









# CAPC

## Trade Infrastructure Working Group

### April 2007

Group	Initiative	Action Plan Item	Lead	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 Working Group – Action Plan and Priorities

In response to a request to provide the Secretariat with the top priorities of each of the CAPC Working Groups and an updated Action Plan, the Trade Infrastructure Working Group submits the following:

The overriding objective of transportation and infrastructure in Canada should be to ensure that Canada has the best transportation network facilitating both domestic and global supply chains. Infrastructure includes rail, road, port, airport and border crossings and the infrastructure network must be as seamless, efficient and reliable as possible so as to maintain and enhance the competitiveness of the automotive industry.

It is within this context and against the economic reality that the Windsor-Detroit corridor is Canada's most important entry to the U.S. market for industry in general and the automotive sector in particular, that the CAPC Working Group recommends to government that this be its primary priority.

The second priority is to ensure that customs programs between Canada and the U.S. are appropriately aligned and that major, sometimes competing, objectives of trade and security are appropriately balanced both in design and implementation so as not to disrupt timely and efficient flow of goods.

The third priority is the development of an emergency/contingency plan for the automotive industry that allows for effective business resumption and one which will provide the automotive industry, as major stakeholders to trade and contributors to the Canadian economy, with timely, accurate and reliable communication and information.

## ACTION PLAN

### **1. WINDSOR-DETROIT CORRIDOR**

- Timely completion of short term initiatives
- Timely completion of due diligence requirements by Detroit River International Crossing (DRIC) on both sides of the border with a recommendation for preferred crossing access and plaza by no later than Spring 2007
- Expedited passage of appropriate legislation relating to governance, control and appropriation of funds so as to be ready for implementation of infrastructure recommendations
- Expedited approval of recommendations for infrastructure projects (where feasible) by all governments on both sides of the border so that the crossing is in place by no later than 2013

- Ensure proper and continued allocation of funds to develop and maintain the crossings and their approaches

## **2. TRADE/SECURITY ISSUES – ALIGNMENT OF CUSTOMS PROGRAMS**

- Development of a common North American system for transmitting both import/export information
- Agreement on common set of criteria and benefits for participation in C-TPAT, PIP, and other border programs
- Design or amend programs to remove the continuous applications of new layers of security and improve the complex rules and regulations imposed by different governments and different departments within government at the border (ie – WHTI, APHIS)
- Ensure Canadian Security Programs (such as PIP) are mutually recognized with major programs and trading partners (ie. C-TPAT, WCO Security)

## **3. EMERGENCY/CONTINGENCY PLANNING**

- Need for a common approach to key aspects of emergency management
- Better clarification/appreciation of the role of the automotive industry to emergency management and business resumption
- Ensure that pre-approved low risk shipments will continue to receive FAST treatment under all security conditions
- Create and maintain an updated contact list for government and industry
- Develop and employ streamlined coordination and communication and maximize the use of common and integrated technology on both sides of the border