



**XXIV<sup>th</sup> World  
Road Congress  
Mexico 2011**  
Mexico City 2011.

**TCB4 Freight Transport and Intermodality**  
*Existing and future challenges of the  
intermodality*

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Mexican Intermodal Transport Association  
President

- Intermodal today in Mexico
- Current Intermodal Infrastructure and services
- Challenges
- Conclusions



- ▶ **Dynamic evolution of the Intermodal transport in Mexico**
- ▶ **Privatization as key factor for:**
  - More and better Intermodal Port and Inland Terminals
  - Acquisition of state of the art rail equipment
  - Highly advanced IT systems to interconnect Terminals, railroads, ports, customers, 3PL's and Government Agencies
  - Definition and implementation of international, domestic and crossborder (nafta) corridors



# DOMESTIC NETWORK



# NAFTA INTERMODAL NETWORK



## INTERMODAL:

- ▶ Highest growth Year over Year
- ▶ In 2011 average growth of 20%
- ▶ In Mexico:
  - ✓ 10%-15% of the overall rail freight
  - ✓ Investments of more than 50 million usd in 2011



## INFRASTRUCTURE

### PORTS.

- ▶ Main investments focused on:
  - INBOUND freight (vessels)
  - Not for outbound distribution (railroad)



## INFRASTRUCTURE: BORDER CROSSINGS

- ▶ *New and more expedited:*
  - *El Paso-Ciudad Juarez*
  - *Laredo – Nuevo Laredo*

High intermodal volumes in these two



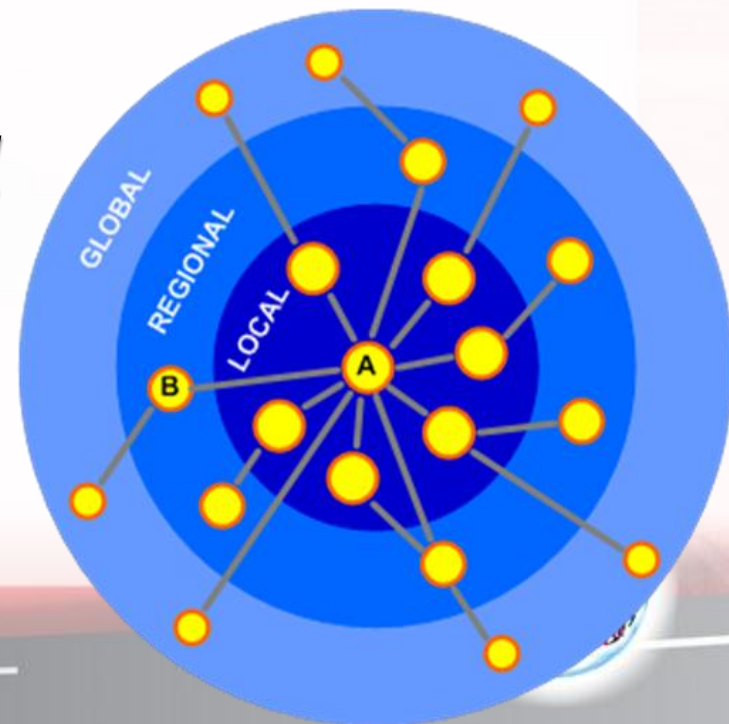


## INFRASTRUCTURE:

### INLAND TERMINALS

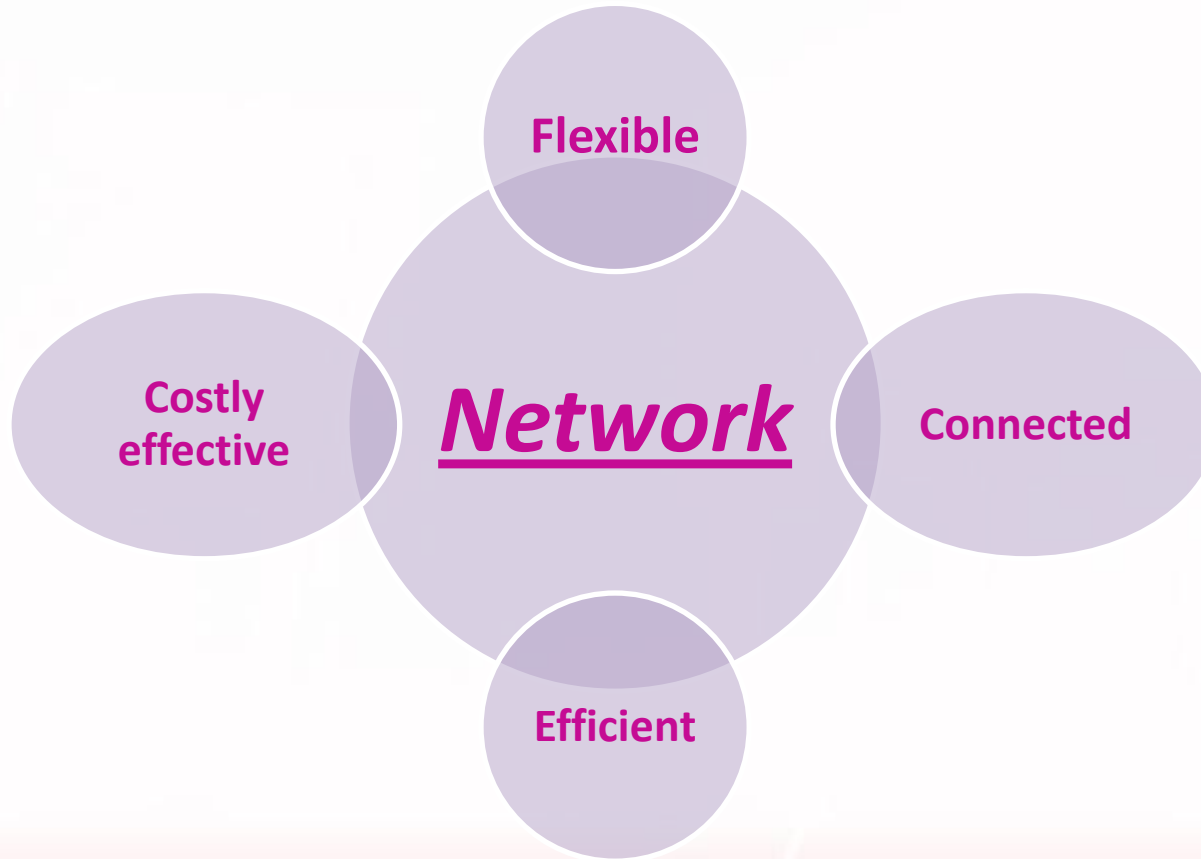
- ▶ Master plan for Intermodal Inland Terminals
- ▶ Guideline for investors

**Not all the regions need one Terminal**



# WHAT NEEDS TO BE DONE...

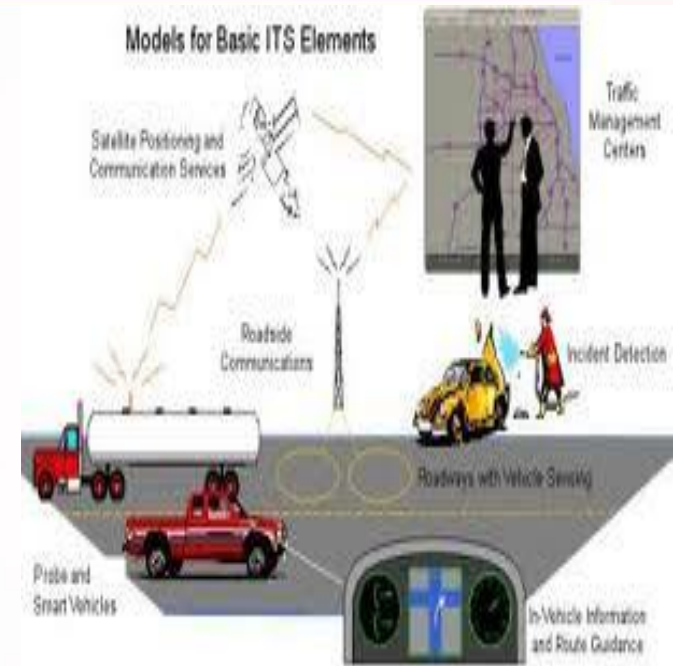
## ❑ TRANSPORTATION SYSTEM :



# WHAT NEEDS TO BE DONE ...

## Intelligent Transportation Systems:

- ▶ High Advance Technology
- ▶ Information exchange across modes and Government Agencies
- ▶ Trade facilitation
- ▶ Freight & Equipment Security
- ▶ People's SAFETY



- ▶ Most dynamic growth
- ▶ Most environmentally friendly
- ▶ One of the most fuel efficient
- ▶ Goal for 2020: 20% of freight rail

