



**EBTC Members are the Transportation Agencies of the U.S. States of Michigan, New York, Vermont and Maine and the Canadian Provinces of Ontario, Quebec, New Brunswick, Nova Scotia, and Newfoundland & Labrador**  
**(Honorary members are the Southeast Michigan Council of Governments, the Greater Buffalo-Niagara Regional Transportation Council and the Regional Municipality of Niagara)**

## **ISSUE: Beyond the Border: A Shared Vision for Perimeter Security and Economic Competitiveness**

### **Background:**

On February 4, 2011, the Prime Minister of Canada and the President of the United States issued Beyond the Border: A Shared Vision for Perimeter Security and Economic Competitiveness. The Declaration established a new long-term partnership built upon a perimeter approach to security and economic competitiveness. This means working together, not just at the border, but “beyond the border” to enhance our security and accelerate the legitimate flow of people, goods, and services.

Core principles of the Declaration included:

- Implementation of effective risk management
- Engagement with all levels of government, communities, and other stakeholders
- Mobility promotion between the two countries through an integrated entry-exit program
- Investment focused at the busiest land border ports of entry
- Expansion of trusted traveler and trader programs
- Development of joint programs and facilities

In addition to calling for this action plan, the Declaration of Leaders on February 4, 2011, also created a Canada-United States Regulatory Cooperation Council (RCC). The RCC aims to better align our regulatory approaches to protect health, safety, and the environment while supporting growth, investment, innovation and market openness.

### **Current Situation:**

On December 7, 2011, President Obama and Prime Minister Harper released the “Perimeter Security and Economic Competitiveness Action Plan” and the “Joint Action Plan on Regulatory Cooperation.” These two plans provide the blueprint for the implementation of the “Beyond the Border Shared Vision.

Key elements of the plan will impact EBTC member transportation agencies in critical areas such as: border infrastructure planning, environmental clearance, project and

program development, construction, congestion mitigation, operations and funding. The Action Plans will not only impact the border crossings themselves, but also roads and highways leading to the border, local border communities, economic development opportunities in border states and provinces, and transportation system users: travellers, carriers, traders, etc.

Among the many initiatives outlined in the Action Plans, the EBTC believes that the following initiatives will, when implemented in cooperation with state, provincial, and local governments, provide significant trade and travel benefits to our member states and provinces.

- Establish a common framework for trusted trader programs that will align requirements, enhance member benefits, and provide applicants with the opportunity to submit one application to multiple programs
- Increase harmonized benefits to NEXUS members
- Enhance facilities to support trusted trader and traveler programs, including expanding NEXUS and FAST lanes and booths, and access to these facilities (This work will be undertaken in coordination with provincial and state agencies.)
- Implement additional pre-inspection and pre-clearance initiatives in land, rail and marine modes
- Conduct full pre-clearance of goods and travelers by CBSA at Massena, New York
- Implement by September 2012 a truck cargo facilitation pilot project by CBP in at least one location in Canada to be mutually determined with the eventual expansion to additional sites in both countries.
- Conduct full pre-clearance of travelers and accompanying goods at Vancouver, B.C. by CBP for passenger rail and cruise ship traffic destined to the United States

Another important component of the Action Plan is the need to invest in improving shared border infrastructure and technology. Among the initiatives proposed in the Plan that are high priorities for EBTC are:

- Coordinate border infrastructure investment and upgraded physical infrastructure at key border crossings by developing a joint Border Infrastructure Investment Plan to ensure a mutual understanding of available funding for targeted projects and the schedule, scope, and responsibilities for those projects in consultation and coordination with all applicable local, state or provincial, and federal stakeholders
- Commit to make significant investments in physical infrastructure at key crossings to relieve congestion and speed the movement of traffic across the border. Examples of the significant infrastructure upgrades may include: customs plaza replacement and redevelopment, additional primary inspection lanes and booths, expanded or new secondary inspection facilities, and expanded or new connecting roads, highway interchanges, and bridges
- Give priority to the following ports of entry:

- The United States will put forward for approval Alexandria Bay, New York; Blue Water Bridge, Michigan; Lewiston Bridge, New York; Peace Bridge, New York for such investments and;
- Canada will put forward Emerson, Manitoba; Lacolle, Quebec; Lansdowne, Ontario; North Portal, Saskatchewan; and Peace Bridge, Ontario
- Develop coordinated project investment and implementation plans that will, together with infrastructure-specific actions at small/remote crossings, constitute the first bilateral 5-year Border Infrastructure Investment Plan to be renewed annually
- Implement a border wait-time measurement system at mutually determined high priority United States–Canada border crossings
- Facilitate secure passage and expedite processing through implementing Radio Frequency Identification (RFID) technology at appropriate crossings
  - To align with existing U.S. investments, Canada will deploy RFID technology in a minimum of 2 lanes at 11 land ports: Ambassador Bridge (Windsor, Ontario); Blue Water Bridge (Sarnia, Ontario); Cornwall (Cornwall, Ontario); Douglas (Surrey, B.C.); Emerson (Emerson, Manitoba); Peace Bridge (Fort Erie, Ontario); Lacolle (St-Bernard-de-Lacolle, Quebec); Pacific Highway (Surrey, B.C.); Queenston Bridge (Niagara, Ontario); Rainbow Bridge (Niagara, Ontario); and Windsor-Detroit Tunnel (Windsor, Ontario)

To achieve these objectives and initiatives, EBTC believes that the following prerequisites should be met first. (They were discussed and identified during EBTC's annual workshop "Enhancing Border Efficiency" that took place in Halifax, Nova Scotia in September 2012. Specialists from various transportation and trade organisations, including CanAm Border Trade Alliance and trucking associations concluded they were key issues conditional to the significant impact of the plan on the efficiency of cross-border transportation, trade and security.):

- Enact a treaty providing legal background necessary for custom officers to work on both sides of the border at land port of entries. Infrastructure development has to be implemented based on this principle
- Agree that entry to one country has to be considered exit from the other.
- Implement pre-clearance and pre-inspection initiatives to end duplicate inspections at the border
- Allow Canadian and American officers in the same booths/facilities and working both ways (southbound and northbound) (This would reduce duplication of officers at many small ports of entry along the border.)
- Issue RFID (Radio Frequency Identification) Vicinity Canadian Passport Companion card for land border crossings. Senior RFID documents are used by small proportion of travellers but speed up processing time significantly at the border.

## **EBTC ACTION:**

EBTC and its member organizations strongly support the implementation of these principles and initiatives to improve the movement of people and goods between the United States and Canada. The EBTC and its members seek to partner with US and Canadian federal transportation and inspection agencies to ensure the successful implementation of the Action Plans EBTC and its members will support the Action Plans by:

- Participating in the planning and implementation of these initiatives as requested by the appropriate federal transportation and border agencies.
- Actively participate in public forums, meetings, and other working sessions
- Participate in the development and update of the five-year border infrastructure investment plan.
- Support and facilitate the work of binational port operations committees as requested.
- Support efforts to establish border wait-time measurement systems.
- Work with the Transportation Border Working Group and other appropriate binational organizations to assist the U.S. and Canadian governments to implement the action plans.