



Dallas NAFTA Trade Corridor



Friendship and Cooperation Protocol

- WHEREAS** Since the implementation of the North American Free Trade Agreement on January 1, 1994, U.S. trade with Mexico and Canada has increased and become more efficient; and
- WHEREAS** Mexico is a trusted and committed trading partner to the U.S.; and
- WHEREAS** The primary foreign trade partners of the U.S. include Canada, Mexico, China and Japan and the U.S. has an increasing appetite for high-quality, low-cost goods produced by these principal trade partners; and
- WHEREAS** U.S. trade with foreign countries is projected to significantly increase over the next decade; and
- WHEREAS** U.S. ports are faced with issues involving geographic expansion and congestion and the growth of foreign trade over the next decade will intensify those issues; and
- WHEREAS** The City of Dallas is committed to developing the Dallas NAFTA Trade Corridor as a primary means of economic development by implementing an Agile Port System, a Linear/Foreign/Freeport Trade Zone, an Inland Port of Pre-Clearance, and a Cargo Airport and by expanding the River of Trade Corridor Coalition; and
- WHEREAS** The Agile Port System is strongly supported by the U.S. Maritime Administration as a means of quickly and efficiently moving trade cargo from a seaport to an inland port; and
- WHEREAS** The City of Dallas supports the North American Free Trade Agreement and the opportunity to expand trade relations with Mexico and Canada; and
- WHEREAS** The City of Dallas wants to preserve and enhance the existing Dallas County infrastructure that serves as a crossroads for trade, including the traditional NAFTA trade route as well as routes that facilitate the flow of goods from Asia; and

WHEREAS The City of Dallas is prepared to pursue innovative ideas and partnerships to encourage economic growth in Dallas County via the Dallas NAFTA Trade Corridor, which will benefit the Metroplex as well as the entire State of Texas; and

WHEREAS The Agile Port System concept is one that the City of Dallas is assertively exploring with international seaports, including the Port of Topolobampo; and

WHEREAS The Port of Topolobampo is a commercial and industrial port on the Pacific Coast of Mexico in the County of Ahome in the State of Sinaloa; and

WHEREAS The Port of Topolobampo primarily moves agricultural and mineral bulk cargo and is located in an important agricultural production zone in the State of Sinaloa; and

WHEREAS The Port of Topolobampo is well-positioned for product handling in the short- or long-term, containerized cargo with origin or destination in the south region of the U.S. via the Ferromex rail line, the Texas Pacific Transportation line and other lines, as necessary; and

WHEREAS The Port Authority of Topolobampo supports an innovative partnership that will expand trade opportunities with the State of Texas and the City of Dallas, that will permit infrastructure growth and cargo operations; and

WHEREAS The County of Ahome supports an innovative partnership that will expand trade opportunities with the State of Texas and the City of Dallas, that will allow the creation of jobs for its inhabitants; and

WHEREAS The Economic Development Council of Sinaloa (CODESIN) supports an innovative partnership that will expand trade opportunities with the State of Texas and the City of Dallas, that permits the development of business and economic growth; and

WHEREAS The City of Dallas, the Port Authority of Topolobampo, the County of Ahome and the Economic Development Council of Sinaloa (CODESIN) have assembled to develop a strategy to implement an innovative trade partnership.

NOW, THEREFORE, BE IT RESOLVED THIS 29th DAY OF November, 2005 BY THE UNDERSIGNED PARTIES:

THAT The City of Dallas, the Port Authority of Topolobampo, the County of Ahome and the Economic Development Council of Sinaloa (CODESIN) are committed to exploring and developing an innovative trade relationship centered on the movement of cargo from the Port of Topolobampo to destinations throughout the U.S., using the City of Dallas and the Dallas NAFTA Trade Corridor as a primary point of entry into the United States.

- THAT** This trade agreement shall not be limited to the undersigned parties, and each party is encouraged to expand this agreement to include other interested and supportive entities.
- THAT** No monetary contribution is required from the undersigned parties.
- THAT** There should be regular contact among the undersigned parties, either through meetings or telephone conference calls.
- THAT** The City of Dallas, the Port Authority of Topolobampo, the County of Ahome and the Economic Development Council of Sinaloa (CODESIN) have officially expressed their intent to create a valuable trade relationship, and that actions pursuant to this agreement shall commence immediately.

THIS FRIENDSHIP AND COOPERATION PROTOCOL IS AGREED TO BY THE FOLLOWING INVESTED PARTIES ON THIS, THE 29 DAY OF NOV, 2005.



Bill Blaydes
Chairman, Dallas NAFTA Trade Corridor
Dallas Councilmember
City of Dallas, Texas



Lic. Policarpo Infante Fierro
Mayor
County of Ahome



Dr. Francisco Salvador López Brito
General Director
Port Administration of Topolobampo,
S.A. de C.V.



Ing. Mario Cadena Rayán
President
Economic Development Council of Sinaloa