



EASTERN BORDER TRANSPORTATION COALITION

ANNUAL REPORT 2022



[Galaxy - Montreal - Administration Border - 1 Mars 2007](#)



[Gov of September 2022 Alexandria Bay I/POE Stakeholder Update \(isa.gov\)](#)



[Rouses Point Border Inspection Station/Rouses Point/acolle223 Border Crossing/Wikipedia](#)



[isa land points of entry Bing images 2021 photo](#)



[Gov of March International Bridges - 1 Gallery](#)



[Photos - Autoroute de la Vallée-de-Fort \(A35\) \(reouv.qc.ca\)](#)

INTRODUCTION

Eastern Border Transportation Coalition (EBTC) members are the transportation agencies from the states of Michigan, New York, Vermont, Maine and the provinces of Ontario, Québec, New Brunswick, and Nova Scotia. They are responsible for highway and bridge infrastructure, including access to the U.S. - Canada border.

EBTC members recognized the need to support the smooth flow of people and goods across the border and create an efficient system to handle passengers and freight.

Significant progress has been made by U.S. and Canadian federal, state, provincial, local governments, and interest groups to update border infrastructure, improve safety and respond to the needs of business and citizens.

EBTC VISION

The Eastern Border shall be a model of safe, efficient, and sustainable transportation of goods and people between the United States and Canada.

EBTC MISSION

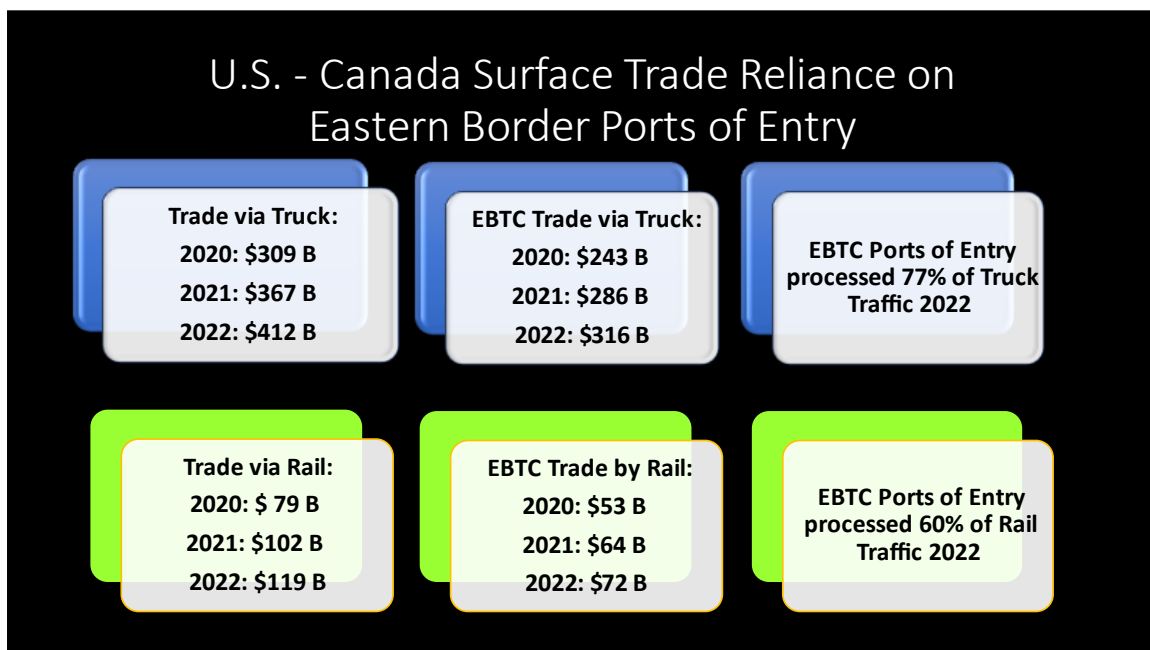
EBTC provides leadership and informed dialog to improve the safe and efficient movement of goods and people across the Canada - U.S. border.

U.S. – CANADA TRADE (U.S. DOLLARS)

Data Source: U.S. Bureau of Transportation Statistics: [Workbook: Dashboard_Port by Commodity \(dot.gov\)](https://www.bts.gov/workbook/dashboard/port-by-commodity)

Total U.S. – Canada trade increased by \$129 billion from \$664 billion in 2021 to \$793 billion in 2022. Fifty-four percent of this trade was handled at EBTC ports of entry.

In 2021, \$469 billion of total trade was surface, i.e., transported by truck and rail, and this increased to \$531 billion in 2022. Overall, 77% of total truck traffic and 60% of total rail traffic was reliant upon EBTC region ports of entry in 2022. This reliance of trade on infrastructure located in the EBTC Region highlights the importance of an efficient highway and border transportation network.



Total U.S. – Canada Surface Trade at EBTC Ports of Entry (\$M US)

	2015	2016	2017	2018	2019	2020	2021	2022
Truck	268,241	268,604	269,165	275,055	270,501	243,354	285,500	316,132
Rail	61,504	63,093	65,594	66,724	65,424	53,139	64,114	71,724
TOTAL	329,745	331,697	334,759	341,779	335,925	296,493	349,614	387,856

2022 ACCOMPLISHMENTS: PRIORITY FOCUS AREAS

Throughout 2022, EBTC Board members held virtual monthly Board meetings to discuss emerging issues around the Canada – U.S. border closure and subsequent unrestricted reopening by Canada on October 1, 2022, the effect of the pandemic and subsequent economic recovery on cross border trade and travel, and progress on border infrastructure projects and planning.

EBTC Board Members:

- Provided updates on progress to reopen the Canada – U.S. border after the COVID-19 virus restrictions were eased.
- Highlighted the key role EBTC states and provinces play in support of Canada – U.S. trade.
- Monitored transportation and cross-border issues related to the U.S. and Canadian federal governments: e.g., the United States-Mexico-Canada Free Trade Agreement, (USMCA in the United States; CUSMA in Canada).
- Monitored and participated in activities to enable the growth in the share of electric vehicles as gasoline powered vehicles are phased out.
- Monitored federal initiatives in both countries that advanced travel preclearance for the air sector and developments for preclearance in other modes.
- Monitored federal initiatives under the Canada – U.S. Beyond the Border Action Plan as well as the U.S. – Canada border closure to non-essential traffic.
- Continued to advance infrastructure projects and cross-border transportation services.

ACTIONS IN SUPPORT OF PRIORITY FOCUS AREAS:

While EBTC opted not to hold an annual in person meeting in 2022, members focused on value-added analysis.

EBTC updated a comprehensive, multi-year trade volume report by jurisdiction with imports and exports, commodities traded, trade volumes by port of entry and mode of transport. These reports are available on the EBTC website: [Eastern Border Transportation Coalition \(ebtc.info\)](https://ebtc.info)

Drawing on the policies and priorities of its members, EBTC continued to provide a focal point to engage legislators, regulators, and stakeholders to advance targeted initiatives that support the improved flow of people and goods across the Canada – U.S. international border.

ON-GOING COMMUNICATIONS:

All in-person conferences were cancelled for the third year in 2022 due to the pandemic. EBTC hosted a webinar on November 16, 2022, to address issues of electric vehicles at borders as the share of electric vehicles for personal use and government fleets is expected to rise.

The webinar was entitled “Charging Forward – Electric Vehicles at the Border” and focused on state, provincial and federal efforts to provide zero-emission vehicle (ZEVs) charging infrastructure at and near the border to provide seamless cross-border travel([Eastern Border Transportation Coalition Charging Forward – Electric Vehicles at the Border \(ebtc.info\)](https://www.ebtc.info)). Members held regular monthly meetings as well as planning meetings as needed throughout 2022.

EBTC members attended the Transportation Border Working Group’s spring 2022 virtual webinar that focused on transportation related climate change and electric vehicle initiatives. EBTC members Vermont and Québec made a presentation on their joint initiative to provide charging infrastructure at their mutual border and in key corridors in each jurisdiction.

EBTC re-appointed officers for 2023: Sara Moore, Michigan Department of Transportation, U.S. Co-Chair and Jim Doyle, New Brunswick Department of Transportation and Infrastructure, Canadian Co-Chair. Maurice Rasheed, New York State Department of Transportation, is the Treasurer/Secretary.

COVID-19 CLOSURE / REOPENING OF THE CANADA – U.S. BORDER

On March 18, 2020, Canada and the United States agreed to restrict non-essential travel across their shared border to slow the spread of the novel coronavirus, COVID-19. Commercial vehicles continued to transport key supplies across the border with volumes close to pre-pandemic levels.

On August 9, 2021, Canada reopened its border to vaccinated travelers with conditions: (1.) Prior to arrival at the border, an electronic submission via the ArriveCan App to prove vaccination and (2.) A negative PCR COVID-19 test taken within 72 hours before arrival.

Canada lifted all these entry conditions, as well as wearing masks, on October 1, 2022.

The U.S. reopened both northern and southern borders on November 9, 2021, to fully vaccinated travelers.

EBTC BORDER-RELATED ACTIVITIES / ACCOMPLISHMENTS:

EBTC members, through their state and provincial work, continue to support and be engaged in a wide range of projects and policy initiatives stretching from the Michigan / Ontario ports of entry in the Great Lakes region to Maine / New Brunswick / Nova Scotia border crossings on the east coast of the U.S. and Canada.

Projects have proceeded even with the COVID-19 pandemic as work crews stagger hours, social distance, and wear masks. Some representative examples include:

LEWISTON-QUEENSTON BRIDGE (NIAGARA FALLS BRIDGE COMMISSION)

The Lewiston-Queenston International Bridge is now in Phase II of the Lewiston Plaza Modernization Project. Phase I included construction of a new U.S. Customs and Border Protection (CBP) inspection facility, with a secondary inspection canopy, and dedicated bus lane.

Phase II allocates \$91 million to demolish the previous inspection facility and make way for the construction of 15 new primary inspection lanes, including nine dedicated auto lanes, five high-low lanes that can process both trucks and automobiles based on demand, and one lane dedicated solely to the processing of commercial trucks.

A new dedicated bus passenger facility, with a dedicated bus processing lane and an expanded secondary area with canopy will speed up bus passenger processing. To mitigate traffic impacts and maintain the ten current lanes of traffic throughout construction, Phase II is being staged and is still on target for a spring 2023 completion date.

GORDIE HOWE INTERNATIONAL BRIDGE

Gordie Howe International Bridge is a \$5.7 billion public-private partnership project that includes construction of a new international bridge, new Canadian and U.S. ports of entry, and the Michigan Interchange. In 2022, the private sector partner, Bridging North America, continued construction of the new US and Canadian ports of entry, the bridge towers in the U.S. and Canada and on the Michigan I-75 Interchange.

Construction is underway on the bridge tower legs on both sides of the river. The two legs have now joined together and sit over 500 feet tall. When complete, the towers will reach 722 feet. Throughout 2023 more work will be done on the 35 cable stay anchor boxes that will eventually connect and support the bridge deck. Construction is scheduled to be completed by November 2024.

ADVANCED TRANSPORTATION AND CONGESTION MANAGEMENT TECHNOLOGIES DEPLOYMENT (ATCMTD) USDOT PROGRAM

Under the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program, the United States Department of Transportation (USDOT) awarded \$7.8 million to develop and deploy a multiagency, integrated regional mobility management system to mitigate congestion along the I-190 Corridor and the larger Niagara Frontier border crossing corridor.

Under the grant, the Integrated Corridor Management (ICM) portion of the project will provide better integration of operational procedures, enhanced emergency responses, and improved dissemination of traveler information to the system operators: New York State Department of Transportation (NYSDOT), Niagara International Transportation Technology Coalition (NITTEC), the Niagara Falls Transportation Authority (NFTA) and their partners.

Relative to border crossings, the ATCMTD system will allow the operators of the four Niagara crossings to provide better information en route to both freight and passenger vehicles via Digital Message Signs (DMS) to evenly distribute traffic among the four facilities. This will help to improve travel times and maintain operational efficiency of the cross-border system. A wide range of information related to weather events, incidents, construction, travel bans, and restrictions will also be available in advance to allow all users to choose the best route.

The ability to measure travel time reliability and delay and travel time separately for truck traffic and passenger vehicles will also be part of the new system.

Over the past year, systems planning tasks were completed, including: the Project Management, the Risk Management, the Systems Engineering Management, the Master Test and Evaluation plans and several workshops were held with involved agencies.

Work on the system architecture and software development is underway and the project is on target for completion in late 2023 / early 2024.

LACOLLE, QUÉBEC /CHAMPLAIN, NEW YORK PORT OF ENTRY (POE)

The Québec Ministère des Transports (MTQ) and the New York State Department of Transportation (NYSDOT) continued dialogue with the Canada Border Services Agency (CBSA) on the St-Bernard-de-Lacolle border inspection facility located on the Montreal-New York City trade corridor. This contributed to discussions around planned upgrades at this border crossing among key highway and border agencies: NYSDOT, MTQ, CBSA, US Federal Highway Administration (FHWA), the US General Services Administration (GSA) and US Customs and Border Protection (CBP).

MTQ and NYSDOT worked with the CBSA and were able to reach an agreement on a design option that addressed the traffic operation needs on the approach facilities and within the port of entry. The CBSA continued to develop the design during 2020, but COVID-19 slowed the pace of design development, so discussions on right-of-way, environmental and permitting issues continued in 2022.

During 2022, CBSA continued to fine tune the site design as the project continued to advance towards procurement. NYSDOT and GSA formed a joint working group to consider technical and funding issues for a complementary paving project on the U.S. approach to Lacolle that would provide more efficient access as vehicles enter the primary inspection area and significantly reduce safety issues from queued vehicles.

THOUSAND ISLANDS BRIDGE (ALEXANDRIA BAY, NEW YORK / LANSDOWNE, ONTARIO)

To address major traffic delays and safety issues caused by traffic queuing on the approach roads to the American plaza, \$91 million was allocated in the 2016 U.S. federal budget for Phase 1 of this project. Phase 1 was completed in 2020 and included construction of:

- a new, expanded 60,000 square foot commercial vehicle inspection warehouse complete with inspection bays, served by new primary commercial vehicle inspection lanes,
- a new building for Veterinary services and
- a new impound lot.

The 2018 U.S. federal budget provided \$133 million for Phase 2 of the project, completed in September 2022, included construction of:

- new passenger primary inspection lanes,
- a new covered secondary inspection plaza,
- a new bus lane,
- a new main administration building,
- an outbound inspection building,
- non-intrusive inspection facilities and
- employee and visitor parking areas.

Existing roadways were shifted, lengthened, or altered to accommodate the new port operations. All 14 new primary lanes can process passenger traffic, with eight of these lanes equipped with high-low options to process either commercial or passenger vehicles based on demand.

A ribbon cutting ceremony was held on July 19, 2022, to celebrate completion of all buildings and successful operational transition to the new facility.

ROUSES POINT, NY LAND PORT OF ENTRY (LPOE)

The existing Rouses Point Land Port of Entry (LPOE) is a 2-story building constructed in 1933 in a Georgian Revival style. It is listed on the National Registry of Historic Places. The Rouses Point LPOE connects the United States town of Rouses Point, New York, and the Canadian town of Lacolle, Québec. The port processes various forms of cross-border traffic including passenger vehicles, pedestrians, marine boats (Lake Champlain), Amtrak train passengers and rail freight traffic.

The project includes the construction of new inspection lanes and a rail inspection platform and will enable CBP to conduct port operations as well as the Trusted Traveler and Rail Inspection programs more effectively.

The \$29.5 million project is being funded under the Bipartisan Infrastructure Law (BIL). The project design phase will commence in early 2023 and construction is anticipated to begin in winter 2024.

TROUT RIVER, NY LAND PORT OF ENTRY (LPOE)

The existing Trout River Land Port of Entry is a 2-story building constructed in 1932 in Georgian Revival style. It is listed on the National Register of Historic Places. The Trout River LPOE connects Constable, New York, with Athelstan, Québec. The existing building has inadequate space for full functionality and the spaces for primary, secondary and outbound inspection are constrained.

The \$19.7 million BIL funded project includes an expansion of the facility with a 14,405 gross square foot building and two inbound inspection lanes, one primary passenger vehicle inspection booth, one commercial vehicle inspection booth and an outbound inspection canopy. The project design phase will get underway by spring 2023 and the construction phase is expected to start in early 2024.

HIGHGATE SPRINGS, VT LAND PORT OF ENTRY (LPOE)

The U.S. General Services Administration (GSA) feasibility study for the replacement of the existing port of entry facility was completed in September 2019 and plans submitted to Congress in February 2022.

Funding of \$169 Million has been secured by GSA under the Bipartisan Infrastructure Law (BIL). The Environmental Assessment of the project started in September 2022 followed by the Architect / Engineer design award in December 2022. Site acquisition will be ongoing in 2023-24, with a Construction Manager-as-Contractor (CMc) award planned for July 2023 and a May 2024 target construction start date. Construction will be completed in September 2027 and project closeout in November 2027.

The current project will design and build a new land port of entry to replace the existing 25-year-old facility. The existing facility is not large enough to handle the expected 30% increase in traffic when construction of Autoroute A-35 is completed in Québec.

This is one of the three busiest ports of entry in New England with 97,000 commercial vehicles and 475,000 passenger vehicles processed (pre-COVID-19). This LPOE is a major economic factor in the State of Vermont and New England.

Collaboration between state, provincial and federal agencies and stakeholders is ongoing through a multi-jurisdictional working group that is developing plans and identifying infrastructure needs to ensure continuous safe and efficient flow of cross border traffic.

The working group includes EBTC members, Vermont, and New York, as well as FHWA, GSA and the two border agencies. The group was formed to facilitate coordination during construction between the Highgate Springs project and several other border related projects in physical proximity that will also be underway during the same period. The other projects include the St. Armand land port of entry project (immediately opposite Highgate Springs), the Lacolle / Champlain land port of entry project, the Rouses Point land port of entry project and a reconstruction project along Vermont State Route 78 that serves as a connector between several of the projects and will serve as a detour for the other projects.

AUTOROUTE 35: SAINT-JEAN-SUR-RICHELIEU TO THE U.S. BORDER

This 37.9 km four lane highway construction project is the last two-lane link in the Montreal-Boston trade corridor. The project is divided into four phases with Phases 1 and 2 largely completed, Phase 3 underway, and Phase 4 in the planning stage. The current Québec Route 133 will become Autoroute 35 upon the project's completion.

Construction of phase 3, an 8.9 km section between Saint-Sébastien and Saint-Armand, is underway and scheduled for completion in Fall 2023. Planning for Phase 4, from Saint-Armand to the U.S. border, and Phase 2, an interchange at Saint-Alexandre, is underway.

ST. ARMAND DE PHILLIPSBURG LAND PORT OF ENTRY (LPOE) ST. ARMAND, QC

The existing facility provides a connection between Québec Highway 133 and I-89 in Vermont. It is currently being modernized to handle 21st century passenger and commercial traffic demands stemming from the Autoroute 35 project. The facility will have eight primary inspection lanes capable of handling both commercial and passenger traffic.

BEEBE PLAIN, VT LAND PORT OF ENTRY (LPOE)

The overall \$24.2 Million project will be split between two projects. The first project includes Repair and Alteration (R&A) of the existing LPOE facility and will be completed in December 2025. The repairs include:

- An expanded inbound & outbound canopy
- Enclosed vehicle search
- Soft secondary inspection canopy
- Employee parking
- Interior renovation of existing facility to meet updated CBP operating requirements.

The second project will be completed by May 2029 and includes the construction of a new access road for all residences on the U.S. side of Canusa Avenue.

NORTON, VT LAND PORT OF ENTRY (LPOE)

The project scope includes construction of a LPOE to requirements of space and facilities for the U.S. Custom and Border Protection (CBP) to carry out their agency mission at the international border crossing between Norton, Vermont and Stanhope, Québec. The current facilities are significantly outdated, and the project will help improve traffic flow, enhance security, and facilitate trade and travel in the region.

The acquisition process to bring on contractors to perform the National Environmental Policy Act (NEPA) process, Construction Manager as Advisor (CMa) and Architect/Engineer (A/E) services is underway with an anticipated award by early 2023. Substantial completion is projected for July 2028 at a current budget of \$32,197,841.

RICHFORD, VT LAND PORT OF ENTRY (LPOE)

The proposed \$34.2 Million project will modernize and replace the existing port facilities with a new, larger, and up to date facility. The existing main building will remain in place and be completely renovated and re-configured in a manner that will better accommodate present-day functions in support of CBP operations. The new main port building may need to respond to contextual characteristics of the historic building. Construction will be completed by May 2027.

The project provides the opportunity to incorporate sustainability features that will sharply reduce greenhouse gas emissions, mitigate the impact of the buildings on the environment, and simultaneously increase the mission readiness of the federal government by increasing resilience to climate change. New access roads for the property owners adjacent to the LPOE site will be provided to allow for a required distance of the security fence to better secure the LPOE.

Improving the connection between the two communities – and the two countries – this project will improve the conditions for economic, cultural, and familial connections. The people who live along the border depend on this deep, cross-border community engagement, often crossing through the ports daily for jobs, mutual aid, and everyday life.

MADAWASKA, MAINE / EDMUNDSTON, NEW BRUNSWICK – INTERNATIONAL BRIDGE AND U.S. LAND PORT OF ENTRY CONSTRUCTION

In April 2021, an \$86.5 million (US) tender to construct a new international bridge linking Madawaska, Maine and Edmundston, New Brunswick was awarded. The opening of the new bridge to traffic is anticipated by the end of 2023. Demolition of the old bridge is scheduled to begin once traffic is moved onto the new bridge. The estimated final completion date of the project is June 30, 2025.

The new bridge will be constructed on a new alignment. It will cross the Saint John River at about a 45-degree angle and will be located about 420 meters (1,400 ft.) upstream from the existing bridge. Because of this new alignment, the new structure will be nearly twice the length of the existing one. The new bridge will feature wider travel lanes and added shoulders on both sides. There will also be a raised sidewalk on the downstream side. The bridge will be constructed using steel girders supported on concrete substructures and is designed to last 100 years.

The General Services Agency (GSA) awarded a \$44,507,000 contract for the design and construction of a new port of entry in Madawaska, Maine. The total cost of the project is \$65 million. Construction and ground-breaking began in 2021. The estimated project completion date of late 2023 is tied to the Maine DOT and NBDTI international bridge construction project schedule to ensure the new port of entry facility is operational when the bridge is completed.

CALAIS- FERRY POINT LAND PORT OF ENTRY (LPOE)

The GSA announced \$42.4 million (US) to fund an upgrade of the U.S. Customs and Border Protection (CBP) inspection facility in Calais, Maine. This includes acquisition of additional land, and construction of an addition to the current facility.

The historic port will undergo a smaller renovation while the addition will be designed and constructed to reflect the contextual characteristics of the current building. This project expansion and upgrade will accommodate the current technologies and equipment utilized by CBP.

Expanding the site and port will allow for enhanced traffic management and flow, and remedy existing traffic backup which could contribute to dangerous conditions for travelers entering and leaving the United States via the bridge crossing. Only non-commercial traffic is processed at this location.

The addition will be connected to the original building with a two-story link and contain additional critical function rooms for CBP's expanded operations. The port will also see an expansion of the inspection booths and spaces, requiring acquisition of roadway from the City of Calais, and limited acquisition of adjacent privately owned commercial property. The targeted date of completion is December 2027.

As a result of the planned LPOE upgrade in Calais, NBDTI and Maine DOT will start a feasibility study to examine options to repair or replace the Ferry Point International Bridge that connects Calais to St. Stephen.

Improving the connection between the two communities of Calais, Maine and Saint Stephen, New Brunswick – and the two countries – this project will improve the conditions for economic, cultural, and familial connections. The people who live along the border depend on this deep, cross-border community engagement, often crossing through the ports daily for jobs, mutual aid, and everyday life.

FORT FAIRFIELD, ME LAND PORT OF ENTRY (LPOE)

The design and construction of a new \$41.5 million LPOE in Fort Fairfield, Maine will replace the existing port with a new facility that has an expanded capacity. The new LPOE facility will be shifted to a new location to improve line-of-sight to inbound traffic and outbound traffic flow to Canadian checkpoint. The original historic land port of entry will be used, maintained, and incorporated as part of the larger facility.

The preferred alternative places commercial and non-commercial inspection functions in a single facility and removes access to Canadian residences from Brayall Road.

HOULTON, ME LAND PORT OF ENTRY (LPOE)

A study of the Houlton LPOE facility in 2021 found that all building systems at this facility require replacement or significant reinvestment.

The \$30 million project will repair and alter the existing facility systems bringing them into compliance with GSA building standards. Building items in need of repair include building envelopes (roofs, windows, exterior wall panels, storefront systems), elevators, mechanical systems, plumbing systems and fire alarm upgrades. Site items in need of repair include water service lines, the site septic system, and the replacement of underground fuel oil tanks. The project will be completed by Fall 2027.

LIMESTONE, ME LAND PORT OF ENTRY (LPOE)

Design and construction of a new LPOE at Limestone Maine will use and maintain the original historic land port of entry and construct a new state-of-the-art facility with expanded capacity. The Project will undergo the NEPA process and has a target completion date of May 2027. The estimated budget is \$23.7 million.

CAT FERRY SERVICE BETWEEN YARMOUTH, NOVA SCOTIA AND BAR HARBOR, MAINE

The high-speed CAT ferry between Yarmouth, Nova Scotia and Bar Harbor, Maine resumed service on May 19, 2022, after a 13-year hiatus. The CAT last traveled in 2018, when it went from Yarmouth, Nova Scotia to Portland, Maine.

INTERNATIONAL PASSENGER RAIL SERVICE

The New York State Department of Transportation (NYSDOT) continued to provide operating support to Amtrak for the two cross-border passenger rail services in accordance with the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Section 209 policy. *Adirondack* and *Maple Leaf* cross-border services were suspended with the closure of the border on March 18, 2020. Service for the *Maple Leaf* line, linking Toronto, Ontario with New York City, was reinstated on June 27, 2022.

With the Canada – US border reopening, resumption of the *Adirondack* line service to Canada, connecting New York City with Montreal, Québec, has been delayed until spring 2023 due to crew constraints and vaccine requirements. Amtrak is also working with the inspection agencies and rail track owners.

Throughout 2022, the states of Vermont and New York, the province of Québec and Amtrak resumed their efforts to develop a secure preclearance facility inside Montreal Central Station that will support passengers using New York's *Adirondack* service and Vermont's planned extension of their *Vermonteer* service over the border. This collaboration includes cooperative efforts with both U.S. and Canadian security agencies and federal departments of transportation.

In August 2022, the province of Québec announced that the Société de Québecoise des Infrastructure would be the lead agency overseeing a \$1 million (CA) study to evaluate connectivity and security issues along the corridor between Montreal Central Station and the border, as well as a detailed design study of the needed modifications that is expected to move forward in 2023.

CANADA-US PRECLEARANCE AGREEMENT

In March 2015, Canada and the U.S. signed a new treaty entitled the *Agreement on Land, Rail, Marine and Air Transport Preclearance between the Government of Canada and the Government of the United States* (LRMA), fulfilling a commitment of the [2011 Beyond the Border Action Plan](#). The LRMA provides the legal framework and reciprocal authorities necessary for CBP and the CBSA to carry out security, facilitation, and inspection processes in the other country.

The Agreement came into force following an exchange of Diplomatic Notes on August 15, 2019.

Preclearance allows customs and immigration officials from the country of destination to be stationed in the country of origin to clear or deny the admission of travellers or goods to the destination country. Pre-cleared passengers and goods experience faster and more reliable service moving through border points and these operations provide a higher level of security by identifying potential threats at the earliest point in the process. By facilitating the fast and secure movement of people and goods across the border, preclearance supports trade and economic prosperity.

As the Agreement is fully reciprocal, in addition to the potential expansion of CBP preclearance operations in Canada, the Agreement permits Canada to pursue preclearance operations in the U.S. CBP currently conducts preclearance operations at eight Canadian airports: Calgary, Edmonton, Halifax, Montreal, Ottawa, Toronto, Vancouver, and Winnipeg. In June 2022, the first U.S. marine preclearance location in Canada opened in Prince Rupert, British Columbia at the Alaska Marine Highway System Ferry Terminal.

ELECTRIC VEHICLE (EV) CORRIDORS

In support of greenhouse gas (GHG) emission reduction targets, the development of national corridors to service and charge electric vehicles in both Canada and the U.S. is proceeding. Shared national targets for 2030 are that 50% of all new vehicle sales will be zero emission vehicles.

Leadership from federal, state, and provincial governments along with technological advances, enhanced vehicle efficiency, product availability, and point of sale incentives will support fleet development with electric vehicles as efficient alternatives to traditional vehicle technology.

These electric vehicle corridors must also support U.S. – Canada cross border connectivity to ensure a free flow of international trade and passenger transportation. Specifically, EBTC member states have developed deployment plans for the use of National Electric Vehicle Infrastructure (NEVI) program funds to provide EV charging infrastructure along critical transportation corridors, that include corridors connecting to Canada. Other examples of member engagement include the Province of New Brunswick’s involvement in a public/private initiative to develop a smart charging network and Vermont and Québec working on a cross-border collaboration to build out networks along critical cross-border corridors in both jurisdictions and at their mutual borders.

EBTC members Vermont, New York, Maine and Québec are among the nineteen jurisdictions in Canada and the U.S. that form the Multi-State Medium- and Heavy-Duty Zero Emission Vehicle Task Force, focused on developing policies to eliminate harmful truck and bus carbon emissions by enabling deployment of commercial electric vehicles ([multi-state-medium-and-heavy-duty-zev-action-plan.pdf \(nescaum.org\)](#)).

UNITED STATES-MEXICO-CANADA AGREEMENT (USMCA) CANADA-UNITED STATES-MEXICO AGREEMENT (CUSMA)

On September 30, 2018, the United States, Mexico, and Canada completed negotiations toward a new United States – Mexico - Canada Agreement (USMCA) and signed the agreement on November 30, 2018. The agreement came into effect on July 1, 2020.

The USMCA Dispute Settlement Panel ruled on its first case in December 2021, regarding market access of U.S. dairy products to Canada. In December 2022, the United States requested further dispute consultations on Canadian Quota Policies. [USTR Announces Additional Senior Staff Members | United States Trade Representative](#)

In February 2022, a ruling on the imposition of safeguard measures by the U.S. on the import of solar panels from Canada recommended the US bring safeguard measures into conformity with the USMCA obligations. [Final Report USMCA solar.pdf \(ustr.gov\)](#)

In 2022, the panel also reviewed a dispute launched by Canada and Mexico over how to determine the origin a vehicle that comes collectively from the three countries under the USMCA as well as a dispute over access to Mexico's energy markets by the U.S. and Canada.

CONCLUSION

The coming year presents new challenges to the mission of the EBTC as COVID-19 pandemic border restrictions were completely lifted in 2022. Trade data for EBTC jurisdictions is now available on the EBTC website, along with a consultation and approval guide for international construction projects. EBTC will continue to inform on the latest border-related news of interest to its network of stakeholders.