Southern Arizona
Inland Port Possibilities

Andy Gunning
Director of Planning
Pima Association of Governments
Key Observations

• Ripe for further inland port development given geographic & infrastructure advantages
• Region already has a strong base of logistics, warehousing and transportation companies
• Potential for an even larger role in global trade and logistics
• But certain elements are lacking, including a coordinated network and marketing approach
Geographic Advantages

- Proximity to Mexico – Nogales is our gateway
- Proximity to Phoenix
- Proximity to other markets – CA, Western States
Infrastructure Advantages

• Railroad
  – Main Union Pacific rail line
  – Nogales Branch rail line to Mexico

• Highways
  – I-10, I-19, close to I-8

• Tucson International Airport

• Ports
  – Port of Tucson Intermodal Center
  – Port expansion at Mariposa POE
Top of the “T”
Tucson BEA Goods Movement

- Inbound Truck: 52.89%
- Inbound Rail: 4.28%
- Inbound Air: 0.03%
- Outbound Truck: 21.23%
- Outbound Rail: 1.03%
- Outbound Air: 0.04%
- Intra-BEA Truck: 20.51%

2007, Global Insight, Reebee Transearch Data
Port of Tucson

- Huge asset for the region
- Intermodal facility adjacent to main U.P. line
- Shipment of goods throughout Arizona and to/from Mexico
Infrastructure Needs

• Valencia Corridor
• I-10 Western Bypass Loop
• Tucson-Nogales-Guaymas Corridor Improvements
  – Including better connection between main rail line and southern spur
Tucson-Guaymas Corridor
Ferromex Rail Network
Market Expansion Opportunities

• Address the imbalance – take advantage of the number of trucks leaving the region empty
• Provide Value-Added services – processing, consolidation, deconsolidation, FTZ activities
• Port development/expansion to the south
  – Guaymas is expanding for container service
  – Manzanillo and Lazero Cardenas impact?
  – Punta Colonet?