

CANADA—U.S. TRANSPORTATION BORDER WORKING GROUP NEWSLETTER

Issue 12 — Fall 2014

Ken Petty Named as FHWA Director of Planning and U.S. — TBWG Co-Chair



Kenneth (Ken) Petty, the Federal Highway Administration's new Director of Planning

In August 2014, Kenneth (Ken) N. Petty II became FHWA's Director for the Office of Planning. As the Director, he will serve as the TBWG Co-Chair for the United States. He is responsible for leading and advocating for the statewide, metropolitan, rural, and tribal transportation planning program; directing the development of policies, regulations, directives, and techniques to carry out the transportation planning program and process; conducting applied and advanced research on transportation data and analysis tools; and working with State, Federal, and international partners in

Mexico and Canada to cooperatively address the challenges of improving mobility and security at land border crossings.

Prior to his appointment as Director for the Office of Planning, he served as the Planning Capacity Building Team Leader in the Office of Planning, Environment, and Realty. In this role he provided strategic direction in developing Federal regulations and policies relating to the implementation of performance-based transportation planning programs. His team led the development and delivery of products and services that provide information, training, and technical assistance to transportation professionals responsible for planning for the needs of the nation's surface transportation system. In addition, Ken was instrumental in leading national efforts to integrate planning and environmental programs, and streamlining processes to accelerate the delivery of transportation projects.

He served for 10 years as a Transportation Specialist where he managed multiple FHWA Discretionary Grant Programs and led and conducted comprehensive intermodal and multi-modal transportation planning research activities. He has worked with various offices and stakeholders on efforts including but not limited to the implementation of the American Recovery and Reinvestment Act; the HUD/DOT/EPA Partnership for Sustainable Communities; Statewide and Metropolitan Planning Regulations; Transportation Planning Capacity Building; Planning Grant Administration, Consolidated Planning Grant Program, and Flexible Funding; Asset Management; and Tribal Transportation Planning.

Ken began his career with FHWA in 1996 as an Office Automation Clerk in the former Office of Program Development. Ken holds a Master of Business Administration Degree and a Bachelor of Business Administration Degree from the University of the District of Columbia.

Friedman Named Global Fellow at Wilson Center

Rachel Teaman, Communication Officer, University at Buffalo, School of Architecture and Planning

She's been recognized as an "up and coming scholar doing innovative work" by the American Society of International Law. Now University at Buffalo's faculty member Kathryn Bryk Friedman has joined some of the best and brightest scholars and experts from around the world as a new Global Fellow at the Woodrow Wilson International Center for Scholars in Washington, DC.

Friedman, Director of International Research at University at Buffalo's Regional Institute and a Research Associate Professor of Law and Policy in the Department of Urban and Regional Planning, will serve as a Wilson Center Global Fellow through August 2015. The non-residential fellowship will allow Friedman to remain at the University of Buffalo.

As a Wilson Fellow, she will contribute to the Center's scholarship through research, analysis and publications as part of the Center's Canada Institute, a nonpartisan program to build awareness and knowledge about Canada and Canada - U.S. relations among U.S. policymakers and opinion leaders.

The Center's work informs the nation's public policy debates via nonpartisan and relevant research and information.

A recent Fulbright Fellow and member of the Foreign Policy Association, Friedman is a highly regarded expert on the Canada - U.S. relationship. She serves as U.S. lead on several international research and engagement networks concerning border policy and the Great Lakes. She frequently speaks and writes on trans boundary governance and international law issues related to the Canada-U.S. relationship, including trade, border security and water governance.

Friedman also teaches courses on NAFTA, comparative law and international development, research and writing for international students, and international trade in the School of Architecture and Planning and at the University at Buffalo Law School. She is a Fellow of the Foreign Policy Association, member of the Advisory Council for the Niagara Observatory at Brock University and Women in International Security. She also served as Vice Chair of the International Law and Practice Section of the New York State Bar Association.

She holds a PhD in Political Science, with concentrations in International Relations and Comparative Political Economy, and graduated magna cum laude from the University at Buffalo Law School, where she was an International Law Fellow and editor-in-chief of Buffalo Law Review. She also served as confidential law clerk to two associate judges on the New York Court of Appeals.



Kathryn Bryk Friedman will join the Canada Institute at the Woodrow Wilson International Center for Scholars. Friedman is a frequent presenter at the TBWG Meetings. Photo: Courtesy of the School of Architecture and Planning.

Scenes from the Buffalo TBWG Meeting — Day One



Lynn Weiskopf, with the New York State Department of Transportation filling in as the chair for the Rail Working Group session.



Co-Chair Julie Irvine, with Transport Canada, during the Technology Session.



Todd Carlson, with the Washington State Department of Transportation presenting during the Rail Discussion Group Session.



Roger Ripa, with the Buffalo and Fort Erie Public Bridge Authority presenting during the Technology Session.



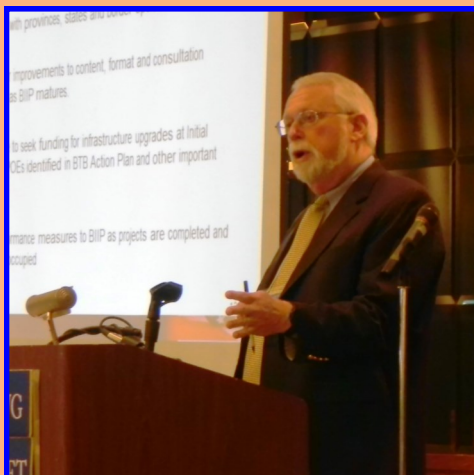
Stephanie Dafoe, with the Niagara Falls Bridge Commission, presenting during the Technology Session.



Stan Korosec, with the Canadian Transit Company, presenting on the Ambassador Bridge Enhancement Project during the Border Infrastructure Session.



Hugh Conroy, with the Whatcom Council of Governments, chairing the Policy Subcommittee Session.



TBWG Co-Chair Roger Petzold presenting during the Border Infrastructure Session.



A group shot of TBWG Participants listening to one of the many sessions during the Spring Meeting.

Scenes from the Buffalo TBWG Meeting — Day Two



Dr. Kathryn Freidman, with the University of Buffalo's Regional Institute, during her presentation on Borders and Globalization.



Tiffany Julien, with the FHWA Office of Freight Management, during the FHWA Freight Policy Update Session.



Ralph Scalise, with the General Services Administration, presents on CBP/GSA Public Sector Partnerships.



Mike Makowsky, with the Saskatchewan Ministry of Highways and Infrastructure, presents on the Northgate Railroad Border Crossing.



Roger Petzold, with the Federal Highway Administration, presenting during the Ottawa—Washington Update Session.



Jay Lafrance, with the Canada Border Services Agency, presenting during the Ottawa—Washington Update Session.



Tom Oommen, with Transport Canada, presenting during the Ottawa—Washington Update Session.



Customs and Border Protection's Liz Schmelzinger presenting during the Ottawa—Washington Update Session.



Paul Murchison, with the Yukon Highway and Public Works, presents on the Alaska—Canada Highway.



Daniel Ujcz, with Dickinson Wright, PLLC, presenting on U.S. Customs Brokerage and Consulting.



John Lohrey, with the Federal Highway Administration's Alaska Division, presents on the Alaska—Canada Highway.



North Dakota Department of Transportation's Jack Olson during the Northgate Border Railroad Crossing Presentation.



Jim Phillips, with the Canadian—American Border Trade Alliance presenting on Advancing the Beyond the Border Action Plan.

Scenes from the Peace Bridge Pre-Inspection Tour



CBP Assistant Port Director Joe Draganac briefs the Peace Bridge tour participants on the bus prior to traveling across the bridge to the Pre-inspection facility located in Canada.



CBP Assistant Port Director Mark MacVittie provides some background information on the Pre-inspection Program to Peace Bridge tour participants before going inside the inspection booths.



TBWG participants crowd into an inspection booth of the Peace Bridge Pre-inspection facility during the bus tour.



Freight bound for the United States entering the Pre-inspection facility on the Canadian side of the Peace Bridge Port of Entry.



TBWG participants wait on the tour bus outside of the Buffalo Adams Mark Hotel for the tour to begin.



CBP Assistant Port Director Mark MacVittie answers questions from tour participants after viewing the inspection booths.

Certificates of Recognition Awarded at Buffalo TBWG

The TBWG Certificate of Recognition was awarded to four distinguished individuals at the 2014 Spring Meeting in Buffalo, New York for their tireless efforts in supporting the TBWG. Honorees for the award were Whatcom Council of Government's former Assistant Executive Director

and Planning Director, Gordon Rogers, North Dakota Department of Transportation's former Assistant Director of Planning and Asset Management, Jack Olson, and Transport Canada's former Ontario Regional Manager, Tony Shallow and Transport Canada Policy Analyst, Marc Aubin.



Gordon Rogers, seen here holding his Certificate of Recognition at a ceremony held recently in Bellingham, Washington. The Award was given to Gordon by Hugh Conroy, the Whatcom MPO Planning Manager and TBWG Policy Subcommittee Co-Chair.

was given to him in a private ceremony in Bellingham, Washington by Hugh Conroy after his retirement from Whatcom Council of Governments.



Tony Shallow receiving his Certificate of Recognition during the TBWG Spring Meeting from Daniel McGregor and Roger Petzold.

Tony Shallow is a senior veteran TBWG participant having traveled thousands of miles to attend TBWG events in the U.S. and Canada. Tony served as the Co-Chair of the TBWG Policy Sub-Committee for many years and was instrumental in helping guide many of the policy issues



Jack Olson, receiving his Certificate of Recognition from Roger Petzold and Daniel McGregor.

that TBWG encountered over the past decade. Tony was a Senior Economist and acting Director for Policy of Transport Canada's Ontario Region. The Certificate of Recognition was given to Tony during the Award Session at the TBWG Meeting in Buffalo after he had officially retired from Transport Canada.

Jack Olson is also a senior TBWG participant having participated in many TBWG Meetings over the past 10 years. He was North Dakota's "go to guy" when dealing with border issues and projects. He was one of the leaders for a bus tour during the 2009 Fall TBWG Meeting in Winnipeg, Manitoba that allowed TBWG participants to tour the Pembina – Emerson Port of Entry. The Certificate of Recognition was given to Jack during the Award Session at the TBWG Meeting in Buffalo prior to his retirement for the North Dakota Department of Transportation.

Marc Aubin is a Policy Analyst for Transport Canada. Marc has been an enthusiastic advocate for cross border cooperation since first joining Transport Canada's Border Policy unit in 2008. Marc was instrumental in coordinating the TBWG website, border crossing database and the French translation process for the TBWG News-



Marc Aubin received his Certificate of Recognition at a ceremony at Transport Canada's offices in Ottawa

letter. Marc was recently promoted to another position within Transport Canada with the Crown Corporations Governance area. His award ceremony was held at Transport Canada's offices in Ottawa.

The Transportation Border Working Group would like to thank all of our Certificate of Recognition recipients for their dedication to TBWG. Whether through retirement or promotion, we wish them well in their future endeavors.

Somewhere to Land: Growing a Sustainable Port

Jennifer Hunt, Strategic Communications Advisor, Port Metro Vancouver

Demand for trade through the Pacific Gateway is increasing. Container traffic alone is expected to double in the next 10 to 20 years. Yet the



industrial land bases in Vancouver have been shrinking over the last 30 years, lost to the competing priorities of residential and commercial development.

The dilemma presents a significant challenge for a port that is mandated to facilitate national trade objectives and ensure a sustainable port.

Port Metro Vancouver is Canada's largest port and the fourth largest tonnage port in North America. Enabling trade of approximately \$172 billion in goods annually, the port generates an estimated 100,000 jobs, \$6.1 billion in wages, and \$9.7 billion in GDP.

The need to operate a sustainable port becomes clearly apparent, given the port's strategic position on Canada's west coast to the growing Asia-Pacific market combined with forecasted trade increases of about six per cent annually for the next five years.

Unlike many of their counterparts, Canadian ports operate on a commercial basis and do not receive subsidies for operations or harbor maintenance. As non-shareholder, financially self-sufficient corporations established by the Government of Canada, port authorities are mandated to not only manage and maintain federal real property and water ways – earning revenue through rents and fees and reinvesting profits to fund harbor maintenance and dredging, as well as improve infrastructure and services for port users – but also to create benefits for communities, protect the environment, meet trade objectives, and improve the quality of life for Canadians.

With a mission to lead the growth of Canada's Pacific Gateway, carefully balancing national and regional interests with economic, social, and environmental performance, Port Metro Vancouver is committed to growing a sustainable port. This includes initiatives that support environmental stewardship, community engagement, and capacity planning.



Balancing these pillars creates an inherent tension and to achieve this balance, Port Metro Vancouver focusses on long-term planning through consultation, communication, and collaboration.

The challenge is significant. To mitigate the impact on the Canadian economy, Port Metro Vancouver is taking steps now to approach the need for growth with sustainability in mind.

First, the port is promoting the creation of a province-wide industrial land reserve, modeled after British Columbia's very successful agricultural land reserve that has been in place for decades. An industrial land reserve would protect existing industrial lands, help balance land use decisions and explore innovative ways to establish new lands for growing industries.

Additionally, Port Metro Vancouver has several long-term planning initiatives in place. Port 2050 is a strategic visioning process that guides future business priorities, shapes new projects and ultimately transforms every aspect of Port Metro Vancouver's operations.

Begun in 2010, Port 2050 engaged leaders and stakeholders across the gateway to dialogue in the form of expert panel series, group discussions, scenario-building workshops, extensive research and in-depth analysis. The process resulted in a more robust short- and long-term planning framework and the development of a shared, common perspective of the gateway's anticipated future.



Port Metro Vancouver is also developing a shared definition of a sustainable gateway, similarly based on input from an extensive group of stakeholders ranging from academic institutions to customers and supply chain stakeholders to First Nations. Once finalized, the definition will further inform all aspects of planning for the Port.

Canadian ports are required to have a land use plan. Port Metro Vancouver owns about 3,600 acres of land, most of which is occupied. Currently, only 200 acres remain for future industrial development, though recent studies suggest Vancouver will need about 2,300 additional acres by 2025 to meet increasing cargo demand. Lastly, over the next few years, Port Metro Vancouver is contributing over \$700 million on infrastructure improvements to a total of \$9 billion in collaboration with government and key stakeholders. Combined with other joint strategic initiatives to streamline operations and improve efficiencies, these programs enhance critical connections to overseas markets, improve rail, port and trucking operations, improve competitiveness, ease congestion in communities, and are all implemented with sustainability in mind.

Through collaboration and long-term planning, Port Metro Vancouver envisions being recognized as a world class gateway by efficiently and sustainably connecting Canada with the global economy, inspiring support from customers and from communities locally and abroad.

The contribution of the Ministère des Transports du Québec at the border

In 2013, the value of trade between Québec and the United States was \$75.5 billion Canadian, with 70.4% of Québec exports bound for the United States. In this context, the Ministère des Transports du Québec (MTQ) pays very special attention, based on its fields of jurisdiction, to strengthening cooperation with its border stakeholders. Its intention is to improve the efficiency of transportation of passengers and freight at the border, while maintaining user safety and respecting the security imperatives imposed by the border.

The issues raised at the border go beyond MTQ's responsibilities. The MTQ pays special attention to its cooperation with the departments of transportation of neighbouring states. The Government of Québec has entered into cooperation agreements with New York (2002), Vermont (2003, renewed in 2013) and Maine (2013). These agreements support MTQ's cooperation with state departments of transportation for the improvement of rail links and certain road infrastructure projects and with customs agencies in the maintenance of traffic fluidity and safety at border crossings. These agreements also support operational cooperation in traffic management at Québec's 32 road border crossings and 6 rail border crossings.

Experience has shown that partnerships such as these are necessary in implementing road infrastructure projects near border crossings and establishing effective transportation policies. For example, between 2006 and 2009, the infrastructure work performed at the border on Autoroute 15, Autoroute 55 and Route 173 between 2006 and 2009 was carried out in close cooperation with the customs authorities of Canada and the United States, both in design and operational terms. Further, the work on Autoroute 15 and Route 173 was mainly based on the implementation of lanes dedicated to commercial vehicle traffic and directly connected to the new commercial facilities of Champlain (New York) and Jackman (Maine).

Over the past several years, the necessity of cooperation to achieve common objectives has also been manifested in the performance of passenger rail transportation studies. Recently, MTQ and the Departments of Transportation of New York and Vermont funded a joint validation study of Amtrak's plans and specifications regarding the customs facilities envisioned (U.S. preclearance and Canadian clearance) at Montréal Central Station. The MTQ also funded another study on the Québec section of the Montréal-New York and Montréal-Boston rail corridors.

These partnerships are also seen by MTQ as contributing to Québec's economic development and supporting the competitiveness of the companies that make up its freight transportation industry and export community. Forums such as the Transportation Border Working Group (TBWG) and the Eastern Border Transportation Coalition (EBTC) provide opportunities to exchange information and research on concerted solutions to problems observed at the border.

By participating in these forums, MTQ has recognized the extent to which the framework within which travellers and freight cross the Canada-U.S. border has changed over the past few years, given added requirements for security. Québec industry has complied with these new rules which, in



some cases, have required companies to make considerable investments. The investments include changing their international trade and transportation methods or joining security programs such as the Customs-Trade Partnership Against Terrorism (C-TPAT) or Partners in Protection (PIP). These industry efforts, combined with the improvements made to road infrastructures and to certain Québec border crossings, have had a positive impact on the efficiency of the corridors between Québec, New York State and New England generally.

On December 7, 2011, the Canada-U.S. action plan entitled *Beyond the Border: A Shared Vision for Perimeter Security and Economic Competitiveness* was unveiled, attesting to the commitment of both governments to facilitate trade between the two countries and to strengthen security. The MTQ offered its support to federal agencies in the implementation of initiatives with a transportation focus.

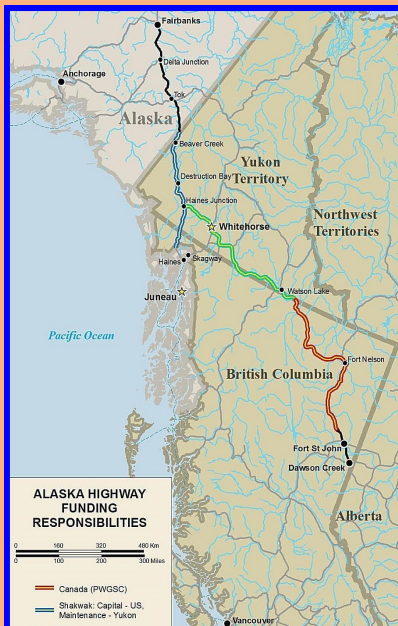
The action plan created expectations for several players. One of them is the negotiation of a preclearance agreement between Canada and the United States to cover land, rail and marine transportation. Such an agreement appears to be a prerequisite for the deployment of many projects that will improve commercial traffic flow at border crossings and would favour the viability of certain rail links, particularly between Montréal and New York (the *Adirondack*) and between Montréal and Boston (the return of the *Vermont*).

Over the past 10 years, commercial traffic flow has decreased by over 30% at Québec's 32 border crossings and according to the information available, the truck lineups have also shrunk. An economic recovery, combined with different cyclical factors, will likely result in an increase in the number of trucks crossing the border within a short period and the transportation system must be ready to meet industry's needs.

The MTQ would like to take the opportunity provided by the TBWG to emphasize how important it is for departments of transportation to attend TBWG plenary meetings in order to increase cooperation and to work together to achieve shared border objectives.



The Shakwak Highway Project – North America's International Highway



Alaska Highway Funding Responsibilities

The Shakwak Highway links the Alaska panhandle to the Alaska interior and is also part of the Alaska Highway System, the only land link to Alaska from the lower 48 states. While the Shakwak Highway is located in Canada, U.S. residents account for most of its traffic. The Highway is an important energy corridor, provides beneficial key infrastructure to both countries, provides safe travel for American citizens travelling between Alaska and the Lower 48 States, and decreases the cost of commercial transportation.

A 1977 Canada-U.S. highway agreement created the Shakwak Highway Project to improve the highway sections in Canada to facilitate trans-

portation within Canada and between Canada and the U.S. Pursuant to this agreement, it was agreed that the U.S. would provide funding for reconstruction of the highway to a mutually agreed upon standards and Canada would manage the reconstruction, provide land and granular resources, and maintain the highway.

The Shakwak Highway Project covers a 308 mile stretch of highway in Canada that includes the Haines Road and northern section of the Alaska Highway. This reconstruction effort, a labor of several decades, is almost complete.

Since the Shakwak Agreement was signed in 1977, over \$1.5 billion (USD) has been spent by both countries on upgrading and maintaining the Alaska Highway System in Canada. The Yukon and Canadian governments have accounted for 74% of these capital and maintenance costs, including the Shakwak Highway and Haines Road, while the U.S. and Alaskan governments have accounted for 26% of shared expenditures.



Paul Murchison, Director, Yukon Highways and Public Works, stands in a crack along the Alaska highway caused by permafrost

Many challenges have been encountered during the construction phase of the Shakwak Highway Project. Permafrost thawing, is the most significant challenge to maintaining an environmentally secure, safe, and reliable highway connection and has progressed along the highway corridor since the time the route was initially built in 1942. Permafrost provides a suita-

ble base for a road; however, when it thaws, severe distortions of the road surface, including significant cracking along the road shoulders, occurs. Further, destabilized permafrost can greatly exacerbate road failures due to debris flows and wash-outs. As such, permafrost thaw creates significant safety issues for highway users and increases the cost of all transported goods.

In an effort to work towards a permanent solution to dealing with the challenges posed by permafrost thawing, the Government of Yukon has implemented a permafrost research program to better refine the approaches to constructing and maintaining transportation infrastructure over permafrost.

The immediate response to major permafrost degradation to date has been increased maintenance by the Government of Yukon. However, this is not a permanent solution.



A photograph of a Shakwak Highway Project permafrost core sample.



A photograph of the highway distortions caused by permafrost

In 2012, President Obama signed into law a new two year transportation reauthorization bill, Moving Ahead for Progress in the 21st Century Act (MAP-21). For the first time in its 33-year history, funding authorization for the Shakwak Highway Project was not included. Without continued funding from the U.S., the remaining work under the Shakwak Highway Project will be significantly scaled back or canceled.

It is essential that Canada and the U.S. work together to find a solution to maintain this important international highway, and to manage the issue of permafrost thawing. A small investment now will ensure that the Alaska Highway System remains a vital strategic link for both nations.

FHWA Announces FY 2015 Border Meeting Opportunities

The Federal Highway Administration is currently planning to conduct several border related meetings in the upcoming fiscal year. The purpose of these meetings is to provide all of our border partners the opportunity to share important user information related to border wait times and freight operations. Currently both meetings are on track to be held as peer exchanges in which the format will provide ample opportunities for participants to share best practices and learn from other agencies who will be presenting.

The first of the two meetings will be Border Wait Time Peer Exchange that will be held in early December, 2014. Phoenix, Arizona has been identified as the host city for this peer exchange because of its mild winter temperatures and light rail public transportation system that connects the downtown to the airport.

The FHWA Border and Interstate Team, in cooperation with the Joint Working Committee and Transportation Border Working Group memberships, will be naming a steering committee to guide the development of the agenda for the peer exchange. As soon as a meeting space location and exact dates for the peer exchange have been determined, the Border and Interstate Team will be sending out an announcement and registration form through the TBWG and JWC email list.

For questions about the Border Wait Time Peer Exchange, please contact Travis Black, Community Planner, at 202-366-6798 or email travis.black@dot.gov.

The second border meeting that is on the planning horizon will be the U.S.-Canada Freight Planning Peer Exchange. This meeting will be an opportunity to discuss U.S. States' and Canadian Provinces' Freight Plans. The peer exchange will also provide an opportunity to develop data collection and sharing mechanisms to support our border transportation infrastructure planning at the state and local levels. This peer exchange will help to enhance planning and project delivery for cross border freight transportation efforts.

For more information on the Freight Planning Peer Exchange, please contact Tiffany Julien, Transportation Specialist, at 202-366-9241 or email tiffany.julien@dot.gov.

Beyond these two meetings and looking towards the future, there will be several workshops sponsored by the FHWA in cooperation with the Ministry of Transportation of Ontario (MTO) regarding passenger and freight studies that were conducted by MTO. The purpose of the workshops will be to share traffic study questionnaire data with FHWA through the workshops. The dates and locations of the workshops are still being developed and will be shared with the TBWG community once they are formally announced.

Finally, the next TBWG Meeting will be held March 3 and 4, 2015 at the Marriott Sable Oaks Hotel in Portland, Maine. Portland is known for its small town atmosphere, quaint lighthouses, and seafood restaurants. It should be a great location to host the Spring TBWG meeting and a large turnout is expected.



U.S. Department of Transportation
Federal Highway Administration

For more information on the next Spring TBWG Meeting, please contact David Franklin, U.S. – Canadian Border Coordinator at 708-283-3540 or email david.franklin@dot.gov.



Transportation Border Working Group

2014 Fall Meeting – October 21 & 22

The Fairmont Hotel Vancouver, Vancouver, B.C.

Transport Canada & the Federal Highway Administration invite you to attend the 2014 Fall Plenary of the Transportation Border Working Group on Oct. 21-22, 2014, at the Fairmont Hotel Vancouver in Vancouver, British Columbia.

A special room rate of \$169.00 has been arranged for participants (other rooms/rates available). Individuals are to book reservations directly at <https://resweb.passkey.com/go/custb2014> or through the toll free number 1-800-441-1414.

Please quote the "Transportation Border Working Group" in order to receive the special conference rate. Reservations must be made by September 20th. After this date, the conference rate may not be guaranteed.

Discussions and presentations will cover a range of transportation and border-related issues including infrastructure, technology, data, the Beyond the Border Action Plan and policy questions. There will be a tour of the Pacific Highway border crossing and regional shipping facilities.

For more information, contact Melissa Dawn Newhook, Transport Canada at melissadawn.newhook@tc.gc.ca or 613-991-6040. Please visit the TBWG website for more information at www.thetbwg.org.

WEBINAR:

This TBWG Meeting will be webcasted for the benefit of our members who cannot attend the meeting in person. To join the webinar, please contact Travis Black, FHWA, at Travis.black@dot.gov or 202-366-6732.

If you have never attended an Adobe Connect webinar before, please test your connection: https://connectdot.connectsolutions.com/common/help/en/support/meeting_test.htm



Groupe de travail sur les questions frontalières de transport

Réunion de l'automne 2014 – 21 et 22 octobre
Hôtel Fairmont Vancouver, Vancouver, C.-B.

Transports Canada et la Federal Highway Administration vous invitent à assister à la réunion plénière de l'automne 2014 du Groupe de travail sur les questions frontalières de transport qui se tiendra les 21 et 22 octobre 2014 à l'hôtel Fairmont Vancouver, à Vancouver, (Colombie-Britannique).

Un tarif spécial de 169,00 \$ par nuit a été négocié pour les participants (autres salles / taux disponibles). Les personnes doivent réserver leur chambre en utilisant le site web suivant

<https://resweb.passkey.com/go/custb2014> ou en composant le 1-800-441-1414. Veuillez mentionner le « Groupe de travail sur les questions frontalières de transport » afin de bénéficier du tarif spécial de la conférence. Les réservations doivent être faites d'ici le 20 septembre. Après cette date, le tarif spécial de la conférence pourrait ne pas être appliqué.

Les discussions et les présentations porteront sur diverses questions liées au transport et à la frontière, y compris les questions sur l'infrastructure, la technologie, les données, le plan d'action Par-delà la frontière et les politiques. Il y aura une visite du poste frontalier Pacific Highway et du terminal régional de transport des marchandises.

Pour de plus amples renseignements, veuillez communiquer avec Melissa Dawn Newhook (Transports Canada) par courriel à l'adresse melissadawn.newhook@tc.gc.ca ou par téléphone, au 613-991-6040. Veuillez visiter le site Web du GTQFT à l'adresse www.thetbwg.org.

WEBDIFFUSION :

Cette réunion du GTQFT sera diffusée en ligne pour les membres qui ne peuvent assister à la réunion en personne. Afin de participer aux réunions sur la webdiffusion, veuillez communiquer avec Travis Black, FHWA, par courriel, à l'adresse Travis.black@dot.gov, ou par téléphone, au 202-366-6732.

Si vous n'avez jamais participé à une réunion Adobe Connect, veuillez faire l'essai de votre connexion : https://connectdot.connectsolutions.com/common/help/en/support/meeting_test.htm

