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Blockage of Mexican-based trucks in the United States is a "smoke screen" according to Dan Griswold



May 18, 4:20 AM - Dallas Trucking Examiner - Rhianna Weir

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While watching the Cato Institute Public Policy Forum on C Span 3 this morning, I had the opportunity to hear the thoughts of Dan Griswold on transportation and immigration issues.

Dan Griswold, the Director of the Center for Trade Policy Studies, believes that there is no basis for disallowing the entry of Mexican-based trucks in the United States.

"Mexican trucks are safer than American trucks", said Griswold. "The Mexican trucks are inspected and certified at the border and there is no reason why these trucks cannot conduct business within United States boundaries."

Griswold states further that it is a ploy of unions to instill fear of unsafe highways in Mexico and unsafe drivers to control competition.

"According to Annex I of NAFTA, licensed and qualified Mexican trucks were to be allowed to make deliveries in U.S. border states by 1995, a year after the agreement went into effect, and throughout the U.S. by 2000. U.S. trucking firms were to be granted the same access to Mexico. But under pressure from the Teamsters union, President Clinton unilaterally suspended implementation of the provisions in 1995, citing safety concerns."

Griswold maintains that the hold up at the border with transferring goods from a Mexican truck to an American trucks is costly.

"This inefficient system causes delays, increased pollution and added costs at busy border crossings such as Calexico East; San Ysidro; Nogales, Ariz.; and Laredo, Texas. Because 80 percent of U.S. trade with Mexico travels by truck, the ban on cross-border trucking imposes an additional \$200 million to \$400 million in transportation costs, according to the U.S. Department of Transportation."

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