Overview

• Context – Canada-U.S. border traffic and trade
• Cross border trade – scope and key centers
• Importance of cooperation and coordination
• Key milestones and mechanisms
• Transportation Border Working Group (TBWG)
• Intelligent Transportation Systems – cooperative examples
• Land Border Investments Map
• Windsor-Detroit – a key North American Corridor
• Conclusions
The Canada-U.S. Border

- Canada-U.S. land border: 8,891 kms (5,525 miles)
- 119 land border Ports-of-Entry including 24 international vehicular bridges and tunnels
- In 2007:
  - 12.5 million trucks (approximately 241,000 per week - 34,400 per day)
  - 54.5 million cars (approximately 1.04 million per week - 149,400 per day)
The Canada-U.S. Border – Trade

- 2007 Canada-U.S. trade: $576 Billion ($1.5 billion / day) -- the world’s largest bi-lateral trading relationship
- Trucking accounts for 59% of Canada-U.S. trade (by value)
- Approximately 76% of Canada-U.S. trade (by value) by truck passes through 6 border crossings (3 in Ontario, 1 each in Quebec, Manitoba, and British Columbia)
Cross Border Trade – Scope & Key Centers

Value of US/Canada Trade Through Principal Truck and Rail Border Crossings

Huntingdon
Coutts
Emerson
Coutts
Lansdowne
Rock Island
Lacolle
Philipsburg
St. Stephen
Pacific Highway
North Portal
Fort Frances
Sarnia
Windsor
Ambassador Bridge
Fort Erie
Niagara Falls
Principal Railway Crossings (Value of Trade $B)
30
15
3
Principal Highway Crossings (Value of Trade $B)
30
15
3
Canada-U.S. Border Management – An Important Relationship

• Scope and scale of bi-lateral trade requires effective border management and close cooperation
• Joint Canada-U.S. “trusted” trade and travel programs have been developed (e.g., FAST and NEXUS)
• Heightened post 9/11 security focus has challenged traditional cross-border trade and travel patterns (e.g., “just-in-time” manufacturing models)
• Despite current economic downturn, future growth in bi-lateral trade and travel levels will challenge border infrastructure and drive innovative approaches
• Canada remains committed to border infrastructure and management improvements
Bi-national Planning & Coordination

• Long history of trade, transportation, and security-related border cooperation between the U.S. and Canada

• 1994 – North American Free Trade Agreement (NAFTA)

• 1995 – Shared Border Accord

• 2001 – Smart Border Declaration (included a 32-point Action Plan)

• 2002 – Transportation Border Working Group (TBWG)

• Ongoing Policy and project-level coordination and cooperation (e.g., ITS deployment, infrastructure projects, Detroit River International Crossing project)
Transportation Border Working Group

• Formed 2002
• Goal: to increase border infrastructure coordination & promote information exchange
• Bi-national: Transport Canada & US Department of Transportation as Co-Chairs
• Partners: State and Provincial transportation depts., customs and security agencies, foreign affairs depts.
• Two plenaries / year
• See: www.thetbwg.org

“... to facilitate the safe, secure, efficient, and environmentally responsible movement of people and goods across the Canada-U.S. border.”
Intelligent Transportation Systems Cooperation

- Intelligent Transportation Systems (ITS) – an important component for border approach road and plaza construction planning
- 2005 – Canada & U.S. developed the Border Information Flow Architecture (BIFA) – a blueprint for ITS cross-border communication
- Ongoing Canada-U.S. cooperation to define and measure border wait times for greater empirical consistency and technology deployment
ITS – Current Example

**Road Reports**

**Legend**
- Traffic Backup
- No Traffic Backup
- No Delta
- Traffic Camera

**Map**
- Updated: 2005/05/11 12:23:03
- 8th Ave

**ESTIMATED NON-COMMERCIAL BORDER CROSSING DELAYS**

<table>
<thead>
<tr>
<th>Crossing</th>
<th>Delay</th>
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<tbody>
<tr>
<td>Peace Arch Crossing</td>
<td>5 MIN</td>
</tr>
<tr>
<td>Pacific Crossing</td>
<td>5 MIN</td>
</tr>
<tr>
<td>Eastbound 8th Avenue</td>
<td>N/A</td>
</tr>
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Updated: 2005/05/11 12:23:01


- The camera is looking North.

- Project Sponsors
- Other Border Crossing Sites
- ATIS Français
ITS – Current Example
Land Border Investments Map

- Overview of all major Canadian post-9/11 land border infrastructure investments (approach roads & plazas)

Includes:

- Thirty (32) project descriptions with several regional inset maps (e.g., Niagara)
- Listing of busiest crossings (including NEXUS/FAST capability)
- Depiction of Canada’s major gateways and trade corridors
- Publication: March 2009
Windsor-Detroit – A Key North American Corridor

- **Windsor-Detroit is busiest border crossing in North America:**
  - $130 billion (2006 Canadian dollars) of two-way surface trade – 28% of total Canada-U.S. trade
  - Consists of four crossings: Windsor-Detroit tunnel, Ambassador Bridge, truck ferry and Canadian Pacific Railway tunnel
    - Ambassador Bridge alone handles 99% of Windsor-Detroit truck traffic
- **Gateway is facing capacity challenges and a new crossing is needed**
  - Ambassador Bridge and its access road will reach capacity within next 10 years
  - Currently direct highway access and customs facilities inadequate

<table>
<thead>
<tr>
<th>Commercial Traffic Bridge Crossing</th>
<th>US Entry</th>
<th>Trucks per day (2006)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Windsor - Ambassador</td>
<td>Detroit</td>
<td>9963</td>
</tr>
<tr>
<td>Sarnia - Blue Water</td>
<td>Port Huron</td>
<td>4401</td>
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<td>Fort Erie - Peace</td>
<td>Buffalo</td>
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<td>Queenston / Lewiston</td>
<td>Lewiston</td>
<td>2575</td>
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</table>
Additional Capacity Needed for Long-term Economic Growth

• Development of additional border capacity for Windsor-Detroit key priority for Canadian and American governments as well as private sector shippers, carriers and manufacturers

• Canada-U.S. Bi-National Transportation Partnership planning new Detroit River International Crossing (DRIC), composed of:
  – Transport Canada (TC)
  – U.S. Federal Highway Administration (FHWA)
  – Ontario Ministry of Transportation (MTO)
  – Michigan Department of Transportation (MDOT)

• Goal is to provide a safe, efficient and secure end-to-end border crossing system directly connecting Highway 401 in Windsor and Interstate 75 in Detroit

• Planning involves two streams:
  1. Environmental Assessment (EA) process to identify location and preliminary design for access roads, customs inspection plazas and crossing
  2. Governance and procurement of new crossing and access road
The Recommended Plan
The Recommended Plan

Windsor Essex Parkway

- 10 kilometre, six-lane freeway for cross-border traffic with 11 tunnels covering 1.8 km of freeway (estimated cost $1.6 billion, 2011 Canadian dollars)
- Includes new service roads; 300 acres of green space; 20 km of recreational trails

Canadian Customs Plaza

- Accommodates future expansion and provides for improved processing capabilities with on-site secondary inspection of people and goods
- 55 hectares (137 acres) in area with 29 inbound inspection lanes; and nine toll collection lanes – provides for dedicated NEXUS and FAST lanes

New Crossing

- Six-lane bridge: three Canada-bound, three U.S.-bound
- Linked to new U.S. and Canadian inspection plazas with capacity to accommodate future travel demand
- Includes a main bridge spanning the Detroit River (at 850 m) and approaches to the main bridge constructed on piers and connected to the inspection plazas – two bridge types are being considered:
  - A cable-stayed bridge, or
  - A suspension bridge
Conclusion

• A secure and efficient Canada-U.S. border is a matter of national and economic security and will remain a priority in both countries

• There are many levels of government and many government agencies involved in effective border management – strong working relationships are important

• Well-grounded policies, shared programs, and regular communication (both public and private sector) are also important

• ITS technologies are essential – technological advances will continue to assist with border-related applications

• Joint planning and coordination of infrastructure improvements a renewed priority with new U.S. administration