Recent Activities of the Southern Ports-To-Plains Work Group
Creation of a Texas/Mexico Focus

• Grew of the San Angelo participation in Trade Mission to Mexico City in November of 2009.
• Trade Mission included Michael Reeves, President of Ports-to-Plains and elected officials from the State of Chihuahua.
• Participants realized the opportunity for San Angelo and West Texas to maximize local opportunities as a result of the economic growth in Northern Mexico, particularly in neighboring states of Coahuila and Chihuahua.
• San Angelo hosted West Texas Trade Summit
San Angelo as Critical Junction

• In 2003, the magazine *Transportation & Distribution* included a special supplemental article called “Paving the Way to Mexico” on the Ports-to-Plains Trade Corridor Coalition.

• The six page supplement featured San Angelo as the likely location where a multi-modal could be sited, given its intersection with a rail line that connects to both the Dallas/Fort Worth area and Mexico’s Pacific coast.

• The connectivity of the PtP Corridor with rail has always been seen as an important to its success.
First West Texas Trade Summit

• 125 Participants at Summit, with keynote speaker Transportation Commissioner Fred Underwood

• Roundtable discussion the following day involved 30 participants, including local officials and industry leaders, state officials, and Texas-Pacifico representatives.

• Common Issues:
  • Transportation Connections
  • Infrastructure Funding
  • Economic Development Opportunities
  • Enhanced Educational Interaction
  • Security
First West Texas Trade Summit
Mazatlan Visit

• In October of 2010, City Manager Harold Dominguez presented at the National CANCINTRA meeting along with PtP President Michael Reeves.

• The presentation informed the attendees about Ports-to-Plains and the opportunity to connect Mazatlan, through Torreon to Texas and therefore the corridor to Alberta by highway.

• Task Force members who attended the conference met with business leaders and
  • As a result of the pace of construction in Mexico, PtP must focus on the upgrade of highway from San Angelo to Del Rio
  • Focus on the reconstruction of the Rail Bridge at Presidio and work with Federal and State Governments
  • Discussion on the Development of Multi-Modal Facilities (Durango/Coahuila and San Angelo)

• One the final day of the visit, participants met with the Director of the Port Authority and toured the Port of Mazatlan to better understand the capacity of the Port and its connectivity to the Ports-to-Plains Corridor
Mazatlan Visit
Trade Summit 2011

• Held in San Angelo in February of 2011
• 105 attendees at Summit, from West Texas, Coahuila, Durango, and Mexico, D.F.
• Roundtable held second day. 50 Participants agreed to
  – Transition from an unnamed task force of Ports-to-Plains to the Southern Work Group
  – Establish a vision statement with sub-committees to address issues of common interests
  – Develop a strategic plan
Vision of the Southern Work Group

Ensuring that communities from West Texas to the Mexican ports are successful in the global marketplace.
Strategic Plan to Address:

• Highways
• Railroad
• International Ports and Crossings
• Security
• Culture
• Education Collaboration - joint degree programs, professor exchanges
• Funding for all of the above
• Awareness
Future Meetings of Southern Work Group

• October 2011, Presentation at PTP Annual Conference in San Angelo
• February 2012, 3rd Annual Meeting of the Southern Work Group in San Angelo
• Summer 2012, TBD
Sinaloa/Chihuahua Visit

- Flew to Mexico City on June 20, arrived Los Mochis, Sinaloa, on June 21, and later travelled to El Fuerte, boarded El Chepe on June 22 with stop-over in Posada Barrancas, arrived June 23 in Chihuahua City, Chihuahua, and flew home to San Angelo on June 24.

- Local participants included Mayor Alvin New, Councilwoman Charlotte Farmer, Assistant City Manager Elizabeth Grindstaff, and COSADC and Chamber Board Member Tony Villarreal.
Los Mochis Meetings

• Welcome breakfast meeting with representatives of the State of Sinaloa and CANACINTRA leaders in the area.
• Toured Port of Topolobampo by boat
• Met with Director and Deputy Director of the Port of Topolobampo
• Lunch meeting in Los Mochis with developers, business leaders, local and state representatives and focused on rail and highway connection to Ports-to-Plains and speed at which produce could be delivered to Texas and other US markets.
Port of Topolobampo
El Chepe
(Chihuahua Pacific)

• The transportation by rail was coordinated Intermodal Mexico, a division of Ferromex and owner of El Chepe and Texas-Pacifico, Ltd.

• The day and half trip winded along the edge of the Copper Canyon and followed the same rail line that crosses the border from Ojinaga into Presidio, on to Fort Stockton and San Angelo and eventually to the San Angelo Junction at Coleman (historically known at the South Orient Line)

• Although double-stacked cars are impossible due to the existing height of the tunnels, the condition of the rail is very good.
El Chepe
Chihuahua City Meeting

- Breakfast Meeting with Secretary of Economic Development of the State of Chihuahua and his Director of Commercial Development.
- Discussion focused on importance of rail in movement of goods in and out of Chihuahua and the alternative opportunity provided by the Ports-to-Plains Corridor.
- Chihuahua representatives expressed concern over the limitations of the existing rail through the mountains, but consensus was that continued enhancements will keep the transportation costs competitive regardless of topographic challenges.
San Angelo’s Opportunity as Freight Multi-Modal Center

• San Angelo is located at the intersection of the Ports-to-Plains Corridor and South Orient Line, now owned by the State of Texas (TxDOT) and operated by Texas-Pacifico Ltd.
• San Angelo is strategically located between Interstates 10 and 20.
• San Angelo is home to one of the larger Immigration & Customs Enforcement (ICE) offices in the State of Texas.
• Therefore, San Angelo has the opportunity to develop a multi-modal facility and take advantage of the increased trade activity on the PtP Corridor, and in particular, the possible transfer of freight from rail to truck, and visa versa.
14th Annual Conference
San Angelo, Tx.
October 2011

Robert A. Eads, City Manager
Del Rio, Texas
Bigger, Better, Smarter Growth

Improving our Infrastructure for economic and industrial development along the Texas – Mexico border.
DEL RIO, TX
Logistically Located
Del Rio International Airport
Del Rio International Airport

• Over $5,000,000 invested in new construction and expansion.

• Attracted FedEx Regional Distribution Center with an investment of $1,200,000
Del Rio International Bridge

DEL RIO, TEXAS

PORT OF ENTRY
• Currently Reconstructing Toll Booth. Investment of $4,000,000

• Reconstructing Qualia Relief Route. Investment of $2,785,000

• Reconstructing Alderete Lane Relief Route. Investment of $1,540,000
Investing in Del Rio’s Growth
Super 2-Lane Highways
Del Rio to Uvalde
Del Rio & Eagle Pass
Investing in Del Rio’s Growth
State Loop 79
$62 Million Investment
Investing in Del Rio

$8 million investment

$2.5 million investment
THANK YOU

Del Rio & Acuña
THE BEST LOGISTICAL CHOICE
Acuña, Coah.
Ports to Plains Alliance
14th annual conference
San Angelo, Tx.
Octubre 2011
Con una inversión de 15 millones de USD, en una extensión de 8.7 hectáreas
Administración
2010 - 2013

Dirección de Planeación y desarrollo urbano

Dirección de Fomento Económico
Segunda etapa Nuevo Milenio de la Carr. 29 a Carr. Presa La Amistad
Administración
2010 - 2013

Por un ACUNA mejor

Coahuila
El Gobierno de la Gente

Del Rio
TEXAS

Lic. Alberto Aguirre Villarreal
Presidente Municipal
Arq. Gabriel Ramos Rivera
Planeación y Desarrollo Urbano

Carretera Carr. Presa la Amistad
Carr. Carr. Presa la Amistad
Fundo Legal
Anillo Periférico
Lib. Nuevo Milenio

Ferrocarril
Eje Central
Opción A
Opción B
Administración 2010 - 2013

1. Recinto Fiscalizado
2. Edificio de Aduana
3. Área de Exportaciones
4. Área de Importaciones

Sup: 40 hectáreas

Proyecto Conceptual del Puerto Fronterizo
Puente Internacional II
Proyecto de Lib. En Carretera 29 de zaragoza, Morelos y entronque con Carr. 57
Presenta Rubén Moreira proyecto del Corredor Económico Laguna-Norte a Cónsul de Estados Unidos en Monterrey
Contempla en Acuña un segundo Puente Internacional y un puente ferroviario multimodal, así como convertir en Tipo 1 la Aduana de Piedras Negras

Le explicó también que este corredor integrará a Coahuila al llamado Ports to Plains, que unirá al país con Estados Unidos y Canadá, y que promoverá el desarrollo de Torreón, San Pedro, Cuatrociénegas, Monclova, Frontera, Sabinas, Cinco Manantiales, Piedras Negras y Ciudad Acuña.
• Modernization of Highway Durango-Mazatlan

• This Project will reduce 3.5 hours of driving time between Durango and Sinaloa in a 75 km distance.

• Tallest Bridge in North America

• Benefits for tourism, industrial and commercial zones.

• 1 124 meters long.
<table>
<thead>
<tr>
<th>Año</th>
<th>Personal Ocupado</th>
<th>No. de Maquiladoras</th>
<th>Crecimiento</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990</td>
<td>15,110</td>
<td>43</td>
<td></td>
</tr>
<tr>
<td>1995</td>
<td>22,397</td>
<td>52</td>
<td>17.30%</td>
</tr>
<tr>
<td>2000</td>
<td>32,289</td>
<td>56</td>
<td>7.20%</td>
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<tr>
<td>2005</td>
<td>31,000</td>
<td>59</td>
<td>5.35%</td>
</tr>
<tr>
<td>2011</td>
<td>43,000</td>
<td>66</td>
<td>12%</td>
</tr>
</tbody>
</table>
Acuña in 2010 - 2011 second just behind Saltillo in Job recovery with more than 12,800 jobs
NEW INDUSTRIES

Bendix air breaks is opening their 3 manufacturing facility. Caterpillar is investing and creating new jobs. Emerson is investing $55M in construction.
Renewable energy is SoWiTec’s core business. Founded in 1993 by Frank Hummel, SoWiTec’s main activity has been developing renewable energy applications. Over the years, wind power has become the primary focal point. By 2007, SoWiTec has realized over 100 wind turbines in 30 wind farms across Germany.
Thank you! Gracias!

Dirección de Planeación y desarrollo urbano

Dirección de Fomento Económico
Del Rio & Acuña

On the Move

Robert A. Eads, City Manager

Lic. José Jorge Ramón Montemayor, Director Fomento Económico Municipal
**HIGHLIGHTS**

- TXPF IS A SHORT LINE OWNED BY THE STATE OF TEXAS.


- THE LINE RUNS FROM SAN ANGELO Jct. TO PRESIDIO, TX., AT THE U.S.A. – MEXICO BORDER, WITH A TOTAL LENGTH OF 382.7 MI.

- INTERCHANGE POINTS:
  - AT SAN ANGELO Jct. WITH BNSF & FWW
  - AT ALPINE, TX., WITH UP
  - AT PRESIDIO, TX., WITH FXE

- INVESTMENTS FOR A TOTAL OF 37.8 MILLION U.S. DOLLARS HAVE BEEN AND CONTINUE TO BE APPLIED, ON REHABILITATION WORKS AND UP GRADES.
• 75% OF THE TRAFFIC IS MOVED BETWEEN SAN ANGELO – SAN ANGELO. Jct. AND THE BALANCE, FROM SAN ANGELO TO FORT STOCKTON, TX. NO TRAFFIC WITH MEXICO AT PRESENT.

• IN 10 YEARS, VOLUME OF TRAFFIC HAS TRIPLED AND GROWTH EXPECTATIONS FOR THE NEXT 5 YEARS ARE VERY PROMISING.

• NORTHERN PART OF THE LINE IS BECOMING AN IMPORTANT INDUSTRIAL CORRIDOR.

• TWO STRUCTURAL AND ENERGY COMPANIES LOCATED IN OUR LINE ARE ABOUT TO START OPERATIONS WITH SUBSTANTIAL VOLUMES OF TRAFFIC.

• IMPORTANT INDUSTRIES ARE SEEKING TO LOCATE THEIR PLANTS IN OUR LINE, TO TAKE ADVANTAGE OF OUR STRATEGIC LOCATION.

• POTENTIAL TRAFFIC TO / FROM N.W. MEXICO AND THE PACIFIC RHIM IS AN IMPORTANT GROWTH ELEMENT IN THE FORESEEABLE FUTURE.
• ADMINISTRATIVE OFFICERS ARE NOW LOCATED IN SAN ANGELO CITY.

• NEW GENERAL MANAGER HAS BEEN APPOINTED.

• CONSIDERING NEW POTENTIAL TRAFFICS, ADDITIONAL PERSONNEL IS TO BE HIRED AND MORE LOCOMOTIVES WILL BE ADDED TO THE FLEET.
Projects: Investments / Periods / Speeds

**Section II (2002 - 2005)**

<table>
<thead>
<tr>
<th>Investments in millions U.S.</th>
<th>Projects</th>
<th>Periods</th>
<th>Speeds</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2.80</td>
<td></td>
<td></td>
<td>25 mph.</td>
</tr>
<tr>
<td></td>
<td>Rail: 112 - 132# CWR, Speed 30 mph.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rail: 70#, Speed 10 mph.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Section III (2002 - 2005)**

<table>
<thead>
<tr>
<th>Investments in millions U.S.</th>
<th>Projects</th>
<th>Periods</th>
<th>Speeds</th>
</tr>
</thead>
<tbody>
<tr>
<td>$6.20</td>
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<td></td>
<td>10 mph.</td>
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</tbody>
</table>

**Section I (2002 - 2005)**

<table>
<thead>
<tr>
<th>Investments in millions U.S.</th>
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<th>Periods</th>
<th>Speeds</th>
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<tbody>
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<td>$1.50</td>
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<td>10 mph.</td>
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</table>

**Section I (2009 - 2012)**

<table>
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<th>Investments in millions U.S.</th>
<th>Projects</th>
<th>Periods</th>
<th>Speeds</th>
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</thead>
<tbody>
<tr>
<td>$27.30</td>
<td></td>
<td></td>
<td>25 mph.</td>
</tr>
</tbody>
</table>

($) Investments in millions U.S.

**PROJECTS**

1. Ballinger Rail Bridge Replacement: Finished
2. Tie & Rail Rehabilitation: Finished
3. Anchor Project: June 30, 2011
4. Grade Crossing & Rail Road Rehabilitation: Finished
5. Additional Bridge Rehabilitation: June 30, 2012
7. San Angelo - Ft Stockton Tie Project: If funds available

When all projects are finished: 06/30/2012
Traffic Profile

Section I  San Angelo Jct. - San Angelo, Tx

<table>
<thead>
<tr>
<th>Shipper</th>
<th>Commodity</th>
<th>Location</th>
<th>2011 Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buddy's Plant Plus</td>
<td>Fertilizer</td>
<td>Ballinger</td>
<td>240</td>
</tr>
<tr>
<td>Hudson Livestock</td>
<td>Molasses</td>
<td>Miles</td>
<td>67</td>
</tr>
<tr>
<td>Kasbert Grain</td>
<td>Grain</td>
<td>Miles</td>
<td>26</td>
</tr>
<tr>
<td>HTC</td>
<td>Bone Meal</td>
<td>San Angelo</td>
<td>150</td>
</tr>
<tr>
<td>Angelo Pellet</td>
<td>Feed</td>
<td>San Angelo</td>
<td>65</td>
</tr>
<tr>
<td>City Lumber</td>
<td>Lumber</td>
<td>San Angelo</td>
<td>18</td>
</tr>
<tr>
<td>Martifier</td>
<td>Tower Poles</td>
<td>San Angelo</td>
<td>200</td>
</tr>
<tr>
<td>Palmer Feed</td>
<td>Feed</td>
<td>San Angelo</td>
<td>12</td>
</tr>
<tr>
<td>Hirschfeld</td>
<td>Steel</td>
<td>San Angelo</td>
<td>425</td>
</tr>
<tr>
<td>Badger Mining</td>
<td>Sand</td>
<td>San Angelo</td>
<td>800</td>
</tr>
<tr>
<td>Grain Elevators</td>
<td>Wheat</td>
<td>San Angelo</td>
<td>1100</td>
</tr>
</tbody>
</table>

2012 – 2016 Annual Estimate Projected = 10%.

Section II  San Angelo - Alpine, Tx

<table>
<thead>
<tr>
<th>Shipper</th>
<th>Commodity</th>
<th>Location</th>
<th>2011 Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Halliburton</td>
<td>Sand</td>
<td>Rankin</td>
<td>550</td>
</tr>
<tr>
<td>Moore Ranch</td>
<td>Corn</td>
<td>Rankin</td>
<td>24</td>
</tr>
<tr>
<td>Tex Sand</td>
<td>Sand</td>
<td>Fort Stockton</td>
<td>1197</td>
</tr>
</tbody>
</table>

1771
## 2011 Revenue Cars & Projections

<table>
<thead>
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<th>Section</th>
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<th>Commodity</th>
<th>Location</th>
<th>2011 Estimate Original</th>
<th>2011 Estimate Adjusted</th>
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<tbody>
<tr>
<td><strong>Section I</strong>&lt;br&gt;San Angelo Jct - San Angelo</td>
<td>Buddy's Plant Plus</td>
<td>Fertilizer</td>
<td>Ballinger</td>
<td>240</td>
<td>240</td>
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<tr>
<td></td>
<td>Hudson Livestock</td>
<td>Molasses</td>
<td>Miles</td>
<td>67</td>
<td>120</td>
</tr>
<tr>
<td></td>
<td>Kasbert Grain</td>
<td>Grain</td>
<td>Miles</td>
<td>26</td>
<td>26</td>
</tr>
<tr>
<td></td>
<td>HTC</td>
<td>Bone Meal</td>
<td>San Angelo</td>
<td>150</td>
<td>160</td>
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<tr>
<td></td>
<td>Angelo Pellet</td>
<td>Feed</td>
<td>San Angelo</td>
<td>65</td>
<td>65</td>
</tr>
<tr>
<td></td>
<td>City Lumber</td>
<td>Lumber</td>
<td>San Angelo</td>
<td>18</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>Martifier</td>
<td>Tower Poles</td>
<td>San Angelo</td>
<td>200</td>
<td>200</td>
</tr>
<tr>
<td></td>
<td>Palmer Feed</td>
<td>Feed</td>
<td>San Angelo</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>Hirschfeld</td>
<td>Steel</td>
<td>San Angelo</td>
<td>425</td>
<td>403</td>
</tr>
<tr>
<td></td>
<td>Badger Mining</td>
<td>Sand</td>
<td>San Angelo</td>
<td>800</td>
<td>755</td>
</tr>
<tr>
<td></td>
<td>Grain Elevators</td>
<td>Wheat</td>
<td>San Angelo</td>
<td>1100</td>
<td>250</td>
</tr>
<tr>
<td><strong>Section II</strong>&lt;br&gt;San Angelo - Alpine</td>
<td>Halliburton</td>
<td>Sand</td>
<td>Rankin</td>
<td>550</td>
<td>581</td>
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<tr>
<td></td>
<td>Moore Ranch</td>
<td>Corn</td>
<td>Rankin</td>
<td>24</td>
<td>24</td>
</tr>
<tr>
<td></td>
<td>Tex Sand</td>
<td>Sand</td>
<td>Fort Stockton</td>
<td>1197</td>
<td>1763</td>
</tr>
<tr>
<td></td>
<td>Texsup</td>
<td>Sand</td>
<td>Fort Stockton</td>
<td>-</td>
<td>68</td>
</tr>
<tr>
<td><strong>Section III</strong>&lt;br&gt;Alpine - Presidio</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td>4874</td>
<td>4685</td>
</tr>
</tbody>
</table>

2012 - 2016 Annual Estimate Projected = 10%
Who we are

- Grupo Minero Mexico Internacional
  - Americas Mining Corporation
    - Exportaciones Mineras Del Peru
      - Southern Copper Corporation
        - Americas Sales Company, Inc.
          - Minera Mexico
    - Asarco Incorporated
      - Intermodal Mexico
        - Infraestructura y Transportes Ferroviarios
          - Líneas Ferroviarias de México
            - Grupo Ferroviario Mexicano
              - Texas Pacifico LP, Inc.
                - Texas Pacifico GP, LLC.
            - Texas Pacifico
              - Intermodal México Arrendadora
                - Infraestructura y Transportes Ferroviarios
                  - Líneas Ferroviarias de México
                    - Grupo Ferroviario Mexicano
                      - Texas Pacifico
                        - Infraestructura y Transportes Ferroviarios
                          - Líneas Ferroviarias de México
                            - Grupo Ferroviario Mexicano
                              - Texas Pacifico
                                - Infraestructura y Transportes Ferroviarios
                                  - Líneas Ferroviarias de México
                                    - Grupo Ferroviario Mexicano
                                      - Texas Pacifico
                                        - Intermodal México Arrendadora
                                          - Infraestructura y Transportes Ferroviarios
                                            - Líneas Ferroviarias de México
                                              - Grupo Ferroviario Mexicano
                                                - Texas Pacifico
                                                  - Infraestructura y Transportes Ferroviarios
                                                    - Líneas Ferroviarias de México
                                                      - Grupo Ferroviario Mexicano
                                                        - Texas Pacifico
                                                          - Infraestructura y Transportes Ferroviarios
                                                            - Líneas Ferroviarias de México
                                                              - Grupo Ferroviario Mexicano
                                                                - Texas Pacifico
                                                                  - Intermodal México Arrendadora
                                                                    - Infraestructura y Transportes Ferroviarios
                                                                      - Líneas Ferroviarias de México
                                                                        - Grupo Ferroviario Mexicano
                                                                          - Texas Pacifico
                                                                            - Infraestructura y Transportes Ferroviarios
                                                                              - Líneas Ferroviarias de México
                                                                                - Grupo Ferroviario Mexicano
                                                                                  - Texas Pacifico
                                                                                    - Infraestructura y Transportes Ferroviarios
                                                                                      - Líneas Ferroviarias de México
                                                                                        - Grupo Ferroviario Mexicano
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                                                                                           - Infraestructura y Transportes Ferroviarios
                                                                                             - Líneas Ferroviarias de México
                                                                                               - Grupo Ferroviario Mexicano
                                                                                                 - Texas Pacifico
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                                                                                                     - Líneas Ferroviarias de México
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                                                                                                              - Líneas Ferroviarias de México
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                                                                                                                   - Infraestructura y Transportes Ferroviarios
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                                                                                                                                                                                                - Infraestructura y Transportes Ferroviarios
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                                                                                                                                                                                                        - Grupo Ferroviario Mexicano
                                                                                                                                                                                                           - Texas Pacifico
                                                                                                                                                                                                              - Infraestructura y Transportes Ferroviarios
                                                                                                                                                                                                 - Líneas Ferroviarias de México
                                                                                                                                                                                                                                        - Grupo Ferroviario Mexicano
                                                                                                                                                                                                                                               - Texas Pacifico
Primary Activities
- Food Production

Activities to promote
- Tourism
- Food Processing
- Autoparts
- Software
- Mining
- Logistics

Activities to incubate
- Biotechnology
- Automotive
- Electronics
- Tools & Equipment
- Chemical Industry
- Renewable Energies
- Health Services
- Entertainment
The Northern Economic Corridor, opening in 2012, will connect Mazatlán with the East Coast, crossing the area that produces:

<table>
<thead>
<tr>
<th>Driving time</th>
<th>From</th>
<th>Durango, MX</th>
<th>2:30 hrs.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Torreón, MX</td>
<td>4:35 hrs.</td>
<td></td>
</tr>
</tbody>
</table>
Topolobampo is located at the northwest of Mexico, in the state of Sinaloa, by the Pacific Ocean, 200 miles away from the entrance into the Gulf of California.
The Federal Government granted in concession to the Topolobampo Port 301 hectares; 191 of water zone and 110 of land zone.
<table>
<thead>
<tr>
<th>NAVIGATION AREAS</th>
<th>PRESENT</th>
<th>FUTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Access Channel</strong></td>
<td>150 m width</td>
<td>150 m width</td>
</tr>
<tr>
<td></td>
<td>22 Km. length</td>
<td>22 Km. length</td>
</tr>
<tr>
<td></td>
<td>13.40 m deep</td>
<td>14.50 m deep</td>
</tr>
<tr>
<td><strong>Turning Basin:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PEMEX Transbordadores</td>
<td>500 m diameter and 15 deep</td>
<td>500 m diameter and 15 deep</td>
</tr>
<tr>
<td>Carga General</td>
<td>500 m diameter and 8 m deep</td>
<td>600 m diameter and 10 deep</td>
</tr>
<tr>
<td></td>
<td>400 m diámeter and 9 m deep</td>
<td>400 m diameter and 12 deep</td>
</tr>
<tr>
<td><strong>Docks:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Containers Dock</td>
<td>240 ml</td>
<td>240 ml</td>
</tr>
</tbody>
</table>
**PETROLEOS MEXICANOS (PEMEX)**

Maritime terminal specializing in the management of petroleum products with a total area of 68,353.6 m², including 55,896.9 m² of water area and an operational area of 8,688.6 m². It has 2 positions wharfage of 156 m each and 12 m. deep.
TERMINAL TRANSOCEANICA DE TOPOLOBAMPO, SA DE CV (TTT).

Specialized Terminal in the handling of mineral bulk (fertilizers), has a total area of 48,531.1 m² integrated by 33,311.7 m² of land area and 13,582.4 m² of water area. Has a marginal wharf with 135 meters length and 12 meters deep, in order to receive ships with a maximum draft of 11 meters.
**FERRY TERMINAL (Ro Ro)**

Passenger and cargo terminal, is located on a land area of 39,336.4 m² with facilities for ferries and cruise ships. Its activities are focused on the operation of ships Roll On - Roll Off, operating a regular route Topolobampo - La Paz - Topolobampo. It has a dock of 170 meters long and 8 meters deep.
CONTAINERS TERMINAL

Managed by this entity, adjacent to the TTT Terminal, has an area of 120.941 m², can receive vessels with a draft of 12 meters and is mainly oriented to the general cargo. The length of the dock is 240 meters.
**BULKS TERMINAL (New)**

Managed by this entity, adjacent to Containers Terminal, with a length of 260 lineal meters, can receive vessels 93,000 tons and is mainly oriented to the handling of agricultural and mineral bulk.
CEMEX TERMINAL

Specialized terminal in handling cement, with a land area of 6,900 m² and is adjacent to the general cargo dock of the port. It has two mechanized silos with a capacity of 1,000 tons each, pumping equipment. The length of the dock is 60 meters and a depth of 5 meters.
Expansion of 31.8 hectares, four new positions berth, and the possibility of developing two specialized terminals.

Dredging of 17.0 km of the Channel Access from – 43.96 ft deep to -47.57 ft. Deep.
ÁREA TOTAL AMPLIACION ZONA SUROESTE EN EL PUERTO DE TOPOLOBAMPO = 32.00HA.

AREA DE PROYECTO A FUTURO
13.40 ha

Área disponible para instalación similar 4.42 Has
Rosemont Copper 4.42 Has

Área disponible para instalación similar 3.68 Has
Instalación Granos Agrícolas 2.5 Has
PORT OF TOPOLOBAMPO

THE BUSINESS CONNECTION IN THE NORTHWEST OF MEXICO