



EASTERN BORDER TRANSPORTATION COALITION
ANNUAL REPORT 2023

[Gordie Howe International Bridge | Gallery](#)



Construction de l'autoroute 35 entre Saint-Jean-sur-Richelieu et la frontière américaine | Gouvernement du Québec (quebec.ca)

[Gallery - Madawaska-Edmundston Bridge | MaineDOT](#)

[Gordie Howe International Bridge | Gallery](#)

[New York | GSA](#)



INTRODUCTION

Eastern Border Transportation Coalition (EBTC) board 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 support the smooth flow of people and goods across the border and border processing systems to efficiently handle passengers and freight.

In 2023, EBTC board members appointed officers for 2024: Sara Moore, Michigan Department of Transportation, U.S. Co-Chair and Jim Doyle, New Brunswick Department of Transportation and Infrastructure, Canadian Co-Chair. Holly Cheetham, New York State Department of Transportation, is the Treasurer. The Board holds virtual monthly meetings to discuss border-related issues as well as planning meetings as required.

Significant progress has been made by U.S. and Canadian federal, state, provincial, local governments and agencies 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

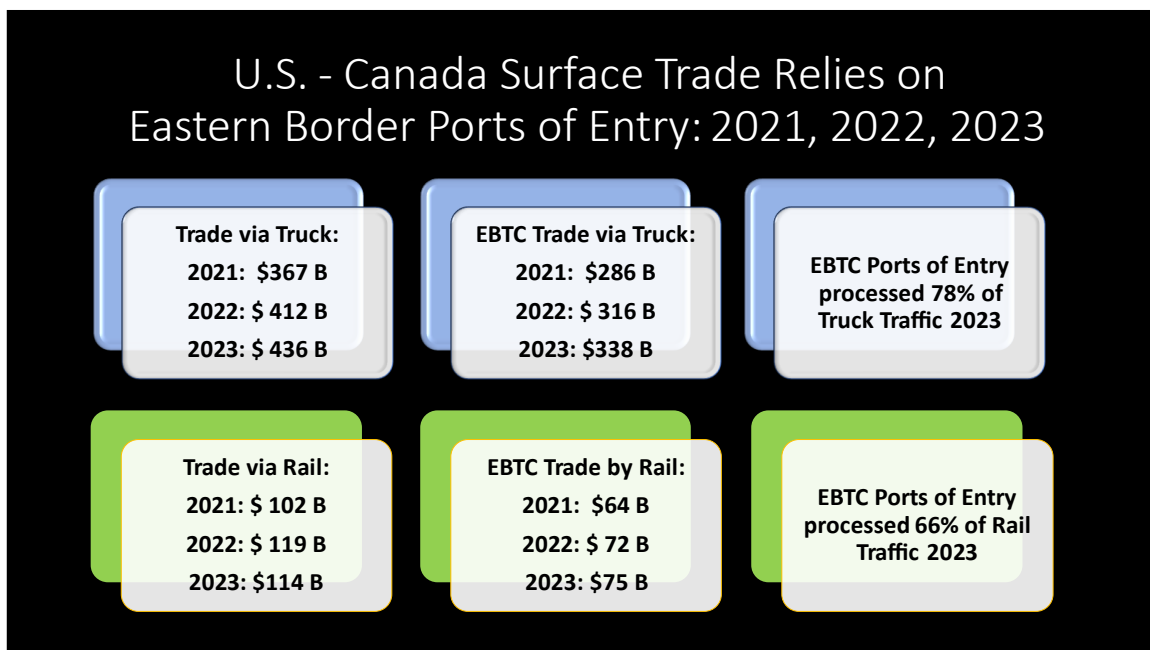
EBTC provides leadership and informed dialog to improve the safe and efficient movement of goods and people across the Canada - U.S. border.

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 decreased by \$19 billion from \$793 billion in 2022 to \$774 billion in 2023. The largest drop in trade by commodity was mineral fuels that was partially offset by increases in other commodity categories.

In 2022, \$531 billion of total trade was transported by truck and rail, and this increased to \$550 billion in 2023. Overall, 78% of total truck traffic and 66% of total rail traffic was reliant upon EBTC region ports of entry in 2023. This reliance of trade on infrastructure located in the EBTC Region highlights the importance of an efficient border transportation network.



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

	2016	2017	2018	2019	2020	2021	2022	2023
Truck	265,604	267,387	275,055	270,501	243,354	285,520	316,132	337,573
Rail	62,958	65,592	66,724	65,424	53,139	64,114	71,724	74,655
Total	328,562	332,979	341,779	335,925	296,493	349,634	387,856	412,228

2023 ACCOMPLISHMENTS: PRIORITY FOCUS AREAS

Throughout 2023, EBTC Board members highlighted emerging issues around the Canada – U.S. border, cross border trade and travel, developments on emerging electric vehicle fleets, and progress on border infrastructure projects and planning.

EBTC Board Members:

- 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.
- Monitored federal initiatives in both countries that advanced travel preclearance for the air, rail, and highway sectors.
- Monitored federal initiatives under the Canada – U.S. Beyond the Border Action Plan.
- Continued to advance infrastructure projects and cross-border transportation services.

ACTIONS IN SUPPORT OF PRIORITY FOCUS AREAS:

EBTC hosted a Webinar in November 2023, updated a comprehensive, multi-year Canada – U.S. trade 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:

EBTC hosted a webinar on November 15, 2023, to address issues of electric vehicles at borders as the share of electric vehicles for personal use and government fleets increases. The webinar was entitled "Supporting Electric Fleets 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. EBTC members attended the Transportation Border Working Group's fall 2023 meeting in Kalispell, Montana.

EBTC re-appointed officers for 2024: Sara Moore, Michigan Department of Transportation, U.S. Co-Chair and Jim Doyle, New Brunswick Department of Transportation and Infrastructure, Canadian Co-Chair. Holly Cheetham, New York State Department of Transportation, is the Treasurer.

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 October 1, 2022, Canada lifted all Covid 19 entry conditions, including wearing masks. The U.S. fully reopened both northern and southern borders on May 11, 2023.

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. Some representative examples include:

GORDIE HOWE INTERNATIONAL BRIDGE

Gordie Howe International Bridge is a \$6.4 billion public-private partnership project that includes construction of a new international bridge, the bridge towers in the U.S. and Canada, new Canadian and U.S. ports of entry, and the Michigan I-75 Interchange. Initially scheduled for completion in November 2024, supply disruptions from the COVID-19 border closure and different restrictions in the US and Canada caused delays.

Construction completion by the private sector partner, Bridging North America, is now planned for September 2025 with the first vehicles expected to travel across the bridge that Fall.

In 2023, construction of the two 220 metres/722 feet bridge towers, one in Canada and one in the US, was completed and the stay cable installation started. Once complete, the bridge will feature 216 stay cables, 108 on each side. Over 50 per cent of the bridge deck that stretches from tower-to-tower over the Detroit River is now in place.

The fourth and final road bridge reconstructed as part of the Michigan Interchange activities reopened in 2023. The Green Street Road bridge connects communities over I-75 between Fort Street and the I-75 Service Drive. It follows the 2022 reopening of the Clark Street, Springwells Street and Livernois Avenue connections over I-75.

At both the Canadian and US Ports of Entry (POE), work progressed on buildings and structures including roofing, masonry and structural steel work, and underground utility installations. These ports of entry will be the largest on the Canada / US border. A commemorative art piece was commissioned to recognize the Underground Railroad and will be outside the Canadian Port of Entry.

The Bridge project team has also maintained open communication with communities on both sides of the border giving presentations and site tours, hosting stakeholder and community meetings and answering all public inquiries.

In addition, under the Community Benefits Plan, the Malden Park Observation Area was opened to the public, \$2.3 million in investments was committed for 11 new projects under the Neighbourhood Infrastructure Strategy, 48 homes underwent improvements through the Delray Home Improvement Program and outdoor fitness equipment was installed in Clark Park.

The Bridge project team was awarded the National Environmental, Social and Governance (ESG) Award from the Canadian Council for Public-Private Partnerships (CCPPP) for its outstanding commitment to sustainability and community prosperity in the Windsor-Detroit region. Environmental highlights include energy-efficient LED and low-maintenance lighting, buildings designed to meet LEED v4 Silver ratings, bridge and roadways that achieved Envision™ Platinum certification, installation of a peregrine falcon box on the bridge to facilitate nesting, relocation of over 2,600 SAR plants and 2,000 seeds from native prairie species from the site prior to the start of construction, selection of materials to reduce energy and water demands - highly insulated walls, energy efficient glass, solar shading, low flow faucets, incorporation of green roofs on certain buildings, use of drought tolerant, native vegetation in landscaping plans, employing green infrastructure and stormwater management design principles and establishing significant buffers around the ports of entry (POE).

The Gordie Howe International Bridge project team was also awarded the prestigious Brownie Award for its work redeveloping and revitalizing brownfield sites including:

- For the Canadian Port of Entry and bridge, site acquisition of lands formally associated with a coal-fired generation station that was used for disposal of coal ash,
- extensive earthworks remediation and measures taken within the design and construction phase,
- innovative approaches to obtain capital financing for economic and ecological restoration.

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 2024.

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

The Québec Ministère des Transports et de la Mobilité durable (MTMDQ) and the New York State Department of Transportation (NYSDOT) continued dialogue on the St-Bernard-de-Lacolle, Quebec border inspection facility with the Canada Border Services Agency (CBSA), the US Federal Highway Administration (FHWA), the US General Services Administration (GSA) and US Customs and Border Protection (CBP).

This LPOE is located at the termini of Québec Autoroute 15 (A-15) and Interstate 87 (I-87) between Champlain, New York, and St.-Bernard-de-Lacolle, Québec on the Montreal-New York City trade corridor. This is one of the top ten busiest crossings between Canada and the United States.

In December 2023, Public Services and Procurement Canada (PSPC), on behalf of the CBSA, awarded a contract to modernize and expand the CBSA facilities, including the construction of a bus processing center and renovation and expansion of the CBSA travelers' facility. It will also include expansion of the enforcement area and secondary travelers' examination facilities, improvements to the road configuration, upgrades to the officer arming facilities, inclusion of port running mitigation measures, and general enhancements to infrastructure (e.g., water treatment and fire prevention).

The modernization of this port of entry will improve the border crossing experience for travelers and provide border services officers with upgraded infrastructure and technology.

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). Design of the new Land Port of Entry began in June 2022. Wetland mitigation and construction of the new land port are both scheduled to begin in May 2024. The project design phase commenced in 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 was underway in 2023 and the construction phase is expected to start in early 2024.

HIGHGATE SPRINGS, VT LAND PORT OF ENTRY (LPOE)

In September 2019, the U.S. General Services Administration (GSA) completed a feasibility study to replace the existing port of entry facility. This project includes construction and replacement of the Highgate Springs LPOE to accommodate increased traffic because of the completion of A-35 at the terminus of I-89 in Highgate Springs, VT. The capital project will include a new 117,000-square-foot facility that will be appropriately equipped to handle the anticipated growth in cross-border commerce. This is one of the three busiest ports of entry in New England and a major economic factor in the State of Vermont and New England.

Funding of \$169 Million was 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 was ongoing in 2023-24, with a Construction Manager-as-Contractor (CMc) award in 2023 and a May 2024 target construction start date. Construction will be completed in September 2027 and project closeout in November 2027.

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, New York, and Québec as well as FHWA, GSA, CBP, CBSA, PSPC. 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 while the other projects are underway.

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

This 37.9 km four lane highway construction project will replace the last two-lane link in the Montreal-Boston trade corridor. The project is divided into four phases with Phases 1 and 2 completed, Phase 3 underway, and Phase 4 in the planning stage. Construction of phase 3, an 8.9 km section between Saint-Sébastien and Saint-Armand, is underway as well as planning for Phase 4, from Saint-Armand to the U.S. border. The current Québec Route 133 will become Autoroute 35 upon the project's completion.

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

The existing facility connecting Québec Highway 133 and I-89 in Vermont will be replaced to handle increased 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.

The new facility will relieve congestion and speed up the movement of traffic at this border crossing. Modernization will create long-term economic benefits including reduced border wait times, increased reliability of just-in-time shipments, reduced costs for shippers, carriers, and travelers, lower fuel consumption and greenhouse gas emissions due to reduced engine idling at the border, and enhanced safety and security.

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 meet 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 National Environmental Policy Act (NEPA) process is underway for an August 2025 completion; Architect/Engineer (A/E) services was awarded in March 2023, and the Construction Manager as Advisor (CMa) selection will be complete by late 2024. 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, ME / EDMUNDSTON, NB – 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 was anticipated by the end of 2023, but this opening is on hold to March 2024 as the new GSA facility is completed. 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 was constructed on a new alignment, crossing the Saint John River at about a 45-degree angle, located about 420 meters (1,400 ft.) upstream from the existing bridge. Because of this new alignment, the new structure is nearly twice the length of the existing one. The new bridge features wider travel lanes and shoulders on both sides. There is a raised sidewalk on the downstream side. The bridge was 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 was tied to the Maine DOT and NBDTI international bridge construction project schedule, but completion of construction has been delayed to March 2024.

CALAIS ME - 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 started 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, NS AND BAR HARBOR, ME

The high-speed CAT ferry between Yarmouth, Nova Scotia and Bar Harbor, Maine resumed service on May 19, 2022, after a 13-year hiatus. Overall, the 2023 season was significantly impacted by several extreme weather events. Weather has a major influence on discretionary travel and the estimated impact of the significant weather events was a loss in the order of 5,000 passengers.

A total of 38,430 passengers and more than 15,348 vehicles used the Nova Scotia to Maine ferry service in the 2023 sailing season. Throughout the season, 96 round trips were completed, and 17 round trips were cancelled due to weather conditions.

The Province of Nova Scotia is studying the broad economic impact of the ferry services between Nova Scotia and Maine. The study will collect data over two sailing seasons to help account for potential fluctuations in passenger numbers.

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. Resumption of the *Adirondack* line service to Canada, connecting New York City with Montreal, Québec, was delayed until April 2023, then put out of Service at the end of June due to track conditions. Service resumed in the fall, but track issues need to be addressed.

Throughout 2023, the states of Vermont and New York, the province of Québec and Amtrak worked 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 the *Vermont* 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 lead a 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 2024.

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 and at the Alaska Marine Highway System Ferry Terminal in Prince Rupert, British Columbia. CBSA is planning a pilot project to operate at land ports of entry in the United States.

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. [NESCAUM](#)

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 and the panel ruled in favour of Canada in November 2023. [Active and concluded State-to-State dispute settlement cases \(international.gc.ca\)](#)

Active cases include Mexico's measures concerning genetically engineered corn, the dairy tariff rate quota allocation measures 2023 (second dispute), measures in the electricity sector, and automotive rules of origin.

CONCLUSION

The coming year presents new challenges to the mission of the EBTC as COVID-19 pandemic border restrictions were completely lifted in 2023. 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.