



Atlantic Provinces Trucking Association

OVERVIEW

- APTA is a non-profit organization dedicated to representing the interests of the industry and serves as the unified voice of the trucking industry in Atlantic Canada.
- Headquartered in the Greater Moncton, NB area, APTA represents members in all four Atlantic provinces.
- Represent over 350 member companies, comprised of for-hire carriers and suppliers to the industry.
- Privately funded through membership dues and event revenue

TRUCKING IN ATLANTIC CANADA

- There are over 25,000 people directly employed in the truck transportation sector.
- The trucking sector generates more than \$4 billion/year in annual revenue in Atlantic Canada.
- The sector boosted provincial GDP in Atlantic Canada by nearly \$2.8 billion in 2022. New Brunswick's truck transportation companies led the way with a provincial GDP contribution of over \$1.9 billion.

TRUCKING IN ATLANTIC CANADA

The trucking industry plays a vital role in Atlantic Canada's Economy

- The truck transportation sector in New Brunswick alone generates more GDP than the entire accommodations and food services sector, the crop production sector, oil refining, paper making, wood product manufacturing or seafood production.
- Our industry boosted provincial GDP across Atlantic Canada by \$2.75 billion in 2022 and labour income by \$1.54 billion.
- Sixty-four percent of the trucking sector's operating revenue was related to interprovincial or international shipments compared to only 55 percent in the rest of the country.

CROSSING THE BORDER

Commercial Vehicle Border Crossing Statistics

Woodstock-Houlton

St. Stephen-Calais

BORDER CHALLENGES

AMPS

- AMPs are monetary penalties which are given to cross-border carriers for ACI (advanced commercial information) related infractions. Basically, if there are any errors to the trade data being submitted to the CBSA, carriers may get a penalty for an infraction.
- Penalties can be given for incorrect description of goods, not having ACI on file prior to arriving at the border etc. CBSA has taken an outreach-first approach to correct issues, including meeting multiple times with carriers, but recurring issues can lead to costly penalties, sometimes \$2,000 or much more.
- Our industry has requested a moratorium on AMPs and a full review of the system to ensure greater fairness in the regime. Right now, carriers and other modes can get penalties for clerical type errors, or unintentional mistakes that can occur in any busy workplace.

BORDER CHALLENGES

In-Transit Movements

- An in-transit movement allows a shipment from one point in the country to another domestic location, by travelling through another country. For example, Canada-to-Canada movements can be completed by travelling through the United States, and U.S.-to-U.S. movements, through Canada.
- This allows for reduced transit times, lower fuel usage and thus less CO2, access to suitable infrastructure, amongst other benefits.
- The ability for U.S. trucking companies to travel in-transit through Canada still exists today, but the allowance of reciprocal movements by Canadian carriers was eliminated immediately following 9/11 due to security concerns.
- We strongly believe that CBSA and CBP must work together to ensure a reciprocal agreement for Canadian carriers once again.

BORDER CHALLENGES

Empty Trailers

- Currently, it is illegal for a U.S. driver to reposition an empty trailer in Canada and the same applies to a Canadian driver in the U.S.
- The current restrictions contribute to the duplication of miles, unproductive time delays, and increased costs that significantly hamper supply chain efficiency through unnecessary and redundant trailer movements.
- Both the Canadian Trucking Alliance and the American Trucking Association have put a considerable amount of time and effort into this file with very little explanation as to why the current rule cannot be revised to keep pace with the demands of the modern supply chain.
- A change in policy would reduce the amount of truck traffic, and corresponding wear and tear on roadways and infrastructure. It would also create significant environmental benefits through emissions reductions.

BORDER CHALLENGES

CARM

- CARM is the biggest project for CBSA right now, with the new portal acting as a method for the collection of duties and taxes from importers and brokers by the federal government.
- The introduction of CARM was supposed to occur on May 13, but was delayed until October of 2024 – with CBSA stating a potential work stoppage or strike by CBSA workers as a major reason why this occurred.
- Many fleets have concerns about the potential for border slowdowns to occur when CARM goes-live. This is particularly troubling because the CARM project is not targeted at our sector, but may cause significant concerns for our operations nonetheless.

BORDER CHALLENGES

System Outages

- Our industry continues to experience the repercussions of recurring system outages with both CBSA and CBP's IT systems, which are very disruptive to Canada-U.S. trade and the movement of trucks at the border.
- Our sector would like to see more resources being dedicated to improving these systems, so we can reduce the frequency and duration of outages to the greatest extent possible. This has been an ongoing concern for several years now.
- When outages occur, trucks are forced to wait at the border, it brings the supply chain to a halt, and it creates major backlogs with both the CBSA/CBP systems which can take multiple hours or longer to work through the queue.
- Another recurring issue is the contingency processes that are in place, and sometimes paper documentation is accepted at one border point, and not at another during an outage. This creates confusion and further frustration during this process.