

CANADA—U.S. TRANSPORTATION BORDER WORKING GROUP NEWSLETTER

Issue 9 — Spring 2013

From the Desk of Co-Chair Jim Cheatham:

I wanted to congratulate our TBWG participants for passing a major milestone. When we meet in Detroit, Michigan in late April, it will mark the start of the second decade for this distinguished group meeting to coordinate our border program. In the past ten years our members have enthusiastically crisscrossed North America and traveled to almost every border state and province where our meetings have been held. In reviewing the original agendas and participant lists from these first meetings, it becomes obvious that special recognition is needed for several of our participants who have weathered these many meetings. On the U.S. side Roger Petzold, Hugh Conroy, Don Melcher, Ralph Scalise, and Kris Wisniewski and on the Canadian side, Rob Tardif and Tony Shallow. Their selfless contributions have helped to make TBWG the successful effort that it is.

The Detroit meeting, which will be held April 23 – 25, 2013 at the Doubletree by Hilton, Detroit – Dearborn Hotel, will have the New International Trade Crossing (NITC) as the central theme. All of our meetings attempt to capture a local perspective of current border issues and this meeting in Detroit will continue this practice. With freight becoming such a major factor in international trade there will be several agenda items devoted to freight. Detroit serves as one of the most important freight crossings in the world and we wanted to capture how regional and local planning organizations effectively deal with freight.

I want to make sure to invite all of our participants who are coming to the Detroit meeting to participate in the bus tour of the NITC project. The Michigan Department of Transportation, Transport Canada, and the Ministry of Transportation of Ontario will guide the group through the NITC project area and a tour of the Gray Parkway in Windsor, Ontario.

The Detroit – Windsor area is a very historic region that has played a significant role in modern history. The auto industry plays perhaps the most significant role in both nations' economies and this region is the epicenter of the world's auto industry. All of the major auto manufacturers are either headquartered in this region or have key offices here. The NITC project is really a once in a lifetime infrastructure project that most of us in our respective professional fields will never have the opportunity to work on again. For this reason I strongly encourage you to come, attend and take part in a truly historic project that might probably be the last bridge of its magnitude ever built.

Finally, please travel safely to Detroit and we look forward to seeing you. As with any large metropolitan area, there can be safety issues you need to be aware of before you begin your journey. Please make sure to check weather and news reports to prepare yourself for any last second issues that might arise. Be safe and I will hope to see you in Detroit!



From the Desk of Co-Chair Ted Mackay

On behalf of Transport Canada, welcome again to the newsletter of the Transportation Border Working Group, whose mission is to "facilitate the safe, secure, efficient, and environmentally responsible movement of people and goods across the Canada-U.S. border."

Management of the Canada-US border is a complex undertaking involving many organizations from the public and private sectors in both countries, and involving the movement of passengers and goods in all modes. Our 8891 km (5525 mile) land border is the longest in the world, with around 120 land ports of entry. The TBWG provides a forum where dialogue, cooperation and coordination on many of these issues can take place. After ten years of existence, and twenty plenary meetings, under its belt, I believe the TBWG has done an admirable job in fulfilling its mandate, so I encourage you to re-double your commitment and participation, as I am sure that your investment will be well worth it.

Following last fall's elections in the United States, we at Transport Canada are connecting with both old and new colleagues at the U.S. Department of Transportation in the interest of improving transportation and trade across our border and across North America. At the time of my writing, a successor to Secretary of Transportation Ray LaHood has not been announced. We wish Secretary LaHood the best of success in his next endeavours and thank him for his close friendship and cooperation with Canada.

In December the first progress report to Leaders on the Beyond the Border Action Plan was released, demonstrating the considerable efforts that TC, USDOT, CBSA and CBP and numerous other partners are making to improve efficiency and security at the border. A thank you to all involved with the TBWG for the significant efforts you have made to making Beyond the Border a success.

Finally, following our productive Plenary meeting in Ottawa in November, we look forward to our next Plenary meeting in Detroit, April 23-25, which will include a tour of this most important border region.

The Eastern Border Transportation Coalition (EBTC) supports the implementation of pre-clearance initiatives for cross border passenger rail services

Preclearance makes air travel easier for the millions of passengers moving between Canada and the United States each year by allowing them to be cleared for entry to the United States before departing from Canadian airports. The United States has provided preclearance services in major Canadian airports for more than 50 years, operating under the provisions specified in the 1974 Canada-U.S. Air Transport Preclearance Agreement (last updated in 1999).

While the language in the Preclearance Act states it is intended to "facilitate the movement of travelers and goods across the border between the two countries by all means of transportation" it is currently limited



Currently, any passenger screening and security clearance agreements for cross-border rail services are negotiated on a case-by-case basis, with no national framework in either Canada or the United States to guide the transportation or security agencies or the rail service providers. Since the security agencies also operate under regional unit jurisdictions, this creates a very cumbersome and inefficient process for delivery of services to all parties.

The *Beyond the Border: A Shared Vision for Perimeter Security and Economic Competitiveness Action Plan*, released on December 7, 2011, called for the countries to negotiate a pre-clearance agreement for land, marine and rail modes by December 2012 to enable border security forces to be able out to carry out their missions in the other country.

EBTC strongly supports the concept of pre-clearance as an effective means of reducing border crossing times for intercity passenger rail service, and improving the viability of these services, while also meeting safety and security goals for both countries.

EBTC will continue to support efforts of its member agencies to expand preclearance to rail operations. EBTC will monitor this issue, and provide support for the efforts at every opportunity. As a specific action, EBTC will work with the Transportation Border Working Group's newly formed passenger rail group to move forward on this and other rail and border issues. EBTC has also prepared a background paper to articulate the specific benefits associated with pre-clearance. As part of its efforts, EBTC anticipates sharing this paper with Transport Canada, USDOT, Amtrak and other interested parties.

Prior to implementation of pre-clearance at the Montreal facility, a treaty between the governments of Canada and the United States will need to be negotiated and ratified by the federal legislative bodies. EBTC will continue to work with and assist the TBWG to provide technical information and other required background materials as necessary for the negotiation process.

to clearance from airports. Expanding the existing authority to cross-border passenger rail services would reduce border clearance time and expand the viability and success of international intercity passenger rail service, while also providing increased security for both countries through advanced screening and interception of any high-risk travellers.

The recent experience of the State of Washington's *Cascades* service between Vancouver and Seattle, where some pre-inspection takes



place, has laid the groundwork for these changes.

Current Situation - International intercity passenger rail services exist on the following routes:

- ◆ *Cascades* Service between Seattle, WA and Vancouver, BC
- ◆ *Maple Leaf* service through Niagara Falls, NY to Toronto, ON
- ◆ *Adirondack* Service from New York City, NY to Montreal, QC

In addition, Vermont is actively working to re-establish service along its *Vermont* route from Washington DC to Montreal, QC via St Albans, VT; the State of Michigan has expressed interest in re-establishing passenger service between Detroit, MI and Toronto via Windsor, ON; and the State of Maine is exploring service between Portland, ME and Montreal, QC.



Scenes from the Ottawa TBWG Meeting



Crystal Jones, Team Leader with the FHWA's Office of Freight presents during the Technology Session on the Regulatory Cooperation Council—ITS Cooperation. She is also the Co-Chair of the Technology Subcommittee.



Dr. William Anderson, Professor and Director of the Cross Border Transportation Centre at the University of Windsor presents during the Policy Session on the Border and the Ontario Economy.



Marc Aubin, Economic and Policy Officer with Transport Canada's Highway, Border and Motor Carrier Policy Branch, asks a question during the Passenger Rail Session.



Hugh Conroy, International Project Manager for the Whatcom Council of Governments, gives a presentation during the Policy Session on Cross Border Arrangements between the International Mobility Trade Coalition



Roger Petzold, Team Leader of the FHWA Border and Interstate Team, presents during the Washington—Ottawa update.



James Pertula, with the Ministry of Transportation of Ontario presents on Multimodal Goods Movement Strategy for Ontario.



The Privy Council's Kevin OShea, , Homeland Security's Bradd Skinner, Dept. of Commerce's Timothy Lord, and USDOT's Steronica Mattocks participating in a panel discussion on the Beyond the Border Action Plan and the Regulatory Cooperation Council Action Plan.

Border Wait Time Update

by Jack Olson, North Dakota Department of Transportation



Jack Olson, Assistant Director of the Planning and Asset Management Division of the North Dakota Department of Transportation during a tour of the Pembina, North Dakota—Emerson, Manitoba Port of Entry in October, 2009 when the Transportation Border Working Group Meeting was held in Winnipeg, Manitoba.

A series of three meetings held in early January capitalized on on-going cross-border planning efforts between Great Plains states and provinces - setting the stage for accelerating U.S.—Canadian efforts to measure and reduce border wait times at land ports of entries. Paul Belalla was pleasantly surprised by the warm reception he experienced while visiting the ports of entries at Pembina, North Dakota—Emerson, Manitoba; Portal, North Dakota—North Portal, Saskatchewan;

and Sweet Grass, Montana—Coutts, Alberta. Paul works for the Delcan Corporation which was hired by Transport Canada and the Federal Highway Administration to assist the operators and stakeholders of the 20 largest Land Port of Entries to develop plans and deploy systems to measure and report border wait times.



This recent photograph shows the usual wait-time for southbound cars preparing to enter the United States at the Pembina Port of Entry. In 2011, over 300,000 passenger cars crossed into the United States through the Pembina-Emerson crossing.



This 2009 photo shows cars waiting in queue to enter Manitoba at the Emerson Port of Entry. The Pembina—Emerson region has seen strong economic growth as a result of the Bakken Shale Oil Boom.

The purpose of the cross-border meetings was twofold: First, was to conduct site visits, accumulate information, and have discussions with crossing operators about traffic levels and vehicle composition, worst case delays, port responsibilities, and the factors contributing to Border Wait Times. And second, to exchange ideas regarding Border Wait Times measurement needs and priorities, and cooperatively analyze and formulate technology options.

Les Noehre, North Dakota Department of Transportation Grand Forks District Engineer commented, "The meetings helped everyone focus on accomplishing the task of defining a plan to implement automated collection and reporting of bi-directional border wait times. The border wait time project at Pembina/Emerson will certainly be welcomed by the agencies operating the port and the port's stakeholders. Finally, the Border Wait Time meetings helped the North Dakota Department of Transportation gain a better insight to the importance and unique transportation needs of the land ports of entry."

representatives of the state and provincial departments of transportation used the meetings as an opportunity to discuss on-going efforts to develop port master plans and the creation of on-going cross border planning teams.

In addition to discussing Border Wait Times, the Canada Border Services Agency and Customs and Border Protection port directors and

The Canada – United States Transportation Border Working Group's Passenger Rail Discussion Group Meeting Outcome - November 8, 2012

The second meeting of the Canada – United States Transportation Border Working Group's (TBWG) Passenger Rail Discussion Group was held on November 8, 2012. The meeting was chaired by Barbara Pelletier, Director of the International Program, the United States Federal Railroad Administration (FRA), and Carolyn Crook, Director of Rail Policy, Transport Canada (TC). The primary focus of the meeting was to provide an update on developments since the inaugural April 17, 2012, meeting in Seattle, Washington, and to address questions from the TBWG's membership. The meeting began with TC addressing developments such as the ongoing passenger rail preclearance negotiations between Canada and the United States, the High-Speed Rail study for the Quebec City to Windsor Corridor, and the introduction of Rocky Mountaineer's tourist service connecting its rail tours of the Canadian Rockies to Seattle, Washington, via Vancouver, British Columbia. The FRA then addressed recent developments in the United States, as well as announcing \$7.9 million in funding to improve rail service between St. Albans, Vermont, and the Canadian border. The TBWG's membership posed questions following these opening remarks, which were primarily focused on the ongoing preclearance framework negotiations and longer term strategies to improve cross border passenger rail services. The meeting concluded with TC and FRA agreeing to conduct a follow-up call in order to address how the discussion group best fits within the TBWG.

Transportation Border Working Group

2013 Spring Meeting

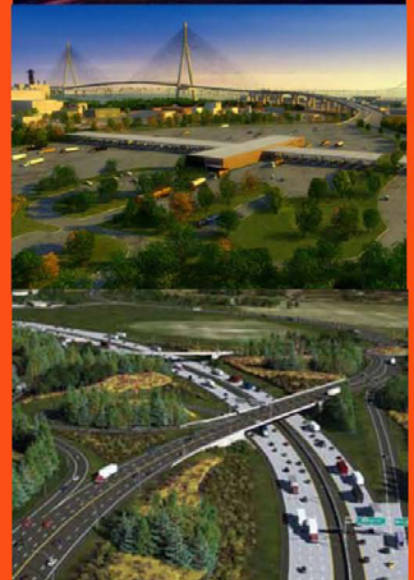


Hilton-Doubletree Detroit- Dearborn Detroit, Michigan

The Federal Highway Administration and Transport Canada invite you to attend the 2013 Spring Transportation Border Working Group Meeting on April 23 –25, 2013. The Spring Meeting will be held at the Hilton-Doubletree Detroit-Dearborn Hotel. A special room rate of \$91.00 has been arranged for TBWG Participants from April 22 –25, 2013. To receive the special conference rate, please call the hotel toll free number at 1-800-222-TREE (8733) or the hotel at 1-313-336-3340 to make reservations. In order to receive the conference rate, reservations have to be made on or before March 29, 2013. After this date, the conference rate may not be guaranteed.

The main focus of the meeting will be the New International Transportation Crossing (NITC)/Detroit River International Crossing (DRIC). In addition to the many presentations that will contain valuable information on the NITC/DRIC, there will also be a bus tour of the NITC/DRIC project sites and the Gray Parkway in Windsor.

For more information, please contact David Franklin, U.S. — Canadian Border Coordinator at david.franklin@dot.gov or call him at 708-283-3540. Please visit the TBWG website for more information at www.tbwg.org.



This TBWG Meeting will be webcasted for the benefit of our members who cannot attend the meeting in person. All TBWG participants will be sent an outlook invitation to participate in Day One and Day Two of TBWG Meeting. For more information on the webcast, please contact Travis Black, our webmaster, at travis.black@dot.gov or call him at 202.366.6732. The webcast has been tested and should work from any U.S. or Canadian broadband computer internet connection.