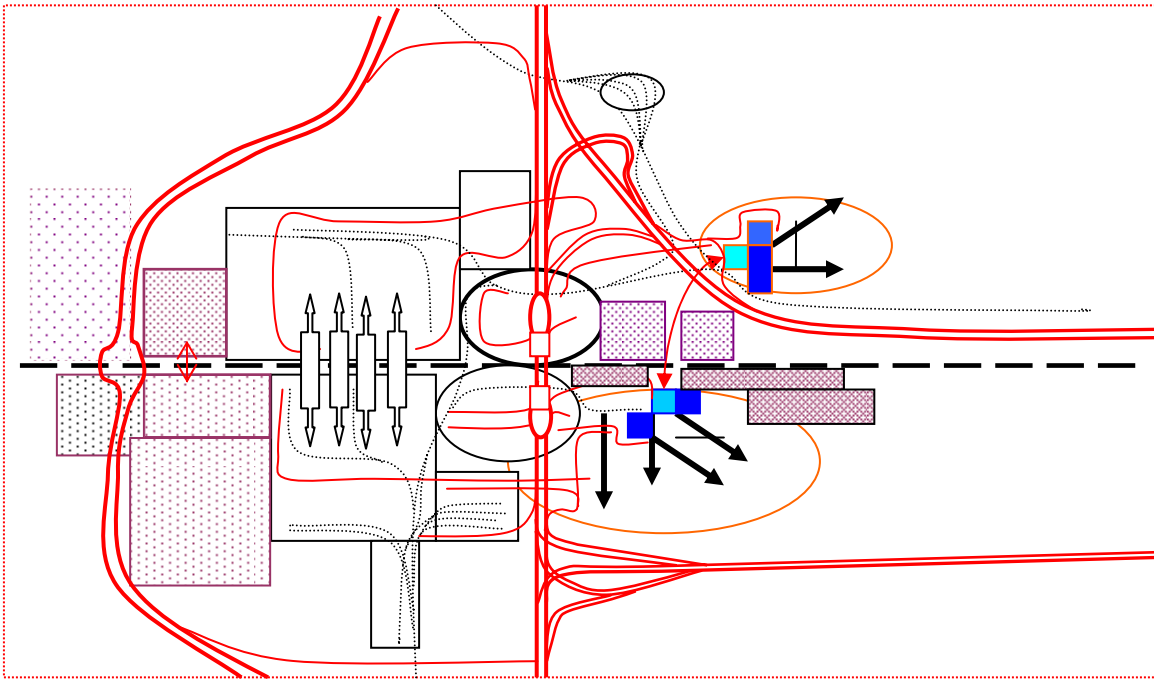
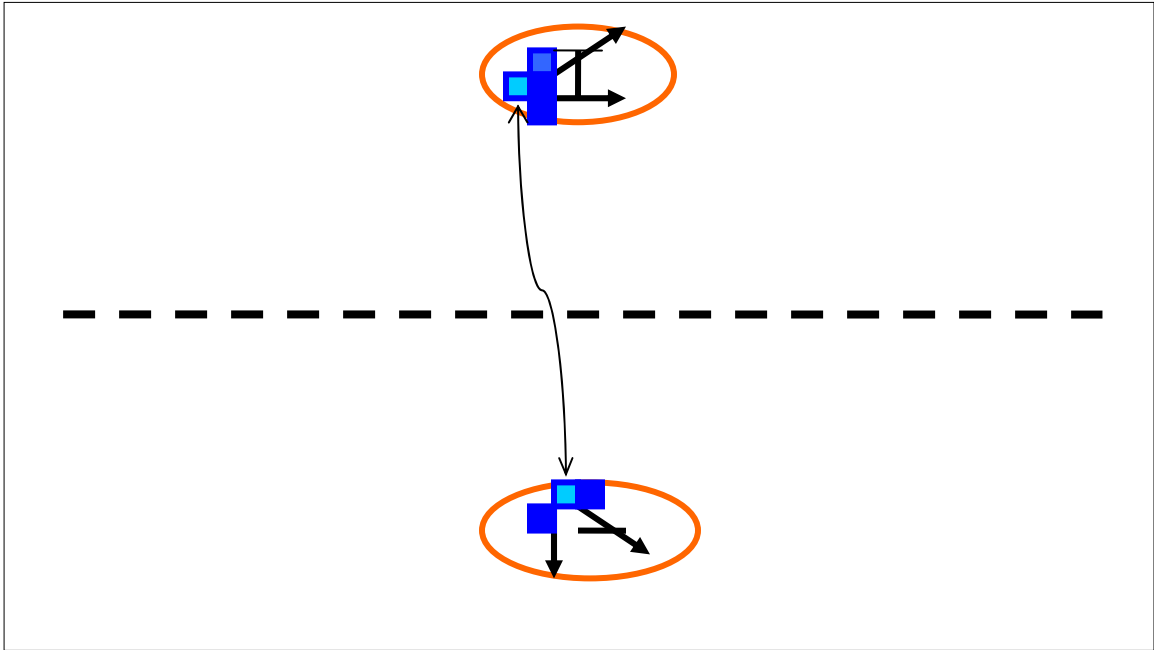


Covena Portuosus Concretus



In the beginning, there was an airport in the north and one to the south. And one day, an airline announced that they wanted to coordinate their American routes with an airline in Mexico with their airline routes. Or a co-share agreement to connect flights from Mexico to America and America to Mexico.

Two cities saw an opportunity to finally commit to a plan to transport some of the arriving passenger market into Mexico from their US airport while some of the arriving passenger market from the US would be transported into the Mexican airport for departure deep into Mexico itself.

Since Americans were already using the Mexican airport to fly to Mexican city destinations and Mexicans were using the American airport to fly into other American city destinations, the relationship and logistics simply were improved on.

How natural it is to US the American airport to become an input for the Mexican airport and the Mexican Airport and input for the US airport.

But someone in the planning room was really thinking ahead.

What about planning for a super harbor where a new airport would be built with a corresponding new airport across the border where the trip between the US terminal and the Mexican terminal would take no more than 5 minutes.

Add to that the close proximity of the land base port of entry for cars and tractor trailer cargo trucks, a manufacturing twin manufacturing park from across each other on the border, and add freight train connections.

Yes, it may require 25 years before it is needed but the airport may be the first major development while the land port is currently being developed. Instead of one airline co-sharing flights, all airlines that fly to one airport may have a departing airline across the border in which to connect to another airline.

This is border commerce unknown anywhere on this planet.

Just think of this.

If there are 30 flights inbound in to the US airport, the Mexican airport across the border can use some of this traffic as input into their airport along with its domestic traffic. And the Mexican inbound traffic will not only include returning Americans who are using the American airport to return to the home cities, but it may also include some Mexican

travelers who are also pleased with the service and frequency of American destinations from an American airport with established routes.

Rail lines are available to the airport and manufacturing plants of both sides of the border.

Manufacturing plants at these industrial parks along the border use mobile platforms that roll to the border and have their cargo transported by conveyor system or crane system. These conveyor or crane systems are line up along the border and have a corresponding conveyor or crane system on the other side of the border.

And lastly, people have to move around freely also. That is where commercial buildings are located strategically to take advantage of the people port of entries. There would be concentration of high rises around these people port of entries and low rise and residential single family dwellings between them.

This planner somewhere in one of those city buildings believes that this would be the first mega port that includes co-shared air traffic, bi-national rail, conveyor or crane traffic between two countries, auto and tractor trailer truck traffic, and people port traffic all in one place.