






CAPC

Trade Infrastructure Working Group

Group	Initiative	Action Plan Item	Lead	Timing	Status
Infrastructure	<ul style="list-style-type: none"> Let's Get Windsor-Essex Moving 	<ul style="list-style-type: none"> Implementation of Plan (Resolve outstanding differences) 	FED/PROV /LOCAL	ST	
Infrastructure	<ul style="list-style-type: none"> Border Transportation Partnership – Binational Partnerships 	<ul style="list-style-type: none"> Recommend location(s) for new border crossing 	FED/PROV /(LOCAL)	MT	
Infrastructure	<ul style="list-style-type: none"> Emergency/Contingency Plan 	<ul style="list-style-type: none"> Development of an emergency/contingency plan for the automotive industry for the transportation of goods/services 	FED/PROV /AUTO	ST	
Infrastructure	<ul style="list-style-type: none"> Trade/ Security Issues 	<ul style="list-style-type: none"> Harmonization of trade and security objectives on a bi-national 	FED	ST	
Infrastructure	<ul style="list-style-type: none"> Rail Corridor/Vessels- Alternate form of transportation 	<ul style="list-style-type: none"> 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

SUMMARY – CAPC – TRADE INFRASTRUCTURE WORKING GROUP - PRESENTATION TO THE CAPC MEETING – FEBRUARY 5, 2008

The presentation was supported by the CAPC Scorecard and the following was highlighted:

- The industry has been experiencing a “thickening” at the border
- Delays at the border crossings in the summer of 2007 were amongst the longest they have been since September 11, 2001 and are primarily attributable to the following:
 - Lack of required physical infrastructure
 - Insufficient staffing of the customs booths – both at land and port
 - The introduction of new computer systems and changing customs requirements
 - The lack of participation of expedited/pre-cleared customs programs

Scorecard Initiatives

Let's Get Windsor-Essex Moving

- Windsor local projects appear to be proceeding and some progress is being made
- Larger projects require continued attention and implementation (i.e. – Windsor/Detroit Tunnel improvements, Walker Road/Howard Avenue grade separations to accommodate VACIS inspection)

Border Transportation Partnership – Binational Partnerships

- Legislation has now been passed in Canada which deals with ownership models and governance for border crossings
- No decision has been made as to the preferred location and route for the next crossing at Windsor/Detroit
- It was duly noted that the environmental assessment process is rigorous and the federal/provincial body (DRIC) is on time with its work. Recommendations for the preferred crossing/routes location will likely be made in the Spring 2008. Target date for construction is completion by 2013
- There continues to be much media coverage as to infrastructure improvements to the Ambassador Bridge, the potential for construction of a new privately owned crossing, permitting requirements, local/state approval of DRIC work and ongoing funding requirements to support new infrastructure
- Detroit Gateway project at the foot of the Ambassador Bridge on the US side is proceeding

Emergency/Contingency Planning

- Industry has provided basic contact information to government officials
- A “sketch plan” was developed in the summer '07 in anticipation of potential provincial highway roadblocks
- Government is committed to creation of a plan through Security and Prosperity Partnership
- Industry workers have been working with the Chamber of Commerce and various officials at CBSA towards a plan which would address resumption issues in the event of an emergency
- Industry has noted on several occasions the need for pre-cleared and low risk goods to continue to receive expedited/pre-clearance treatment in the event of an incident

Trade/Security Issues

- Industry is extremely concerned with the “layering” of customs/border programs
- Criteria for participation in a border program in Canada is not necessarily synonymous with criteria for US participation
- Industry is experiencing continuous changes to customs programs – requiring additional investment from program participants with limited benefits. Concern was expressed with new requirements under the *Importer/Exporter Supply Chain Security Profile (Container/Trailer/Rail Car Security)* and the associated added cost and time
- Reference was made to the increasing cost of doing business in North America
- Industry members have been providing input to a paper being prepared by the Canadian and American Chambers of Commerce to be released at the end of February 2008
- Although there has been much lobbying and opportunities to create awareness of the importance of border crossings to trade, it appears as though various departments within governments have varying agendas and this adds to requirements and complexity

Rail Corridor/Vessels- Alternate Form of Transportation

- Gateway strategies announced by the federal government are good initiatives and require appropriate investment
- Continued emphasis and infrastructure investment needs to occur at critical crossings between Canada and the US given the amount of North American trade

Next Steps

- It is imperative that the timeline for the next border crossing remain intact and be expedited, where possible. The need for continued cooperation by the six levels of government on both sides of the border is essential
- Significant consideration needs to be given to timely/accurate communication to industry in the event of an emergency as the industry can be a cooperative partner in resumption planning
- Consideration and emphasis needs to be given to opportunities where industry can receive benefits from border programs without incurring additional costs. We must collectively ensure that North American companies are not put at a competitive disadvantage due to border/customs programs and costs
- Industry will await the recommendations of DRIC in Spring 2008
- Industry will respond to the Chamber report on reducing border costs and make appropriate interventions
- Industry will participate in the emergency/contingency planning discussions, as appropriate