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“Promoting Safe and Efficient Travel and Trade at America’s Land Ports of Entry”

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Chairwoman Torres Small and distinguished members of the subcommittee, thank you for the opportunity to testify before you today to discuss Promoting Safe and Efficient Travel and Trade at America’s Land Ports of Entry.

I currently serve as the Logistics Manager for TPI Composites and am responsible for delivering our products to our customers on daily basis.

TPI is the largest U.S.- based independent manufacturer of composite wind blades in the industry and it was founded more than 50 years ago. We are currently leading the Wind Blade Manufacturing industry in all North America, Europe, and Asia.

Our advanced composites manufacturing technology allows us to build near aerospace grade parts at industrial prices. TPI's presence in our southern border city, Juarez Mexico, represent about 45% of our global presence with four facilities that export about 95% of our product to the United States. With such a large portion of our business occurring in TPI Juarez, this project has become a key figure for TPI’s future growth.

Our designated Port of Entry to the United States for our oversized loads is in Santa Teresa, NM because it has unique characteristics that make it perfect for our very complicated to transport product. Unfortunately, the Port’s current infrastructure can accommodate up to our 65-meter blade only. As our blades increase in size, so our logistics challenges. Presently we are building our 72-meter blade (262 ft.), which the Port cannot accommodate. We are expecting this blade to shipped to the United States in March of 2020.

In the last two years we increased our yearly production rate 26%. In 2019 our weekly shipments through Santa Teresa averaged 40 blades per week. In 2020 our volume will continue to increase and we will reach 50 blades on average per week. 12 of those 50 weekly blades will be 72 meters long.

Back in September of this year we were presented the Donations Acceptance program as an alternative to have the POE redesigned as our product required. After a site visit, we assessed the different obstacles that were affecting the safe transit of our product and since then we have collaborated with CBP on developing the modifications as the Donations Acceptance Program calls.

These modifications are:

- a. First, Expansion of the POE fence line, increasing its opening from 28 to 35 Ft long (Fig. 1). By expanding the fence line, the tip swing of the blade will clear this obstacle without hitting it.
- b. Secondly, we will smooth out the entrance curve by pouring 30,000 Square feet of concrete to extend the curve.
- c. The third and last obstacle is a light pole that we will relocate to the left side of the lane where once again, the tip of the blade will hit.

The expansion of the Port of Santa Teresa will impact directly the Economic growth for the region, as commerce is directly tied to the resources that both the Port and the Region receive, this will allow the port to handle a much larger load, making Santa Teresa a much more attractive POE for Oversized carriers, once again bringing more commerce to the region.

As our product gets larger, so will the price tag on each blade, making each piece that crosses through that port much more important for the region. The economic growth will be directly tied to the benefits to the community, as the region becomes more fruitful so will the benefits and resources that will be allocated in Santa Teresa, and this entire region of New Mexico.

Thank you for holding this hearing today and I look forward to hearing any questions you may have.