



**EBTC Members are the Transportation Agencies of Michigan, New York, Vermont and Maine
Ontario, Quebec, New Brunswick, and Nova Scotia**

(Honorary members are the Southeast Michigan Council of Governments, the Greater Buffalo-Niagara Regional Transportation Council and the Regional Municipality of Niagara)

2014 Annual Report

Introduction

This report highlights the activities of the Eastern Border Transportation Coalition (EBTC) and its member provinces and states in working to improve the safe and efficient movement of people and goods between Canada and the United States.

EBTC's Vision

The Eastern Border Transportation Coalition, through its member activities, will assist in the development of a seamless, multi-modal transportation network which is secure, safe, efficient and environmentally sustainable. EBTC will provide a proactive forum within which each state, provincial and metropolitan transportation and border service agencies, and like-minded public and private organizations, can work together to overcome barriers and impediments to our shared vision.

2014 Accomplishments

During 2014, the EBTC Board and staff worked closely together to carry out a wide range of activities aligned with the strategic plan. These included:

- Maintaining an awareness of current border issues and provide ongoing updates to members through:
 - a. Ongoing networking and information sharing among EBTC member provinces and states
 - b. Updates to the EBTC website
 - c. 134 EBTC News Updates on relevant border-related issues
 - d. Reports on staff and board involvement in border-related conferences, workshops, and meetings sponsored by federal and private sector organizations
 - e. Participation in border-related conferences and workshops

- f. An annual workshop focusing on current border issues impacting member provinces and states
- Maintaining and broadening the organization's relations with U.S. and Canadian government and agency officials, with border operators, and with other stakeholder organizations committed to improving border flows including:
 - a. Participation on the Canada-U.S. Transportation Border Working Group (TBWG)
 - i. Member of the TBWG Executive Committee and Rail subcommittee
 - ii. Participation in the TBWG April and October plenary sessions in Buffalo and Vancouver
 - iii. Participation in the TBWG cross border rail discussion group
 - b. Working closely with other public and private sector organizations committed to improving the movement of people and goods across the borders including:
 - i. Ongoing cooperation with the Canadian/American Border Trade Alliance (CAN/AM BTA) by participating in CAN/AM BTA's May Ottawa conference
 - ii. Participation in forums and workshops sponsored by Michigan State University and the Great Lakes International Trade and Transportation Summit
 - iii. Participation in the NAFTA-Next Conference in Chicago.

Advocating for More Efficient Borders

In 2014, EBTC advocated for the inclusion of U.S./Canadian trade corridors in the designation of a federal Primary Freight Network (PFN). The first iteration of the PFN prepared by the Federal Highway Administration (FHWA) included only one of the 121 northern border connections with Canada, the US' largest trading partner. It is also missing most of the key connections between the US and Mexico.

EBTC and member states submitted comments to the Federal Register and wrote to the U.S. Secretary of the Department of Transportation arguing that the U.S. must ensure critical connectivity, not only between key origins and destinations for goods movement, but, to remain globally competitive, it must include connections to significant international border crossings.

EBTC has advocated for increased investment in U.S./Canada trade corridors and border infrastructure to ensure that bi-lateral trade continues to expand between the two countries.

To enhance economic growth and job creation in both countries, the U.S. and Canada must develop effective solutions to promote cross border mobility of people and goods, including removing barriers to cross border trade and travel. A major impediment to improving mobility has been the long delays at U.S./Canada land borders.

In 2014, the U.S. Department of Agriculture Animal Plant Health Inspection Service (APHIS), proposed increases in its inspection fees at U.S./Canadian border crossings. While not taking a stance on the appropriateness of the proposed fee increases, EBTC argued, in a letter submitted to APHIS, that the current manual fee collection process at the border increases border wait times and adds significant costs to U.S./Canadian bilateral trade. EBTC has been a strong advocate for enhancing border processing efficiency.

In addition to moving the APHIS inspection away from border plazas and eliminating the collection of fees at the border, EBTC advocated for the following changes in border processing:

1. Reduce paper work for empty trucks by using the e-manifest program to process them through primary inspection
2. Fully staff primary inspection booths during peak hours and peak travel periods
3. Expand hours for trusted trader inspection lanes
4. Where physically feasible, increase the number of primary booths; where not, install double stack or staggered booths
5. Expand the truck pre-inspection program to other feasible ports of entry
6. To minimize paper work requirements, harmonize pre-arrival Canadian and U.S. data requirements for all stakeholders
7. Fully implement current pilot projects that focus on inspecting cargo only once on entering the U.S. or Canada when it is bound for the other country, "Inspect once clear twice"
8. Reduce/eliminate reporting requirements for Canadian domestic shipments moving in transit through the United States
9. Establish a single window for all paperwork to significantly reduce the number of forms that need to be completed by exporters/importers, carriers, brokers and drivers
10. Once a pre-clearance treaty is approved by the U.S. and Canada, establish pre-clearance at major ports of entry on the northern border
11. Give first priority to Trusted Trader/Travelers at primary inspection booths, using techniques like vehicle streaming to give prioritized access to trusted traders and travelers
12. Implement RFID technology at Canadian ports of entry
13. Implement a Canadian passport companion card program similar to passport cards available to United States citizens.

Cross Border Passenger Rail

In 2014, EBTC advocated for the implementation of a multi-modal pre-clearance treaty between the U.S. and Canada. EBTC supported the treaty as an essential step in improving bi-national passenger rail service between the two countries. Pre-clearance of rail passengers in both Canada and the U.S. is essential to improving the viability of these services, while also meeting safety and security goals for both countries. In 2014, EBTC worked with the TBWG's Rail Working Group to keep this issue visible before both the U.S. and Canadian governments.

2014 EBTC Annual Workshop and Meeting

Each year EBTC hosts an annual workshop that focuses on key issues affecting the northern border. The workshop provides an opportunity for EBTC members to interact with key public and private sector officials involved in cross border commerce, security, and transportation. This year's annual workshop, "Envisioning the Border of the Future," was held in Toronto, Ontario on September 16. The workshop brought together forty-four bi-national trade, travel, and border security experts to discuss critical issues impacting the movement of people and goods between Canada and the United States. The highlights of the workshop were presentations by Douglas George, Canadian Consul General in Detroit, Jim Dickmeyer, U.S. Consul General in Toronto, and Gord Brown, MP Leeds-Grenville, Canadian Co-Chair, Canada-United States Inter-Parliamentary Group.

EBTC brings together speakers from government, manufacturing, commerce, academia and transportation sectors (trucking, freight rail, and marine shipping) to talk about border related programs and policies that are working and, more importantly, to bring forward proposals, ideas, and recommendations that can significantly improve the movement of people and goods between the U.S. and Canada.

EBTC takes the recommendations from these experts and develops its advocacy and education programs for the coming year. For more information regarding the workshop, visit <http://ebtc.info/ebtc-info/presentations>.

EBTC Strategic Plan

The EBTC Board of Directors completed, with the assistance of Dr. Glenn McRae of the University of Vermont Transportation Research Center, a three-year strategic plan for the organization. The strategic plan reaffirms EBTC's commitment to enhance the movement of people and goods between the U.S. and Canada by:

- Providing organizational, communications and administrative support to EBTC members
- Developing a common understanding of cross-border issues among Coalition members and as they relate to other transportation organizations

- Influencing the development of federal policies and programs that support EBTC's vision of safe, efficient, and environmentally sustainable border
- Working closely with US and Canadian transportation and border agencies to assure the secure and safe efficient flow of people and goods across our borders, and
- Supporting and participating in the development of US/Canada cross-border planning and coordination initiatives.

EBTC Annual Meeting

At its annual meeting, the Board of Directors elected Bernie Swan (Nova Scotia) and Lynn Weiskopf (New York) as EBTC's co-chairs. Maurice Rasheed was re-elected as Treasurer-Secretary. Z. Kris Wisniewski, EBTC's Executive Director announced his retirement, effective February 2015. The Board established a search committee and began the process of hiring Kris' replacement.