It was an idea whose time had come – establishment of a West Texas trade corridor between Mexico and the United States maximizing the opportunities created with the North American Free Trade Agreement of 1992 (NAFTA). A progressive coalition of business leaders, government officials and citizens from West Texas and Northern Mexico formed a coalition for the establishment of this new trade corridor to provide long-term growth on both sides of the border.

These visionaries named it La Entrada al Pacífico – the Gateway to the Pacific – and in 1997 then Texas Governor George W. Bush, signed a state law recognizing the corridor, the first of its kind. In 2005, President George W. Bush signed into law legislation designating La Entrada al Pacífico as a National High Priority Corridor.

This corridor provides a faster, more cost-effective path to move goods between Texas and Northern Mexico, and economic clusters throughout the United States. La Entrada al Pacífico was conceived by commercial sector leaders with the goal of improving efficiency and making businesses more efficient to compete in the growing world economy.

La Entrada al Pacífico will increase the movement of goods and people from the Pacific port of Topolobampo northeast to Odessa-Midland, Texas. From there, vehicles will connect with several major routes that will take them to points in the Northern, Eastern and Western United States.

La Entrada al Pacífico is essential to opening Texas to the explosive marketplaces of the Pacific Rim and East Asia. Topolobampo is an attractive alternative to the crowded Port of Los Angeles. Having more trucks use the border crossing at Presidio, Texas, will ease pressure on the already overburdened international crossing at El Paso. This new international trade corridor diminishes the need for routes that funnel trade through New Mexico and Arizona, bypassing Texas altogether.

La Entrada al Pacífico also intersects with existing railways, major U.S. interstates and the international airport in Midland, Texas. This intermodal aspect provides a cost-effective, fully integrated transportation linkage of goods to and from Texas and the Northeastern and Central United States. In addition, the Midland International Airport’s designation as a Port of Entry and Free Trade Zone, along with its convenient US Customs office, provides an important hub for potential warehousing and logistics needs.

The opening of the new commercial roadway from Chihuahua City to the Presidio-Ojinaga Port of Entry has already saved businesses up to 3 hours in driving time, up to 3 hours in time spent waiting in line and crossing the border, and over $300 in trucking costs on a one way trip.

Recent improvements to the Port of Topolobampo are greatly improving connections to Asian-Pacific markets for businesses. Improvements include the addition of another 100 acres of port capacity and docks, as well as, dredging of the shipping canal to a depth of 42 feet.

La Entrada al Pacífico provides a vital connection through road, rail, and aviation infrastructure between two nations. It is a bridge to expanding trade opportunities and a gateway to the future.
A Place with Energy
The Permian Basin is known as a leading energy epicenter for the U.S. Over 61% of the state’s and over 16% of our nation’s oil production takes place in the Permian Basin, along with over 17% of our state and national gas production. In addition, our area also leads our state and nation in wind and solar energy development.

Midland International Airport is located in the very center of the Permian Basin, halfway between Midland and Odessa. In addition, the La Entrada al Pacifico and Ports to Plains Corridors, as well as, Interstates 10 and 20 flow right through the middle of this busy region.

In fact, with over eleven electric generation plants producing over 3100 megawatts, the Permian Basin truly is the energy epicenter of the state and nation, and we are committed to staying on top of future energy production with eleven wind power farms already producing nearly 1000 megawatts.

With additional wind power projects underway, the Permian Basin to will expand our wind power generation to over 3400 megawatts.

Andrews, Texas, is the site of a joint area project with Midland and Odessa for the High Temperature Teaching and Test Reactor project with the University of Texas of the Permian Basin. In addition, Andrews serves as the site of Waste Control Specialists and an adjacent uranium enrichment facility is in Eunice, New Mexico.

Growing for the Future
With the top cotton and peanut producing counties in Texas in the Permian Basin, we are also growing for the future!

In addition to row crop agriculture and ranching, our area is becoming a leader in hydroponic agriculture production with three Village Farms facilities along the La Entrada al Pacifico Corridor already producing over 60 million pounds of tomatoes annually. Construction is now complete on their latest facility in Monahans, Texas, which stands ready to produce more than 900,000 pounds of tomatoes per acre.
Right in the Middle of Everything
Due to our great location, midway across America and with tremendous transportation assets by road, rail and air, we are a great location for your logistics needs. Odessa serves as home to the Family Dollar Distribution Center for the southern and western United States.

By Rail or Sea
Union Pacific Rail provides coast to coast rail service and is easily accessed through properties in both cities. Our location on this class one rail line, halfway between the East and West Coasts, makes it easy to move products by rail anywhere in the US, Mexico, or Canada.

In addition, the area is home to other providers, including the South Orient Line operated by Texas Pacifico, and part of the multi-modal La Entrada al Pacífico Corridor from Topolobampo through the Permian Basin and connecting up to the Fort Worth and Western Line in Brownwood, Texas.
The Permian Basin’s Inland Port

Midland International Airport
The Midland International Airport serves as a strategic Port of Entry and Inland Port for personal and industrial needs in the Permian Basin and Southeastern New Mexico.

Located in the heart of the Permian Basin, halfway between Midland and Odessa, the Midland International Airport offers service with American Eagle, Continental Express, Southwest Airlines, and United Express. Service includes non-stop service to DFW, Dallas Love, Denver, Houston Hobby, Houston Intercontinental, and Las Vegas, and direct service with Albuquerque, Austin, Birmingham, Boston, Corpus Christi, Greenville, Little Rock, Los Angeles, Nashville, New Orleans, Oakland, Phoenix, Raleigh, Sacramento, and St. Louis.

Midland International Airport is home to private and contract carriers, as well as, a number of air freight service operators.

In addition, to the Midland International Airport, the area is also served by Airpark in Midland and Schlemeyer Field in Odessa, providing a wide array of air service opportunities.

The National Headquarters of the Commemorative Air Force is also located adjacent to the Midland International Airport and each October hosts one of the nation’s largest air shows in Midland-Odessa.

Facts at a Glance

Over 445,000 annual enplanements

Direct Service to Six Major Hubs
• Dallas Love
• DFW
• Denver
• Houston Hobby
• Houston Intercontinental
• Las Vegas

Four Airlines
• American Eagle
• Continental Express
• Southwest
• United Express
Trade and Commerce
In addition to energy development, the Midland-Odessa area is becoming a leader in international trade. The Permian Basin area exports over $475 million a year in products across the globe.

The West Texas U.S. Export Assistance Office located at the University of Texas-Permian Basin Center for Energy and Economic Diversification Building (adjacent to airport property) stands ready to help you with export of your goods and services worldwide.

Midland International Airport is also home to a US Customs Office open daily from 8:30am to 5pm, Monday through Friday and by appointment after hours and weekends by calling ahead to the Port Director for your business and personal travel needs.

The airport is also home to Foreign Trade Zone #165. The airport and the surrounding area comprise the primary boundaries of the FTZ, however, other areas, including local business parks, in the Midland-Odessa area can be subzoned in order to meet your business needs.

Roads To Anywhere You Want To Go
For folks in the Permian Basin, seeing the horizon of home surrounded by the big blue open skies of West Texas through the windshield always makes you feel good.

Midland International Airport is located 300 miles east of El Paso and 330 miles west of Dallas on Interstate 20. This location is complimented by its connection with two federally designated high priority trade corridors providing strong north-south routes and access to Interstates 10, 27, and 40. In less than 24 hours of commercial drive time, goods can be transported from the Permian Basin to the East or West Coasts, Mexico City, or the Canadian Border. That makes us a good place to do business.

The La Entrada al Pacifico Corridor runs adjacent to Midland International Airport and provides access to the heart of Western Mexico through the Presidio-Ojinaga Port of Entry, access to Asian markets through the West Coast Port of Topolobampo, and additional connections to Mexico and Canada through the Ports to Plains Corridor and the CanAm Highway.

Contacts
MAF/FTZ
For more information on the Midland International Airport and its services, you can visit flymaf.com or call (432) 560-2200.

U.S. Customs
MAF Office (432) 560-2230 or the National Office at 800-973-2867

U.S. Commercial Service Office
West Texas Export Assistance Center (432) 552-2490 or www.buyusa.gov/westtexas
MIDLAND-ODESSA AND THE PERMIAN BASIN
BORDER TO BORDER OR COAST TO COAST
IN 24 HOURS OF DRIVE TIME OR LESS
Port of Topolobampo

The Port of Topolobampo lies on Mexico’s western shores on the Gulf of California in the State of Sinaloa. About 130 miles northwest of the Mazatlán, Topolobampo is a busy ferry port for passengers moving to and from La Paz in Baja California. It is also at the southern end of the La Entrada al Pacífico corridor that begins in the Midland-Odessa, Texas, area.

The Port of Topolobampo is one of the youngest in the State of Sinaloa. It was established in 1991 to boost commercial development of México’s northwest region.

The Administración Portuaria Integral (API) of Topolobampo is the authority responsible for port activities. API Topolobampo’s mission is to provide quality personnel and equipment to serve the port’s customers and to identify and promote infrastructure improvements by attracting government and private sector investments in the port.

The Port of Topolobampo is fully equipped with infrastructure and facilities to handle containers, grains, and minerals and to accommodate the largest ocean-going vessels. Its trading partners surround the globe: Japan, Taiwan, Hong Kong, Singapore, Korea, Australia, New Zealand as well as countries throughout the Americas.

Located in one of México’s richest agricultural regions, most of the Port’s activities center around agricultural products. Corn makes up 49% of all agricultural exports moving through the Port of Topolobampo. The Port serves four Méxican states: Sinaloa, Sonora, Chihuahua, and Baja California Sur.
Foreign trade includes exports of bulk agricultural cargoes to South Africa, South and Central America, mineral bulk to China, and commercial products to Asia and the eastern United States. Imports are dominated by oil products (65%), general cargo (21%), and agricultural cargo (14%).

The Port’s Terminal Transoceanica de Topolobampo is a multi-purpose terminal offering logistics services for agricultural and mineral bulk cargoes. The terminal covers an operating area of nearly 12 acres, including approximately 3.5 acres of maritime zone. The dock area is over 780 feet in length with a depth of 44 feet. The wharf has capacity to handle 1.3 million tons of cargo. Warehouses provide over one million square feet of storage area. Vessel discharge capacity at the Terminal Transoceanica is seven thousand tons per day, and railcar loading capacity is 200 tons per hour.

The Port also operates a Container Terminal with one berth of over 780 feet in length and a depth of 44 feet. The container terminal has capacity to handle 1.5 million tons of containerized cargo. Warehouses provide nearly 24,000 square feet of storage with capacity for 149.9 thousand tons of cargo, with plenty of additional capacity for uncovered containerized cargo.

The Port continues to add capacity, having recently completed the addition of 90 acres, providing an additional 780 foot berth for dockage and an expanded operations/storage area. In addition, the Port recently began the second phase of channel dredging to extend from the current depth of 44 feet to 48 feet.

**Topolobampo**

**Port Of Topolobampo Website**

www.puertotopolobampo.com.mx/

**Port Statistics**

- 2 – 200 meter general cargo berths
- 1 – 200 meter container berth
- Current depth of 44 feet (Increasing to 48 feet by the end of 2012)

**2011 Operations**

- Reported 5.39 million tons of cargo – 6% increase from 2010
- 517 Passenger ships – 32% increase from 2010
- Iron ore exports increased by 12%
- PEMEX mobilized 236 ships carrying nearly 2.4 million tons of fuel
Texas Population
The Midland-Odessa area serves as the principal labor market for the La Entrada al Pacífico Corridor in the USA. Midland-Odessa has a combined population of over 274,000. Outlying areas in the Permian Basin bring the total population to over half a million people, with another 100,000 located in Trans-Pecos Border area.

Despite population losses in most non-metro areas in the U.S. and Texas, 25 of the 29 counties in our area saw population growth from 2000 to 2010.

With lots of wide open spaces, the workforce in the Permian Basin is highly mobile with 25% working and living in adjacent or surrounding counties. That means employers can draw on a much larger workforce than one particular area.

Mexico Population
There is another 1.6 million in population along the corridor in Mexico, with 1.1 million along the segment in Chihuahua and over half a million in Sinaloa. The Mexico population is vibrant with over 60% being age 25 or younger and tremendous educational opportunities to provide a highly skilled workforce for many years to come.
The larger pool of labor and excellent educational opportunities in the Permian Basin provide a depth of talent and strong work ethic that is a welcome addition for those who do business in the Basin.

Two community colleges, Midland College and Odessa College, provide affordable educational advancement and job training.

Odessa College offers more than 45 associate degree programs and about 70 certificate options. To meet the needs of today’s students, classes are available on the main campus in Odessa, at extension sites in Pecos, Andrews and Monahans, as well as, in the convenience of their home or office over the Internet through OC Global.

Midland College has a 704,752 square foot main campus on 224 acres in the heart of Midland and facilities in Fort Stockton. Midland College is a Level II (four-year) institution, accredited to offer a bachelor’s degree in Organizational Management, 50+ associate degrees and 50+ certificate options, as well as an Internet-based Distance Learning Program.

Students can also earn other upper-level degrees without leaving the Midland College campus from Angelo State University, Howard Payne University, Lubbock Christian University, Sul Ross State University, Texas Tech University Health Sciences Center, the University of Texas of the Permian Basin and Western Governors University.

A University of Texas System institution, the University of Texas of the Permian Basin provides bachelor’s, master’s, and doctoral degrees. Through the UTPB Center for Energy and Economic Diversification, the University of Texas of the Permian Basin is rapidly becoming a leader in energy research in areas like geothermal and nuclear and is now offering degrees in mechanical and petroleum engineering.
Three States and Two Nations Connected by One Corridor

The La Entrada al Pacífico Corridor is about connectivity and commerce. The corridor, just as its name implies, serves as a gateway to the Pacific, but it’s much more than access to a Pacific port.

The La Entrada al Pacífico is a joint investment in future business and commerce by three states and two nations. The corridor directly connects the over 2.5 million people who live along it, as well as, the larger populations of all three states.

It also connects a variety of different labor markets and economies, to provide a greater array of opportunities for the businesses located along the corridor. The cooperative investment made in La Entrada al Pacífico is the realization of a vision for commerce for the future.
Texas
- If Texas were a nation, it would constitute the 13th largest economy in the world
- The number one exporting state in the U.S. for the last nine years
- Produced 38% of the U.S.’s new jobs from June 2009 to 2011
- 384,000 new jobs created from August 2009 to 2011
- Lowest overall tax burden of the ten largest U.S. states
- No state income tax
- Constitutes 8% of the total U.S. population
- Ranked as the Best State for Business by CEO Magazine for 7th consecutive year
- In 2008 Midland, Texas was named #1 in the Best Performing Cities (Small Metro Category) by the Milken institute and in the Best Cities for Doing Business survey by Inc.com
- Odessa, Texas was ranked the 2nd best logistics location in Texas and 4th in the nation by Business Facilities Magazine

Texas Infrastructure Investments
- $30 million to construct passing lanes on US 67 in Presidio and Brewster Counties (Completed 2007)
- $24 million to construct SH 349 Reliever Route and Overpass at SH 158 in Midland (Completed 2009 & 2011)
- $45 million for expansion of SH 349 to four lanes between Midland and Lamesa (Estimated 2015)
- Corridor Planning Study underway for SH 191 between Midland and Odessa. The City of Midland and the Midland Development Corporation also approved $12 million to extend water and wastewater infrastructure along SH 191
Sinaloa

- Sinaloa is home of Julio Cesar Chavez (Boxer)
- Cesar Millan (The Dog Whisperer)
- The state covers 22,153 square miles
- Over 400 miles of coastline
- Population of 2,767,761 (56% of which is 30 years of age or less)
- Three International Airports: Culiacan, Mazatlan and Los Mochis
- Has 10,146 miles of roads
- Produces 1,800 Watts of Power (6 hydro-electric plants, 2 thermo electric plants, 1 turbo gas plant)
- Mexico’s leading sugar cane producer
- Highest agriculture producing state in Mexico
- Second largest fishing fleet

Sinaloa Infrastructure Investments

- $40 million USD upgrade of highway from San Blas through El Fuerte to 12-foot lanes with 8-foot shoulders (2005-2009)
- $40 million USD dredging shipping channel from 35 to 44 feet and an additional 90 acres of dock space (completed 2009)
- $22 million USD allocated to begin paving roadway from Choix to the Sinaloa/Chihuahua State line (2009)
- Newly-elected Governor Mario López Valdez Malova publicly commits to continue work on La Entrada al Pacífico (2010)
- $10 million USD and complete second phase of dredging shipping channels to 48 feet (underway)
**Chihuahua**

- Chihuahua is the largest State in Mexico and covers 12.6% of the country
- Population of 3.4 million with an average age of 25 years
- Almost 40% of the U.S. – Mexico border
- Chihuahua border crossing accounts for more than 25% of Mexico’s total cargo
- Chihuahua employs 13.8% of the country’s total
- National leader in jobs, exports and value added for the manufacturing industry
- 1 out of 4 in the Aerospace industry in Mexico
- Chihuahua manufactures more than 50% of the wire harnesses for Europe and America’s aircrafts
- National leader in the production of lead and second in gold, silver and zinc
- Produces more than 80% of the total of chipotle chili in Mexico
- Produces more than 60 tons of first class cheese every day
- Produces a refrigerator every 14 seconds
- Chihuahua has 76 manufacturing operations and 6 Engineering and Design Centers/More than 65,000 employees
- Chihuahua exports represent 15.3% of Mexico’s total exports in the automotive and auto parts industry
- Chihuahua has 40 manufacturing operations and Engineering and Design Centers
- Chihuahua employs 20% of the total aerospace industry in Mexico
- Chihuahua manufactures 50% of the electrical wiring system for all the European and American’s aircrafts
- Chihuahua has 200 Manufacturing and Engineering and Design companies and 100,000 employees
- Chihuahua employs 25% of the total in the electronic industry in Mexico
- Chihuahua’s electronic industry exports contribute with 18% of the Mexico’s total exports in the sector

**Chihuahua Infrastructure Investments**

- $45 million USD for construction of new commercial highway from Ojinaga to Chihuahua (completed 2003)
- $50 million USD new loop for Chihuahua City, including Northern Industrial Segment for corridor and industrial park development (completed 2007)
- $2 million USD to connect Manuel Benavides to corridor (completed 2007)
- $35 million USD for paving and expansion of corridor from Cuauhtemoc to San Rafael (completed 2008)
- $10 million USD Ojinaga Truck Bypass and improved shoulders for Mexico 67 (completed 2009)
- $15 million USD for paving corridor from San Rafael to the Chihuahua/Sinaloa state line (completed)
- Newly elected Governor César Horacio Duarte Jáquez publicly commits his continued support for continued development of the corridor (2010)
- $20 million USD in additional funding announced for paving of corridor to the Chihuahua/Sinaloa state line (underway)
Port Development Opportunities

Odessa Business and Industrial Park

Available Spec Building
Entrada Business Park adjacent to MAF

Available Industrial Hangar

Midland Development Corporation
1-855-824-6435
midlandtxedc.com

Available
Sold

Home of Family Dollar Distribution Center

The right place in Texas...

odessatex.com
877-363-3772