

# Transportation Border Working Group Meeting April 29/30, 2004

## Summary

Summary of Main Points from Panel on:

### **Towards a More Secure and Efficient Border: Collaborative Cross-Border Transportation and Planning Strategies**

Future Challenges for Rail

- Increased Security
- Rising Traffic Levels
- Limited Funds
- New Safety Requirements
- Treat all transportation modes equally

Trucking Concerns

- Impact of new hours of service in the US
- Impact of US VISIT on Drivers
- Haz Mat Driver Requirements in US
- Consultation with private sector before regulation are developed
- Transportation Worker Identity Credentials (TWIC) is a major issue
- More information on how US VISIT will be implemented

Recommendations

- Establish a master plan for the border
- Work towards a seamless border – electronic data is filled and process before vehicle get to the border
- ACE/ITDS needs to be implemented – One place to file data
- Focus on name based background checks until TWIC is implemented
- Cooperation and communication is key to develop an overall system that works
- All Transportation modes are critical
- FAST is the key program for trucking
  - o Seamless border
  - o Consistent treatment at all crossings
  - o Predictable border crossing time
  - o Expedited low risk people and goods
  - o Improved infrastructure (provide FAST lanes beyond queue)
  - o Education
  - o Modern Technology
    - Advanced notification
    - FAST/CTPAT
    - NEXUS
  - o Expectation of the Transportation Shippers and Carriers
    - Border Management
      - Modern Technology
      - Common US/Canada Processes

- Clear benefits for participating in programs
- Simplify programs
- Optimize the use of technology
- Implement technology in coordination with other ITS programs.

### **Comments Based on Questions and Answers of the Panel**

- Need to operate the border like a traffic control system
- Approximately 20% of Canadian Truck Drivers are non-Canadian Citizens - what will be the impact of US VISIT
- Need FAST lanes to bypass traffic delay to get travel time saving for FAST
- Need to involve the brokers
- Brokers work for shipper not carriers
- Need to take a risk base approach to border clearance
  - Railroad 100% inspection
  - Truck limited
- VACUS working well
- Modal equity is a key point

### **TBWG Priorities for the Future – Comments from Discussion**

#### Improvement to TBWG Efforts:

- Monthly Reports from each working group and post on WEB site/E-mail – by June 30
- Master List of all TBWG members provided to all member and posted on the WEB- by June 30

#### Rethink our Structure

- Develop 2-year work plan with 6 month products
- Have specific product dates

#### New Initiatives

- Form a Delay Measure subcommittee
  - Look at operation and flow
  - FAST Transponders to gather data
  - NEXUS to gather data
  - Other
- Develop new committee on Performance measures
- Have more specific goals and objectives
- Develop a questionnaire to look at current and future needs
- Structure next meeting based on response to questionnaire
- Review membership
  - Bridge Operators
  - Brokers
  - Bus Operators
  - Ferry Operator
- What are the FACA limitations in the US?
- What is the TBWG role with regional groups?
  - EBTC

- IMTC
- Michigan/Ontario
- New York/Ontario
- Others
- Communications
  - Promote the WEB site, get articles in the following newsletters:
    - GSA
    - AASHTO
    - AMPO
    - NARC
    - Others

### **SPECIFIC ACTION ITEMS**

- Find out additional information on US FACA rules. – FHWA Lead
- Develop questionnaire and sent out to TBWG. – Transport Canada Lead
  - Send out questionnaire by May 30
  - Responses Received by June 30
- Plan for next meeting – Transport Canada, Lead
- Monthly Reports from each working group and post on WEB site/E-mail – Committee chairs lead by June 30
- Master List of all TBWG members provided to all member and posted on the WEB- by June 30