



BORDER BUSINESS INDICATORS

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BUSH MEETS SALINAS ON FREE TRADE ISSUES

A Letter from the Editor

On November 25-27 the President of the U.S. George Bush and the President of Mexico Carlos Salinas De Gortari met in Monterrey, N.L., Mexico to discuss, among other bilateral issues, the preliminaries of Free Trade Agreement (FTA) negotiations between the two countries.

The purpose of these negotiations is the total elimination of tariff and non-tariff barriers between the two countries, a measure that will probably increase the trade volume between the U.S and Mexico to over \$100 billion by the turn of the century.

If the negotiations are completed successfully, the FTA will have a most significant effect upon the Texas/Mexico border economy due to the fact that the majority of the traded commodities between the two countries will physically pass through the communities along the border, and a variety of supporting services will be performed by border business entities.

The border business community will follow closely the developments of the FTA negotiations and lobby the U.S negotiators to insure that its special interests are incorporated into the agreement or that sufficient time be given for necessary adjustments.

The Border Business Indicators will communicate to its readers available information and serve as an informational platform for dialog on the vital concerns regarding the Free Trade Agreement issues.

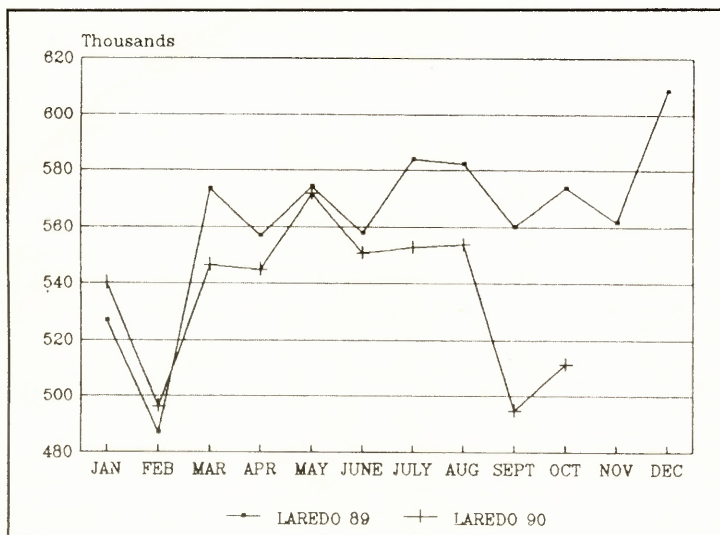
Kindly be reminded that as of the January 1991 issue the BBI will only be available to subscribers. The subscription fee is \$24.00 per year, and the subscription form can be found on the back of this issue. We hope that you have enjoyed the complimentary issues that you have received. We are looking forward to adding you to our list of subscribers. Seasons Greetings!!

Dr. Michael Landeck

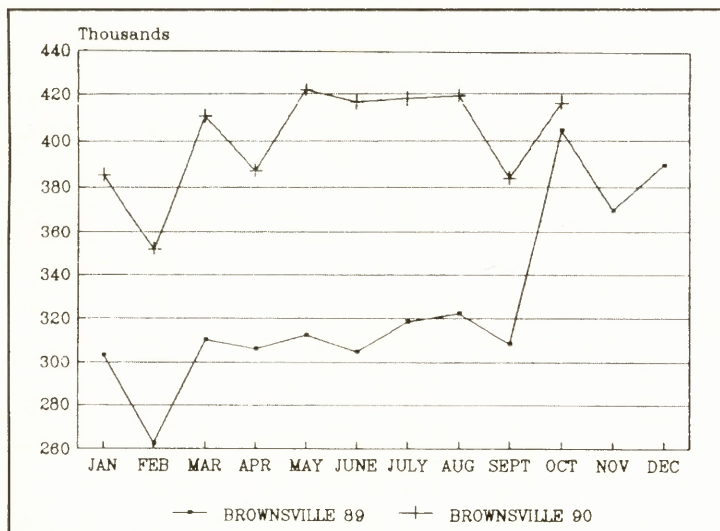
Director

Institute for International Trade
Laredo State University

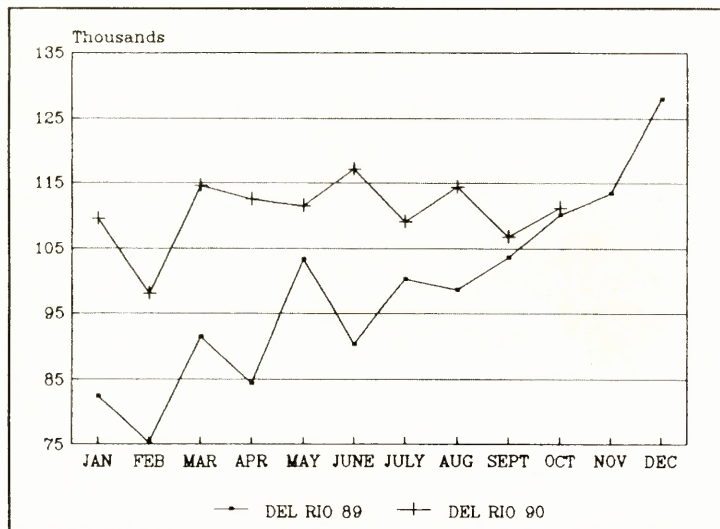
Vehicle Crossings - Laredo



Vehicle Crossings - Brownsville



Vehicle Crossings - Del Rio



Topic of Bridge

The recent increase in the bridge toll fees collected by the Mexican authorities has developed a great concern among the border business community regarding the eventual effects of these increases upon the border economy.

The critical reactions are directed toward the frequent increases themselves as well as the lack of coordination or any prior notification to the U.S. counterparts as to the timing of their implementation.

In view of the above, the analysis of vehicle and pedestrian crossings has become a focal point of interest, and therefore this issue of the BBI presents a detailed statistical description of the bridge crossings from January 1989 to October 1990 city by city.

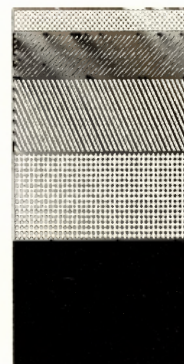
Vehicle Bridge Crossings Statistics

A comparison of the five border cities represented in this publication (excluding El Paso) indicates that the vehicle developments differ significantly along the Texas-Mexican border.

All five cities show the expected seasonal high in December and the seasonal low in the month of February, but the yearly developments are quite different.

Brownsville and Del Rio have an increased vehicle crossing traffic in 1990 as compared to 1989. The comparison in October shows a 2.89% increase for Brownsville and a 0.97% increase for Del Rio, but in previous months Del Rio was up by as much as 20% compared to 1989.

Vehicle Percent Share - Oct. 1989



the Month: Crossings

Eagle Pass and McAllen maintained in 1990 a similar level as in 1989 although Eagle Pass shows a 1.03% increase in October 1990 compared to October 1989.

The city that shows the greatest decrease in vehicle crossings in 1990 was Laredo which during the first half of 1990 followed the previous year trend but then fell behind in July - August by over 5% and in October by 10.9% as compared to October of 1989.

On the whole in October 1989, there were 1,685,133 vehicles crossing the bridges of the five cities as compared to 1,637,497 in October 1990, a decrease of 2.9%.

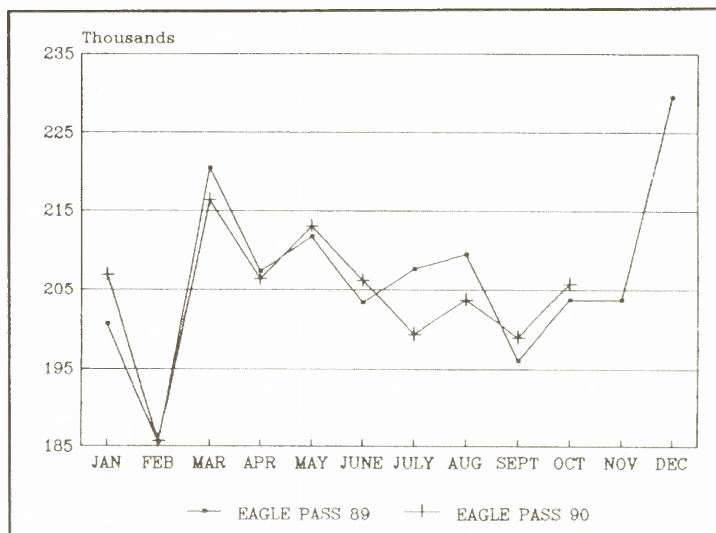
An analysis of the vehicle percent share that each city has in the total vehicle crossings shows that in 1989 Laredo had the largest share of 35.5% followed by McAllen 24.7%, Brownsville 20.6%, Eagle Pass 13.0%, and Del Rio 6.2%.

As indicated in the table below, Laredo has decreased in vehicle crossings from 573,820 to 511,277. This has resulted in a decline of Laredo's percent share of the total vehicle crossings from 35.5% to 32.6%. Nevertheless, Laredo still maintained its leading position in this category. The second largest portion of the vehicle crossings is now with Brownsville which increased from 20.6% to 24.4%. McAllen's vehicle crossings reduced its share from 24.7% to 23.9% and fell back to third place. Fourth is Eagle Pass with 12.4%, a decrease from 13% in October 1989, followed by Del Rio with 6.7%, up from 6.2% a year ago.

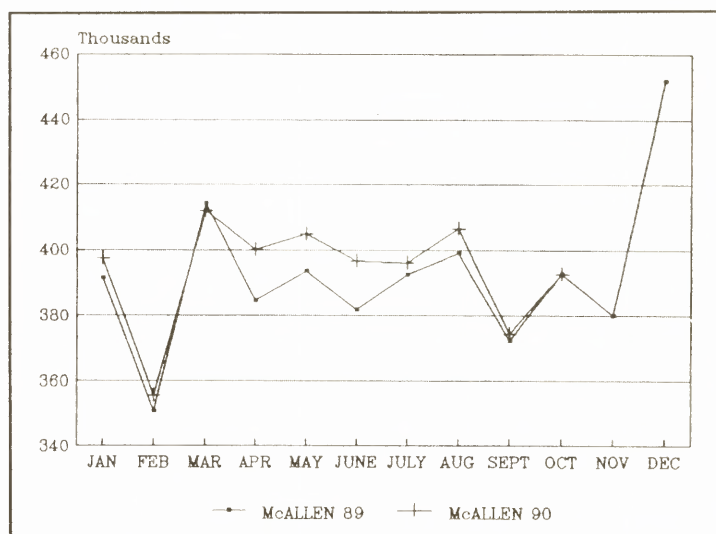
Vehicle Crossings - Aug./Oct. '90

CITY	AUG 1990	SEPT 1990	OCT 1990	OCT 1989	% CHG OCT 89- OCT 90
LAREDO	553,616	494,748	511,277	573,820	-10.90
BROWNSVILLE	418,992	383,903	416,128	404,423	2.89
DEL RIO	114,416	106,896	111,259	110,193	0.97
EAGLE PASS	203,707	198,936	205,805	203,706	1.03
McALLEN	406,609	374,328	393,028	392,991	0.01

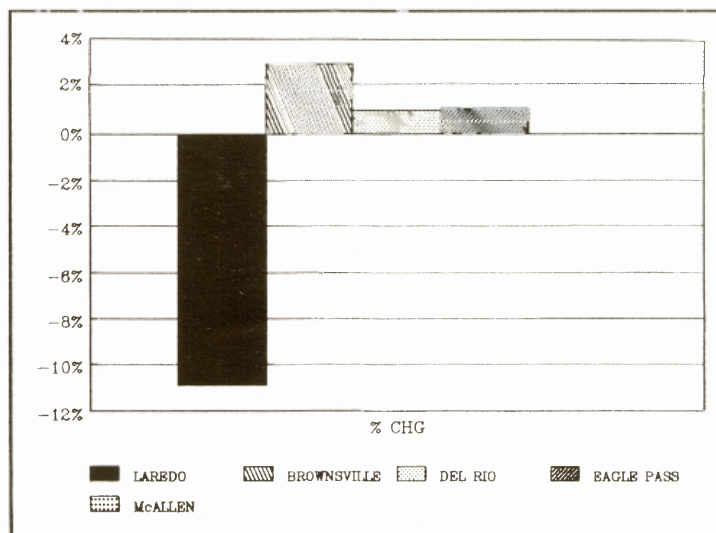
Vehicle Crossings - Eagle Pass



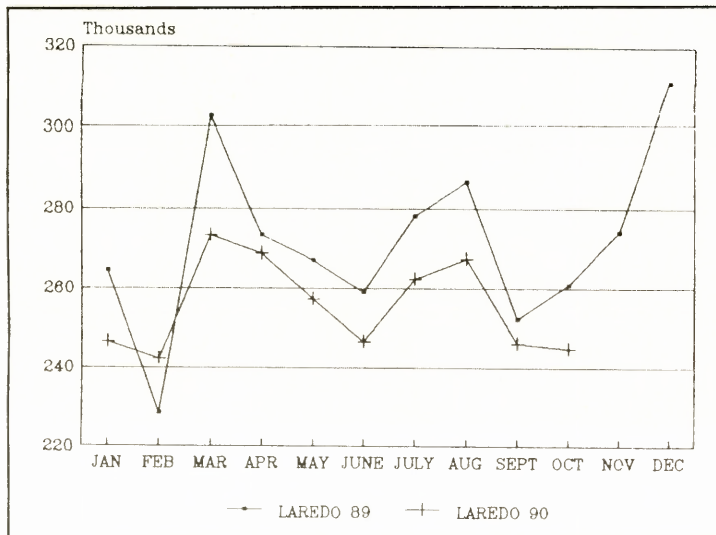
Vehicle Crossings - McAllen



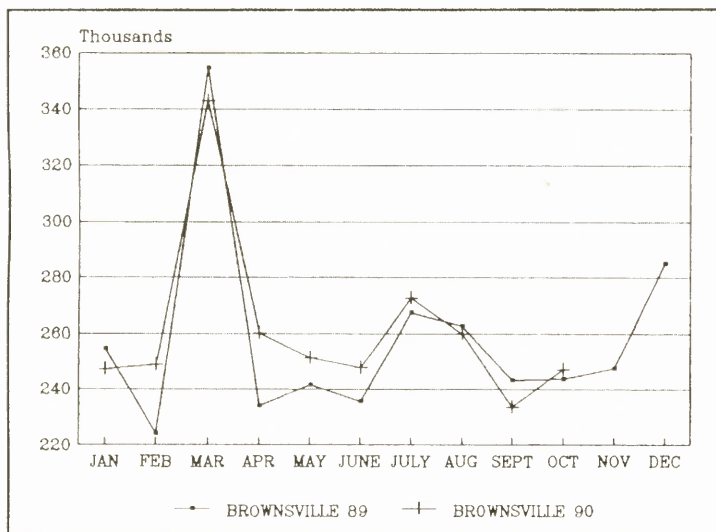
Percent Change - Oct. '89/Oct. '90



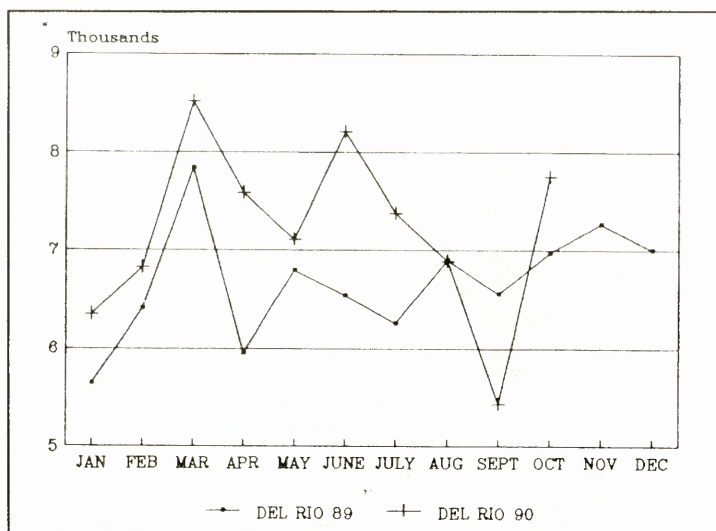
Pedestrian Crossings - Laredo



Pedestrian Crossings - Brownsville



Pedestrian Crossings - Del Rio



Topic of the Bridge

The previous analysis dealt with two-axle non-commercial vehicles and tractors crossing the bridges into Mexico. These vehicles bring with them a varying number of U.S. or Mexican citizens or citizens of other nationalities. Another vital statistic for border businesses, specifically those enterprises that are located within walking distance from the bridges, is the number of pedestrian crossings. The pedestrian group differs from the ones crossing in vehicles not only due to the means of transportation that they use to cross the border but they probably also differ in their purchasing habits, that is in what, where, and how they make their buying decisions.

Pedestrian Bridge Crossings Statistics

The seasonal highs regarding pedestrian bridge crossings are in December in the cities of Laredo (310,612) which represents an increase of 13.3% compared to November, and Eagle Pass (56,006) an increase of 22.9%. The other three cities of Brownsville (342,948), Del Rio (8,524), and McAllen (115,829) have the most monthly pedestrian crossings in Spring during the month of March. Brownsville pedestrian crossings increased by 38.3% compared to February, Del Rio by 16.9%, and in McAllen there was an increase of 12.7%.

Pedestrian Percent Share - Oct. 1989



Month (cont'd): Crossings

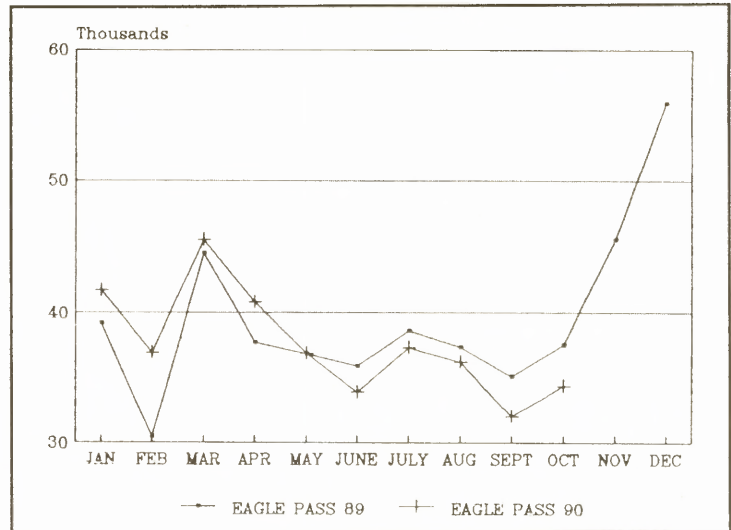
As in the case of the "vehicle" group, Laredo has decreased more than any other city in pedestrian crossings in October of 1990 as compared to the same month in 1989 namely by 6.11%, a decline of 15,930 pedestrians. Eagle Pass had a larger percent decrease of 8.41% but in total numbers the number of pedestrians decreased only by 3,165. All the other cities increased the number of pedestrian crossings compared to 1989. Del Rio lead with 11.10% or 774 pedestrians, Brownsville increased by 1.4% or 3,419 pedestrians, and McAllen increased by 0.88% or 709 pedestrians.

In terms of pedestrian percent share regarding the proportion of total pedestrians crossing the bridges in the above cities, in 1989 Laredo had the largest share with 40.5% of all pedestrians crossing through Laredo, followed by Brownsville 38.5%, McAllen 14.0%, Eagle Pass 5.9%, and Del Rio 1.0%.

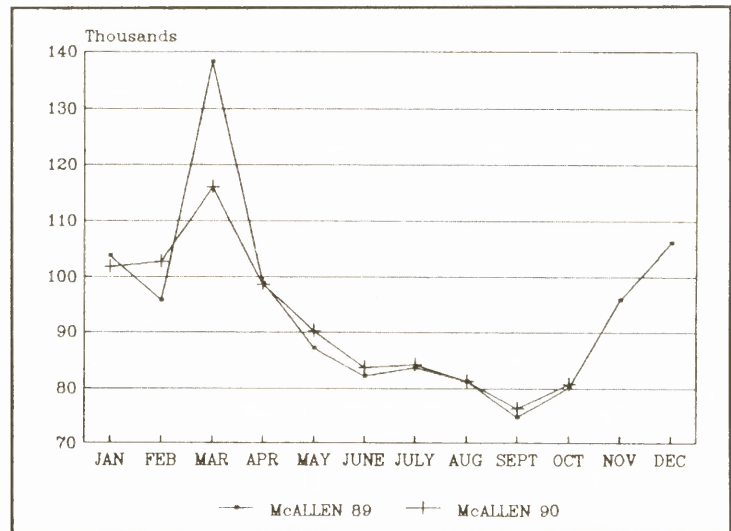
This picture has changed in the cumulative statistics as per October of 1990. Brownsville is now the leader with 40.0% closely followed by Laredo with 39.1%. McAllen maintained its position and figures with 14.0%, followed by Eagle Pass 5.8% and Del Rio 1.1%.

Note: All the statistics regarding the special topics were provided by the respective Bridge Authorities as reported to the Texas Center for Border Economic and Enterprise Development (TCBEED) at Laredo State university.

Pedestrian Crossings - Eagle Pass



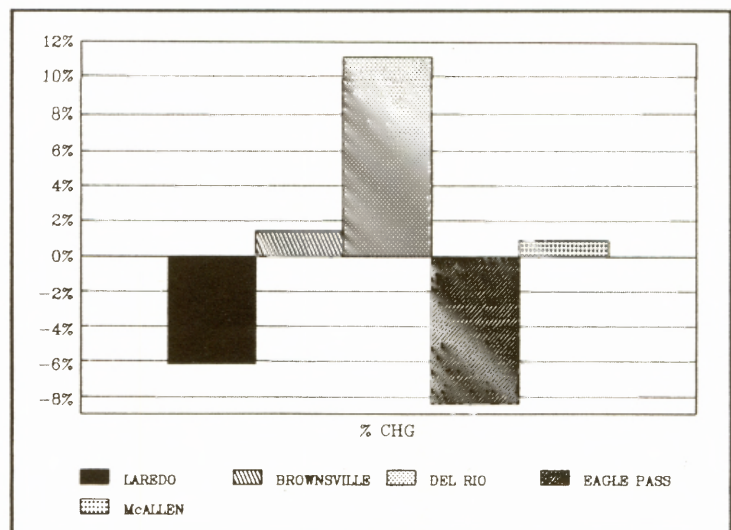
Pedestrian Crossings - McAllen



Pedestrian Crossings - Aug./Oct. '90

CITY	AUG 1990	SEPT 1990	OCT 1990	OCT 1989	% CHG OCT 89- OCT 90
LAREDO	267,370	246,263	244,920	260,850	-6.11
BROWNSVILLE	259,868	233,564	247,038	243,619	1.40
DEL RIO	6,891	5,431	7,746	6,972	11.10
EAGLE PASS	36,317	32,064	34,466	37,631	-8.41
McALLEN	81,304	76,321	80,825	80,116	0.88

Percent Change - Oct '89/Oct. '90



Border Statistics

Sales by Industry Quarter I 1990

	<u>LAREDO</u>	<u>BROWNSVILLE</u>	<u>DEL RIO</u>	<u>EAGLE PASS</u>	<u>McALLEN</u>	<u>EL PASO</u>
AGRICULTURE	157,345	34,932	0		975,146	2,084,823
MINING	259,173				0	
CONSTRUCTION	6,191,843	2,593,524	755,204	119,307	8,600,777	51,450,502
MANUFACTURING	13,155,398	123,903,763	2,264,842	446,834	63,836,318	221,702,281
TRANSPORTATION	5,320,387	18,942,773	3,629,126		2,463,344	92,028,472
WHOLESALE						
DURABLE GOODS	42,041,990	41,773,652	1,824,207	2,108,164	31,489,762	214,019,397
NON-DURABLE GOODS	43,488,140	20,986,107	1,051,873	2,087,424	19,747,689	270,701,753
TOTAL WHOLESALE	85,530,130	62,759,759	2,876,080	4,195,688	51,237,451	484,721,150
RETAIL						
BUILDING MATERIAL	14,372,425	8,872,953	2,878,049	2,202,464	10,938,796	46,299,674
GEN. MERCHANDISE	61,849,941	36,592,807	8,332,626	10,592,016	56,011,976	114,414,115
FOOD STORES	59,700,420	47,682,499	13,667,351	13,756,223	51,385,234	194,047,402
AUTOMOTIVE	22,450,917	25,119,413	9,352,242	5,011,775	44,350,534	162,935,001
CLOTHING	44,069,200	16,614,686	2,011,968	4,081,379	34,013,291	70,850,206
HOME FURNISHINGS	53,993,259	13,514,035	1,935,085	2,585,446	34,180,811	56,458,005
RESTAURANTS	19,359,044	13,710,720	3,707,483	3,534,674	26,148,800	76,205,305
DRUG STORES	3,610,448	3,002,446	1,157,584	0	6,372,592	21,229,318
LIQUOR STORES	597,796	671,155			1,176,875	6,380,796
MISCELLANEOUS	47,864,373	18,603,062	1,553,739	4,666,896	31,783,968	63,895,834
TOTAL RETAIL TRADE	327,867,823	184,383,776	44,785,869	46,676,353	296,362,877	812,715,656
FINANCIAL SERVICES	406,619	1,207,216	0		951,824	2,477,025
SERVICES	27,204,754	12,437,586	2,177,093	2,360,416	20,154,891	135,667,091
NONCLASSIFIABLE	0					
AGGREGATE TOTALS	466,093,472	406,263,329	56,298,472	53,553,118	444,582,628	1,802,847,000

Sources: Texas Center for Border Economic & Enterprise Development, Laredo State University

Texas State Comptroller's Office

Sales by Industry Group Quarter I 1989

	<u>LAREDO</u>	<u>BROWNSVILLE</u>	<u>DEL RIO</u>	<u>EAGLE PASS</u>	<u>McALLEN</u>	<u>EL PASO</u>
AGRICULTURE	164,608	215,845	40,999		706,746	1,480,572
MINING	95,550				0	
CONSTRUCTION	5,625,611	2,363,583	1,012,045	178,856	8,845,886	39,983,141
MANUFACTURING	12,328,165	241,583,834	2,016,863	342,665	64,879,097	226,480,786
TRANSPORTATION	4,287,193	17,427,033	3,460,998		2,395,119	89,639,530
TOTAL WHOLESALE	72,839,729	50,059,843	2,924,460	9,787,441	64,131,188	521,169,398
TOTAL RETAIL TRADE	325,660,838	179,354,329	41,361,680	39,930,264	293,600,481	740,655,532
FINANCIAL SERVICES	367,245	697,658	0		991,735	2,113,398
SERVICES	13,507,810	11,648,386	2,138,708	533,456	18,741,614	117,081,209
NONCLASSIFIABLE	81,999					
AGGREGATE TOTALS	434,958,748	503,350,511	52,768,736	50,549,051	460,203,026	1,748,637,547

Sources: Texas Center for Border Economic & Enterprise Development, Laredo State University

Texas State Comptroller's Office

Summary of Border Sales for Selected Border Cities

For the first quarter of 1990 the total sales figures for the six cities that are a part of this report indicate sales of \$466.1 million up from \$434.9 million in Quarter I of 1989, an increase of 7.2%.

Retailing sales lead the field and summed up to \$1.7 billion as compared to \$1.6 billion in Quarter I of 1989. Retailing increased also its percent share of total sales from 49.9% in 1989 to 53.0% in 1990.

The second largest industry is Wholesaling which decreased in Quarter I 1990 from \$720.9 million to \$691.3 million and decreased its total share from 22.2% to 21.4%.

Manufacturing decreased from \$547.6 to \$425.3 million reducing its share from 16.8% to 13.2% followed by services who increased its sales from \$163.6 million to \$200.00 million an increase from 5.0% to 6.2%. Transportation sales increased from \$117.2 to \$122.4 and a slight percent increase from 3.6% to 3.8%.

Construction increased from \$58.0 million to \$69.7 million and from 1.8% to 2.2%. The other industries constituted less than 1% of total sales.

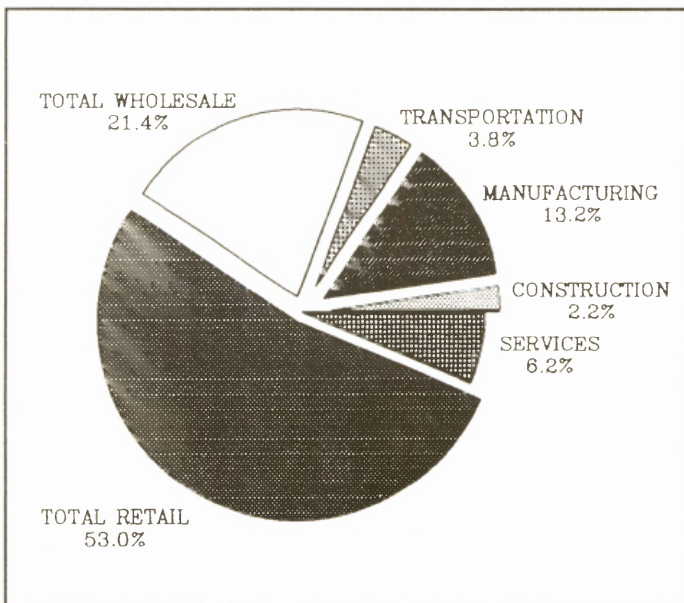
Sales by city indicate that in Quarter I of 1990 El Paso leads clearly with \$1,802.8 million which represents 55.8% of total sales. This was an increase from last year's Quarter I which totaled \$1,748.7 and represents a share of 53.8% of total sales along the major cities of the Texas-Mexican border.

A significant change occurred in the position of Laredo. It moved from 4th position in Quarter I 1989 with \$434.9 million to 2nd position in Quarter I 1990 with total sales of \$466.1 and an increase in sales share from 13.4% to 14.4%.

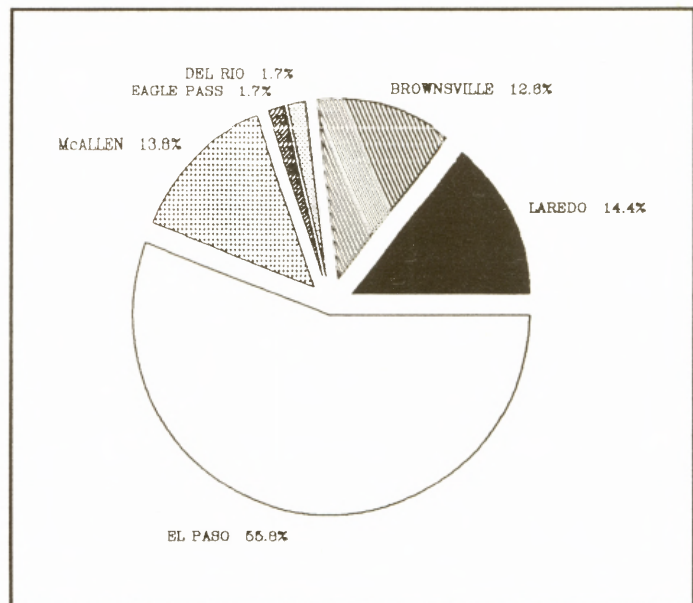
McAllen lost in sales volume from \$460.2 million to \$444.6 million and a percent share reduction from 14.2% to 13.8% followed by Brownsville which recorded the largest reduction. This city's sales volume decreased its sales volume in Quarter I 1990 compared to Quarter I 1989 from \$503.4 million to \$406.3 million and had a sales share reduction from 15.5% to 12.6%.

Both Eagle Pass and Del Rio increased their sales volume from \$50.5 million to \$53.7 million and \$52.8 million to \$56.5 million respectively and both showed a small increase in their sales shares from 1.6% to 1.7%.

**Sales Share by Industry
Quarter I 1990**



**Sales Share by City
Quarter I 1990**



Sources: Texas Center for Border Economic & Enterprise Dev. , LSU
Texas State Comptroller's Office

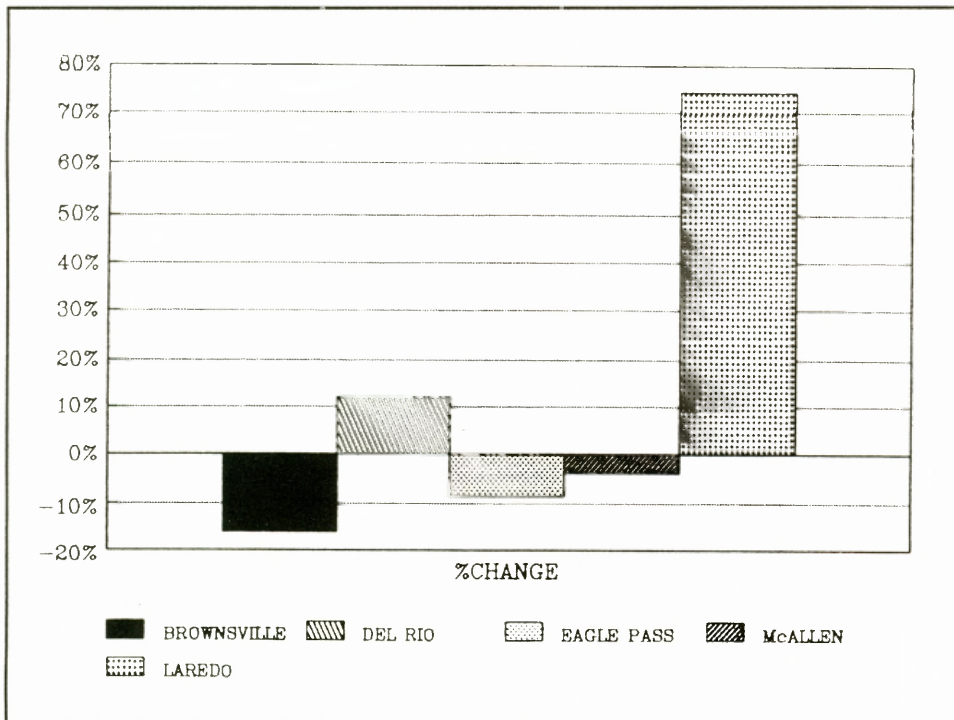
Sources: Texas Center for Border Economic & Enterprise Dev. , LSU
Texas State Comptroller's Office

Export Shipments by Truck and Rail

CITY	JULY 1990	AUG 1990	SEPT 1990	SEPT 1989	% CHG. SEPT 89- SEPT 90
BROWNSVILLE					
LOADED RAIL CARS	1,105	1,109	847	1,531	-44.7
LOADED TRUCKS	11,061	11,408	11,512	13,727	-16.1
DEL RIO					
LOADED TRUCKS	2,144	2,583	2,418	2,160	11.9
EAGLE PASS					
LOADED RAIL CARS	537	541	546	809	-32.5
LOADED TRUCKS	1,840	1,553	1,667	1,822	-8.5
McALLEN					
LOADED TRUCKS	4,609	4,822	4,626	4,811	-3.8
LAREDO					
LOADED RAIL CARS	7,487	6,955	6,763	5,923	14.2
LOADED TRUCKS	22,190	24,458	23,527	13,515	74.1

Source: Texas Center for Border Economic & Enterprise Dev., Laredo State University

Export Shipments by Truck Percent Change Sept. 1989/Sept. 1990



Source: Texas Center for Border Economic & Enterprise Dev., Laredo State University

The statistics of the export shipments by truck and rail refer only to loaded trucks crossing southbound. The empty tractors/trucks data is included in the total vehicle statistics reported on pages 2 and 3. The total loaded truck crossings in the month of September 1990 amounted to 43,750 trucks for the five reporting cities (El Paso does not have the statistical figures on this issue).

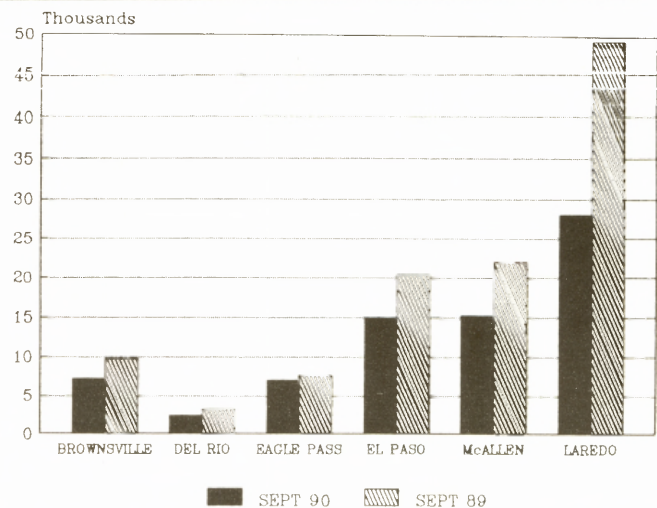
Almost 53.9% of the truck crossings reported by these cities went through Laredo accounting for 23,527 trucks followed by Brownsville 26.3% with 11,512 trucks, McAllen 10.5% with 4,626 trucks, Del Rio 5.5% representing 2,418 trucks, and Eagle Pass accounting for 3.8% and 1,667 trucks.

As shown in the graphical presentation regarding the percent comparison of export shipments by trucks in September of 1989 to September of 1990, Laredo is showing an "explosive" growth of 74.1% which is an addition of 10,012 trucks in that month alone compared to the same month in 1989. The only other city that had a positive growth in this category was Del Rio with 11.9% representing an increase of 258 trucks. All other cities observed have had declines in their truck crossings. The largest decline was Brownsville that showed a 16.1% decrease of 2,215 trucks for that month. Eagle Pass declined by 155 trucks equivalent to 8.5% and McAllen declined by 185 trucks or 3.8%.

The full-loaded rail figures show Laredo as the leader in percent growth and overall showing an increase of 14.2% or 840 rail cars. All other compared cities showed declines in this month compared to 1989. Brownsville lost 44.7% or 684 rail cars and Eagle Pass declined by 32.5% or 263 rail cars.

Visa Permits to Tourists from Texas to Mexico

CITY	JULY 90	AUG 90	SEPT 90	SEPT 89
BROWNSVILLE	9,608	10,486	7,226	9,761
DEL RIO	2,877	2,941	2,388	3,228
EAGLE PASS	8,302	8,093	7,034	7,634
EL PASO	23,926	22,444	14,884	20,395
McALLEN	18,753	19,620	15,204	22,006
LAREDO	34,397	41,551	28,028	49,403



Sources: Texas Center for Border Economic & Enterprise Dev., LSU
Secretaria de Gobrenacion Oficina de Servicios Migratorios

In comparison to September 1989 there were significant decreases in the number of tourists who acquired visas for travel into the interior of Mexico.

The largest decline along the border was registered in Laredo where the number of visas issued declined from 49,403 to 28,028. This is a reduction of 21,375 compared to September of 1989 or in percent 43.27. The next largest decline was in McAllen from 22,006 to 15,204 a reduction of 6,802 tourists and a 30.91% decline.

El Paso is third with a reduction of 5,511 visas which represents a percent decrease of 27.02%. Brownsville had a drop of 2,535 visa applicants down to 7,226 from 9,761 a 25.9% reduction. Del Rio declined by 840 down to 2,388 from 3,228 a reduction of 26.02% and Eagle Pass declined by 600 visas down to 7,034 from 7,634 a reduction of 7.9%.

In terms of percent share of tourists crossing into the interior of Mexico through the observed cities, Laredo has the leading position. In September of 1989 from a total of 112,427 tourists, 43.9% acquired their visas in Laredo. This share has declined in September of 1990 to 37.5% of a total declined market of 74,764 visa applicants.

McAllen follows in second place with a share of 20.3% up from 19.6% in 1989, and El Paso is third with 19.9% of the market up from 18.1%. Brownsville and Eagle Pass have almost the same number of tourist crossing into the interior with 9.7% and 9.4% respectively, and Del Rio closes the list with 3.2% up from 2.9% in September of 1989.

Airport Activity

The most significant change in the reported airport activities is the significant increase in freight arrivals at the El Paso airport which grew by 40.3% as compared to September 1989, although their airfreight departures decreased by 4.8%. The El Paso air traveling passengers increased by 9.2% in departures and the arrivals increased by 8.5%.

McAllen airport increased in passenger departures by 7.7% and arrivals by 3.1%. Its airfreight arrivals also increased by 13.4%, whereas its airfreight departures decreased by 14.4%. Laredo airport provides information on passengers only and shows a slight increase of 4.7% in departures but a 7.3% decrease in arrivals.

CITY	JULY 1990	AUG 1990	SEPT 1990	SEPT 1989
EL PASO				
PASSENGERS:				
DEPARTURES	162,916	166,296	131,452	120,327
ARRIVALS	154,402	163,071	123,783	114,069
FREIGHT:				
DEPARTURES	2,656,400	3,470,000	2,820,400	2,962,600
ARRIVALS	4,067,600	4,773,400	4,349,800	3,100,800
McALLEN				
PASSENGERS:				
DEPARTURES	19,521		17,162	15,928
ARRIVALS	18,374	19,863	16,045	15,566
FREIGHT:				
DEPARTURE	106,674	117,613	131,213	153,324
ARRIVALS	80,606	69,054	113,884	100,436
LAREDO				
PASSENGERS:				
DEPARTURES	5,321	5,542	4,658	4,879
ARRIVALS	4,978	5,316	4,348	4,029

Note: All freight in pounds

Sources: Texas Center for Border Economic & Enterprise Dev. LSU
Airport Authority

Power Connections

Power Connections

The number of power connections in 1990 as compared to the same month in 1989 for residential entities remain essentially the same in most cities compared.

Eagle Pass shows the largest improvement with a growth of 3.7%, followed by Laredo with 2.8%, McAllen 2.1%, and El Paso with 2.0%. Brownsville shows the most significant decline in residential power connections with a reduction of 2.1% and Del Rio is almost constant with 0.1% increase.

The commercial power connections increased compared to the residential power connections. Brownsville has gained the most with an increase of 10%, followed by the city of Laredo with an increase of 4.0%, and El Paso with 2.0%. Del Rio increased by 1.2% and McAllen improved by 0.5%. Eagle Pass declined slightly by 0.1%.

CITY	JULY 1990	AUG 1990	SEPT 1990	SEPT 1990
BROWNSVILLE VALUE NUMBER	\$2,795,575 131	\$2,509,677 129	\$2,665,353 109	\$2,391,191 112
DEL RIO VALUE NUMBER	\$389,309 31	\$520,114 30	\$804,213 35	\$265,461 30
EAGLE PASS VALUE NUMBER	\$265,920 16	\$132,990 6	\$236,413 5	\$257,850 2
EL PASO VALUE NUMBER	\$16,976,593 660	\$31,688,260 837	\$28,029,319 687	\$18,954,862 819
MCALLEN VALUE NUMBER	\$3,290,423 93	\$8,794,585 116	\$3,947,699 90	\$2,930,271 114
LAREDO VALUE NUMBER	\$4,673,430 210	\$16,095,628 202	\$5,099,110 165	\$3,804,841 197

Sources: Texas Center for Border Economic & Enterprise Dev., LSU
Respective Utility Companies

Building Permits

With the exception of Eagle Pass which had a decline of 8.3% in the value of new building permits we see all other cities observed are reporting increases in September 1990 as compared to September 1989. Del Rio has the highest growth rate of 202.9%, followed by El Paso with a growth of 47.9%. McAllen and Laredo show an almost identical increase with 34.7% in McAllen and 34.0% in Laredo. Brownsville shows a much lower increase of 11.5%. The only city that showed a decline in building permits with reflect to dollar value was Eagle Pass with 8.3%.

Building Permits

CITY	JULY 90	AUG 90	SEPT 90	SEPT 89
BROWNSVILLE RESIDENTIAL COMMERCIAL	25,030 4,125	25,116 4,134	24,209 4,128	24,739 3,753
DEL RIO RESIDENTIAL COMMERCIAL	11,723 1,646	11,675 1,645	11,701 1,647	11,710 1,628
EAGLE PASS RESIDENTIAL COMMERCIAL	7,493 1,157	7,503 1,163	7,528 1,158	7,262 1,159
EL PASO RESIDENTIAL COMMERCIAL	216,799 22,199	217,205 22,195	217,876 22,201	213,651 21,768
MCALLEN RESIDENTIAL COMMERCIAL	25,139 4,192	25,116 4,180	25,203 4,165	24,686 4,146
LAREDO RESIDENTIAL COMMERCIAL	33,443 5,250	33,489 5,277	33,623 5,309	32,722 5,107

Sources: Texas Center for Border Economic & Enterprise Dev., LSU
Respective City Authorities

Corrections:

The November 1990 edition of the BBI included two errors. McAllen Pedestrian Crossings for August 1989 should have been 81,273 and for August 1990 81,304. We regret these errors.

Border Cities Unemployment Rates

The Texas unemployment rate has increased in the month of September 1990 to 6.2% up from 5.6% in the previous month. At the same time the unemployment rate in the nation has decreased from 5.6% in August of 1990 to 5.5% in September of 1990.

In the cities along the Texas-Mexican border that are included in this observation, there was a work force of 386,880 people of whom 43,155 were unemployed this equates to an unemployment percent of 11.2%.

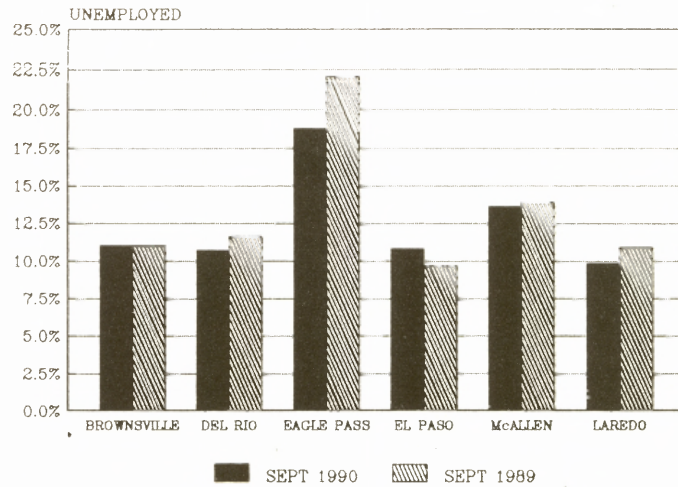
The unemployment rate in Laredo is still the lowest among all the cities in this analysis with 9.8% which corresponds to 4,806 unemployed from a work force of 49,059 people. The second lowest unemployment rate was registered in Del Rio with 10.7% and 4,781 unemployed from a 43,545 work force, followed by El Paso that has an unemployment rate of 10.8% representing 25,350 unemployed from a work force of 234,390.

The rate of unemployment in Brownsville was 11.0% representing 4,781 people from 43,545 McAllen figures show an unemployment rate of 13.9% i.e 5,385 from 39,645 and the highest unemployment rate along the border cities observed was registered in Eagle Pass with 18.8% or 1,562 unemployed from a 8,326 work force.

Brownsville's unemployment rate increased compared to last month by 0.5%, Del Rio increased by 0.3%, Eagle Pass increased by 0.1%. El Paso shows an increase in unemployment rate of 0.7% McAllen increased by 0.8% and Laredo increased by 0.7%.

CITY	TOTAL WORK FORCE SEPT 1990	TOTAL UNEMPLOYED SEPT 1990	PERCENT UNEMPLOYED SEPT 1990	PERCENT UNEMPLOYED SEPT 1989
BROWNSVILLE	43,545	4,781	11.0	11.0
DEL RIO	11,915	1,271	10.7	11.6
EAGLE PASS	8,326	1,562	18.8	22.0
EL PASO	234,390	25,350	10.8	9.7
McALLEN	39,645	5,385	13.6	13.9
LAREDO	49,059	4,806	9.8	10.9

THE NATIONAL UNEMPLOYMENT RATE FOR SEPTEMBER 1990 WAS 5.5
THE TEXAS UNEMPLOYMENT RATE FOR SEPTEMBER 1990 WAS 6.2



Sources: Texas Center for Border Economic & Enterprise Dev., LSU
Texas Employment Commission

Hotel/Motel Occupancy Rates (in %)

CITY	JULY 90 %	AUG 90 %	SEPT 90 %	SEPT 89 %
BROWNSVILLE	52	59	50	42
DEL RIO	65	77	79	72
EL PASO	71	61	66	58
McALLEN	69	75	60	66
LAREDO	70	83	69	58

Source: Texas Center for Border Economic & Enterprise Dev., LSU

Brownsville increased its percent Hotel/Motel occupancy rate compared to September 1989 by 8%, Del Rio increased by 7%, El Paso showed an increase of 8%, McAllen decreased by 6% compared to September of 1989, and Laredo's Hotel/Motel occupancy decreased by 11% compared to the same month a year ago.

A comparison with August 1990 shows Brownsville with a decrease of 9%, Del Rio increasing by 2%, El Paso increasing its Hotel/Motel occupancy by 5%, McAllen decreasing by 5%, and Laredo decreased by 14%.

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