

# Mirigo Intelligence



Analyze 6-month cross-border transit time projections with ground-level data

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## TL;DR

Cross-border transit times in the Monterrey-Laredo corridor are expected to improve significantly by 2026 due to new logistics initiatives like Green Corridors' automated freight systems, despite current bottlenecks from drayage shortages and cargo theft concerns. While nearshoring demand remains strong with Mexico becoming the US's top trading partner in 2025, capacity constraints are real - with \$1.4M in lost supply chain services revenue from trade declines. The 2026 USMCA review window creates both opportunity and uncertainty, while major players like CH Robinson are expanding border operations with 450K+ sq ft of new warehousing. Evidence suggests pivoting toward asset-heavy providers makes strategic sense given infrastructure investments and regulatory changes.

## Structured findings

- Green Corridors International implementing automated cross-border freight solutions targeting dramatic transit time reductions
- Drayage shortages and cargo theft spikes confirmed as primary bottlenecks in current operations
- Mexico ranked as US's top trading partner in 2025, driving sustained logistics demand
- CH Robinson expanding cross-border operations with 450,000+ sq ft of warehousing and cross-docking capacity
- Port Laredo experiencing \$1.4M in lost supply chain services revenue from recent trade declines
- 2026 customs law reform and RGCE enforcement creating new compliance requirements
- Asset-heavy providers (CH Robinson, Ryder, XPO Logistics) positioning for nearshoring growth
- Intermodal showing early recovery with competitive cost advantage over truckload
- CONVICTION SCORE: 7/10 for pivoting toward asset-heavy providers. Key network contacts to reconnect with: Mexicom Logistics (leading Port of Laredo operations) and Green Corridors International leadership. The evidence supports that while current bottlenecks are real, infrastructure investments and regulatory clarity in 2026 favor established asset-heavy players over pure brokerage models. CH Robinson's major capacity expansion signals institutional confidence in corridor growth despite near-term constraints.

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