

## ¿Cómo vamos con los servicios de mensajería y paquetería?

Conectando al país con las cadenas de valor globales para fortalecer la competitividad de Norteamérica y crear empleos de calidad.



## México ¿cómo vamos? and ANMEC present a study on the importance of courier and parcel delivery services for the competitiveness of Mexico and North America

- Courier and parcel delivery services participate in the intermediate demand of 89% of Mexico's economic sectors and are essential for industries that operate under a just-in-time model.
- Unlike Mexico's postal service and freight trucking, the subsector is open to foreign direct investment, which supports the incorporation of advanced technologies and processes.
- 8 of the 13 goals of Plan México require agile, reliable, and responsive logistics services.
- These services enable North America's co-production model. Under the USMCA, Chapter 7, Article 7.8 establishes specific procedures to facilitate the clearance of express shipments.

Mexico City, May 15, 2026. México ¿cómo vamos? and the Mexican National Association of Courier Companies (ANMEC) present the study *How are courier and parcel delivery services doing?*, which analyzes the contribution of this subsector to economic activity, national competitiveness, and North America's productive integration.

Courier and parcel delivery services include the collection, transportation, tracking, and delivery of packages within predetermined timeframes. They are distinguished by defined delivery times, national and international networks, online traceability, proof of delivery, and incident management. For this reason, they should be defined by the quality of the service provided, not by a weight limit.

The study shows that these services are part of the intangible logistics infrastructure that supports competitiveness. They participate in 89% of Mexico's economic sectors and are essential for high-value-added industries such as automotive, pharmaceuticals, and technology. The international courier services branch contributes 91% of the subsector's value added, while representing only one-fifth of its economic units.

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The subsector's openness to foreign direct investment has supported the incorporation of technology and specialized processes, such as systematized risk analysis, information repositories, and artificial intelligence. These services also facilitate the movement of intermediate goods and are an integral part of North America's co-production model.

The study finds that 8 of the 13 goals of Plan México depend on more agile, secure, and reliable logistics, including greater investment, job creation in specialized manufacturing, higher domestic content in global value chains, and the integration of SMEs into international markets.

To harness this potential, Mexico needs a national logistics and courier policy focused on critical infrastructure. This policy should strengthen customs capacity, simplify procedures, improve road security, preserve road maintenance, and promote sanctions that are proportional to operational impact. In the context of the USMCA review, advancing toward a trilateral North American express shipment model would strengthen regional competitiveness.

Available at: <https://mexicocomovamos.mx/anmec/>

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