El Paso & Eagle Pass Crossings Must Reopen

There is only one interconnected North American rail network. Each day, BNSF and Union Pacific railroad securely operate 24 trains across El Paso and Eagle Pass, two major crossings, moving agricultural products, automotive parts, finished vehicles, chemicals, consumer goods and more to customers on both sides of the border.

Any closures to these crossings delay shipments for businesses spanning the continent an ultimately impact American consumers.

Migrants are not using the rail crossings to enter the country in significant amounts. Widely circulated video from late 2023 is not from these direct crossings. Railroads in partnership with CBP ensure that 100% of trains are screened and any unauthorized individuals are apprehended.

**Roughly 450,000 rail shipments move across these two gateways annually. It would take more than one million trucks to move the same amount of goods.**

According to Bureau of Transportation Statistics data: El Paso and Eagle Pass accounted for $33.95 billion or 35.8% of all cross-border rail traffic from November 2022 – October 2023. During that same period, about 7.04 million metric tons of product moved via rail to/from Mexico through the crossings. Every day that the border is closed, UP must embargo freight on nearly 4,500 rail cars, with an equivalent of goods being held in Mexico. These numbers do not include impacts associated with BNSF interruptions.

**If the crossings were to close, UP estimates more than $200 million in goods, wages and transportation costs would be lost each day.**

Halted goods include agricultural products (grain held in six Midwest states), food and beverages (beer and dry food products), automotive (finished vehicles and parts), consumer goods and industrial commodities (metals and cement).

Nearly two-thirds of all U.S. agricultural exports to Mexico move via rail. When the crossings closed in late 2023, The Agriculture Transportation Working Group noted that “each day the crossings are closed we estimate almost one million bushels of grain exports are potentially lost along with export potential for many other agricultural products.”