



**SUMMARY OF CANADA – UNITED STATES TRANSPORTATION BORDER
WORKING GROUP PLENARY IN TORONTO, ONTARIO
OCTOBER 27-28, 2015**

The 2015 Fall Plenary of the Canada – United States Transportation Border Working Group (TBWG) was held on October 27-28, 2015, at the Fairmont Royal York Hotel in Toronto.

DAY ONE:

The meeting was called to order by the TBWG Plenary Co-chairs, Tom Oommen (Transport Canada - TC) and David Kim (Federal Highway Administration - FHWA).

Border Infrastructure Investment Plan (BIIP) 3.0

Presenters for this session were Sarah Hampel (TC); David Franklin (FHWA); Tambræ Knapp (Canada Border Services Agency – CBSA); and Matt Stack (Customs and Border Protection – CBP). The presentation provided an update on the preparation of BIIP 3.0, a deliverable under the Beyond the Border (BTB) Action Plan. Questions/discussion focussed on the development of performance measures to report on the impacts of significant infrastructure upgrades at major border crossings.

Update on U.S. Border Infrastructure

Matt Stack (CBP) provided an update on U.S. border infrastructure highlighting the levels of funding appropriations in recent years; border crossings that are the subject of CBP's focus; CBP's new Donation Acceptance Program; and the potential benefits of regional border master plans for Canada – U.S. border planning. Questions/discussion covered the issues associated with federal funding appropriations for leased ports of entry such as those at Lewiston and Port Huron (where CBP leases customs facilities from the border operators).

Gordie Howe International Bridge

Heather Grondin from the Windsor-Detroit Bridge Authority (WDBA) provided an update on the Gordie Howe International Bridge project, the largest infrastructure project on the border. The WDBA is the not-for-profit Canadian Crown corporation managing the procurement process for the design, construction, financing, operation and maintenance of the new bridge through a public-private partnership (P3). Its work is subject to the Canada – Michigan Crossing Agreement and will be overseen by the International Authority. The presentation described the planned features of the bridge, the Canadian and U.S. ports of entry, and the connection with the Interstate in Detroit. Preliminary

work completed on the Canadian side includes: construction of a Perimeter Access Road; utility relocations; and plaza site fill and grading. Michigan Department of Transportation (DOT) is leading property acquisition in Detroit while work continues between Canada and the U.S. on the design of the U.S. port of entry. The P3 procurement process is underway, with plans to award the final P3 contract by December 2016.

Institute for Border Logistics and Security (IBLS)

Laurie Tannous of the IBLS briefed the TBWG on the new Institute's mandate and plans. The IBLS is a partnership between the City of Windsor and the University of Windsor that received initial funding from the Government of Canada. Its mandate is to become a world-leader in supporting the trade community in cross-border logistics and border security needs. A state of the art facility is being built in Windsor to provide an environment for real-world testing of new logistics and security technologies.

Trade and Traffic Data

Steven Beningo of the U.S. Bureau of Transportation Statistics (BTS) provided an update on the work of the trilateral North American Transportation Statistics Interchange (NATS) as well as the BTS. The NATS is a forum to exchange and improve statistics, discuss critical technical issues, and develop cooperative North American transportation statistics activities, databases and projects. NATS partners are developing a trinational freight fluidity measure, with an initial focus on the Nuevo Laredo (Mexico) to Windsor corridor. It was noted that U.S. DOT Freight Analysis Framework Version 4.0 was released, incorporating data from the 2012 Commodity Flow Survey. Forecasts to 2045, including origin-destination-commodity-mode data for imports and exports, will become available in January 2016.

Rob Tardif from the Ontario Ministry of Transportation (MTO) provided an overview of the workshop MTO had hosted with the FHWA on the MTO Commercial Vehicle Border Survey. This included: an overview of MTO's Commercial Vehicle Survey Program; Commercial Vehicle Border Travel Trends; guidance on how the data can be used; and case studies. The presentation demonstrated the significant benefits that the data and analysis can provide for border planning, such as identifying trade corridors and border crossings with heavy congestion and costly shipping delays.

Border Wait Time (BWT) Technology

Julie Irvine (TC) and Tiffany Julien (FHWA) provided an update on binational efforts to deploy BWT measurement technology at the top border crossings. The presentation noted the benefits of BWT technology and the challenges to date. They described the regional webinars, held over the summer to share information with provinces, states and local stakeholders as well as to inform them of existing Canadian, and pending U.S., funding, available for deployment.

Mathieu Pouliotte (CBSA) provided an overview of the Agency's BWT activities. The CBSA website and mobile applications report border wait times for 26 major crossings

using automated data feeds from BWT technology at 5 ports of entry (POEs) and manual wait time estimation and date entry for 21 POEs. Instances of wait times over 60 minutes are analyzed in order to improve performance and resource allocation.

Mike Barnett (MTO) spoke about his participation in the regional webinars and MTO's experience in integrating data from BWT technology at Ontario crossings which have Advance Traveller Information Systems on provincial highways.

Above and Beyond the Border: A Private Sector Perspective

Daniel Ujzco, from the American law firm Dickinson Wright, shared his perspectives on the major challenges for the private sector on the border today. He noted that most companies have not yet seen benefits from trusted trader programs. He urged that efforts under the BTB Action Plan continue under Canada's new government but stated that the shift southward of the automobile industry and trade will continue and that the Mexican border is the priority for the U.S.

Open Dialogue on the TBWG

Hugh Conroy from the Whatcom Council of Governments moderated a discussion aimed at soliciting feedback from TBWG participants on the format and content of TBWG plenary meetings. The TBWG Steering Committee will consider the input and incorporate changes in planning future plenary meetings.

DAY TWO:

Day Two of the TBWG Meeting was called to order by the TBWG Plenary Co-chairs, Tom Oommen and David Kim.

Goods Movement in the Greater Toronto Area

Dr. Sabbir Saiyed from Peel Region provided an overview of the importance of goods movement in Peel Region, site of the Toronto-Pearson airport, strategically located between Toronto and the U.S. border. Over 2000 trucking firms are located in Peel and goods movement through the region represents 25% of the Ontario total. Peel's Goods Movement Action Plan recommends infrastructure improvements, further system optimization and improved forecasting measures.

Ontario's Transportation Priorities

Alison Drummond from MTO presented on Ontario's transportation priorities, starting with an overview of Ontario's critical role in Canada – U.S. trade. Ontario's roads support the movement of \$1.2 trillion in goods annually, which is half of Canada's total international trade and 70% of Canada's road trade with the U.S. The Province's border-related priorities fall into three categories: infrastructure (e.g. the Gordie Howe International Bridge and the Herb Gray Parkway); technology (e.g., installation of BWT and radio frequency identification (RFID) technologies at the border); and processes (e.g., implementation of the new Canada-U.S. Preclearance Agreement).

Updates from Regional Border Organizations

Cathy DeCoste-Whitlock spoke about the activities of the Eastern Border Transportation Coalition (EBTC), citing passenger rail preclearance as a special area of interest. David Lettner provided an overview on the newly-formed Inland Border Working Group (IBWG) which represents western states and provinces. The IBWG is now represented on the TBWG Steering Committee alongside the EBTC and International Trade and Mobility Corridor (IMTC). Melissa Fanucci (Whatcom) presented on a range of IMTC activities and plans: BWT data warehouse; border surveys; RFID promotion; infrastructure prioritization; and the Cascade Gateway Border Master Plan.

Washington State's Economy in Relation to Canada and the Border

David Davidson of the Border Policy Research Institute (BPRI) provided a summary of a recent BPRI report that measured the links between Washington (WA) State and Canada in the same manner as a previous study on Ontario by Professor Anderson of the University of Windsor. He underscored that WA State is far less dependent on trade with Canada as China is its largest export market. The composition of trade across the border is quite different from that in the Ontario region.

Rail Discussion Group

Gail Robertson from the U.S. National Transportation Safety Board provided an overview of the Agency's mandate. The presentation highlighted areas of cooperation on accident investigation with the Transportation Safety Board of Canada (TSB) in all modes. Dan Holbrook of the TSB noted that there are about 1500 incidents per year in the rail sector in Canada and that the Agency undertakes 10 to 15 rail investigations annually.

Certificate of Recognition

David Kim reported that the TBWG Co-Chairs had awarded former FHWA employee Travis Black a TBWG Certificate of Recognition for his valuable contributions to the TBWG over many years.

Radio Frequency Identification (RFID) Documents

Chris Dingman (FHWA) provided a summary of his paper, published by the BPRI, on measuring the economic benefits of participation in NEXUS. Calculations using archived north-bound BWT data for the Peace Arch / Douglas border crossing factored in savings of time, fuel and emissions.

Hugh Conroy presented on the business case for a pilot on greater RFID use at the border developed by the BPRI and IMTC. The plan is to provide vicinity RFID cards free of charge to frequent border crossers and measure the impact on BWT at the Peace Arch and Pacific Highway crossings. A comparison of estimated benefits and costs of an RFID strategy with the costs & benefits of installing and staffing additional

infrastructure could then be made. The pilot proposal aligns with a Beyond the Border Forward Plan initiative to reduce traveller wait times by promoting, supporting, and encouraging the use of RFID-enabled documents at the border. The proposal will need to be endorsed by the Canadian and U.S. governments before it can proceed.

Freight Planning Peer Exchange

Tiffany Julien (FHWA) and Tom Oommen (TC) reported on the binational Freight Planning Peer Exchange that took place in Detroit in spring 2015. At the Peer Exchange, updates were provided on the U.S. DOT study of cross-border flows of people and goods to 2045 and the trilateral Windsor-Nuevo Laredo auto parts study. Participants also discussed the possibility of developing regional border master plans involving states and provinces, sharing border data, and developing metrics for border crossing performance.

TBWG Action Plan

Tricia Harr (FHWA) & Daniel McGregor (TC) provided an overview of the existing Action Plan and approval process and sought input from TBWG members on the draft 2015-17 Action Plan that was shared with plenary participants before the plenary. Significant input was received, which FHWA and TC will use to prepare a revised draft for consideration by the Steering Committee. Once a final version is approved it will be shared with TBWG members.

Summary & Closing Remarks

TBWG Co-Chair David Kim made concluding remarks, thanked participants and presenters for their contributions, and thanked TC for having organized and hosted a successful plenary meeting.