



EASTERN BORDER TRANSPORTATION COALITION
ANNUAL REPORT 2024



INTRODUCTION

The 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 2024, EBTC board members appointed officers for 2025: 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 monthly virtual 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

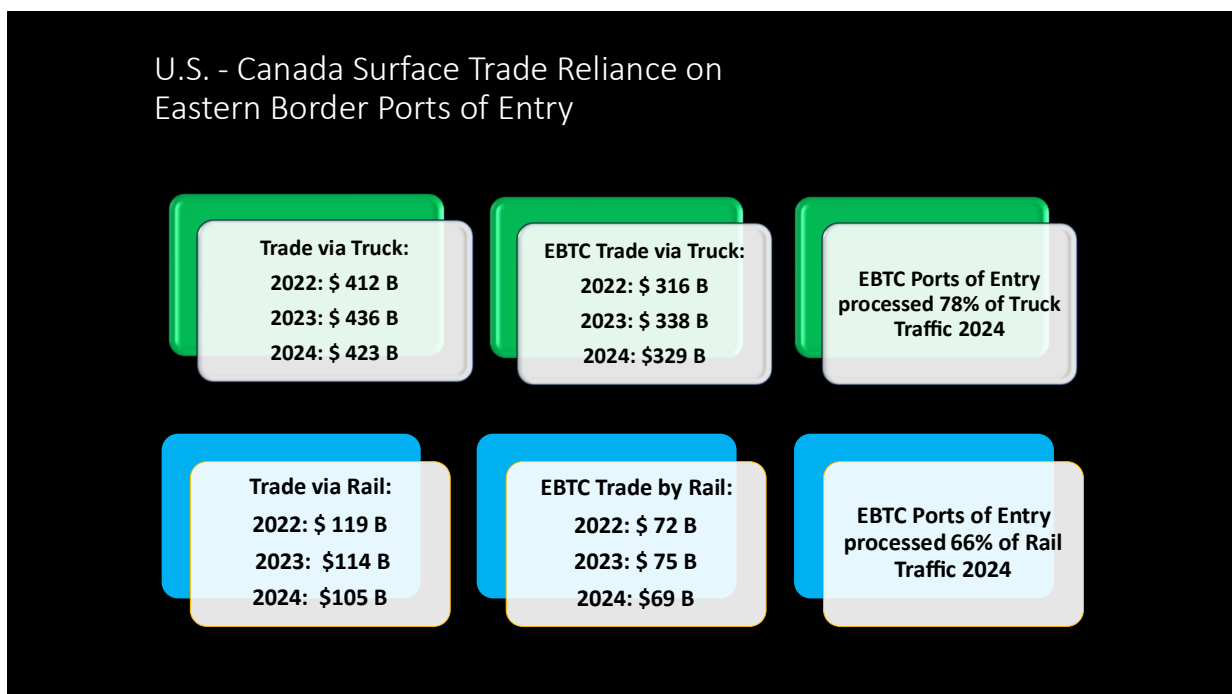
EBTC provides leadership and informed dialog to improve the safe and efficient movement of goods and people across the Canada - U.S. border.

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 \$12.7 billion from \$774 billion in 2023 to \$761 billion in 2024. The largest drop in trade by commodity was vehicles and energy resources - partially offset by increases in other commodity categories.

In 2024, \$528 billion of total trade was transported by truck and rail, a \$22 billion decrease from \$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 2024. 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)

	2017	2018	2019	2020	2021	2022	2023	2024
Truck	267,387	275,055	270,501	243,354	285,520	316,132	337,573	328,932
Rail	65,592	66,724	65,424	53,139	64,114	71,724	74,655	69,283
Total	332,979	341,779	335,925	296,493	349,634	387,856	412,228	398,215

2024 ACCOMPLISHMENTS: PRIORITY FOCUS AREAS

Throughout 2024, 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.
- 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 conference on border issues in May 2024, 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 \(ebtc.info\)](http://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 conference on May 6, 2024, in Burlington, Vermont, themed *Resilient Corridors for Cross Border Trade and Travel*. This was the first in person conference since 2019 and the aim was to re-unite border related agencies and transportation service providers to align border activities. EBTC members also attended the Transportation Border Working Group's fall 2024 meeting in Whitehorse, Yukon.

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.

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 Atlantic 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 2024, the major accomplishments were:

1. **Michigan Interchange Activities:** Construction progressed to the point where the final steps are now underway for the ramps that will connect I-75 to the US Port of Entry. Construction also advanced on five new pedestrian bridges and siphons.
2. **Canadian and US Ports of Entry (POE):** Construction activities progressed on all 11 structures at the Canadian POE and all 13 structures at the US POE. In addition, landscaping and paving work for the 16 toll lanes and 24 primary inspection lanes in Canada and 36 primary inspection lanes in the US continued at a rapid rate. Once complete, the two Ports of Entry will be the largest land ports of entry along the Canada-US border.

3. **Community Benefits Plan:** Nearly \$3 million in new investments were announced for 26 new initiatives as part of the Gordie Howe International Bridge Community Benefits Plan. The neighborhoods of Sandwich, west Windsor, Delray and Southwest Detroit will be able to take advantage of the funding that supports different needs, from community outreach, urban and arts-based youth programming to school lunches, environmental stewardship and celebrating local history.
4. **Community Engagement:** Highlighting the commitment to communicating and building connections with community members, the project team received over 900 public and media inquiries, participated in nearly 400 meetings and events, distributed 19 email newsletters to over 2,700 subscribers, and gained 18,000 social media followers.
5. **Award Recognitions:** The project team won eight awards for social responsibility, communication efforts and approach to health and safety – including U.S. Coast Guard and Fluor medallion awards for the rescue of four people from the frigid waters of the Detroit River.
6. **Trans Canada Trail:** The Gordie Howe International Bridge became the first international border crossing to join the trans Canada Trail. The multi-use path on the bridge is a physical representation of the project’s commitment to sustainability. It will be toll free and accommodate two-way pedestrian and cyclist traffic, connecting the Great Lakes Waterfront Trail in Windsor, Ontario to the Iron Belle Trail and the Great Lakes Way in Detroit, Michigan.
7. **Works of Art:** Plans for three memorable high-quality works of art were unveiled to celebrate and promote creativity and friendship between Canada and the US. Renowned Canadian artist Douglas Coupland was selected to develop an artistic lighting concept for the bridge. Contemporary mixed media artist Jordan Sook shared his concept for a large-scale freestanding sculpture to recognize and commemorate the Windsor-Detroit region’s role as a destination for freedom-seekers of African descent travelling the Underground Railroad to Canada. Michael Belmore, a Canadian artist of Anishinaabe descent, unveiled and installed his 3 metre/10 foot high free-standing sculpture at the Canadian Port of Entry to reflect the culture and traditions of Indigenous peoples in Canada.
8. **Workforce:** More than 13,500 people have now been oriented to work on the Gordie Howe International Bridge project, logging over 16 million hours.
9. **Bridge Construction:** In 2024, the bridge decks were connected over the Detroit River, making the main span of the Gordie Howe International Bridge the longest of any cable-stayed bridge in North America. The final girders for this incredible feat of engineering were installed in June, an emotional moment for workers who were part of building the newest border crossing between Ontario and Michigan in more than 60 years.

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. The project was completed in 2024.

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

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 Land Port of Entry (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.

Phase one of the three-year, \$100 million modernization and expansion project began in 2024. The project includes relocation of bus passenger processing operations, construction of a bus processing center, renovation and expansion of the CBSA travelers' facility, 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).

In addition, vehicles of non-standard dimensions (greater than five metres in height) can no longer enter Canada through this port of entry and are currently directed to adjacent ports of entry.

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 began in May 2024 with substantial completion planned for November 2025.

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.

Construction began in March 2024 with a substantial completion date set for November 2025.

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 Québec Autoroute 35 (A-35) at the terminus of Interstate 89 (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 Spring 2026 target construction start date. Construction will be completed early in 2029.

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, Québec 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 and scheduled for completion by 2025. Planning for Phase 4, from Saint-Armand to the U.S. border is underway. 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:

- An expanded inbound and 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 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 U.S. Customs 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 in early 2025. 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 winter 2028.

The project provides the opportunity to incorporate sustainability features that will reduce greenhouse gas emissions, mitigate the impact of the buildings on the environment, and increase the mission readiness of the federal government. 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.

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 was delayed to March 2024 as the new GSA facility was 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 by 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 was \$65 million. An official opening ceremony took place in August 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 winter 2029.

As a result of the planned LPOE upgrade in Calais, the New Brunswick Department of Transportation and Infrastructure (NB DTI) and the Maine Department of Transportation (DOT) signed a Memorandum of Understanding (MOU) to develop the terms of reference for a feasibility study to examine options to repair or replace the Ferry Point International Bridge that connects Calais to St. Stephen. The Request for Proposals to conduct this study is anticipated to be issued in 2025.

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 for inbound traffic and outbound traffic flow.

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.

The NEPA process is underway as well as the design. Construction will start in the fall of 2027 with a fall 2029 completion date.

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 summer 2028.

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 Summer 2028. The estimated budget is \$23.7 million.

CAT FERRY SERVICE BETWEEN YARMOUTH, NS AND BAR HARBOR, ME

The high-speed CAT ferry travels between Bar Harbor, Maine and Yarmouth, Nova Scotia in just 3.5 hours. RVs, pickups, SUVs, cars, tour buses, motorcycles, and bicycles are welcome aboard The CAT as well as walk-on passengers. The season runs from May 15 to October 15.

The overall traffic carried was 49,299 passengers and 19,935 vehicles in 2024. This represents an increase of 10,877 booked passengers (+28%) and 4,578 vehicles (+30%) over the 2023 season.

In September 2023, the Province of Nova Scotia engaged 21 FSP to conduct an economic impact study of the ferry service, which will continue through the 2024 sailing season. In addition to collecting and analyzing data, the study's mandate is broad, encompassing the ferry's impact on tourism operators and businesses, supply chains, accommodation providers, on understanding the perspectives of cultural communities, employment, and government revenues. It is anticipated that the study will be complete in Spring 2025.

The service between Yarmouth and Bar Harbor will continue for the 2025 and 2026 sailing seasons.

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 connect New York City with Montreal, Québec, and Toronto, Ontario.

Throughout 2024, 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 Québécoise des Infrastructures 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 2025.

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.

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. proceeded in 2024.

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.

EBTC members Vermont, New York, Maine, and Québec are among the 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. 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 report on the latest border-related news of interest to its network of stakeholders.

Cover Page Photo Sources



Sources l-r: [new-Madawaska-Edmundston-International-Bridge.jpg \(1920x1187\)](#)
[GSA approves design concept for U.S. Land Port of Entry in Trout River, NY | GSA](#)
[Gordie Howe International Bridge | Gallery](#)



Sources: [Epic Adirondack Train Ride Lets You Experience Fall Foliage in a Whole New Way](#)
[The Importance of Rail to Transportation in Vermont](#)
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