

TPI COMPOSITES Port of Santa Teresa



tpi COMPOSITES®

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Presented to Homeland Security

1. Brief description of TPI Composites

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

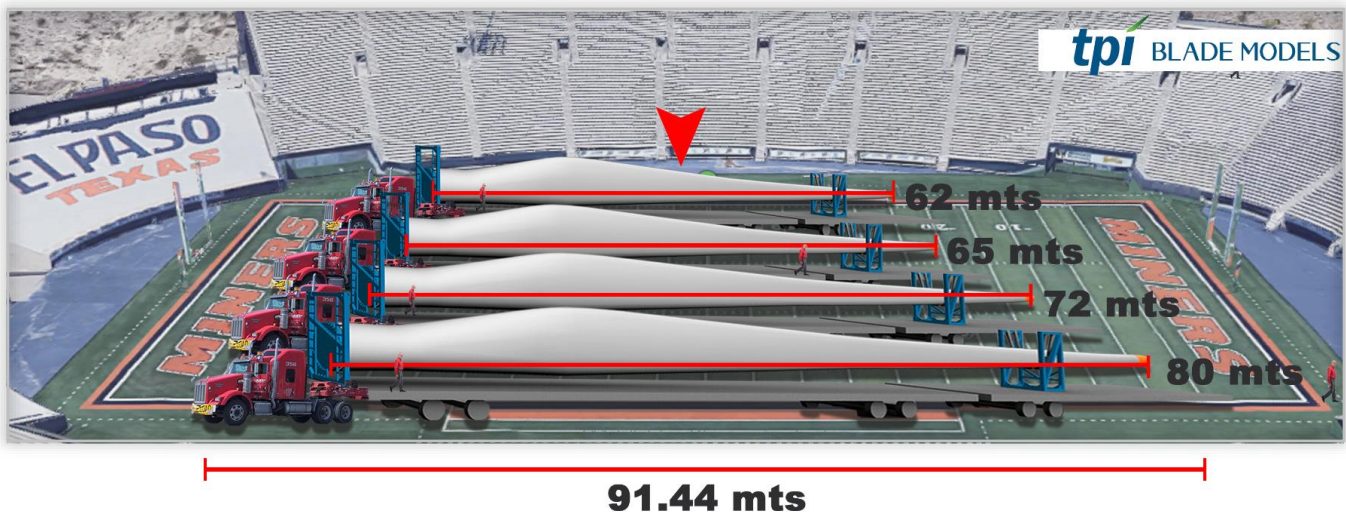
Our advanced composites manufacturing technology allows us to build near aerospace grade parts at industrial prices.

TPI's [Juarez operations](#) represent about [45% of our global presence](#) with 4 facilities that export about [95% of our product to the US](#). With such a large portion of our business occurring in TPI Juarez, this project has become a key figure for TPI's future growth.

2. Scope

Our designated Port of Entry to the US for our oversized loads is in Santa Teresa, NM. Currently the infrastructure can accommodate up to our 65-meter blade. We are currently building our [72-meter blade \(262 ft.\)](#), which the current Port cannot accommodate, we are expecting this blade to be shipped to the U.S. in [March of 2020](#).

To illustrate the magnitude of our product, we present the slide below.



Our 2020 volume increases from our current 43 in average per week to 46 blades on weekly basis. 9 of those 46 weekly blades will be 72 meters long.

3. DAP

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 DAP calls.

These modifications are:

- a. The first area that needs to be modified is the POE entrance gate, expanding it from 28' to 35' (Fig. 1). By expanding the fence line, the tip swing of the blade will clear this obstacle without hitting it. This modification will also allow a faster processing time.

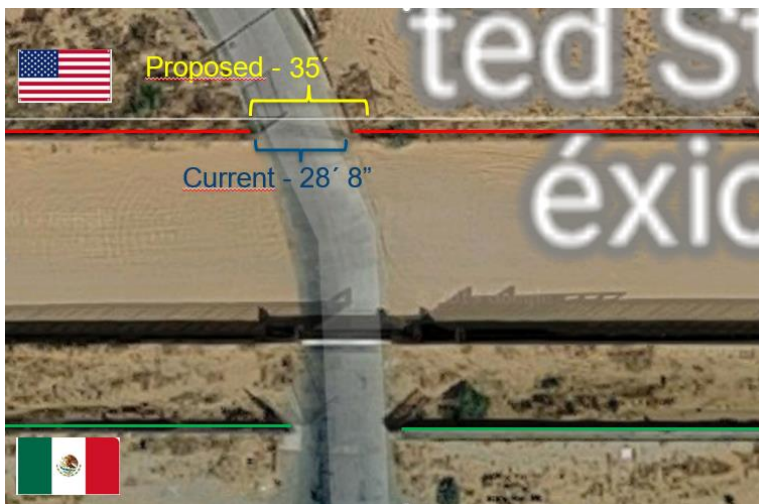


Figure 1. Santa Teresa Port of Entry

- b. Immediately after entering the U.S. premises, which is currently the only pathway for oversized loads, the cargo lane curves to the left, forcing the Blade tip to swing out and hit the fence. (Fig. 2)

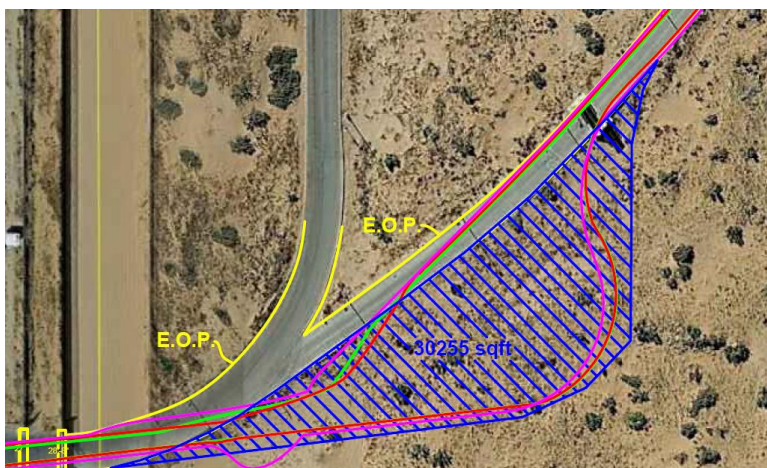


Figure 2. Curved lane. --- Tip Swing. --- Truck Front Axel. --- Back Axel

- c. The third and last obstacle is a light pole to the left side of the lane where once again, the tip of the blade will hit. (Fig. 3)

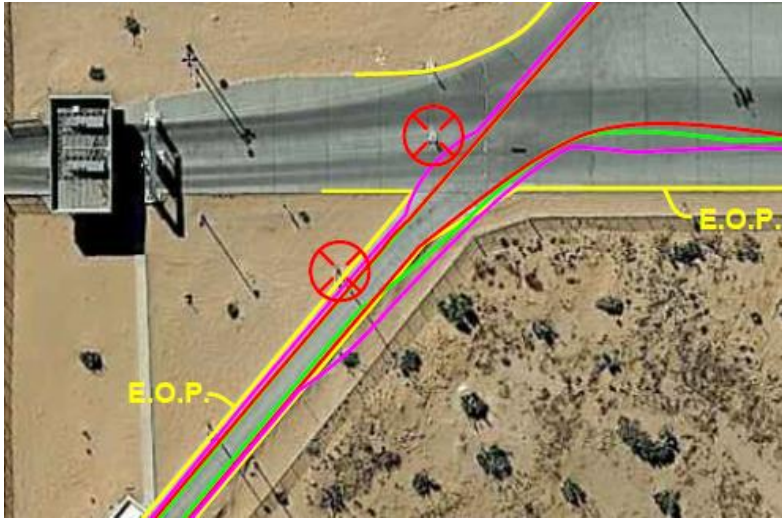


Figure 3. Light pole striking zones. --- Tip Swing. --- Truck Front Axel. --- Back Axel

4. Conclusion

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 a both the Port and the Region receive, this will allows 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.

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.