






CAPC

Trade Infrastructure Working Group

October 2006

Group	Initiative	Action Plan Item	Owner	Timing	Status
Infrastructure	<i>Let's Get Windsor-Essex Moving</i>	Implementation of Plan (Resolve outstanding differences)	FED/PROV/ LOCAL	ST	
Infrastructure	Border Transportation Partnership – Binational Partnerships	Recommend location(s) for new border crossing	FED/PROV/ (LOCAL)	MT	
Infrastructure	Emergency/Contingency Plan	Development of an emergency/contingency plan for the automotive industry for the transportation of goods/services	FED/PROV/ AUTO	ST	
Infrastructure	Trade/Security Issues	Harmonization of trade and security objectives on a bi-national	FED	ST	
Infrastructure	Rail Corridor/Vessels-Alternate form of transportation	Review of alternate forms of transportation to ensure automotive interests are coordinated/harmonized with government objectives	FED/PROV/ AUTO	MT	



Addressed - implementation underway and on-time.



Plans, commitments, and timelines not clear - attention needed.



Immediate attention.

FED - Federal Government
 PROV - Provincial Government
 AUTO - Auto Manufacturers, Suppliers

MT- Medium Term
 ST - Short Term

CAPC Trade Infrastructure Work Group

Status/Summary of Initiatives

1. Border

- Both Phase I and Phase II of the *Let's Get Windsor-Essex Moving* Strategy have been announced. They provide for short to medium term physical infrastructure improvements at crossings in Windsor and represent a significant portion of the proposed expenditure of the \$300 million previously allocated for the Windsor-Detroit Gateway by the federal / provincial governments.
- Progress has been slow. Although some projects have been completed, (i.e. pedestrian overpass at Huron Church, intersection improvement Highway 3/Huron Church, Intelligent Transportation Systems on Huron Church, etc), a number of the larger projects require continued attention and implementation (i.e. Windsor/Detroit Tunnel improvements, Walker Road/Howard Avenue grade separations, etc).

Binational Partnership Group

- The CAPC Working Group (WG) met with the Members of the Binational Partnership on four separate occasions to review its work and progress.
- In June 2005, the Binational Partnership explained its mandate and provided the CAPC WG with an outline of its proposed work. The CAPC WG discussed and reviewed the proposed crossings that were public at that time.
- In August 2005, the CAPC WG received an updated status of the work of the Binational Partnership. The Partnership reported that it had scoped several routes on both sides of the border leading to 5 potential crossings and that it was meeting with stakeholders in both Canada and the U.S. on a regular basis. The Partnership advised of the methodology for review of the routes and that it would recommend a short list of alternatives in November/December 2005 timeframe.
- In October/November 2005, the Partnership removed from further consideration a number of routes and a meeting was held with CAPC WG in November 2005 to discuss a "shortlist" of alternatives, the need for a governance model, and proposed timing.
- In October 2006, the Partnership reported on its work to date. It includes a detailed review of three (3) potential plaza alternatives (on each side of the border) and five (5) access routes. The review includes a full EA process and an examination of tunnel options/cut and cover/depressed roads, etc. In addition, the assessment must consider changes to air quality, impact on neighbourhoods/residents/schools, protection of cultural resources, effect on the natural environment, cost and constructability.
- The Border Partnership is on track to further refine its work, release practical alternatives in March 2006 and announce a preferred crossing location, plaza location and connecting routes in Canada / U.S. by spring 2007.
- The CAPC WG recommends that although the Partnership is moving forward and on schedule, it should still strive to achieve its objectives before the 2013 target date. It appears that there will be strong headwinds in the process going forward that may disrupt the proposed schedule of completion. Further, the work of the Governance Committee, whose mandate is to review ownership models, level of public oversight, etc., has not yet been completed.

Border Management

- In addition, in November 2005, the CAPC WG met with Mr. Michael Kergin, Special Advisor to the Premier, Border Management.
- The CAPC WG provided Mr. Kergin with a review of the industry concerns related to the border from a physical infrastructure, technology, custom programs and emergency planning perspective.
- In October 2006, the CAPC WG discussed the potential impact of (WHTI) Western Hemisphere Travel Initiatives, the (APHIS) Animal and Plant Health Inspection Service levy and the initiative to align CSP with C-TPAT.

- The layering of customs/border programs and lack of coordination continues to be of serious concern to the CAPC WG.

2. Emergency/Contingency Planning

- A simulation exercise was initiated by the CAPC WG/CVMA and held in July 2005 with a number of participants including emergency management officials from both sides of the border, local authorities, and representatives from border crossings at Windsor and Sarnia. Dr. James Young chaired the exercise. This was the first exercise of its kind between government and industry.
- A second exercise, similar in nature, was conducted by government officials on both sides of the border in July 2006. Industry and major stakeholders were invited.

The following are some of the recommendations of CAPC WG:

- CAPC WG recommends the existence of an updated contact list for government and industry; the need to share emergency protocols with industry on both sides of the border, where possible and the development of better and more streamlined coordination and communication (including better use of technology) between governments and industry.
- Although there has been more discussion for the need of an emergency/contingency plan (i.e. through SPP/Chamber/etc), significant work is still required.
- CAPC WG continue to work with governments' to develop a plan, which would also address resumption issues.

3. Trade/Security Issues

- The Security and Prosperity Partnership Initiative was launched in July 2005. The CAPC WG was encouraged to see the objectives of the SPP which include recommendations for common border security and coordinated emergency planning amongst the three levels of government. However, the CAPC WG believes that this initiative should be changed from yellow to red on the scorecard. There were a number of concerns that can be attributed to the rationale for this ranking. They include, but are not limited to, WHTI, a WCO Framework, and C-TPAT changes. Each of these programs, independently and on a cumulative basis, could place a competitive disadvantage on the industry and detract from our ability to be more globally competitive. A brief explanation follows:
- In September, 2005, the US Western Hemisphere Travel Initiative (WHTI) was released which will require all U.S. citizens, citizens of the British Overseas Territory of Bermuda, and citizens of Canada and Mexico to have a passport or other accepted documentation establishing the bearer's identity and nationality to enter or re-enter the United States by 2009, at the latest.
- Industry is concerned about potential delays at border crossings leading into the U.S. as a result of travelers who do not have adequate documentation as prescribed under the proposed rules, and the impact these possible delays would have on legitimate trade and travel.
- The CAPC WG is pleased to see that accepted documents under the program will not be limited to passports. It is essential that FAST and NEXUS programs continue to be accepted as appropriate documentation and documentation should be consolidated and simplified where possible.
- The focus of the World Customs Organization Framework of Standards to Secure and Facilitate Global Trade should be on increasing the security of international transactions, and not on placing additional burden on North American companies.
- It is believed that a better approach for security improvements is through the international expansion of the original PIP and C-TPAT programs and not the introduction of a more rigorous and complex framework that will likely have little uptake by either government or international industry.

- We must ensure that North American companies are not put at a competitive disadvantage and that we can use our integrated strength to our competitive advantage.
- C-TPAT is the US Customs and Border Protection (CBP) initiative that partners, on a voluntary basis, with members of the trade community to better secure the international supply chain to the United States and facilitate the movement of trade into the U.S. The initiative was launched in November 2001 and includes importers, customs brokers, terminal operators, carriers and foreign manufacturers. In exchange for meeting defined security criteria, best practices and implementation procedures, CBP provides reduced inspections at the port of arrival and expedited processing at the border.
- The concern is that C-TPAT changes are on-going, continually raising the bar and requiring additional investment from program participants with limited benefits.

4. Rail Corridor/Vessels – Alternate Forms of Transportation

In October 2005, the federal government announced the Pacific Gateway Strategy which is designed to enhance prosperity and strengthen Canada's position in international commerce. The CAPC WG has not yet reviewed the proposed Strategy in any detail and is unable to comment on it at this time.

5. Work Plan Issues for discussion at next Meeting

- Review of Pacific Gateway initiative
- In-depth review of infrastructure projects of present governments.
- Review/assess role of CAPC WG to the SPP initiative.
- Review of feasibility of pilot program for common identification at Windsor/Detroit border crossing.
- Obtain understanding/implications of WHTI announcement and recent APHIS announcement.