Paso del Norte Economic Indicator Review, July

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Employment

Pandemic Takes Toll on Jobs Throughout Region

The onset of COVID-19 has resulted in layoffs and furloughs across employment sectors on both sides of the border, affecting consumer spending and production.

In May 2020, non-farm employment decreased by 8.6% in El Paso (-27,800 jobs), 8.9% in Las Cruces (-6,600 jobs), and 2.9% in Ciudad Juárez (-13,200 jobs) on a year-over-year basis. Although the April non-farm employment level in El Paso was the lowest since mid-2013 (287,700 workers), there was an increase of 8,500 jobs in May, the highest number of job gains for a month, reaching 296,200 workers. In April, Las Cruces non-farm employment reached its lowest level since mid-2009 with 66,900 workers but in May this number increased to 67,800, an increase of 900 workers over a month. The employment level for May in Ciudad Juárez was approximately 445,000.

Occupation and Certification Demand

- At the beginning of July, the most demanded occupation groups in El Paso were sales and related occupations (22.7%), and food preparation and serving-related occupations (14.2%).

Maquiladoras Activity

- Total absenteeism in maquiladoras, excused and unexcused, reached its highest level in April 2020 with 33.3% and its second highest level in May 2020 with 6.5%. The automotive and sewing sectors shut down their operations in April. In May, the industry sector that witnessed the highest absenteeism was Electric Machinery with 19.9%.

Truck Freight Crossings

- After the first global case of COVID-19 was detected in December 2019, the number of full containers crossing northbound by truck through the El Paso Port of Entry (PoE) has continuously decreased on a monthly basis, with the sharpest decline of 84.9% registered in April 2020. For the first time, in April and May, the number of truck border crossings with full containers through the Santa Teresa PoE superseded that of the El Paso PoE.

Key Takeaways

Quick-Glance Indicators

El Paso and Ciudad Juárez Air Passengers, Thousands

Note: Data as of May 2020.
Source: El Paso International Airport and Grupo OMA.

New Coronavirus Cases per 1 Million Inhabitants, 5-Day Moving Average

Note: Data as of July 9, 2020.
Source: Texas Health and Human Services, New Mexico Department of Health, Secretaría de Salud de Chihuahua, Center for Systems Science and Engineering at Johns Hopkins University, U.S. Census Bureau, and Consejo Nacional de Población.

Paso del Norte Total Non-Farm Employment by Sector, May 2020 (Year-over-Year)

Note: Preliminary data for May 2020. Services exclude Transportation and Utilities and Trade. Numbers are rounded to the nearest hundred.
Maquiladoras Activity

Operations Disrupted at Maquiladoras

Maquiladoras in Ciudad Juárez have stalled operations due to the global health crisis, creating disruptions in production, inventory systems, and supply chains.

Due to preventive and sanitary measures associated with COVID-19, many maquiladoras in Ciudad Juárez have faced greater absenteeism from workers. Total absenteeism, excused

In May 2020, the main sectors contributing to these year-over-year job losses in El Paso were Leisure and Hospitality with 15,500 jobs lost (-40.1%); Professional and Business Services with 4,900 jobs lost (-13.7%); Trade, Transportation, and Utilities with 3,400 jobs lost (-5%), and Manufacturing with 2,100 jobs lost (-12.4%). In Las Cruces, those sectors with the largest annual job losses were Leisure and Hospitality with 3,800 jobs lost (-43.7%), Professional and Business Services with 1,000 jobs lost (-12.7%), Education and Health Services with 700 jobs lost (-4.3%), and Trade, Transportation, and Utilities with 600 jobs lost (-5.6%). In Ciudad Juárez, the Manufacturing and the Mining and Construction sectors recorded the highest job losses over the year, with approximately 8,800 jobs lost (-2.9%) and 4,000 jobs lost (-24.6%), respectively.

Occupation and Certification Demand

Rising Employer Demand for Certain Occupations

With more demand for groceries and essential items during the quarantine, there has been an increase in demand for workers in sales, food preparation, and certain health care specialists.

At the beginning of July, the most demanded occupation group in El Paso according to job postings was sales and related occupations, comprising 22.7% of all jobs posted. The second most demanded group was food preparation and serving-related occupations with 14.2%. The demand for these occupation groups is likely a result of increased demand for food, household, and other essential items, requiring stores to keep goods in stock, as well as an increased demand for food delivery services during the quarantine. In order to identify the demand for healthcare services, the healthcare practitioners and technical occupations group was analyzed in conjunction with that of healthcare support occupations group. This group was third for job postings in the area with a 13.7% share.

Four of the top five certifications demanded by employers through job postings were for healthcare services: 12.8% for CPR, 11.3% for driver’s license, 11% for registered nurse, 8.4% for basic life support, and 5.5% for advanced cardiac life support.

Due to preventive and sanitary measures associated with COVID-19, many maquiladoras in Ciudad Juárez have faced greater absenteeism from workers. Total absenteeism, excused
and unexcused, reached its highest level in April 2020 with 33.3% and its second highest level in May 2020 with 6.5%. The third highest level of absenteeism recorded was 2.8% in November 2015. Besides the effects on production, this will most likely affect trade flows and retail trade activities, while disrupting supply chains. Breaking down total absenteeism by type of industry shows that the automotive and sewing sectors shut down their operations in April. In May, the industry sector that witnessed the highest absenteeism was Electric Machinery with 19.9%.

Most likely, the economic downturn from the current global health crisis will influence the planning and operations of maquiladoras – in particular, the management of their inventory systems – by establishing warehousing and distribution centers in strategic locations with access to major logistical hubs.

**Truck Freight Crossings**

**Truck Traffic at Ports of Entry Significantly Sags**

The impact of COVID-19 on truck freight border traffic has been greater than that of the migration crisis, reaching new all-time lows at the region’s ports of entry.

However, after the first global case of COVID-19 was detected in December 2019, the number of full containers that crossed northbound by truck at the El Paso PoE has decreased every month, with the sharpest decline at 84.9% from March 2020 to April 2020. In May, the over-the-month decline was 17.6%.

In the Santa Teresa PoE, all border crossings with full containers are by truck. Excluding March 2020, this number has registered month-over-month declines since November 2019, with May 2020 registering a 2.5% decrease. For the first time, in April and May, the number of truck border crossings with full containers through the Santa Teresa PoE superseded that of the El Paso PoE.