



**CAPC  
Trade Infrastructure Working Group  
May 2005**

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	Emergency/ Contingency Plan	Development of an emergency/contingency plan for the automotive industry for the transportation of goods/services	FED/PROV/ AUTO	ST	



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  
OTHER – Affiliated Organizations

ST – Short Term  
MT – Medium Term  
LT – Long Term

Border - *Let's Get Windsor-Essex Moving* Strategy

In April 2005, the federal and provincial governments announced Phase 2 of the *Let's Get Windsor-Essex Moving* Strategy which is designed to create short to medium term physical infrastructure improvements at crossings at Windsor. Collectively, Phases 1 and 2 of the *Strategy* represents approximately \$210 million of proposed expenditure from the \$300 million previously allocated for the Windsor-Detroit Gateway by the federal/provincial governments. Phase 1 projects are underway but are slow in progress and Phase 2 has not yet been agreed to by local governments. The industry urges all levels of government to resolve outstanding issues through a third party, or otherwise, in order to receive an agreed upon Phase 2 Strategy as expeditiously as possible. Phase 2 is essential to the industry as it represents needed infrastructure improvements to major arteries leading to the crossings.

With respect to a new crossing, it has been determined that a new international border crossing will be built in Southwestern Ontario. The Binational Commission is presently studying proposed routes for a future crossing. The industry believes streamlining requirements between the U.S. and Canada could shorten the review time so as to result in the existence of a future crossing prior to 2013.

Emergency/Contingency Plan

Given the fact that 75% of trade between Michigan and Ontario is automotive related with finished vehicles and automotive parts accounting for approximately \$50 billion in trade on an annual basis, it is imperative that industry work with government and responsible agencies on both sides of the Canada/US border to facilitate the movement of low-risk cargo *via* all transportation modes during cases of heightened security or in the event of an emergency. The industry will focus on the development of a plan that will result in a greater understanding of the respective roles of the governments, operators and industry at key border crossings with a view towards improving notification and communication activities in heightened situations.

**CAPC  
Trade Infrastructure Working Group  
May 2005**

Group	Initiative	Action Plan Item	Owner	Timing	Status
Infrastructure	Trade/Security Issues	Coordination or harmonization of trade and security objectives on a bi-national basis (Security and Prosperity Partnership)	FED	ST	Y
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	Y



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  
OTHER – Affiliated Organizations

ST – Short Term  
MT – Medium Term  
LT – Long Term

Trade/Security Issues

Since September 11, 2001 and the announcement of the *Smart Border Accord*, there have been several customs related programs intended to facilitate with the efficient movement of goods and people at the border crossings. The industry has participated in a number of customs programs which include CSA, FAST, NEXUS, PIP, C-TPAT, 25% throughput improvement, etc. Although progress has been made on a number of fronts, the industry is concerned that the multiplicity of requirements and regulatory initiatives for security and safety reasons have added unnecessary complexity and resulted in increased inefficiencies and costs for the movement of low risk goods.

The Canadian, Mexican and U.S. governments recently announced the *Security and Prosperity Partnership* initiative. This initiative is aimed at reviewing the border through a competitive lens and the industry will be providing input on the competitive disadvantages that detract from our ability to become more globally competitive.

Rail Corridor/Vessels – Alternate Forms of Transportation

A sound infrastructure system requires redundancy and multiple modes of transportation and capability. Although the governments have announced a number of initiatives designed to improve physical infrastructure, the industry believes that improvements with respect to the importation and transportation of offshore goods is required. Further study as to the application of advanced technologies to secure and test cargo and containers and the establishment of inspection facilities and processes that focus on the point of arrival into the continent is required before any recommendations can be made by the Committee.