150,906	-1.0%	6,439,952	4.1%
	2011	30,444,678	-0.5%	21,990,287	-8.9%	8,454,391	31.3%
	2012	28,662,981	-5.9%	20,528,502	-6.6%	8,134,479	-3.8%
	2013	28,136,014	-1.8%	20,394,804	-0.7%	7,741,210	-4.8%
	2014	29,532,518	5.0%	21,607,147	5.9%	7,925,371	2.4%
	2015	33,142,128	12.2%	26,086,106	20.7%	7,056,022	-11.0%
2016	31,638,430	-4.5%	24,256,067	-7.0%	7,382,363	4.6%	

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection.

Despite the decrease in vehicle and vehicle passenger crossings in 2016, pedestrian crossings at San Ysidro have gone up by 4.6 percent since 2015, perhaps reflecting the increase in pedestrian processing capacity related to the opening of the new PedWest facilities in July 2016.

Otay Mesa–Mesa de Otay POE: Crossing Statistics

The Otay Mesa–Mesa de Otay POE also has been under construction. The Mexican commercial processing facilities have recently been reconfigured and modernized and a new automated system known as PITA (Proyecto de Integración Tecnológica Aduanera) has been introduced. There are plans for future improvements to the commercial processing facilities on the United States side of the border as well. This POE continues to be the main San Diego–Baja California border crossing for trucks. In 2016, northbound truck crossings through Otay Mesa reached 899,336 trucks – its highest level, which was 75 percent higher than the 1998 figure. This upward trend provides evidence of the growth in northbound commercial travel due to the enactment of the North American Free Trade Agreement.

Table 3 shows the total volume of northbound vehicular border crossings (including trucks and private vehicles) at the Otay Mesa–Mesa de Otay POE steadily increasing since its 2010 low. In 2016, northbound private vehicle crossings reached its highest level on record through this POE, processing almost 7.8 million, an 11.3 percent increase over 2015. This comes after posting its sixth consecutive year of increase in this category.

Table 3

Otay Mesa Port of Entry – Northbound Vehicle Crossings							
Vehicle Statistics	Year	Total Vehicles	% Annual Change Total Vehicles	Trucks	% Annual Change Trucks	Private Vehicles (Buses and Private Vehicles)	% Annual Change Private Vehicles (Buses and Private Vehicles)
	1998	4,960,148	-	606,384	-	4,353,764	-
	1999	5,172,755	4.3%	646,587	6.6%	4,526,168	4.0%
	2000	5,581,371	7.9%	688,340	6.5%	4,893,031	8.1%
	2001	4,723,242	-15.4%	708,446	2.9%	4,014,796	-17.9%
	2002	4,937,375	4.5%	731,291	3.2%	4,206,084	4.8%
	2003	5,682,800	15.1%	697,152	-4.7%	4,985,648	18.5%
	2004	6,960,764	22.5%	726,164	4.2%	6,234,600	25.1%
	2005	7,442,450	6.9%	730,253	0.6%	6,712,197	7.7%
	2006	6,456,059	-13.3%	749,472	2.6%	5,706,587	-15.0%
	2007	5,402,331	-16.3%	738,765	-1.4%	4,663,566	-18.3%
	2008	5,575,413	3.2%	776,972	5.2%	4,798,441	2.9%
	2009	4,825,296	-13.5%	684,425	-11.9%	4,140,871	-13.7%
	2010	4,697,271	-2.7%	729,605	6.6%	3,967,666	-4.2%
	2011	4,993,236	6.3%	744,929	2.1%	4,248,307	7.1%
	2012	6,162,938	23.4%	778,929	4.6%	5,384,009	26.7%
	2013	7,047,331	14.4%	769,886	-1.2%	6,277,445	16.6%
	2014	7,761,634	10.1%	810,193	5.2%	6,951,441	10.7%
	2015	7,801,356	0.5%	829,581	2.4%	6,971,775	0.3%
2016	8,659,903	11.0%	899,336	8.4%	7,760,567	11.3%	

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection.

Table 4 reflects the total northbound individual crossings at the Otay Mesa–Mesa de Otay POE. In 2016, the Otay Mesa–Mesa de Otay POE reached a record level of total northbound individual crossings with over 17.1 million, correlating to the record level of 13.6 million total vehicle passengers and 3.5 million pedestrian crossings as well. Notable is that the increases in vehicle as well as individual crossings through Otay Mesa in 2016 come in the same year as decreases experienced in the same categories for the San Ysidro POE. Overall, combined individual crossings through Otay Mesa and San Ysidro have remained virtually flat between 2015 and 2016 (48.9 million in 2015 compared to almost 48.8 million in 2016).

Table 4

Otay Mesa Port of Entry – Northbound Individual Crossings							
Individual Statistics	Year	Total Individual Crossings	% Annual Change Total Individual Crossings	Total Passengers (Private Vehicles and Buses)	% Annual Change Total Passengers (Buses and Private Vehicles)	Pedestrians	% Annual Change Pedestrians
	1998	10,373,371	-	9,754,213	-	619,158	-
	1999	10,852,444	4.6%	10,168,397	4.2%	684,047	10.5%
	2000	11,691,899	7.7%	11,043,143	8.6%	648,756	-5.2%
	2001	9,865,998	-15.6%	8,863,027	-19.7%	1,002,971	54.6%
	2002	11,339,951	14.9%	9,655,834	8.9%	1,684,117	67.9%
	2003	12,790,033	12.8%	11,322,862	17.3%	1,467,171	-12.9%
	2004	13,611,857	6.4%	12,092,230	6.8%	1,519,627	3.6%
	2005	14,143,415	3.9%	12,647,219	4.6%	1,496,196	-1.5%
	2006	12,541,581	-11.3%	11,156,447	-11.8%	1,385,134	-7.4%
	2007	10,364,123	-17.4%	8,953,196	-19.7%	1,410,927	1.9%
	2008	10,454,205	0.9%	8,713,751	-2.7%	1,740,454	23.4%
	2009	10,212,849	-2.3%	8,232,867	-5.5%	1,979,982	13.8%
	2010	9,449,719	-7.5%	7,198,698	-12.6%	2,251,021	13.7%
	2011	10,147,742	7.4%	7,669,333	6.5%	2,478,409	10.1%
	2012	12,667,065	24.8%	9,461,273	23.4%	3,205,792	29.3%
	2013	14,357,197	13.3%	11,067,419	17.0%	3,289,778	2.6%
	2014	15,643,173	9.0%	12,227,216	10.5%	3,415,957	3.8%
	2015	15,775,485	0.8%	12,364,000	1.1%	3,411,485	-0.1%
2016	17,145,186	8.7%	13,640,386	10.3%	3,504,800	2.7%	

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection.

Tecate–Tecate POE: Crossing Statistics

The Tecate–Tecate POE is the smallest of the land POEs in the San Diego–Baja California region, handling about 5 percent of the total individual crossings along all three POEs and about 6 percent of the total number of trucks through the San Diego–Baja California region’s commercial POEs. For comparison, the number of trucks crossing through Tecate reached its peak in 2007 with over 77,000. In that year, Tecate’s share of total truck crossings was about 9 percent. Data in Table 5 shows an overall increase in 2016 of total vehicle crossings – the first year in a decade that this POE has processed over 1 million vehicles.

Table 5

Tecate Port of Entry – Northbound Vehicle Crossings							
Vehicle Statistics	Year	Total Vehicles	% Annual Change Total Vehicles	Trucks	% Annual Change Trucks	Private Vehicles (Buses and Private Vehicles)	% Annual Change Private Vehicles (Buses and Private Vehicles)
	1998	1,051,884	-	50,805	-	1,001,079	-
	1999	1,275,170	21.2%	59,606	17.3%	1,215,564	21.4%
	2000	1,226,957	-3.8%	62,878	5.5%	1,164,079	-4.2%
	2001	1,205,225	-1.8%	60,887	-3.2%	1,144,338	-1.7%
	2002	1,263,569	4.8%	57,655	-5.3%	1,205,914	5.4%
	2003	1,344,206	6.4%	59,363	3.0%	1,284,843	6.5%
	2004	1,253,159	-6.8%	69,670	17.4%	1,183,489	-7.9%
	2005	1,098,791	-12.3%	69,586	-0.1%	1,029,205	-13.0%
	2006	1,021,819	-7.0%	73,441	5.5%	948,378	-7.9%
	2007	950,480	-7.0%	77,320	5.3%	873,160	-7.9%
	2008	969,192	2.0%	75,595	-2.2%	893,597	2.3%
	2009	898,276	-7.3%	65,039	-14.0%	833,237	-6.8%
	2010	865,891	-3.6%	55,208	-15.1%	810,683	-2.7%
	2011	876,719	1.3%	51,930	-5.9%	824,789	1.7%
	2012	817,002	-6.8%	43,245	-16.7%	773,757	-6.2%
	2013	793,414	-2.9%	47,762	10.4%	745,652	-3.6%
	2014	865,016	9.0%	52,239	9.4%	812,777	9.0%
	2015	964,878	11.5%	52,090	-0.3%	912,788	12.3%
2016	1,029,530	6.7%	56,269	8.0%	973,261	6.6%	

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection.

Table 6 shows the total northbound individual crossings at the Tecate–Tecate POE. Although total individual crossings have not reached the same level as their peak in 2000, this POE has seen six consecutive years of growth since 2010. Noticeable is that total pedestrian crossings have declined 10.2 percent since their peak in 2013.

Table 6

Tecate Port of Entry – Northbound Individual Crossings							
Individual Statistics	Year	Total Individual Crossings	% Annual Change Total Individual Crossings	Total Passengers (Private Vehicles and Buses)	% Annual Change Total Passengers (Private Vehicles and Buses)	Pedestrians	% Annual Change Pedestrians
	1998	3,226,908	-	2,975,680	-	251,228	-
	1999	3,302,561	2.3%	3,015,065	1.3%	287,496	14.4%
	2000	3,680,416	11.4%	3,392,260	12.5%	288,156	0.2%
	2001	2,530,194	-31.3%	2,171,029	-36.0%	359,165	24.6%
	2002	2,806,133	10.9%	2,366,613	9.0%	439,520	22.4%
	2003	3,232,509	15.2%	2,787,585	17.8%	444,924	1.2%
	2004	2,964,291	-8.3%	2,540,934	-8.8%	423,357	-4.8%
	2005	2,534,347	-14.5%	2,063,301	-18.8%	471,046	11.3%
	2006	2,386,375	-5.8%	1,836,391	-11.0%	549,984	16.8%
	2007	2,383,017	-0.1%	1,835,727	0.0%	547,290	-0.5%
	2008	2,390,584	0.3%	1,882,548	2.6%	508,036	-7.2%
	2009	2,153,310	-9.9%	1,653,601	-12.2%	499,709	-1.6%
	2010	2,051,126	-4.7%	1,543,186	-6.7%	507,940	1.6%
	2011	2,100,913	2.4%	1,575,601	2.1%	525,312	3.4%
	2012	2,217,293	5.5%	1,514,551	-3.9%	702,742	33.8%
	2013	2,222,060	0.2%	1,471,675	-2.8%	750,385	6.8%
	2014	2,347,794	5.7%	1,604,128	9.0%	743,666	-0.9%
	2015	2,389,613	1.8%	1,781,254	11.0%	608,359	-18.2%
2016	2,584,086	8.1%	1,910,481	7.3%	673,605	10.7%	

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection.

Cross Border Xpress: Crossing Statistics

As was previously discussed, the CBX facility was opened in December of 2015 and operates as an enclosed pedestrian bridge for TIJ passengers crossing the United States–Mexico border. Users pay a fee that offers them direct access southbound to TIJ and northbound to the United States after clearing inspections. This privately-funded facility, made possible through a public-private partnership, has garnered much attention for its innovative operations – unique amongst all POEs in the United States – and its ability to offer crossborder travelers a different experience. While CBX crossing statistics are not yet reported through the U.S. Department of Transportation Bureau of Transportation Statistics, in 2016 CBX reported that it served nearly 1.4 million passengers (northbound and southbound).

Crossborder Trade Statistics through the San Diego–Baja California POEs

Mexico continues to be California's number one export market. In 2016, California exported almost \$25.3 billion in goods to Mexico, accounting for 15.5 percent of all California exports. Likewise, California imported over \$46.3 billion worth of goods from Mexico in the same year, which accounts for 11.3 percent of all imports to California.² When considering trade value, virtually all surface trade between California and Mexico at commercial land POEs was transported by truck in 2016 (99.6 percent).

On a national scale, Mexico is the United States' third largest trading partner, after Canada and China, accounting for \$525.1 billion in bilateral trade in 2016, a decrease from the 2015 figure of \$531.1 billion.³ Over \$43.3 billion in United States–Mexico trade was handled through San Diego–Baja California POEs. The Otay Mesa–Mesa de Otay and Tecate–Tecate commercial land POEs accounted for approximately 81 percent of all surface trade between California and Mexico.

The above figures demonstrate the magnitude of United States–Mexico trade that is facilitated through our region and the important economic implications our international border carries beyond the San Diego–Baja California region.

Otay Mesa–Mesa de Otay POE: Trade Statistics

The Otay Mesa–Mesa de Otay POE commercial crossing continues to rank third among all United States–Mexico border crossings in terms of the dollar value of import and export trade (surpassed only by Laredo–Nuevo Laredo and El Paso–Ciudad Juárez in Texas). It also is one of the ten busiest land POEs in the country, and it is the busiest commercial border crossing on the California–Baja California border.

In 2016, over 899,336 trucks carried nearly \$27 billion worth of imports into the United States through the Otay Mesa–Mesa de Otay POE (Table 6 and Table 7). The bidirectional trade value of approximately \$41.8 billion in 2016 was a slight decrease from the POEs peak in value of trade by truck seen in 2015. It is interesting to note that the decrease in 2016 was seen only in the value of imports by truck while exports by truck actually increased by a margin of 4.3 percent.

² U.S. Census Bureau, Foreign Trade: www.census.gov/foreign-trade/statistics/state/data/index.html

³ U.S. Census Bureau, Foreign Trade: <https://www.census.gov/foreign-trade/statistics/highlights/top/top1612yr.html>

Table 7

Otay Mesa Port of Entry – Trade						
Year	Total Trade by Truck	% Annual Change Total Trade	Exports by Truck	% Annual Change Exports	Imports by Truck	% Annual Change Imports
1998	\$14,645,671,987	-	\$5,927,772,131	-	\$8,717,899,856	-
1999	\$15,583,562,817	6.4%	\$6,134,728,067	3.5%	\$9,448,834,750	8.4%
2000	\$18,759,879,210	20.4%	\$8,110,052,031	32.2%	\$10,649,827,179	12.7%
2001	\$19,384,772,659	3.3%	\$8,225,985,115	1.4%	\$11,158,787,544	4.8%
2002	\$20,367,624,663	5.1%	\$8,549,456,838	3.9%	\$11,818,167,825	5.9%
2003	\$19,660,723,948	-3.5%	\$8,260,389,400	-3.4%	\$11,400,334,548	-3.5%
2004	\$22,171,883,070	12.8%	\$8,917,456,915	8.0%	\$13,254,426,155	16.3%
2005	\$24,400,618,960	10.1%	\$9,269,520,520	3.9%	\$15,131,098,440	14.2%
2006	\$28,597,443,478	17.2%	\$9,937,653,489	7.2%	\$18,659,789,989	23.3%
2007	\$30,696,517,719	7.3%	\$9,939,099,890	0.0%	\$20,757,417,829	11.2%
2008	\$31,723,564,193	3.3%	\$10,499,853,431	5.6%	\$21,223,710,762	2.2%
2009	\$28,212,893,515	-11.1%	\$9,040,450,491	-13.9%	\$19,172,443,024	-9.7%
2010	\$30,745,984,194	9.0%	\$10,062,454,134	11.3%	\$20,683,530,060	7.9%
2011	\$32,809,817,775	6.7%	\$11,126,257,314	10.6%	\$21,683,560,461	4.8%
2012	\$34,505,059,942	5.2%	\$12,081,681,516	8.6%	\$22,423,378,426	3.4%
2013	\$35,749,964,810	3.6%	\$12,815,561,018	6.1%	\$22,934,403,792	2.3%
2014	\$38,839,226,951	8.6%	\$13,948,839,299	8.8%	\$24,890,387,652	8.5%
2015	\$42,337,010,215	9.0%	\$14,209,637,521	1.9%	\$28,127,372,694	13.0%
2016	\$41,776,831,078	-1.3%	\$14,824,100,596	4.3%	\$26,952,730,482	-4.2%

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection.

Tecate–Tecate POE: Trade Statistics

Currently the Tecate–Tecate POE accommodates trade transported by truck; there has been no formal rail activity at this POE since 2008. As shown in Table 8, the total trade by truck through the Tecate POE had its most productive years between 2004 and 2008 when it consistently processed over \$1 billion in total trade by truck. Since then, the value of trade has declined.

Table 8

Tecate Port of Entry – Trade by Truck							
U.S. – Mexico Trade	Year	Total Trade by Truck	% Annual Change Total Trade	Exports by Truck	% Annual Change Exports	Imports by Truck	% Annual Change Imports
	1998	\$886,485,462	-	\$413,826,332	-	\$472,659,130	-
	1999	\$984,718,335	11.1%	\$468,007,379	13.1%	\$516,710,956	9.3%
	2000	\$920,176,520	-6.6%	\$432,768,494	-7.5%	\$487,408,026	-5.7%
	2001	\$850,093,767	-7.6%	\$385,793,569	-10.9%	\$464,300,198	-4.7%
	2002	\$950,062,252	11.8%	\$461,317,587	19.6%	\$488,744,665	5.3%
	2003	\$897,933,362	-5.5%	\$410,793,578	-11.0%	\$487,139,784	-0.3%
	2004	\$1,003,823,069	11.8%	\$465,119,844	13.2%	\$538,703,225	10.6%
	2005	\$1,152,246,335	14.8%	\$532,658,355	14.5%	\$619,587,980	15.0%
	2006	\$1,191,948,673	3.4%	\$571,135,015	7.2%	\$620,813,658	0.2%
	2007	\$1,194,532,553	0.2%	\$595,403,763	4.2%	\$599,128,790	-3.5%
	2008	\$1,115,736,675	-6.6%	\$546,484,361	-8.2%	\$569,252,314	-5.0%
	2009	\$917,489,394	-17.8%	\$412,209,272	-24.6%	\$505,280,122	-11.2%
	2010	\$942,505,700	2.7%	\$431,292,772	4.6%	\$511,212,928	1.2%
	2011	\$752,430,102	-20.2%	\$306,458,194	-28.9%	\$445,971,908	-12.8%
	2012	\$606,709,871	-19.4%	\$263,210,526	-14.1%	\$343,499,345	-23.0%
	2013	\$673,739,012	11.0%	\$302,255,076	14.8%	\$371,483,936	8.1%
	2014	\$655,943,111	-2.6%	\$280,428,243	-7.2%	\$375,514,868	1.1%
	2015	\$680,247,882	3.7%	\$270,844,464	-3.4%	\$409,403,418	9.0%
2016	\$701,259,349	3.1%	\$269,559,080	-0.5%	\$431,700,269	5.4%	

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection.

San Ysidro–Puerta México POE: Trade Statistics

Lastly, although commercial truck operations were transferred from the San Ysidro POE to the Otay Mesa POE in 1995, the San Ysidro–Puerta México POE continues to handle trade through the region’s only intermodal rail cargo facility. As shown in Table 9, total trade by rail through this POE reached its peak of \$264 million in 2012, and subsequently saw three years of decrease until 2016 when total trade by rail (which is entirely consisted of exports) through San Ysidro/Puerta México again increased to about \$150.6 million.

Table 9

San Ysidro Port of Entry – Trade by Rail							
U.S. – Mexico Trade	Year	Total Trade by Rail	% Annual Change Total Trade	Exports by Rail	% Annual Change Exports	Imports by Rail	% Annual Change Imports
	1998	\$43,398,623	-	\$43,096,821	-	\$301,802	-
	1999	\$61,628,528	8.4%	\$60,450,466	40.3%	\$1,178,062	290.3%
	2000	\$65,980,901	7.1%	\$64,941,077	7.4%	\$1,039,824	-11.7%
	2001	\$71,551,437	8.4%	\$71,335,135	9.8%	\$216,302	-79.2%
	2002	\$65,541,805	-8.4%	\$65,299,988	-8.5%	\$241,817	11.8%
	2003	\$68,407,265	4.4%	\$68,033,554	4.2%	\$373,711	54.5%
	2004	\$135,859,906	98.6%	\$135,705,761	99.5%	\$154,145	-58.8%
	2005	\$162,978,657	20.0%	\$161,339,532	18.9%	\$1,639,125	963.4%
	2006	\$175,858,450	7.9%	\$175,489,616	8.8%	\$368,834	-77.5%
	2007	\$217,230,963	23.5%	\$216,869,666	23.6%	\$361,297	-2.0%
	2008	\$249,879,073	15.0%	\$249,484,628	15.0%	\$394,445	9.2%
	2009	\$146,346,117	-41.4%	\$146,314,768	-41.4%	\$31,349	-92.1%
	2010	\$189,099,275	29.2%	\$189,041,649	29.2%	\$57,626	83.8%
	2011	\$161,039,009	-14.8%	\$161,039,009	-14.8%	\$0	-100.0%
	2012	\$264,169,368	64.0%	\$264,155,868	64.0%	\$13,500	100%
	2013	\$200,358,764	-24.2%	\$200,354,878	-24.2%	\$3,886	-71.2%
	2014	\$150,509,445	-24.9%	\$150,375,217	-24.9%	\$134,228	3354.1%
	2015	\$88,337,029	-41.3%	\$88,337,029	-41.3%	\$0	-100.0%
2016	\$150,644,223	70.5%	\$150,644,223	70.5%	\$0	0.0%	

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data, based on the U.S. Department of Homeland Security, Customs and Border Protection.

Key Staff Contact: Zach Hernandez, (619) 699-6912, zachary.hernandez@sandag.org