SOUTHGROW REGIONAL INITIATIVE

GATEWAY TO ALBERTA

OPPORTUNITY IDENTIFICATION PROJECT
PHASE ONE

Coutts / Sweetgrass Joint Border Facility

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SouthGrow Regional Initiative
Gateway to Alberta Opportunity Identification Project - Phase One

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1.0 INTRODUCTION

1.1 STUDY BACKGROUND

Stantec Consulting Ltd. is pleased to submit the Final Report for the Gateway To Alberta Opportunity Identification Project – Phase One for the SouthGrow Regional Initiative.

The CANAMEX Trade Corridor Highway forms a key component of the transportation network within the SouthGrow Region. Beginning in Fairbanks, Alaska and ending in Mexico City, this highway system is the route of choice to over 600,000 commercial vehicles per year. Within the SouthGrow Region, the CANAMEX Highway, which connects to Interstate 15 at the Coutts Port of Entry and the Highway 3 corridor at Fort Macleod and Lethbridge, is the primary route for the ground movement of goods and people between Alberta and the USA and Mexico.

The SouthGrow Regional Initiative is exploring opportunities for growth in the areas of investment attraction and business development resulting from the formation of this unique business corridor. The Gateway To Alberta Opportunity Identification Project – Phase One will assist in developing an implementation plan that determines how to reach and attract the industry sectors that rely on these transportation systems for the movement of people and goods. This study will provide the members of SouthGrow with the tools to enable a clear vision of the opportunities of this important transportation "Gateway".

1.2 SOUTHGROW REGIONAL INITIATIVE

The SouthGrow Regional Initiative is an economic development alliance of twenty-two southwest Alberta communities, committed to working together to achieve prosperity for the region.

SouthGrow's mission statement is "*to encourage regional collaborations, focus on regional economic development issues and ensure the southwest region has equal opportunity for growth and development within Alberta's global possibilities".*

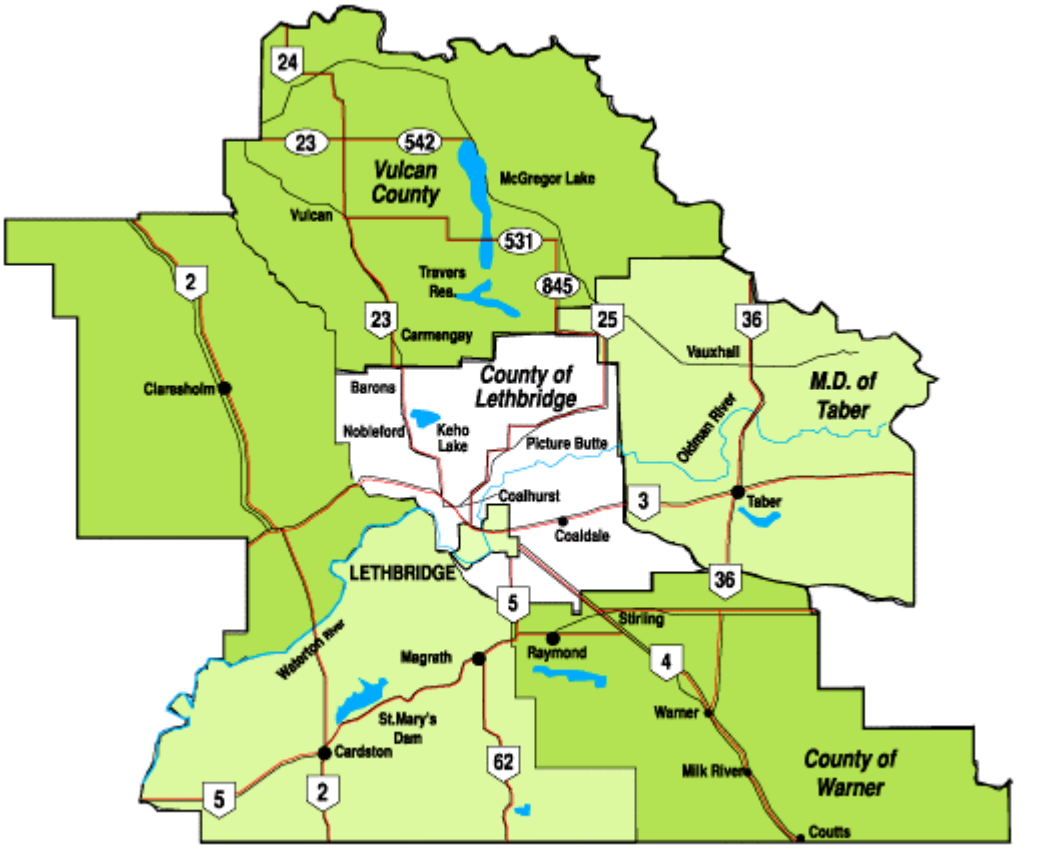
SouthGrow's Core Goals are to "*foster a new southwest Alberta shared vision for regional economic development; to create new economic development opportunities in the region; and to encourage and enhance shared services among communities through cooperation."*

To achieve these goals. The SouthGrow Regional Initiative's focus is on three core businesses:

- Strategic Collaboration
- Marketing and Communications
- Economic Development and Innovations

The Economic Development and Innovations Committee has identified the **Gateway To Alberta Opportunity Identification Project** as their top priority. This two-phase project will develop and provide a sector specific regional implementation plan to reach and attract targeted industries and businesses.

Figure 1.1
SouthGrow Region



Source: SouthGrow.com

Table 1.1

Participating SouthGrow Communities

Cities (1)	Towns (11)		Villages (6)	Counties/MD (4)
Lethbridge	Cardston	Picture Butte	Barons	County of Lethbridge
	Claresholm	Raymond	Carmangay	MD of Taber
	Coaldale	Taber	Coutts	Vulcan County
	Coalhurst	Vulcan	Nobleford	County of Warner
	Magrath	Vauxhall	Stirling	
	Milk River		Warner	

Source: www.southgrow.com

1.3 PROJECT OBJECTIVES

The Gateway To Alberta Opportunity Identification – Phase One study objective is to develop an assessment report accurately detailing all available aspects of information on trade goods traversing the corridor in both directions so that this analysis will provide the basis to determine further exploration and opportunity identification.

The study will determine and record current available information including, but not limited to:

- Existing transportation practices and patterns
- Comparisons of countrywide border efficiencies
- Identification of tonnage by commodity
- Identification of transportation mode
- Identify export and trade organizations (e.g. Rocky Mountain Trade Corridor) and detail contact information and purpose
- Identify and include existing studies and opportunity identification CANAMEX projects that have been developed by other organizations
- Identify best practices in the ground transportation / logistics sector.

1.4 STUDY METHODOLOGY

The data presented in this report was collected and compiled from existing information and previous reports that have been issued by various agencies at the provincial and national levels both within the private and public sector. It should be noted that no new data or sources of information have been created by means of this study.

The detailed data collected and all sources of information relevant to the study are included in Appendices A to F.

Projected traffic and commodity volumes were estimated by asserting a growth rate for a period based on the availability of data and applying the same rate of growth assuming the future growth to be linear.

1.5 ACKNOWLEDGEMENTS

The Study Team would like to acknowledge the contributions of the following individuals and organizations in the preparation of this Study.

- SouthGrow Economic Development and Innovations Committee.
- Ms. Linda Erickson, Regional Economic Development Officer.
- Mr. Luke Pantin, M.B.A., Director South West Alberta, Alberta Economic Development.

2.0 THE CANAMEX TRADE CORRIDOR

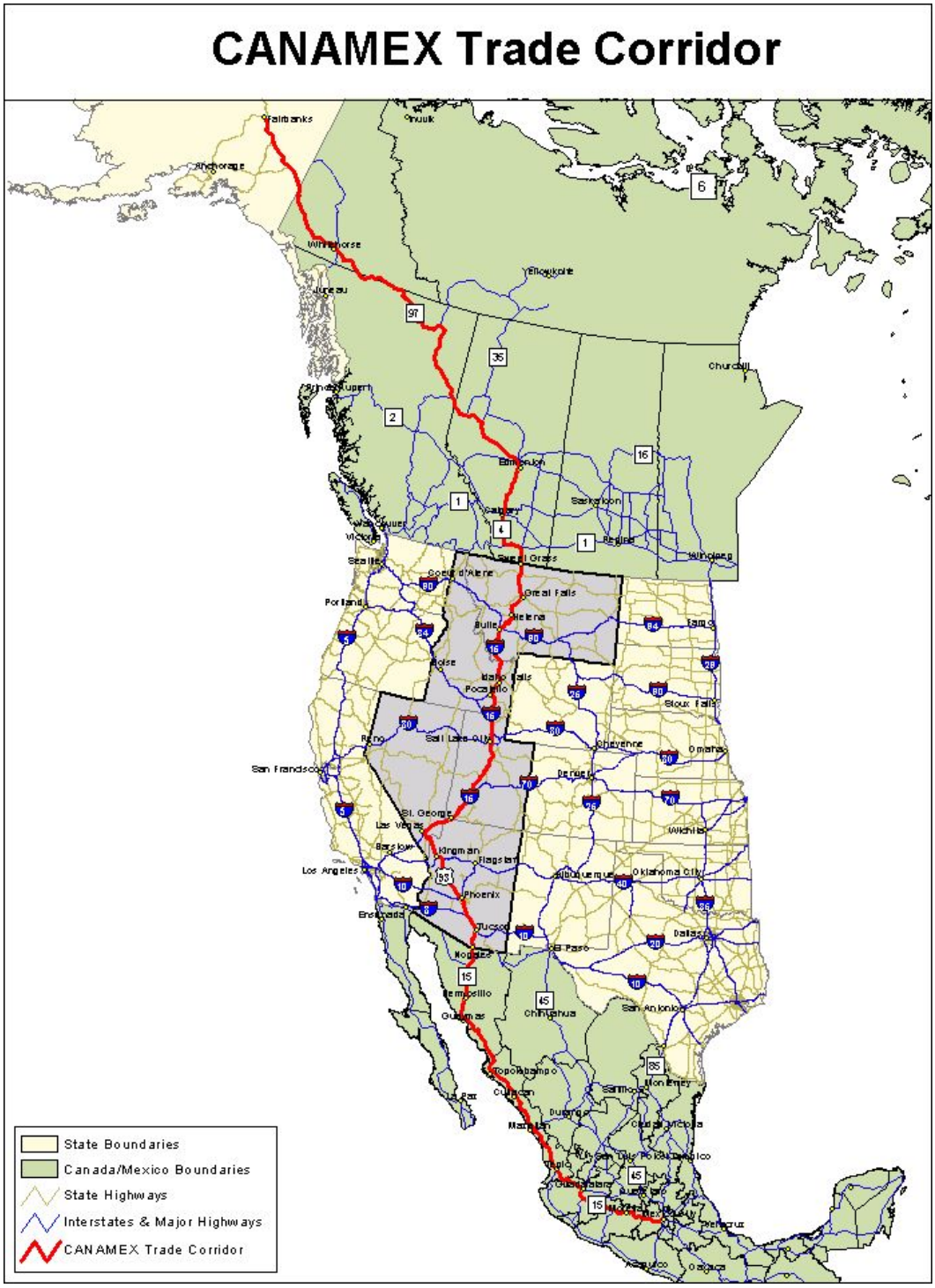
2.1 SYSTEM OVERVIEW

The term “CANAMEX” is drawn from the NAFTA country names: **CAN**ada, **AM**erica and M**EX**ico. The CANAMEX Trade Corridor links these three countries and stretches over 3,800 miles or 6,000 kilometres from Fairbanks, Alaska to Mexico City, D.F., linking all of western North America. The Corridor, a truly Pan-American route, parallels Interstate Route 15 in the United States and serves Alberta, north-western Canada and Alaska at the north end, the states of Montana, Idaho, Utah, Nevada and Arizona, plus the western Mexican states, including Sonora.

The CANAMEX Corridor follows I-19 from Nogales to Tucson, I-10 from Tucson to Phoenix, US 93 in the vicinity of Phoenix to Las Vegas and I-15 from Las Vegas, through Montana to the Canadian border. Alberta’s portion of CANAMEX extends from Coutts at the Alberta-US border to the British Columbia border, west of Grande Prairie. It consists of 1,175kms of highway, of which nearly 100kms are within city limits.

Figure 2.1 presents the CANAMEX Corridor route.

Figure 2.1
CANAMEX Corridor Route



The major portions of the CANAMEX Trade Corridor in the province of Alberta can be identified as follows:

- Highway 4 connecting Coutts and Lethbridge
- Highway 3 from Lethbridge to Fort Macleod
- Highway 2 from Fort Macleod to Edmonton
- Highway 43 from Edmonton to the British Columbia boundary west of Grande Prairie.

The goals of the CANAMEX Trade Corridor are to:

- Improve access for the north-south flow of goods, people and infrastructure;
- Increase transport productivity and reduce transport costs;
- Promote a seamless and efficient intermodal transport system; and
- Reduce administration and enforcement costs through harmonized regulations.

Together these goals will facilitate the growth of trade and subsequently promote economic development in communities along the corridor. Consumers will also benefit from lowered prices due to improvements in transportation efficiency.

2.2 GOVERNING VEHICLE REGULATIONS

In Alberta, the maximum gross vehicle weight (GVW) on Primary Highways is 63,500 kg or 140,000lb, which applies to all commercial vehicles, regardless of length. For the US Interstate System, the maximum GVW by design standard, using Bridge Formula B, is 129,000lbs. In both countries, the higher GVW's are achieved by adding axles with maximum axle weights, the same for small trucks as for larger trucks.

In many US states, including those along the CANAMEX Corridor, maximum truck weights are set below the capacity of the Interstate Highway system, resulting in the reduction of GVW capacity for those commercial vehicles traversing the corridor.

The proposed governing regulations for the CANAMEX Corridor will:

- Harmonize maximum gross vehicle weights at 129,000lb along CANAMEX;
- Permit Rocky Mount Doubles (102ft) with specific routes, driver qualifications, vehicle configuration and operating times.

The increased weight allowance along the corridor will reduce the transportation costs per unit weight of goods transported, while the increased vehicle length will assist in the transportation of goods with length or volume constraints.

An agreement reached between Montana and Alberta in 1991 allows Alberta Rocky Mountain Doubles (102ft) up to 137,500lbs to travel on Interstate 15, between the intermodal rail distribution center at Shelby, Montana and the Canadian border. In return, Montana truck configurations have access to most of Alberta's petrochemical and fertilizer plants, as far north as Edmonton.

Montana and Alberta also jointly operate the vehicle inspection station located north of Coutts. This joint facility reduces state and provincial operating costs, and reduces the number of stops required by commercial vehicles.

In cooperation with Montana and Alberta, the US and Canadian federal governments have recently completed the joint customs and immigration facility at the Coutts, Alberta /Sweetgrass, Montana Ports of Entry to accommodate future traffic along the CANAMEX Corridor and to facilitate the seamless flow of traffic.

2.3 INFRASTRUCTURE REQUIREMENTS

The CANAMEX Trade Corridor will be distinguished by the development of four distinct elements:

1. Physical Infrastructure: A continuous four-lane highway from Mexico City to Fairbanks, Alaska following the designated route established by the three NAFTA partners. The highway requires multi-modal enhancements as well as efficient ports of entry. This includes roads and telecommunications infrastructure.

2. Commercial Infrastructure: This includes transportation entities and distribution warehouses as well as regionally integrated technological infrastructure such as corridor-wide trade databases and electronic transportation information systems. The transportation and distribution industries are being impacted by e-commerce. The ability to access multiple markets is essential.

3. Business and Professional Services: Efficient trade movement requires the availability of various professional services including internal finance and legal expertise, customs brokers, consultants, as well as the support of academia.

4. Social, Political and Business Linkages: Preservation and sustainability of the CANAMEX region is important to all sectors. By investing in linkages between the relevant governmental institutions, business sectors and social organizations and entities, CANAMEX can channel growth and development in a way that is consistent with local development values and planning policies.

2.4 CANAMEX CORRIDOR PRIORITIES

2.4.1 Transportation

The province of Alberta has been moving aggressively in the development of the CANAMEX Corridor in Western Canada. It has programmed $1.4 billion to upgrade its portion of the CANAMEX highway to four lanes from its border with Montana to British Columbia in the northwest corner of the province.

Alberta's portion of the CANAMEX extends from Coutts at the Alberta-US border to the British Columbia west of Grand Prairie. It consists of 1,175 kilometres of highway, of which nearly 100 kilometres are within city limits. Alberta Transportation had completed twinning 83.5 percent (982 kilometres) of the total provincial portion of the CANAMEX Trade Corridor by the end of 2004.

Early priorities for the US component of the CANAMEX corridor will address the components of the corridor between the Mexican and Canadian borders that are not four-lane divided highways (all of Arizona, between Phoenix and Las Vegas), and the need for a new bridge to bypass Hover Dam, along the Arizona-Nevada border.

Progress on the transportation front has encouraged the CANAMEX Corridor Coalition to move forward on other elements of the initiative. As relationships build on the trade, tourism and communications fronts, CANAMEX is evolving away from a transportation-dominated project into a broader economic development project.

2.4.2 Tourism

Located along the CANAMEX Corridor are the Canadian Rocky Mountain National Parks, the crown jewels of the US National Parks system, and the Sea of Cortez in Northern Mexico. With the close proximity of these natural treasures, joint tourism planning and promotions to create a **Smart Tourist Corridor** has emerged as another logical area for collaboration. Because tourism relies so heavily on transportation infrastructure, the collaboration has created the added advantages of building new relationships between transportation and tourism sectors within each individual state/province.

2.4.3 International Trade

With transportation and tourism efforts underway, the province of Alberta, like all other relevant states/provinces, is beginning to explore and find joint international trade opportunities. Organizations such as the Rocky Mountain Trade Corridor Association are establishing government and Business to Business (B2B) linkages to build on the advantages inherent with the CANAMEX Corridor.

2.5 CANAMEX BENEFITS

2.5.1 Increased Infrastructure Capacity

Highway and border crossing capacities will increase with the permitted larger trucks. Using larger trucks optimizes the number of commercial vehicle on the roads, as is the experience in Alberta. Furthermore, bottlenecks at border crossings would be reduced as there would be fewer trucks to inspect and more freight would be processed per vehicle check. Such reductions represent savings by delaying infrastructure expansions and reducing waiting times.

2.5.2 Highway Safety

In Alberta, Long Combination Vehicles (LCV's) constitute, on average, one in every 100 vehicles on the highway. Based on a one-year study of driver performances, LCV's were found to travel mostly at off-peak times, at significantly slower speeds (below posted limits) and with the longest gap between it and the passing vehicles (compared to other vehicles). The combination of fewer trips for a given volume by goods by LCV's and their low collision rate has the potential to decrease collision risk by 8 times, compared with a semi-trailer.

2.5.3 Protecting and Maximizing the Return on Highway Investment:

The 8-axle LCV does less cumulative damage to a highway because it requires significantly fewer trips to move a give volume of freight. Compared to a 5-axle truck, the 8-axle does about 22% less damage. Fewer trips also mean fewer trucks on the highway, freeing up valuable space for motorists and reducing motorist exposure to the larger vehicles.

2.5.4 Environmental Benefits

Environmental benefits accrue from using larger trucks. An additional environmental advantage of the CANAMEX Trade Corridor could be realized through strategically staged alternative refueling infrastructure. This "green corridor" concept for freight movement with alternative fuels is already commercially viable through recognized engine manufacturers and low emission fuels such as liquefied natural gas.

2.5.5 Railway Industry

The objective of the CANAMEX Trade Corridor is to ensure cost-effective services in all transport modes to facilitate trade and regional economic growth.

Trucks and railways have different yet complimentary strengths that can serve a wide variety of shipper needs. Heavy bulk commodities that are hauled long distances such as coal, chemicals, lumber, grain and sulphur tend to rely on railways. Truck freight consists of higher-value goods, including perishable (food stuffs) or time sensitive deliveries.

The railway industry in the US has experienced a near doubling in productivity since 1988, in part due to longer trains and double-stacking containers, i.e. size economies. To strengthen the complementary aspects of the two modes, trucks must achieve similar scale economies through increased weight and length. Efficient rail and truck transport together along the entire supply chain will result in lower shipping costs.

2.6 CANAMEX CORRIDOR THROUGH SOUTHGROW REGION

The Alberta section of the CANAMEX corridor extends from Coutts at the Alberta-United States border to the British Columbia border, west of Grande Prairie, connecting Alberta to the Alaska Highway. It consists of 1,175 kilometres of highway, of which nearly 100 kilometres are within city limits. This corridor traverses directly through the SouthGrow region. The CANAMEX Trade Corridor through the SouthGrow region is identified as follows:

- Highway 4 connecting Coutts and Lethbridge (Length of 104 kms).
- Highway 3 from Lethbridge to Fort Macleod (Length of 48 kms).
- Highway 2 from Fort Macleod to the Town of Claresholm (Length of 58 kms).

Total length of CANAMEX Trade Corridor through the SouthGrow region is 210 kms

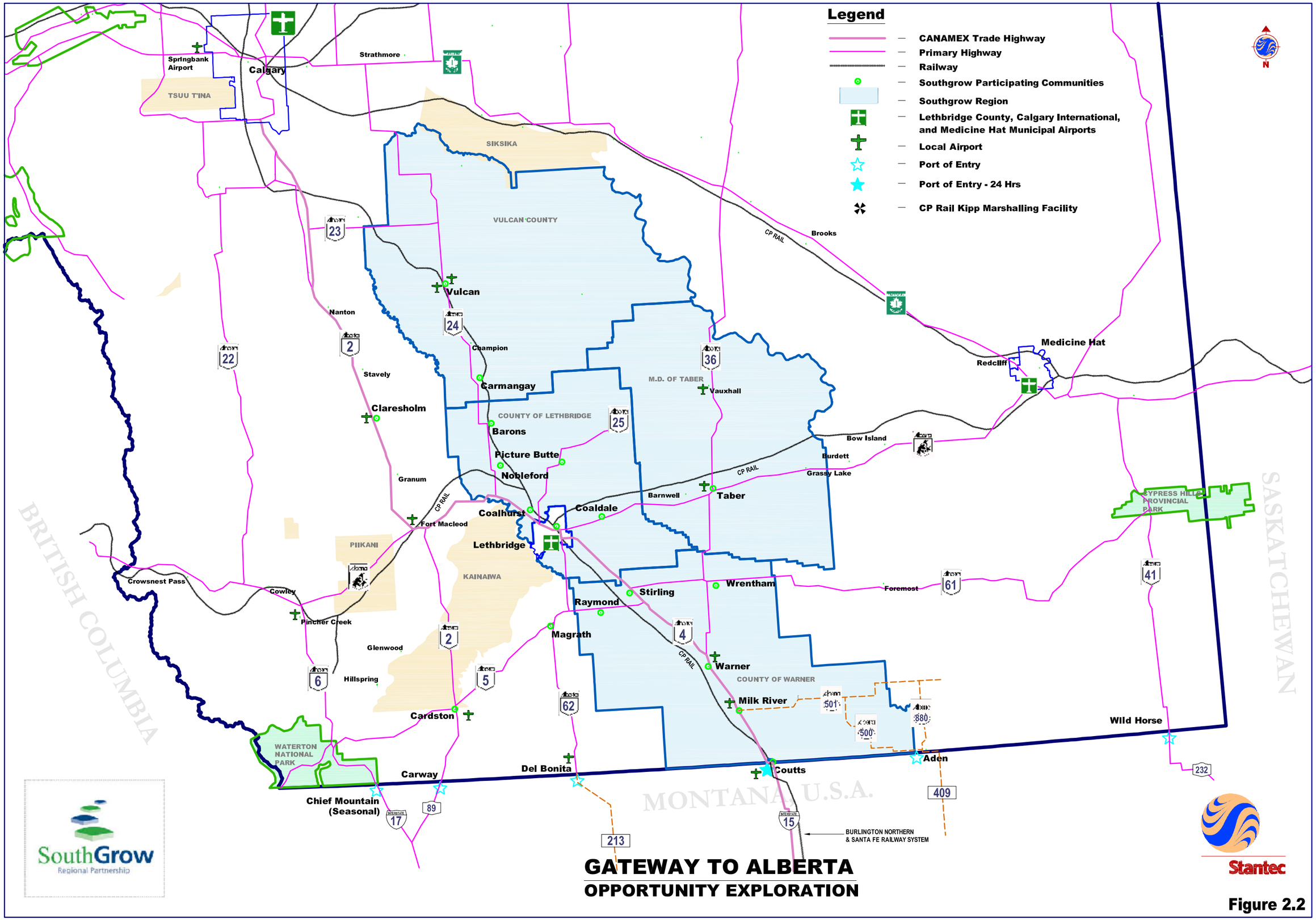
The SouthGrow region is an international crossroad for several modes of transportation:

- Ground: The SouthGrow region is located on the CANAMEX Trade Corridor. Alberta's only 24 hour border crossing at Coutts links Alberta's export highway with the interstate road system in the United States. Highway 3 as part of Canada's national highway system, is a major east-west route for both trade and travel.

- Rail: The area is served by Canadian Pacific Railway, which has siding locations throughout the SouthGrow region. Through its spur line system, Canadian Pacific Railway also provides access to many independent locations throughout the region. The region has rail access in both the east-west and the north-south directions.

- Air: The region is greatly benefited by the presence of the Lethbridge County Airport, acting as a key international Port-Of-Entry for people, goods and services. The airport is served by Air Canada, Integra Air and Regional One Airlines. Domestic and International Charter flights are also available from this location.

Figure 2.2 presents the major transportation system for all modes within the SouthGrow Region.


Legend
CANAMEX Trade Highway
Primary Highway
Railway
Southgrow Participating Communities
Southgrow Region
Lethbridge County, Calgary International, and Medicine Hat Municipal Airports
Local Airport
Port of Entry
Port of Entry - 24 Hrs
CP Rail Kipp Marshalling Facility
N
Springbank Airport
Calgary
Strathmore
TSUU T'INA
SIKSIKA
VULCAN COUNTY
Brooks
CP RAIL
Vulcan
Nanton
Champion
Stavely
Carmangay
Claresholm
M.D. OF TABER
Vauxhall
COUNTY OF LETHBRIDGE
Barons
Picture Butte
Nobleford
Granum
Fort Macleod
Coalhurst
Coaldale
Barnwell
Taber
Bow Island
Burdett
Grassy Lake
Medicine Hat
Redcliff
CYPRESS HILLS PROVINCIAL PARK
Lethbridge
PIIKANI
KAINAIWA
Crowsnest Pass
Cowley
Pincher Creek
Glenwood
Hillspring
Cardston
Stirling
Wrentham
Raymond
Magrath
Foremost
Warner
COUNTY OF WARNER
Milk River
Wild Horse
WATERTON NATIONAL PARK
Carway
Chief Mountain (Seasonal)
Del Bonita
Coutts
Aden
BRITISH COLUMBIA
SASKATCHEWAN
MONTANA U.S.A.
BURLINGTON NORTHERN & SANTA FE RAILWAY SYSTEM
SouthGrow Regional Partnership
Stantec
GATEWAY TO ALBERTA
OPPORTUNITY EXPLORATION
Figure 2.2

3.0 SOUTHGROW ROAD SYSTEM EVALUATION

3.1 EXISTING INFRASTRUCTURE

3.1.1 CANAMEX Corridor

The CANAMEX Trade Corridor through the SouthGrow region is identified as follows:

- Highway 4 connecting Coutts and Lethbridge (Length of 104 kms).
- Highway 3 from Lethbridge to Fort Macleod (Length of 48 kms).
- Highway 2 from Fort Macleod to the Town of Claresholm (Length of 58 kms).

The Province of Alberta initiated a major expansion and twinning of the CANAMEX Corridor through the SouthGrow Region in the mid 1990's. The focus of this initial upgrading was to provide a four-lane divided highway for those sections of Highways 3 and 4, which had not been twinned.

Currently the section of Highway 4 at Milk River is the only section of the CANAMEX Corridor in the region that has not been twinned. This work is scheduled to be completed by 2008.

Alberta Transportation has also initiated planning for Highways 3 and 4 improvements in the Lethbridge area to upgrade the existing four-lane highway to National Highway System (NHS) and North-South Trade Corridor (NSTC) freeway standards. Key elements of the design criteria for this proposed upgrading includes:

- Design Speed at 130 km/hr., Operating Speed at 110 km/hr.
- Limited access to highway with full above-grade freeway interchanges
- No vehicle stopping required or allowed except for emergencies or at designated rest areas (i.e. no stop signs or traffic signals allowed on the through or turning movements).

In the long-term, similar planning exercises and roadway improvements may be required for other sections of the CANAMEX corridor within the SouthGrow Region adjacent to communities.

The Preferred Route for the proposed Lethbridge Corridor improvements is presented in this section. The anticipated schedule for construction of these improvements is in the twenty to thirty year planning horizon, depending on the traffic congestion in the Lethbridge area and funding availability.

Legend

- CANAMEX Trade Highway
- Primary Highway
- Railway
- Southgrow Participating Communities
- Southgrow Region
- Lethbridge County, Calgary International, and Medicine Hat Municipal Airports
- Local Airport
- Port of Entry
- Port of Entry - 24 Hrs
- 1960 — Current Traffic Flow Data (2003)
- (2901) — Future Traffic Flow (Est. 2015)
- CP Rail Kipp Marshalling Facility

N

Springbank Airport
Calgary
Strathmore
TSUU T'INA
SIKSIKA
VULCAN COUNTY
Brooks
CP RAIL
Vulcan
Nanton
Champion
Stavely
Carmangay
Claresholm
COUNTY OF LETHBRIDGE
M.D. OF TABER
Vauxhall
Medicine Hat
Redcliff
Bow Island
Barons
Picture Butte
Nobleford
Granum
Coalhurst
Coaldale
Lethbridge
Burdett
Grassy Lake
Barnwell
Taber
Fort Macleod
PIIKANI
KAINAIWA
Crowsnest Pass
Cowley
Pincher Creek
Hillspring
Glenwood
Cardston
Raymond
Stirling
Magrath
Wrentham
Warner
COUNTY OF WARNER
Milk River
Foremost
Wild Horse
Aden
Coutts
Del Bonita
Carway
WATERTON NATIONAL PARK
CYPRESS HILLS PROVINCIAL PARK
Chief Mountain (Seasonal)
BURLINGTON NORTHERN & SANTA FE RAILWAY SYSTEM
BRITISH COLUMBIA
SASKATCHEWAN
MONTANA U.S.A.

SouthGrow Regional Partnership

GATEWAY TO ALBERTA
OPPORTUNITY EXPLORATION

CURRENT/PROJECTED ROADWAY TRAFFIC VOLUMES

Stantec

Figure 2.2

3.1.2 Crowsnest Highway Corridor (Highway 3)

The Crowsnest Highway 3 corridor in Alberta traverses a total length of 324 km from the British Columbia border to Medicine Hat.

Informally known as the 'Southern' Trans-Canada Highway, this corridor serves as a major trade and tourism route to the west coast of North America, as goods are exported from and imported to western Canada through the United States and the Pacific Ocean ports along the lower mainland of British Columbia.

Highway 3 from Fort Macleod to Taber is a four-lane divided highway. The 'west' section from British Columbia border to Fort Macleod, and the 'east' section from Taber to Medicine Hat is a two-lane undivided highway.

The Crowsnest Highway corridor is the only major east-west highway corridor in Alberta that is not twinned, even though it serves as a major intra and inter-provincial trade and tourism route.

With increased commercial and non-commercial traffic due to growth in population and economic activity, the non-twinned sections of Highway 3 will be a major 'bottleneck' and place limitations on the efficient movement of people and goods for US commercial and tourist traffic coming north from the Canada / US border and for regional and inter-provincial vehicle movements using the Crowsnest Corridor, Highway 1.

3.1.3 Trans-Canada Highway (Highway 1)

The Trans Canada Highway through Alberta starts from the Saskatchewan border traverses through Medicine Hat, Calgary and Banff National Park to the British Columbia-Alberta boundary. The total length of the Trans-Canada Highway in Alberta is approximately 427 km.

Although this highway corridor does not fall within the SouthGrow region, it acts as a major link to the SouthGrow communities through connections with the Highway 3 corridor at Medicine Hat; Highways 36 and 24, which provides north-south linkages to many SouthGrow communities; and with its connection to the CANAMEX Corridor in Calgary.

3.1.4 Regional Highways

The following regional highways within the SouthGrow Region were identified in addition to the major transportation corridors previously identified.

Highway 6

This highway corridor traverses from Waterton Lakes National Park (WLNP) boundary north to Pincher Creek and Highway 3. The total length of this corridor is approximately 49km.

This highway is the primary route for tourists who access WLNP from Highway 3. This corridor also provides an important regional 'loop' for regional, US and international tourists who access WLNP through the US / Canada Ports of Entry at Chief Mountain, Carway, and Coutts.

Highway 5

Highway 5 is an important tourism and regional service corridor that links the CANAMEX Highway 4 at Lethbridge; Highway 62 at Magrath; Highway 2 at Cardston; and Highway 6 at the Waterton Lakes National Park Boundary. Highway 5 provides the only direct road link from the Lethbridge County Airport to all these communities and to the Coutts, Del Bonita, Carway and Chief Mountain (seasonal) border Ports of Entry.

Highway 62

Highway 62 links the Port of Del Bonita (Canada/US border) to Highway 5 at Magrath. Traffic volumes along this 52 km highway are relatively low, and the cross- border traffic is primarily local and regional traffic going to/from Cutbank, Montana.

Highway 36

Highway 36 is an important north-south corridor in Alberta. With its southern terminus at Warner and Highway 4 (CANAMEX), the corridor links most east-west Primary Highways in eastern Alberta along its 626 km length between Warner and Lac La Biche.

Highway 36 is a busy two-lane undivided highway that is the primary access to commercial activities, particularly oil & gas and agriculture in eastern Alberta, as well as communities in the area. SouthGrow member communities including Warner, County of Warner, MD of Taber, Taber and Vauxhall significantly benefit from the transportation infrastructure and traffic activity that is Highway 36.

For regular commercial users, Highway 36 is considered the alternative to the Highway 2 (CANAMEX) route for commercial traffic with a destination east of the Calgary-Edmonton corridor.

Highway 61

Highway 61 from Stirling to Manyberries has a length of 146 km. and connects the communities of Stirling, Foremost and Manyberries as well as Highway 2 before ending at the intersection point with Highway 41 that directly connects to the US / Canada Port of Entry at Wild Horse.

This highway primarily services the local and regional agricultural industry as well as local residents adjacent to the corridor.

Highway 25

This highway corridor traversing from Lethbridge to Enchant has a total length of 72km. The towns of Coalhurst and Picture Butte and the County of Lethbridge directly link with this highway corridor to Highway 3.

This highway is an important route for intensive livestock operations located within the County of Lethbridge.

Highway 23

Highway 23 is a major north-south highway corridor, which connects to Highway 3 (CANAMEX) at Monarch and links the communities of Nobleford, Barons, Carmangay, Champion and Vulcan, as well as the rural residents within the County of Lethbridge and Vulcan County.

Highway 23 is considered an alternate route to Calgary or a bypass to Calgary with links to Highway 1, west of Strathmore via Highway 24.

3.1.7 Comparison Of Alberta/Montana Port of Entry Traffic Volumes

To assess the relative importance of individual Alberta/Montana Ports Of Entry and commercial traffic to the SouthGrow economic strategy, the following data published by the US Bureau of Transportation Statistics, relates 2003 Incoming Commercial Truck crossings, to Montana.

Table 3.3
Comparison of 2003 Commercial Truck Volumes
At Alberta / Montana Ports of Entry

Alberta / Montana Port Of Entry	Incoming Truck Crossings Alberta to Montana
Del Bonita / Del Bonita	1129
Carway / Piegan	1994
Coutts / Sweetgrass	110439
Aden / Whitlash	432
Wild Horse / Wild Horse	Not Allowed
Chief Mountain / Chief Mountain	Not Allowed

Given the above comparison of commercial truck volumes, for the purpose of this study, the joint border facilities at Coutts / Sweetgrass will be analyzed in detail because of the relative importance, compared to the other Ports of Entry. The Coutts / Sweetgrass Port of Entry also is the only location that has customs brokerage facilities.

3.1.8 Coutts/Sweetgrass Port of Entry

The Canada / US Port Of Entry on the CANAMEX Corridor is located at Sweetgrass, Montana / Coutts, Alberta. This international border crossing on the CANAMEX Corridor links Interstate Highways I-15, Alberta Highway 4 and provides a rail connector to both sides of the border. The port is open 24 hours a day in both directions. In 2003, more than 1.3 million travelers and over 400,000 vehicles crossed the Coutts / Sweetgrass joint border facility.

This site has recently undergone a significant transition from separate border facilities to a joint border facility operated under the Canada/ US Shared Border Accord. The facility includes a three-level main building housing U.S. and Canadian agencies, a cargo processing and examination facility, vehicle inspection facility, gamma x-ray technology facility, firing range and armory, and an outbound inspection booth on the U.S. side. Areas where commercial clients or travelers enter the facility for questioning or secondary inspections are in distinctly separate areas of the building, since procedures are different for each country. The new combined facility was opened in 2003 and has contributed to the streamlining of processes for moving goods and people in both directions at the border.

3.1.5 Connecting Interstate Highways

As previously described, the CANAMEX Trade Corridor facilitates the movement of goods, services, people and information across national and international borders, connecting Alaska to Mexico through the states of Arizona, Nevada, Utah, Idaho and Montana and the provinces of Alberta, British Columbia and Yukon Territory.

The Camino Real Corridor is also a significant corridor within the west and south central US, which links Las Cruces, Mexico to the CANAMEX Corridor at Sweetgrass, Montana, via Interstate 25, US Highway 87 and Interstate 15.

The United States has identified both these corridors as high priority through the Intermodal Surface Transportation and Efficiency Act of 1991, the National Highway System Designation Act of 1995, and the Transportation Equity Act for the 21st century of 1998.

Table 3.1
US High Priority Corridors Impacting SouthGrow Region

High Priority Corridors	Overall Routing of the Corridor (Includes proposed Interstate / US Highways)	States in the Corridor	Two Termini of the Corridor
Corridor 26: CANAMEX	Interstate 19 Interstate 10 US 93 Interstate 15	Arizona Nevada Utah Idaho Montana	From Nogales to Sweetgrass via Las Vegas
Corridor 37: Camino Real	Interstate 25 US 87 Interstate 15	Texas New Mexico Colorado Wyoming Montana	Las Cruces to Sweetgrass via Denver and Great Falls

3.1.6 Alberta / Montana Border Ports of Entry

Alberta has six highway Ports of Entry to Montana. Visitors traveling to and from Montana can access these Ports of Entry during the following hours of operation:

Table 3.2
Alberta's Highway Ports of Entry

Alberta Ports of Entry	Hours of Operation
Coutts, Alberta / Sweetgrass, Montana	Twenty-four (24) hours a day Seven (7) days a week
Carway, Alberta / Piegan, Montana	7:00 am – 11:00 pm Seven (7) days a week
Del Bonita, Alberta / Del Bonita, Montana	8:00 am – 9:00 pm Seven (7) days a week June 1 – September 15 9:00 am – 6:00 pm Seven (7) days a week September 16 – May 31
Aden, Alberta / Whitlash, Montana	9:00am – 5:00 pm, 7 days a week
Wild Horse, Alberta / Wild Horse, Montana	8:00 am – 9:00 pm Seven (7) days a week May 15 – September 30 8:00 am – 5:00 pm Seven (7) days a week October 01 – May 14
Chief Mountain, Alberta / Chief Mountain, Montana	8:00 am – 9:00 pm Seven (7) days a week June 01 – August 30 9:00 am – 6:00 pm Seven (7) days a week September 01 – September 30

Source: www.cbp.gov

Details on Port Information, Service Contacts, Facility and Crossing, Supplemental Information, Directions to the Port Offices, Field Operations Office Information and Press Office for the above Ports of Entry are included in Appendix E.

A combined commercial vehicle inspection and weighing facility is located on the Canadian side, two miles north of the International Boundary. The facility is staffed and operated by Canadian and State of Montana officials. The current cooperative agreement and joint inspection station reduces commercial vehicle delays considerably.

An Animal Inspection Station, located immediately south of the recently completed facility is staffed by the U.S. Department of Agriculture.

Coutts, Alberta / Sweetgrass, Montana Ports of Entry

Table 3.4
Key Trade Statistics Through Coutts / Sweetgrass Port of Entry (2002)

Transportation Mode	Trade Transaction	Trade Value ($USD)
Truck	Alberta Export to U.S.	$3.176 Billion
Truck	U.S. Export to Alberta	$3.016 Billion
Rail	Alberta Export to U.S.	$292 Million
Rail	U.S. Export to Alberta	$208 Million
Truck	% Alberta Exports to U.S.	67%
Rail	% Alberta Exports to U.S.	11%

Source: US Bureau of Transportation

3.1.9 Supporting Infrastructure

Vehicle Inspection Stations and Static Weigh Scale Sites

Alberta's vehicle inspection stations (weigh scale) locations and static weigh scale sites are identified in Appendix – E. The SouthGrow region has a vehicle inspection station (weigh scale) at Coutts and a static weigh scale site north of Claresholm on Highway 2.

International Trade and Customs Brokerages / Freight Forwarding

Global trade is more of a challenge today than ever before. Businesses must navigate complex trade agreements and ensure they are compliant with a host of international regulations. Add to that the heightened importance of national and international security. In the face of these challenges, it is critical to have a knowledgeable, competent guide to help the shipper navigate international commerce. Duty rates, customs clearance, and entry processes differ in each country. Tariff classification and duty management can create confusion and may cost the shipper more than necessary. Therefore, customs brokerages might benefit the supplier in the circumstances stated above, as sometimes the carrier who transports a product from an origin to a destination may fail to complete the necessary documentation required by the Customs – Outbound.

3.1.10 Connecting Infrastructure / Smart Border Crossings

Free And Secure Trade (FAST) Program

A joint Canada / US program known as FAST (Free And Secure Trade) designed for pre-approved importers, carriers and drivers to expedite the movement of low-risk shipments across the border. FAST is currently operational at the Coutts / Sweetgrass border (only 19 sites across Canada). FAST approved US / Canada highway carriers will benefit from:

1. Dedicated lanes (where available) for greater speed and efficiency in the clearance of FAST transborder shipments.
2. Reduced number of examinations for continued compliance with customs FAST requirements.
3. A strong and ongoing partnership with Canadian (PIP) and Customs (C-TPAT) administrations.
4. Enhanced supply chain security and safety while protecting the economic prosperity of both countries.
5. The knowledge that they are carrying shipments a C-TPAT approved importer.
6. A head start for the upcoming modifications to FAST that will expand eligible electronic cargo release methods. The FAST processing of Pre-Arrival Processing System (PAPS) is currently in use and will commence at expanded locations.

The FAST driver enrollment center (Cargo Building on I-15, at the border at the US Customs and Border Protection) is operational at the Coutts / Sweetgrass facility (only 10 sites across Canada).

Nexus Highway Program

The Nexus Highway Program is designed to simplify and expedite border crossings for pre-approved, low risk travelers at ports of entry. Currently, the Coutts / Sweetgrass facility has been scheduled for 2005 as an additional site for implementation of the NEXUS Highway Program (only 11 sites across Canada).

Coutts / Sweetgrass Automated Border Crossing Project

This program is to be accomplished in three phases:

1. Phase I – Implement weigh-in-motion (WIM) and potentially automotive vehicle identification (AVI) system to enhance compliant commercial vehicle movement through the joint vehicle inspection station near the Coutts / Sweetgrass facility.
2. Phase II – Incorporate customs regulatory and enforcement requirements.
3. Phase III – Incorporate immigration regulatory and enforcement requirements.

3.1.11 Supporting Service Industry Infrastructure

The availability of complementary support services to commercial and non-commercial traffic along the CANAMEX corridor and within the Southgrow region is an essential component of an effective transportation system.

Convenient access to these services and adequate parking is particularly important to the trucking industry who are looking to maximize productivity and minimize the timing and need for stops.

Within the SouthGrow Region, there are currently no major full-service commercial truck stops along the CANAMEX corridor. The closest major facility in Alberta is at Nanton. Many of the SouthGrow communities have self-serve ‘Card Loc’ fueling facilities for commercial vehicles, which primarily serve the local and regional market.

The Southgrow communities along the major transportation corridors in the region have an active highway business zone that provides a full range of services to the commercial, business, commuter and tourist traveler. In some communities, facilities that provide access to, and parking at these service providers for the trucking industry are limited. This situation provided both a challenge and an opportunity.

3.2 CURRENT / ROAD SYSTEM CHARACTERISTICS

3.2.1 Traffic Volumes / Types

Alberta Transportation has provided 2003 Average Annual Daily Traffic Volumes for all major roadway systems in the SouthGrow Region. Preliminary traffic projections were developed for the 2015 horizon, on a straight-line basis, using the data available from previous years.

For the purposes of this study, these projections will provide an indicator of future traffic volumes, which will assist in economic development opportunities identification.

Using the baseline data, a summary of the existing / projected traffic volumes is presented in Table 3.3. The volumes presented are the sum of traffic in both directions at key intersections. A detailed breakdown by intersection, vehicle type is presented in Appendix E.

Table 3.4
2003 and Estimated Future Average Annual Daily Traffic Volumes

Major Intersection	SouthGrow Community	Traffic Volumes (2003)	Estimated Future Traffic Volumes for 2015 Horizon
Highway 4 & 24 Avenue & 43 Street	City of Lethbridge		
West on 24th Avenue, South		8,310	13,230
East on Highway 4		7,040	11,208
South on 43rd Street, South		1,100	1,751
North on 43 Street, South		10,250	16,318
Highway 3 & Highway 25	City of Lethbridge		
West on Highway 3		14,440	24,071
East on Highway 3		19,870	33,123
South on Highway 25		5,200	8,668
North on Highway 25		4,570	7,619
Highway 3 & Highway 4 & Highway 843	City of Lethbridge		
West on Highway 3		15,740	25,074
East on Highway 3		17,780	28,324
South on Highway 4		12,000	19,116
North on Highway 843		13,560	21,601
Highway 2 & Highway 520	Town of Claresholm		
West on Highway 520		2,430	2,815
East on Highway 520		4,210	4,877
South on Highway 2		6,120	7,088
North on Highway 2		9,540	11,050
Highway 2 & Highway 5 & Highway 501	Town of Cardston		
West on Highway 5		4,040	5,123
East on Highway 501		1,710	2,168
South on Highway 2		4,460	5,655
North on Highway 2		4,830	5,681 (Based on one year data only)

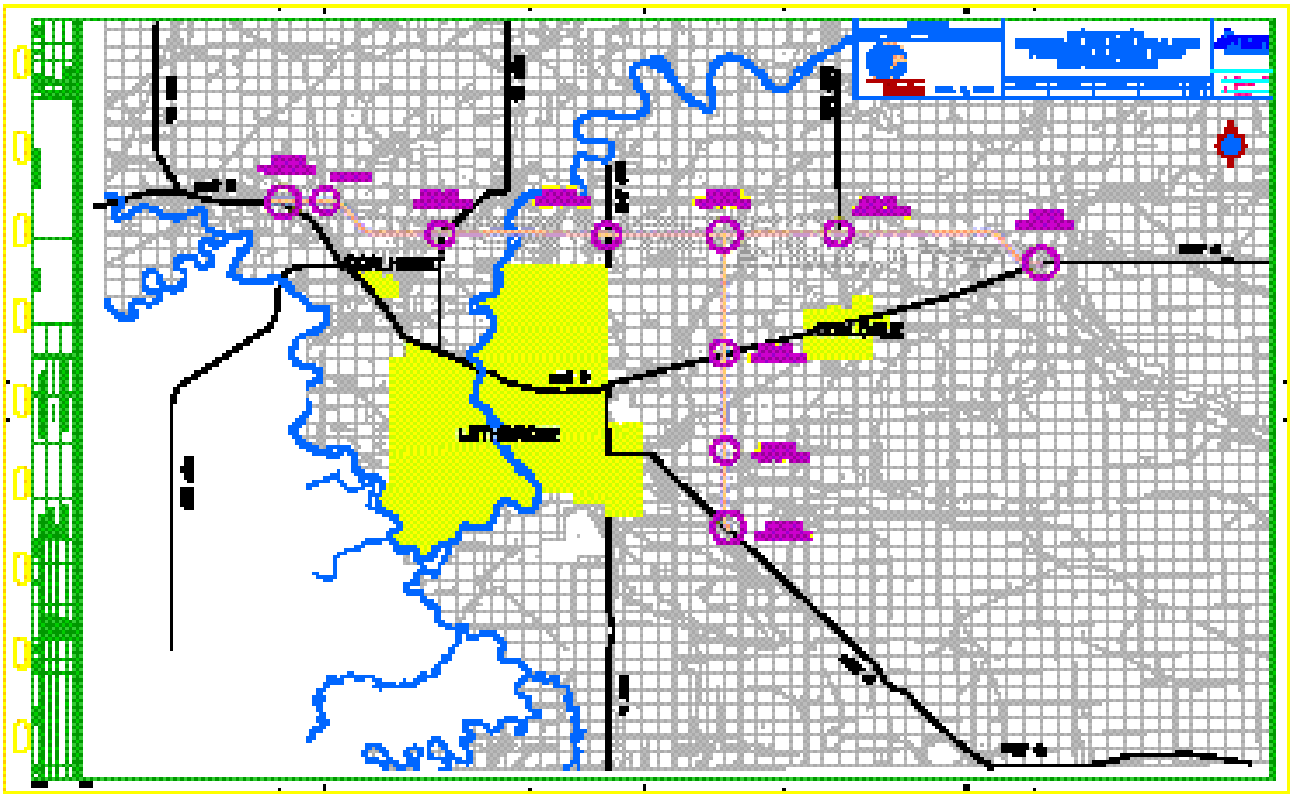
Major Intersection	SouthGrow Community	Traffic Volumes (2003)	Estimated Future Traffic Volumes for 2015 Horizon
Highway 2 & Highway 5N of Cardston, NJ	Town of Cardston		
		0	0
West on		2,140	2,140
East on Highway 5		4,270	4,270
South on Highway 2		2,330	2,330
North on Highway 2			
Highway 2 & Highway 3 West of Fort Macleod WJ	County of Lethbridge		
West on Highway 3		4,230	7,573
East on Highway 3		7,030	12,586
South on		0	0
North on Highway 2		4,980	8,916
Highway 2 & Highway 3 at Fort Macleod EJ	County of Lethbridge		
West on Highway 3		7,290	9,083
East on Highway 3		6,250	7,787
South on Highway 2		2,220	2,766
North on		0	0
Highway 62 & Highway 506 south of Magrath	Town of Magrath		
West on Local Road		110	201
East on Highway 506		130	237
South on Highway 62		590	1,080
North on Highway 62		570	1,043
Highway 62 & Highway 501 at Del Bonita	All SouthGrow Communities near this Port of Entry		
West on Highway 501		150	150
East on Highway 501		110	110
South on Highway 62		110	110
North on Highway 62		190	190

Major Intersection	SouthGrow Community	Traffic Volumes (2003)	Estimated Future Traffic Volumes for 2015 Horizon
Highway 5 & Lethbridge Airport ACC	County of Lethbridge		
West on Local Road		910	1,487
East on		0	0
South on Highway 5		5,380	8,794
North on Highway 5		6,130	10,019
Highway 5 & Highway 62	Town of Magrath		
West on Highway 5		2,610	3,362
East on Highway 5		3,990	5,139
South on Highway 62		1,980	2,550
North on		0	0
Highway 4, Highway 61 & Highway 846 north of Stirling	Village of Stirling		
		900	1,141
West on Highway 846		530	672
East on Highway 61		2,160	2,739
South on Highway 4		3,320	4,096
North on Highway 4			(Based on one year data only)
Highway 4 & Highway 500 at Coutts	All SouthGrow Communities near the Port of Entry		
North on Highway 4		2,130	3,074
South on Highway 4		1,810	2,612
West on Local Road		380	549
East on Highway 500		220	318
Highway 4 & Highway 36 North of Warner	Village of Warner		
West on Local Road		1,130	1,433
East on Highway 36		830	1,052
South on Highway 4		2,540	3,221
North on Highway 4		2,120	2,688
			(Based on one year data only)

Major Intersection	SouthGrow Community	Traffic Volumes (2003)	Estimated Future Traffic Volumes for 2015 Horizon
Highway 36 & Highway 61 Northwest of Wrentham	County of Warner		
West on Highway 61		470	470
East on Highway 61		490	490
South on Local Road		480	480
North on Highway 36		640	640
Highway 3 & Highway 36 at Taber EJ	Town of Taber		
West on Highway 3		6,400	9,472
East on Highway 3		3,940	5,831
South on Highway 36		1,390	2,057
North on Highway 36		6,130	9,072
Highway 3 & Highway 36 at Taber WJ	Town of Taber		
West on Highway 3		7,130	8,742
East on Highway 3		7,880	9,661
South on Highway 36		1,670	2,047
North on		0	0
Highway 3 & Highway 3A at Monarch WJ	County of Lethbridge		
West on Highway 3		6,480	6,480
East on Highway 3		6,590	6,590
South on Local Road		580	580
North on Highway 3A		390	390

Source: Based on Traffic Count Data, www.tu.gov.ab.ca

Figure 3.1 presents a map of the SouthGrow Region with a summary of traffic volumes.



http://www.tu.gov.ab.ca/Content/doctype182/production/LTH_prefRoute.pdf

US Bureau of Transportation has provided 2003 Incoming Personal Vehicle Crossings - US Canadian Border for the following Ports of Entry that are significant to the SouthGrow Region. Traffic projections were developed for 2015 Horizon for the same Ports of Entry.

Table 3.5
2003 Incoming and Estimated Future Personal Vehicle Crossings - US – Canadian Border

Port of Entry	Incoming Personal Vehicle Crossings to US	Estimated Future Incoming Personal Vehicle Crossings for 2015 Horizon
Del Bonita, Alberta / Del Bonita, Montana	12,831	20,303
Carway, Alberta / Piegan, Montana	111,093	186,806
Coutts, Alberta / Sweetgrass, Montana	182,626	256,010
Aden, Alberta / Whitlash, Montana	732	1,833

Source: Table 8b of US Bureau of Transportation Statistics (1994-2003)

The US Bureau of Transportation has provided 2003 Incoming Truck Crossings, US – Canadian Border for the following Ports of Entry that are significant to the SouthGrow Region. Traffic projections were developed for the 2015 horizon.

Table 3.6
2003 Incoming and Estimated Future Truck Crossings - US – Canadian Border

Port of Entry	Incoming Truck Crossings to US	Estimated Future Incoming Truck Crossings for 2015 Horizon
Del Bonita, Alberta / Del Bonita, Montana	1,129	1,198
Carway, Alberta / Piegan, Montana	1,994	2,092
Coutts, Alberta / Sweetgrass, Montana	110,439	146,104
Aden, Alberta / Whitlash, Montana	432	1,077

Source: Table 1 of US Bureau of Transportation Statistics (1994-2003)

The US Bureau of Transportation has provided 2002 Truck Exports from Alberta to the United States by Value and Tonnage for the following Ports of Entry that are significant to the SouthGrow Region. Imports from the United States to Alberta by Value by Truck for 2002 also has been provided for the same Ports of Entry, however Truck Imports from the United States to Alberta by Ports of Entry by Weight is not available, only Truck Imports from the United States to Alberta is included in the same database.

Table 3.7
2002 and Estimated Future Truck Imports / Exports by Value and Tonnage

Port of Entry	Value of Truck Exports to US in US $ (2002)	Value of Truck Imports to Canada in US $ (2002)	Tonnage of Truck Exports to US in Metric Tons (2002)	Anticipated Tonnage of Truck Exports to US in Metric Tons
Del Bonita, Alberta / Del Bonita, Montana	6,512,883	649,111	7,248	13,221
Carway, Alberta / Piegan, Montana	3,725,955	1,082,539	17,590	53,500
Coutts, Alberta / Sweetgrass, Montana	3,175,968,691	3,016,112,313	2,226,766	3,840,335
Aden, Alberta / Whitlash, Montana	1,051,888	62,245	4,999	10,858

Source: US Bureau of Transportation Statistics - Transborder Surface Freight Data (1995-2002)

3.2.2 System Capacity

A capacity analysis at each major intersection and for each highway within the SouthGrow Region is not part of the scope of the Study. A more detailed traffic growth rate determination for those transportation components will be required for such analysis.

Typically, issues such as user complaints about reduced levels of service, an increase in accident rates, or identifiable safety concerns, are key identifiers of system capacity issues.

3.3 ROAD SYSTEM OPPORTUNITY IDENTIFICATION

The SouthGrow Region is Alberta's transportation 'Gateway' to the CANAMEX Corridor, with an integrated roadway infrastructure network and geographic assets that provide the following advantages:

- Alberta's closest economic region to important markets in the U.S. and Mexico.
- Recently completed Canada/US joint border facility at Coutts / Sweetgrass with the necessary infrastructure capacity, and state-of-the-art passenger/commercial vehicle inspection systems to streamline the clearance process for current and projected traffic volumes.
- Smaller Ports of Entry along Alberta/Montana border which provide access to Alberta's Primary Highway system and world-class tourism facilities in the region.
- CANAMEX Highway that is central through the Region with upgrades to a completed four-lane divided highway by 2008.
- An integrated Primary Highway system throughout the Region that provides ties to the CANAMEX Corridor and strategic markets in all directions.
- Primary truck route for imports/exports to and from Alberta and the United States.
- Primary Highway system with no road bans and a pavement structure which meets the proposed load requirements of the CANAMEX Trade Corridor.
- Communities with complementary support infrastructure and services to the tourism and commercial trucking industry.

The members of the SouthGrow Regional Initiative, by taking a common approach on key transportation issues can also strategically work with government agencies to expedite further improvements to the transportation network including twinning the remainder of Highway 3. These combined efforts will create further economic opportunities and business linkages that with allow SouthGrow to take full advantage of the CANAMEX Trade Corridor.

4.0 RAIL SYSTEM EVALUATION

4.1 EXISTING RAIL INFRASTRUCTURE

4.1.1 East / West Route Through Lethbridge (Highway 3 Corridor)

The Canadian Pacific Railway (CPR) east / west rail corridor through Lethbridge runs parallel to and through the SouthGrow communities located along Highway 3. This section of railroad connects west to the British Columbia / Alberta provincial boundary and ties east to the CPR mainline at Medicine Hat.

The CPR has a major switchyard and maintenance facility located east of Coalhurst, which serves as a strategic marshalling point for the movement of good both east/west and north/south on their system.

4.1.2 North / South Route from Calgary – Lethbridge (Highway 23 Corridor)

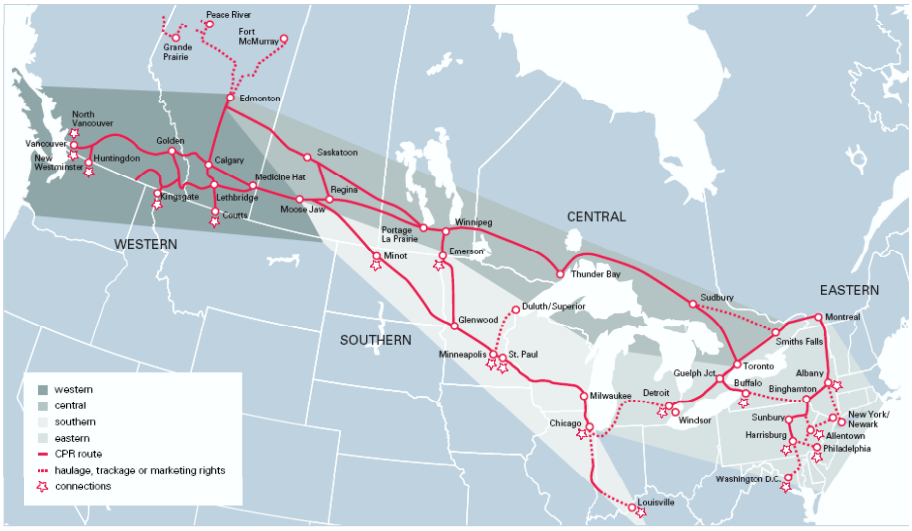
The CPR north / south railroad section from Calgary to Lethbridge is the critical link in the movement of goods through the southern network of their system. In the 1990's CP made a decision to rationalize their north / south system in southern Alberta to one route with the elimination of their infrastructure along Highway 2 from High River to Fort Macleod.

4.1.3 North / South Route from Lethbridge – Coutts (Highway 4 Corridor)

The CPR north / south section from Lethbridge to Coutts parallels Highway 4 and runs through the SouthGrow communities located along this corridor. This component of the rail system connects to the Burlington Northern Santa Fe system at the Montana border, and is a major import / export corridor for Alberta and the SouthGrow Region

The rail network through the SouthGrow Region is in fact a collector and primary feeder of the Canadian Pacific Railway's western corridor. The main line for this corridor is the railroad section linking Vancouver, British Columbia with Moose Jaw, Saskatchewan, via service through Calgary. This corridor provides the shortest rail route for the most bulk products transported from Western Canada to the Port of Vancouver, which is the closest port to the SouthGrow Region.

CPR's "Calgary-Edmonton Route" provides rail access to Central Alberta's petrochemical industries, and natural resources markets. The "Pacific Can-Am Route" connects Calgary and Medicine Hat with the Union Pacific's rail system at Kingsgate, British Columbia. A map illustrating the CPR system is included in this report.



Source: CPR 2004 Corporate Profile and Fact Book

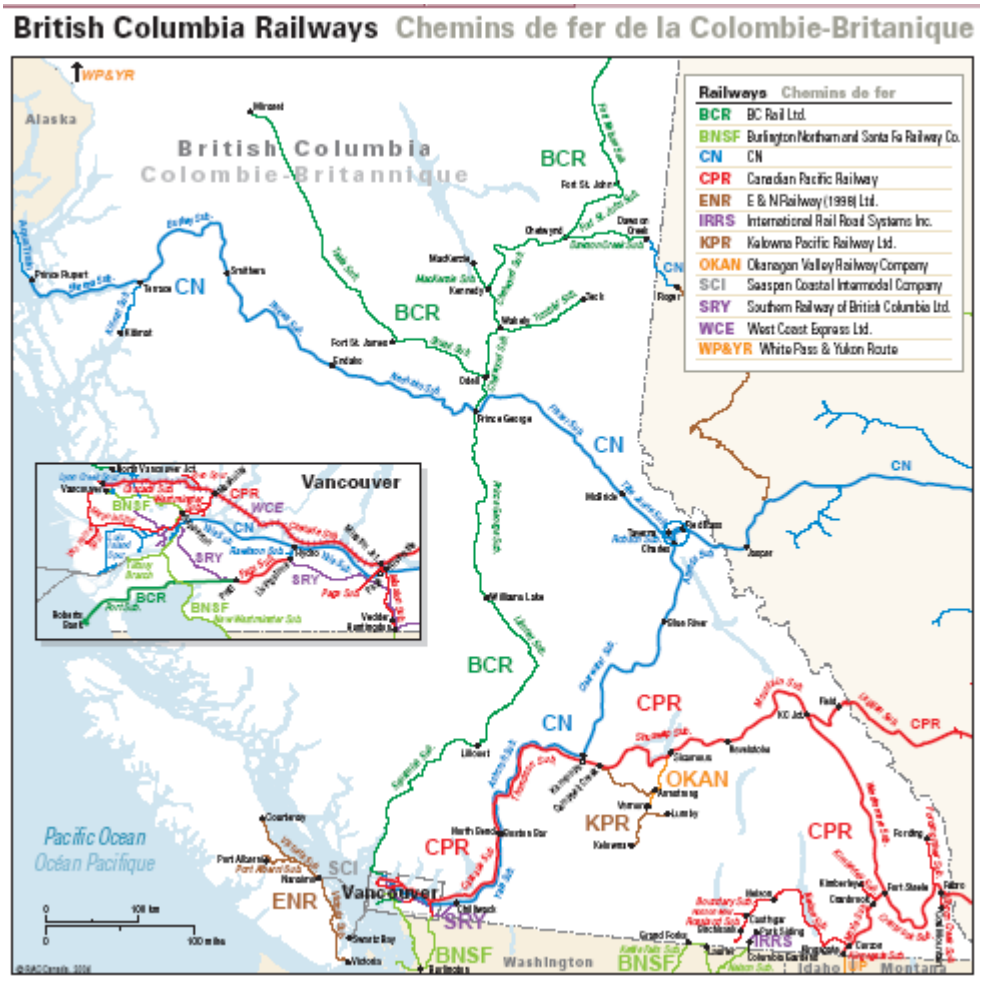
4.1.4 Ties to Rail System in USA

Canadian Pacific Railway's western corridor also connects with the Burlington Northern Santa Fe Railway (BNSF) at Coutts, Alberta / Sweetgrass, Montana, at New Westminster, British Columbia and, indirectly with the British Columbia Railway (BC Rail), at Vancouver.

The Burlington Northern Santa Fe Railway - Montana Operating Division has a network of rail lines radiating from Telton to Shelby, with a link to the CPR system at Sweetgrass, Montana.

The CPR system is linked at Chicago, to the Union Pacific Railway railroad system, which provides rail access to the central, east and southeast US Rail Ties / CP to CN Systems. The CPR also links to the Union Pacific System at Kingsgate, BC to provide access to northwest US ports.

Source: www.proximity issues.ca



Source: www.proximity issues.ca

4.1.5 Rail Ties / CP to CN Systems

The Canadian National (CN) system operates a comprehensive transcontinental railroad network with links to affiliated railways in the U.S. In western Canada the CN system links to the CP system at Vancouver, Calgary, Edmonton, Saskatoon and Winnipeg,

In northern Alberta there are three small, but strategic, independent railway companies in operation.

Lakeland & Waterways Railway (LWR) operates their system northeast of Edmonton from St. Paul Junction (CPR) to O'morrow. The Athabasca Northern Railway connects to the LWR at Boyle and extends north to the Fort McMurray Terminal.

Mackenzie Northern Railway operates their rail system northwest of Edmonton from Smith Junction (CNR) up to the North West Territories, linking Slave Lake. These two small railways provide an important link for future opportunities to move commodities from northern Alberta into the CPR and CNR systems.

4.1.6 Rail System Linkages to West Coast Ports

Canadian Pacific Railway System

Vancouver, British Columbia is the western terminus of the CPR system. With service through Calgary, this corridor provides the shortest rail route for most bulk products transported from western Canada to the port of Vancouver. CPR supports the rail system with three significant feeder lines including the "Coal Route" links with the southern – eastern British Columbia coal deposits to the western corridor and to the Roberts Bank terminal at the Port of Vancouver; the "Calgary – Edmonton Route" providing rail access to central Alberta's petrochemical industries and natural resources markets; and the "Pacific Can-Am Route" which connects Calgary and Medicine Hat with the Union Pacific Rail Road at Kingsgate, British Columbia.

Canadian National Railway

Canadian National Railway, with its west corridor, provides links from Calgary and Edmonton, to the ports of Vancouver and Prince Rupert. CN also provides link routes between Vancouver and Prince Rupert through the Tete Jaune Junction.

BC Rail

In addition to several branch lines, BC Rail operates a 2,315km main line throughout the province of British Columbia. This system links with CP and CN systems in providing a north/south route through British Columbia with port ties on the west coast.

4.1.7 Intermodal Facilities

Intermodal freight transportation is defined as involving the movement of goods by more than one form (or mode) of transportation during a single journey. In 2001, over $22 billion in export goods were moved from Alberta by air, railway, truck and ship. In turn, Alberta imported $13 billion in goods by these same modes. Many of these shipments used intermodal freight transport and many were containerized.

Containerized freight includes domestic containers, intermodal trailers, and international ISO (International Standard Organization) containers. Service providers of containerized intermodal freight transport include international ship lines for offshore movement, rail intermodal (Canadian domestic, US trans-border and Mexican movements), trucking companies, port terminals, airlines and airports.

Domestic Intermodal Services

The direct service providers in the domestic intermodal system are the two Class 1 railways, CN Rail and CP Rail, and drayage agents (motor carriers providing pick up and delivery of containers using tractors and container chassis). Shippers may access the system directly, which is the most common, for domestic services.

Rail line haul is done on scheduled, high priority trains between the railway's intermodal terminals. The majority of movements occur in railway owned 48' or 53' dry and temperature-controlled domestic containers. Intermodal dry and temperature-controlled truck trailers, are also still in use.

International ship line (ISO) containers are used to move domestic cargo from Central Canada to Western Canada.

CN Rail intermodal terminals are located in Vancouver, Edmonton, Calgary, Saskatoon, Winnipeg, Brampton, Montreal, Moncton and Halifax.

CP Rail intermodal terminals are located in Vancouver, Edmonton, Calgary, Saskatoon, Regina, Winnipeg, Dryden, Thunder Bay, Toronto and Montreal.

CP Rail operated an intermodal facility in Lethbridge for many years. This facility was closed in the mid – 1990's. CP Rail chose at that time to consolidate their southern Alberta intermodal facilities in Calgary.

In the last two years, private firms have expressed an interest in developing a new intermodal facility in the SouthGrow Region.

US Transborder Intermodal Services

US transborder intermodal movements have customs pre-clearance, but are subject to inspection. The direct service providers in the US transborder intermodal system are CN and CP Rail, in conjunction with two US railways UPSP and BNSF, and Canadian and U.S. local drayage agents.

CN Rail generally provides US transborder integrated services together with BNSF, while CP Rail provides such services together with the UPSP Railroad. It is also possible for Alberta truck shippers to access the BNSF system directly at Shelby, Montana. This access is through BNSF's intermodal agent at Shelby, where the trailers enter the BNSF system.

International Intermodal Services

Service providers for international intermodal services are CN and CP rail, Canadian local drayage agents, port container terminals and international ship lines. Shippers may access the system directly. International freight is booked with the ship lines who contracts with either CN or CP for inland carriage of containers.

Intramodal and Intermodal Competition

Intramodal competition exists when a shipper has access to more than one rail carrier at the same location or has the same effective access through regulatory provisions.

A recent survey conducted for the Canadian Transportation Act Review (CTAR), found that, excluding grain producers and terminal operators, 61% of shippers had access to more than one railway or were within interswitching limits. Another study, in Alberta, found that, excluding border crossings, 20.7% of rail traffic volume (by tonnage) had access to interswitching at both the origin and destination. When traffic passing through border points was included, this percentage increased to 38.7%. The same study concluded that at a minimum, about 40% of Canadian rail traffic has access to direct rail competition. In the case of grain traffic, it was found that only 24.2% of traffic had access to interswitching at both the origin and destination, considerably less than the figure for total traffic.

Intermodal competition is where the shipper has an effective competition choice from a mode other than rail transportation, such as trucking or marine. Another survey, conducted for the CTAR, found that large volumes of resource-based bulk commodities, such as coal, potash, wood pulp, non-ferrous metals, sulphur, and long-haul grain movements are moved by rail, as their geographic locations do not make trucking an option. As such, there is little intermodal competition for these movements. The percentage of bulk commodities transported by rail, is presented below.

Table 4.1
Percentage Of Bulk Commodities Transported By Rail

Commodity	Grain	Coal	Potash	Wood Pulp	Sulphur	Non Ferrous Metals
Rail Percentage (by tonnage)	87%	98%	100%	92%	85%	84%

4.2 CURRENT / PROJECTED RAIL TRAFFIC VOLUMES

Table 4.2
2002 and Projected Rail Imports / Exports by Value and Tonnage

Port of Entry	Value of Rail Exports To US US $ (2002)	Value of Rail Imports To Alberta US $ (2002)	Tonnage Rail Exports to US Metric Tons (2002)	Anticipated Tonnage Rail Exports To US Metric Tons (2015)
Coutts, Alberta / Sweetgrass, Montana	$292,285,286	$208,068,727	1,438,282	$1,637,569

Source: US Bureau of Transportation Statistics – Transborder Surface Freight Data (1995-2002)

The value of rail shipments through Coutts / Sweetgrass facility represents only 11% of Alberta rail shipments to the US.

Table 4.3
2002 and Projected Incoming Rail Crossings
US – Canadian Border

Port of Entry	Rail Crossings Alberta To US (2003)	Projected Rail Crossings Alberta to US (2015)
Coutts, Alberta / Sweetgrass, Montana	367	371

Source: US Bureau of Transportation Statistics – Transborder Surface Freight Data (1995-2002)

Table 4.4
2003 and Projected Incoming Rail Container (Full) Crossings
US – Canadian Border

Port of Entry	Rail Container (Full) Crossings To US (2003)	Projected Rail Container (Full) Crossings To US (2015)
Coutts, Alberta / Sweetgrass, Montana	19,539	21,743

Source: US Bureau of Transportation Statistics – Transborder Surface Freight Data (1995-2002)

4.3 RAIL SYSTEM OPPORTUNITIES ASSESSMENT

The SouthGrow Region has an integrated rail transportation network with linkages to major transportation corridors including CANAMEX.

Most major communities are located along an established rail line, and infrastructure is place to provide rail access for new facilities within existing or proposed industrial parks or in rural areas within the Counties and Municipal Districts. Land is generally available at reasonable prices to establish facilities along these rail corridors.

The SouthGrow Region's close proximity to U.S. markets, combined with the existing rail network that is place, provides convenient and direct rail access to all major markets in North America and West Coast Ports for efficient overseas deliveries.

The existing rail infrastructure is maintained, and currently has more than adequate capacity to accommodate a significant increase in traffic volumes, without a reduction in service. **Only 11% of Alberta's rail shipment value to the US passes through the Coutts / Sweetgrass Border Facility.**

Rail intermodal facilities are currently available in Calgary or Shelby, Montana. CP rail has no plans at this time to locate an intermodal facility in the SouthGrow Region, however with increased intermodal traffic at their Calgary/Edmonton facilities, this could be an option in the future. Local private businesses have expressed an interest in developing an intermodal facility in the region.

One issue that impacts commercial truck access to potential intermodal facilities in the region relates to the increased truck lengths proposed under the CANAMEX Accord. In many areas within the SouthGrow Region, existing rail lines parallel the highway system and are in so close proximity that it will be difficult for an LCV to safely stop between the rail line and the highway. This issue will need to be addressed when siting rail access to any proposed facility.

5.0 AIRPORT SYSTEM EVALUATION

5.1 EXISTING AIRPORT INFRASTRUCTURE

5.1.1 Lethbridge County Airport (Port of Entry)

The Lethbridge County Airport (YQL) is a full-service facility, offering the necessary airside, groundside and terminal amenities for private, commercial and military aircraft. The runway can accommodate aircraft up to an Airbus A320 jet or an Air Force C-130 Hercules Transport.

An Airport Reference Plan of the Lethbridge County Airport is included in Appendix E.

Appendix E presents a summary of total aircraft movements, number of itinerant movements by type of operation, itinerant movement by type of power plant and itinerant movements by weight group at the Lethbridge County Airport in 2003.

Key components of the Airport include:

Airfield

The airfield is the airport's most fundamental operating sub-system, which includes all aircraft maneuvering, surfaces, together with facilities and services required to support aircraft operations, including runways, taxiways, aprons and navigation and approach aids.

Runways

Lethbridge County Airport's airfield system consists of two intersecting runways.

- Runway 05-23 is the primary IFR runway, 6500 ft. long by 200 ft., with an Instrument Landing System on runway 05 and non-precision approaches to Runway 23. High Intensity Lighting (SSLAR).
- Runway 12-30 is a non-instrument runway which provides crosswind coverage as well as being conveniently oriented for arrivals and departures by air carrier aircraft inbound and outbound to Calgary /Edmonton. This runway is 5500 ft. long by 150 ft. wide

Aircraft Aprons

There are three designated apron areas, all of which are located in the Aviation Services Area.

- Apron I services the Air Terminal Building and can simultaneously accommodate up to two B-737S aircraft with sufficient space to power in and out.
- Aprons II and III support Apron I and scheduled commercial airlines by relieving congestion and providing apron space to itinerant and local aircraft.

Air Terminal Building

The Lethbridge Air Terminal Building (ATB), is a modern full-service facility built to Transport Canada standards, and presents a modern design through the use of aluminum and glass features on a modern Brick Structure. Passenger processing, airline operations and public areas occupy the ground level while the second level accommodates airport administration, NAV Canada services and flight school operations. The basement provides storage and building support.

The existing terminal facility is under utilized and has the capacity to accommodate a significant increase in activity. At peak use the building handled 123,000 passengers annually. In recent years passenger volumes have decreased to approximately 70,000 annually.

Access

Lethbridge County Airport is strategically located central to the SouthGrow Region on Highway 5 approximately 3 kilometres southwest of the Lethbridge city limits, with convenient access to all major roadway corridors in the region.

Airport Of Entry

Lethbridge County Airport is Alberta's southern **Airport of Entry**. With the location of the airport being approximately 110 kilometres north of the US Border, the LCA offers convenient international access to Canada directly from the U.S. and other international locations, with Customs & Immigration Services provided with staff sourced from the Coutts Border facility.

Commercial Development Opportunities

LCA has adequate commercial lands available for development of additional airside, ground side, and non-aviation related facilities. The land is zoned, serviced, and available for development.

5.1.2 Medicine Hat Municipal Airport

Medicine Hat Municipal Airport has two paved runways:

- Runway 03-21 5000 ft. by 150 ft. with lighting
- Runway 09-27 2820 ft. by 100 ft. with lighting

The Airport is not equipped with Instrument Landing Systems, and is not designated as an Airport of Entry.

Refer to Appendix E for total aircraft movement, number of itinerant movements by type of operation, itinerant movement by type of power plant and itinerant movements by weight group at the Medicine Hat Municipal Airport in 2003.

5.1.3 Local Municipal Airports

The following local airports were identified in the SouthGrow region:

Table 5.1
Local Airports in the SouthGrow Region

Town	Airport Name	Runway	Runway Length
Cardston	Cardston	Paved	3,500 feet
Claresholm	Claresholm Industrial	Paved	3,100 feet
Coutts	Ross International	Unpaved	3,000 feet
Del Bonita	Del Bonita	Unpaved	4,200 feet
Milk River	Milk River	Paved	2,900 feet
Pincher Creek	Pincher Creek	Paved	6,600 feet
Taber	Taber	Paved	3,000 feet
Vauxhall	Vauxhall	Paved	2,900 feet
Vulcan	McDonald's Farm	Unpaved	3,200 feet
Vulcan	Vulcan	Paved	2,900 feet
Warner	Warner	Paved	2,900 feet

The above local airports generally provide local access for crop-dusting equipment, private individuals, or small flying clubs. These sites provide a minimum of services and are typically uncontrolled. Most local airports in the Southgrow Region have paved surfaces and are well maintained. Most local airports have adequate available land that could be available for business opportunities.

5.1.4 Montana (Other US Centers)

Great Falls International Airport

The major airport closest to the SouthGrow region in the State of Montana is the Great Falls International Airport in the city of Great Falls, Montana. This airport provides U.S. Port of Entry services to in-bound travelers.

Table 5.2
Great Falls International Airport Runway Information

Runway	Runway Length	Runway Width	Surface Type
03/21	10,502 feet	150 feet	Asphalt or Bituminous Concrete
07/25	4,294 feet	75 feet	Asphalt or Bituminous Concrete
16/34	6,357 feet	150 feet	Asphalt or Bituminous Concrete

5.1.5 Calgary International Airport

Of the ten busiest National Airports (NAS) in Canada, two are located in Alberta. Calgary Airport handles in excess of 7 million passengers annually, while Edmonton deals with half that volume.

Calgary Airport has an extensive passenger air carrier route network with 93 same-plane destinations from Calgary, sixty-four of those being non-stop. Service to the United States is excellent with 31 flights per day to 11 major hubs.

Air cargo operations continue to grow at the Calgary airport as the amount of cargo coming in to and going out of the airport reached 115,000 metric tons, a 75% increase in only 5 years.

Cargolux added a third scheduled flight to Europe in 2003 and DHL commenced regional hub services from Calgary with daily 727 service. In addition, after competing in a two-stage selection process, Calgary was selected as the host city and airport for 2006 Air Cargo Forum, a very large conference that will bring thousands of cargo decision-makers to the Calgary Airport from around the world.

Air Cargo Facilities at Calgary International Airport

The following facilities have been identified at the Calgary International Airport:

Common User Facilities

- Multi-tenant building owned by IAT, #1
- Multi-tenant building owned by IAT, #2
- ESSO Aviata

Dedicated User Facilities

- Federal Express
- Purolator

Opportunities for New Facilities at Calgary International Airport

The Calgary Airport Authority identified the following opportunities for new facilities:

- Modification of current facilities to meet security requirements and for the increase in perishable freight
- Purpose-built perishable facilities

Appendix E presents a summary for total aircraft movement, number of itinerant movements by type of operation, itinerant movement by type of power plant and itinerant movements by weight group at the Calgary International Airport in 2003.

5.2 AIRPORT OPPORTUNITIES ASSESSMENT

The Southgrow Region is fortunate to have a central, full-service airport facility and the benefits of Airport of Entry designation at the Lethbridge County Airport.

The LCA facility is currently under-utilized and has the capacity to more than double its airside, groundside and commercial business activities, at a relatively low cost, compared to other larger urban centers.

The Airport Of Entry designation offers the opportunity for the Southgrow Region to build complementary tourism and commerce linkages along the CANAMEX Corridor, and to other strategic markets in the U.S. Pacific Northwest.

LCA can provide a competitive alternative for aviation related service industries and air cargo/delivery services, which would often be located at larger commercial centers. With increased traffic and congestion at the Calgary International Airport, LCA provides an economical alternative for commercial and aviation industries to successfully relocate to and operate within the Region.

SouthGrow Communities local airports also offer opportunities for aviation related businesses and specialized manufacturing / distribution facilities.

6.0 COMPARISION OF COUNTRY WIDE BORDER EFFICIENCIES

Three different studies have been conducted to determine the commercial vehicle travel time and delay at US / Canada border crossings. Unfortunately, none of the studies included the Coutts / Sweetgrass facility, in their data acquisition processes.

1. Study by the US Federal Highway Administration (FWHA), 2002.

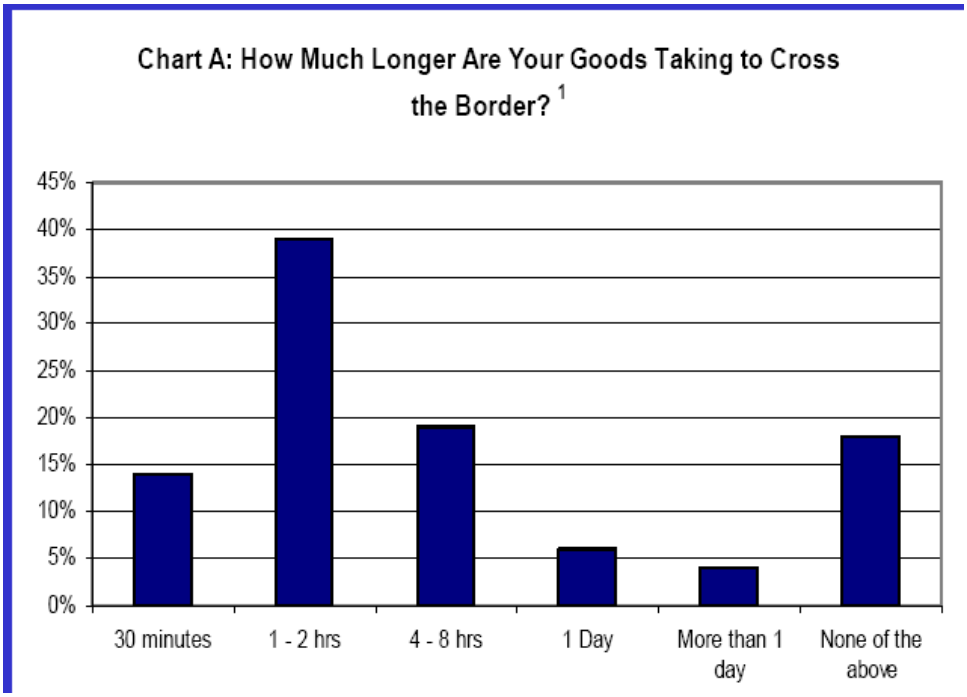
Table 6.1
Comparison of Outbound and Inbound Times (Minutes)

Crossing	Baseline Time[1]	Average Time[1]	95th Percentile Time[1]
All Outbound Crossings	NA	14.2	37.4
All Inbound Crossings	NA	26.8	70.1
All Northern Outbound Crossings	NA	12.6	34.3
All Northern Inbound Crossings	NA	24.1	70.3
All Southern Outbound Crossings	NA	17.2	45.2
All Southern Inbound Crossings	NA	33.8	64.9
Ambassador Bridge Outbound	5.7	8.8	13.7
Ambassador Bridge Inbound	12.9	20.4	33.9
Blaine Outbound	4.8	21.5	35.3
Blaine Inbound	8.1	17.3	35.6
Blue Water Bridge Outbound	5.0	6.2	9.1
Blue Water Bridge Inbound	11.1	34.2	80.3
Peace Bridge Outbound	9.0	21.7	38.0
Peace Bridge Inbound	8.3	23.3	83.4
El Paso Outbound	9.0	13.2	34.0
El Paso Inbound	7.6	37.2	77.4
Laredo Outbound	1.8	17.2	45.0
Laredo Inbound	12.2	31.2	54.9
Otay Mesa Outbound	9.5	19.1	36.9
Otay Mesa Inbound	6.4	35.0	64.3

Key: NA = not available.

2. Study by the Canadian Supply Chain Efficiency Smart Border Study, April 2004.

Table 6.2
Changes In U.S. Border Crossing Times Since Sept. 11, 2001



The study did not publish delay times for individual ports of entry. Only an average value was given for the aggregate results.

3. Taylor Study, 2004.

Table 6.3
Average Primary Inspection Transit Times by Border Crossing

Border Crossing	Commercial or Personal Vehicle at Time of Day	Average Primary Inspection Transit Time
Detroit Ambassador	Commercial to U.S. 9:00PM	40.57 minutes
St. Stephen - Calais	Commercial to U.S. 3:00PM	26.12 minutes
Pacific Highway	Commercial to U.S. 3:00PM	23.01 minutes
Lacolle - Champlain	Commercial to U.S. 9:00PM	21.44 minutes
Blaine Peace Arch	Personal car to U.S. 6:00PM	36.68 minutes
Pacific Highway	Personal car to U.S. 9:00PM	27.78 minutes
St. Stephen - Calais	Personal car to U.S. 3:00PM	26.21 minutes
Detroit Ambassador	Personal car to U.S. 9:00PM	16.65 minutes

Although, a comparison of wait and delay times was not available for the Coutts / Sweetgrass Port Of Entry, it is anticipated that with the new state-of-the-art facility and plans for automated commercial clearance initiatives including weigh-in-motion and streamlined security processes, wait times will be minimized.

Given the following key indicators, it is anticipated that the processing times at the Coutts / Sweetgrass border will be favorable compared to other border facilities.

- New Joint Border Facility designated under Shared Border Accord (only 6 in Canada).
- Capacity for 25 year projected traffic volumes.
- Free And Secure Trade (FAST) Program is currently operational at the facility (Only 19 sites across Canada).
- The FAST Driver Enrollment Center is operational at the Coutts / Sweetgrass facility (Only 10 sites across Canada).
- The NEXUS Highway Program designed to simplify and expedite border crossings for pre-approved, low risk travelers at ports of entry. The Coutts / Sweetgrass facility has been scheduled as an additional site for implementation of the NEXUS Highway Program in early 2005 (Only 11 sites across Canada).

7.0 IDENTIFICATION OF COMMODITY BY TONNAGE AND COMMODITY FLOWS

Data showing commodity by tonnage by different mode, origins and destinations of commodities / commercial trades by year / by value / by weight / volume have been provided with this study.

This data can be used to analyze trade and transportation in each corridor segment. By building the analyses off a base of commodity flow data rather than simply vehicle counts, we can explore issues such as vehicle counts, we can explore issues such as origin / destination patterns, changes in trade levels in particular industries and shifts in mode share, etc.

This data set is obtained from the Transborder Surface Freight Data Set, maintained by the US Bureau of Transportation Statistics. This data set is considered accurate for border crossings by surface transportation modes. The data set includes information on shipment weight and value, mode, commodity, port of entry and state / province of origin and destination. Therefore, one can estimate commodity flows through a particular port of entry by multiplying the commodity mix between each state / province pair by the portion of flow between that pair that uses the particular port of entry.

7.1 COMMODITY FLOWS BY TRUCK

The US Bureau of Transportation Statistics has provided Individual State to State flows of Merchandise Trade (Exports) from Alberta to the US State of Destination by Truck, 2001. The top ten Origin – Destination Pairs by Value are presented below:

Table 7.1
Merchandise Trade (Exports) From Alberta to US State of Destination By Truck

Rank by Value	Provincial Origin	US State Destination	Value of Exports in US $	Tonnage of Exports by Metric Ton	Significant Commodities by Commodity Code
1	Alberta	Texas	513,025,855	278,851	84, 29, 02, 85
2	Alberta	California	490,539,904	428,820	02, 01, 44, 87
3	Alberta	New York	483,432,461	32,410	85, 02, 94, 75
4	Alberta	Washington	295,940,464	357,231	01, 02, 27, 20
5	Alberta	Utah	241,144,506	184,876	01, 87, 84, 39
6	Alberta	Tennessee	234,253,316	13,797	85, 62, 28, 02
7	Alberta	Colorado	217,140,802	138,997	01, 84, 02, 39
8	Alberta	Montana	212,967,922	777,968	23, 27, 31, 87
9	Alberta	Illinois	200,473,125	81,210	94, 02, 39, 84
10	Alberta	Florida	184,539,529	29,623	02, 85, 87, 94

Source: US Bureau of Transportation Statistics – Transborder Surface Freight Data – 2001

The US Bureau of Transportation Statistics has also provided Individual State to State flows for Merchandise Trade (Imports) from US State to Alberta by Truck, 2001.

The top ten Origin – Destination Pairs by Value are presented below:

Table 7.2
Merchandise Trade (Imports) From US State of Origin to Alberta By Truck

Rank by Value	US State of Origin	Provincial Destination	Value of Imports in US $	Significant Commodities by Commodity Code
1	Texas	Alberta	202,147,212	84, 85, 90, 82
2	California	Alberta	546,605,042	85, 84, 07, 08
3	Oklahoma	Alberta	222,372,527	84, 82, 85, 87
4	Colorado	Alberta	148,009,883	84, 73, 87, 76
5	Montana	Alberta	147,064,358	01, 10, 98, 84
6	New York	Alberta	144,455,808	98, 85, 84, 73
7	Illinois	Alberta	136,212,013	84, 85, 27, 24
8	Ohio	Alberta	90,477,533	84, 87, 85, 40
9	Idaho	Alberta	72,190,948	31, 84, 21, 30
10	Utah	Alberta	70,560,020	48, 84, 25, 73

Source: US Bureau of Transportation Statistics – Transborder Surface Freight Data – 2001

Table 7.3
Top Ten 2003 Export Commodity Flows by Value
By Truck

Commodity Code	Commodity Description	Value in US Dollars	Metric Tons (By Truck)
02	Meat and Edible Offal	679,366,515	210,613
84	Nuclear Reactors, Boilers, Machinery & Parts	542,393,985	66,654
85	Electrical Machinery, Equipment & Parts	526,665,418	8,406
39	Plastics	257,362,355	212,764
94	Furniture, Lamps & Prefabricated Buildings	210,804,610	44,231
87	Vehicles other than railway	200,509,739	23,812
44	Wood and Articles	191,494,615	555,342
01	Live Animals	177,913,277	132,483
27	Mineral Fuels, Oils & Waxes	141,063,734	680,692
90	Measuring & Testing Instruments	87,193,989	2,739

Source: US Bureau of Transportation Statistics – Transborder Surface Freight Data – 2003

7.2 COMMODITY FLOWS BY RAIL

Table 7.4
Merchandise Trade (Exports) From Alberta to US State of Destination

Rank by Value	Provincial Origin	US State Destination	Value of Exports in US $	Tonnage of Exports by Metric Ton	Significant Commodities by Commodity Code
1	Alberta	Texas	303,693,790	733,068	27, 44, 39, 20
2	Alberta	Illinois	263,672,550	748,168	44, 39, 15, 48
3	Alberta	California	246,263,127	900,177	44, 23, 27, 47
4	Alberta	Washington	173,810,801	714,176	27, 47, 44, 39
5	Alberta	Wisconsin	165,188,931	390,341	47, 44, 27, 29
6	Alberta	Connecticut	155,551,171	203,696	39, 29, 28, 44
7	Alberta	Pennsylvania	153,614,072	408,123	39, 29, 27, 48
8	Alberta	Oregon	151,134,586	594,404	44, 39, 29, 27
9	Alberta	Minnesota	142,169,086	545,375	44, 47, 31, 27
10	Alberta	Ohio	94,8000,206	274,756	44, 39, 31, 47

Source: US Bureau of Transportation Statistics – Transborder Surface Freight Data – 2001

The US Bureau of Transportation Statistics has also provided individual State to State Flows of Merchandise Trade (Imports) From US State to Alberta by Rail, 2001.

The top ten Origin – Destination Pairs by Value are presented below:

Table 7.5
Merchandise Trade (Imports) From US State of Origin to Alberta

Rank by Value	US State of Origin	Provincial Destination	Value of Imports in US $	Significant Commodities by Commodity Code
1	Texas	Illinois Alberta	234,273,017	29, 39, 73, 40
2	Illinois	Alberta	171,496,479	86, 84, 27, 39
3	Minnesota	Alberta	142,405,160	86, 48, 23, 84
4	Ohio	Alberta	127,445,125	87, 84, 35, 29
5	Pennsylvania	Alberta	58,416,206	73, 29, 72, 84
6	California	Alberta	55,860,290	86, 73, 28, 20
7	Iowa	Alberta	55,089,805	84, 72, 23, 73
8	Nebraska	Alberta	50,813,909	86, 10, 94, 83
9	Tennessee	Alberta	44,165,615	87, 40, 84, 76
10	Georgia	Alberta	36,892,149	47, 25, 19, 38

Source: US Bureau of Transportation Statistics – Transborder Surface Freight Data – 2001

Table 7.6
Top Ten 2003 Export Commodity Flows by Rail To U.S. By Value

Commodity Code	Commodity Description	Value in US Dollars	Metric Tons (By Rail)
39	Plastics	$894,737,395	1,322,285
44	Wood and Articles	$687,191,915	1,923,885
27	Mineral Fuels, Oils & Waxes	$593,133,182	2,457,583
29	Organic Chemicals	$410,244,863	1,021,547
47	Pulp Wood & Paperboard	$308,749,508	861,207
31	Fertilizers	$178,364,694	1,313,836
28	Inorganic Chemicals	$148,508,086	810,223
23	Food Residues & Waste	$65,931,740	449,839
20	Preparation of Vegetables, Fruit & Nuts	$39,880,229	51,610
15	Animal or Vegetable Fats & Oils	$39,044,364	61,432

Source: US Bureau of Transportation Statistics – Transborder Surface Freight Data – 2003

8.0 SPECIAL TRANSPORTATION CONSIDERATIONS

8.1 FREIGHT CHALLENGES

Moving commerce efficiently on the nation's highways is vital to the country. Reliable freight transportation is vital to the nation's economy.

Many efforts to improve the reliability and efficiency of freight transportation have been successful, but the transportation system faces challenges that unless address, may jeopardize these key elements of freight transportation.

The Federal Highway Administration (FHWA) has identified several key challenges facing the freight transportation industry:

- Analyzing transportation network demand and trend
- Mitigating congestion
- Improving operations
- Integrating freight in transportation planning
- Enhancing national security
- Building professional capacity

8.2 CURRENT BORDER ISSUES

US / Canada border ports of entry are faced with a variety of issues, many involving the need to balance security with the efficient movement of passengers and goods through border crossing sites. Non-recurring events in close proximity to border locations such as the Olympics, only add to these issues due to increase in traffic through the ports of entry. Mitigation of the issues requires close coordination between the US and Canada to develop programs that assist in maintaining security and improving traffic flow. Several programs in the planning and implementation stage are presented below.

- Free and Secure Trade (FAST) Program
- NEXUS Border Crossing Program
- US VISIT Program
- Ridge / Manley Smart Border Declaration
- 2010 Vancouver / Whistler Winter Olympic Games

8.3 FUTURE TECHNOLOGY AT PORTS OF ENTRY

The Vehicle and Cargo Inspection System (VACIS) is a family of gamma - imaging systems developed by SAIC, Inc. which provides a significant NII (Non-Intrusive Inspection) capability to aid CBP (Customs and Border Protection) in stemming the flow of contraband into the US. CBP plans to deploy four VACIS (Vehicle and Cargo Inspection System) configurations.

1. A semi-permanent version designed for inspection of motor vehicles and cargo containers at CBP ports of entry (VACIS II)
2. A truck-mounted version designed for high portability inspection of motor vehicles and cargo containers (Mobile VACIS)
3. A fixed version designed specifically for installation along railroad rights of way, for the inspection of railroad cars (Rail VACIS)
4. A fixed pallet (Pallet VACIS) system designed for inspection of items stored on pallets and in boxes or crates.

8.4 ARE THERE PLANS FOR HIGH SPEED RAIL – CALGARY / EDMONTON?

In November 2004, the Van Horne Institute released its study on the feasibility of a high-speed rail link between Calgary and Edmonton. Although the previous studies in the mid-1980's and the mid-1990's concluded that a high-speed TGV type link was premature in that demand at that time was not significant to justify the cost. This latest study differed from previous ones in that it considered other alternatives now available from the industry rather than just a TGV-style train.

When the study examined potential passenger demand for Calgary-Edmonton rail service, it presented a clear advantage over current means of transport (automobile, bus, plane) between the two cities. Decreasing the transit time to 90 minutes brought only a slight increase in passenger interest. Therefore, the study concentrated on solutions that brought the transit time to approximately 2 hours.

The main purpose of the study was to determine if a high-speed rail link would bring significant benefits to the corridor, and if reduced travel times would increase the economic dynamics of the regions by reducing the costs of economic interaction, changing development patterns and attracting new types of business.

The projected ridership and revenues would cover the system's operating costs and repay all or most of the system's capital cost within 30 years. Other benefits included traffic accident decrease, reduction of greenhouse gas emissions, savings in travel time and cost and stimulation of economic development.

The Alberta Government is reviewing the study and assessing whether to proceed to the next stage of concept development.

8.5 FORT MCMURRAY FEASIBILITY STUDY

The Alberta government and the newly formed Athabasca Oil Sands Transportation Corporation has launched a transportation project for northeastern Alberta call the Oil Sands Transportation Initiative (OST). The Alberta government is contributing 50% of a $2.5 million feasibility study on how best to achieve an integrated and sustainable transportation solution to support the future growth of the oil sands industry in the region. This project tentatively includes upgrades of existing highways and railways, and a major extension of the railway north of Fort McMurray. Rail service to the area is now through Rail America's Lakeland and Waterways system from Edmonton to Boyle, and by Cando's Athabasca Northern Railway, from Boyle to the Fort McMurray terminal.

The project could ultimately result in increased rail volumes of bulk commodities through the Coutts / Sweetgrass Port of Entry.

8.6 UPGRADE TO THE PRINCE RUPERT SYSTEM

With increased traffic congestion on the CNR / CPR track systems and longer wait times at port facilities in Vancouver, expansion of the Port facility in Prince Rupert is under consideration. Canada's most northern Port has the following advantages:

- Prince Rupert is the northwestern terminus for the CNR.
- North America's closest port to Asia.
- Deepest harbour in North America.
- Shortest sea-rail route to U.S. Midwest from Asia
- Freight and passenger connections in to Vancouver.
- Rail barge connections to Alaska.

8.7 NEW CANADA / RUSSIA TRADE ROUTES?

The Financial Post, January 27, 2005 issue presented the concept of a Canada / Russia trade route through the port of Churchill. Currently only a small amount of Canadian grain is shipped through Churchill. Most of the traffic today goes instead, through Vancouver and Montreal where shipping routes are well established. Similar futuristic concepts including the Bering Strait crossing, linking Russia and Alaska, could well define world commodity flows into the 22nd century.

APPENDIX-A: SOURCES OF INFORMATION

United States

1. US Bureau of Transportation Statistics Data Base (www.bts.gov)
2. American Association of State Highway & Transportation Officials (AASHTO) Data Base (www.transportation.org)
3. US Census Bureau Data Base (www.census.gov)
4. US Federal Highway Administration (FHWA) Data Base (www.fwha.dot.gov)
5. US Federal Railroad Administration (FRA) Data Base (www.fra.gov)
6. US International Trade Administration Data Base (www.ita.doc.gov)
7. US Customs and Border Protection (www.cbp.gov)
8. Montana State Department of Transportation (www.mdt.state.mt.us)

Canada:

1. Transport Canada (www.tc.gc.ca)
2. Infrastructure Canada (www.infrastructure.gc.ca
3. Statistics Canada (www.statcan.ca)
4. Canada Border Services Agency (www.cbsa-asfc.ca)
5. Alberta Transportation (www.tu.gov.ab.ca)
6. BC Ministry of Transport (www.gov.bc.ca)
7. Department of Foreign Affairs and Internal Trade (www.dfait.gc.ca)
8. Customs and Immigration – Canada (www.cic.gc.ca)
9. Trucking / Transportation Firms and Associations
10. Economic Development Offices (County of Warner / City of Lethbridge)
11. Industry Investment Opportunity Identification Study – HUB Region
12. Central Alberta Investment Opportunity Study - CAEP

APPENDIX-B: LISTING OF INDUSTRY CONTACTS

Key Border Agencies:

Canada Border Services Agency- (http://www.cbsa-asfc.gc.ca)

Canadian Air Transport Security Authority- (http://www.catsa.gc.ca)

Canadian Food Inspection Agency- (http://www.inspection.gc.ca)

Canadian Security Intelligence Service- (http://www.csis-scrs.gc.ca)

Citizenship and Immigration Canada – (http://www.cic.gc.ca)

Industry Canada: Canada-U.S. Border Security-(http://strategis.ic.gc.ca)

Infrastructure Canada –(http://www.infrastructure.gc.ca/)

Office of Critical Infrastructure Protection and Emergency Preparedness-
(http://www.ocipep.gc.ca)

Public Safety and Emergency Pareparedness Canada: Canada-U.S. Border Security –
(http://www.psepc-sppcc.gc.ca/policing/can_us_bord_secur_e.asp)

Public Safety and Emergency Preparedness Canada- (http://www.psepc-sppcc.gc.ca)

The Royal Canadian Mounted Police –(http://www.rcmp-grc.gc.ca)

Transport Canada-(http://www.tc.gc.ca/)

Facilitity Providers

Canadian Pacific Railway (CPR)-(http://www8.cpr.ca/cms/default.htm)

Canadian National Railway (CN)- (http://www.cn.ca)

Lakeland & Waterways Railway (LWR)-
(http://www8.cpr.ca/cms/English/Customers/New+Customers/Where+We+Ship/Rail+Partners+Profiles/Lakeland+and+Waterways+Railway+-+LWR.htm?PrintMe=1)

Mackenzie Northern Railway (MKNR)-
(http://www8.cpr.ca/cms/English/Customers/New+Customers/Where+We+Ship/Rail+Partners+Profiles/MacKenzie+Northern+Railway+-+MKNR.htm?PrintMe=1)

Athabasca Northern Railway Ltd. (ANY)-
(http://www8.cpr.ca/cms/English/Customers/New+Customers/Where+We+Ship/Rail+Partners+Profiles/Athabasca+Northern+Railway+-+ANY.htm?PrintMe=1)

BC Rail (BCR)-(http://www.pge-bcr-sig.bc.ca/home.htm)

Burlington Northern and Santa Fe Railway Company (BNSF)-(http://www.bnsf.com)

Union Pacific Railway (UPR)-(http://www.up.com/)

Canadian Federal TBWG Member Agencies

Transport Canada - (http://www.tc.gc.ca)

Public Safety and Emergency Preparedness Canada-(http://www.psepc-sppcc.gc.ca)

Canadian Border Services Agency (part of PSEPC portfolio)-(Canadian Food Inspection Agency http://www.cbsa-asfc.gc.ca)

Department of Foreign Affairs and International Trade (http://www.dfait-maeci.gc.ca)

Infrastructure Canada-(http://www.infrastructure.gc.ca/index_e.shtml)

Canadian Provincial Territorial TBWG Member Agencies

B.C. Ministry of Transportation- (http://www.gov.bc.ca)

Alberta Ministry of Transportation –(http://www.gov.ab.ca)

Saskatchewan Highways and Transportation-(http://www.highways.gov.sk.ca)

Montana State Department of Transportation-(http://www.mdt.state.mt.us)

Border Municipalities / Metropolitan Planning Organizations / Regional Planning Organizations

City of Lethbridge- (http://www.lethbridge.ca/home/default.htm)

Town of Cardston- (http://www.town.cardston.ab.ca)

Town of Claresholm- (http://www.town.claresholm.ab.ca)

Town of Coaldale- (http://www.town.coaldale.ab.ca)

Town of Coalhurst- (http://www.town.coalhurst.ab.ca)

Town of Magrath- (http://magrath-ab.net/town)

Town of Milk River- (http://milkriver.ca)

Town of Picture Butte- (http://town.picturebutte.ab.ca)

Town of Raymond- (http://www.townofraymond.com/)

Town of Taber- (http://www.taber.ca)

Town of Vulcan- (http://www.town.vulcan.ab.ca/)

Town of Vauxhall- (http://www.town.vauxhall.ab.ca)

Village of Barons- (http://www.ldbdca.com/barons)

Village of Carmangay- (www.municipalaffairs.gov.ab.ca/ms/officials/index.cfm)

Village of Coutts- (http://www.villagecoutts.ab.ca)

Village of Nobleford-(http://www.village.nobleford.ab.ca)

Village of Stirling- (http://waltonfeed.com/stirling/events.htm)

Village of Warner- (http://www.village.warner.ab.ca)

County of Lethbridge- (http://www.county.lethbridge.ab.ca)

County of Warner- (http://www.countyofwarner5.ab.ca)

MD of Taber- (http://www.mdtaber.ab.ca)

Vulcan County- (http://www.vulcancounty.com)

Lethbridge Chamber of Commerce- (http://www.lethchamber.org/news/index.html)

Shelby, Montana Chamber of Commerce-(http://www.homestead.com/shelbychamber)

Canadian American Border Trade Alliance

North American Transportation Statistics Interchange-
(http://www.bts.gov/programs/international/north_american_transportation_statistics_interchange)

Transborder Surface Freight Data-(http://www.bts.gov/transborder)

U.S. Canada Border Crossing Data-
(http://www.bts.gov/programs/international/border_crossing_entry_data/us_canada/index.html)

Other

FAST Lanes- (http://www.cbsa-asfc.gc.ca/import/fast/menu-e.html)

FHWA Freight Office Border Planning-
(http://www.ops.fhwa.dot.gov/freight/Ports%20and%20Border%20Crossings/InlandMovementsTruck.htm)

NEXUS-(http://www.getnexus.com)

Northwest Corridor Development Corporation- (http://www.nwcorridor.com)

Pacific NorthWest Economic Region- (http://www.pnwer.org)

Rocky Mountain Trade Corridor-(www.rockymtncorridor.com)

Border Counties Coalition- (http://www.bordercounties.org)

Border Technology Partnership- (http://www.border-tech.org)

Canadian American Business Council- (http://www.canambusco.org/index.php)

Canadian-American Border Trade Alliance-(http://www.canambta.org)

CANAMEX Corridor-(http://www.canamex.org)

North American International Trade Corridor Partnership-(http://www.naitcp.org)

Ports-to-Plains-(http://www.naitcp.org)

Continental One Trade Corridor-(http://www.house.gov/murtha/219page.htm)

The Central North American Trade Corridor Association –
(http://tradecorridor.net/mission.htm)

Rocky Mountain Trade Corridor-(www.rockymtncorridor.com)

Appendix-C: Useful Trade and Investment Links and Information

Aboriginal Business Canada (ABC)
Alliance of Manufacturers and Exporters Canada
Asia Pacific Foundation
Business Development Bank of Canada
Canada Mortgage and Housing Corporation (CMHC)
Canadian American Business Council
Canadian Commercial Corporation
Canadian Council For The Americas http://www.ccacanada.com/
Canadian Manufacturers and Exporters Association http://www.cme-mec.ca/national/template_na.asp?p=1
Canadian Representatives Abroad (DFAIT)
Canadian Trade Commissioner Service (DFAIT)
Export Development Corporation (EDC)
Exporters an Importers Association of Alberta http://www.exportclub.ab.ca/
Foreign Affairs and International Trade (DFAIT)
Industry Canada
International Trade Centres
Investment Partnerships Canada
MARCAN
Natural Resources Canada (NRCan)
Pacific Northwest Economic Region (PNWER)
Team Canada Inc.
Western Economic Diversification Canada

Aboriginal Business Canada (ABC) (Industry Canada)

- ABC works in partnership with Aboriginal financial and business institutions, and with a range of other agencies, boards, and departments on initiatives that are helping to strengthen business skills and promote greater awareness of Aboriginal business achievement.
- ABC's priorities are concentrated on supporting innovation, market expansion, Aboriginal tourism, a new generation of Aboriginal business owners, and strong, financially viable and accountable institutions that will continue this work in the years to come.

Alliance of Manufacturers and Exporters Canada

- Canadian Manufacturers & Exporters, known as the Alliance of Manufacturers & Exporters Canada until October, 2000, was formed through the merger in 1996 of the Canadian Manufacturers Association (CMA) and the Canadian Exporters Association (CEA). For more than 130 years, CME has represented the interests of Canadian business,

keeping members on the competitive edge of world-class manufacturing and trade. With strong divisions in every province, CME is a national association and champion of business issues in Canada.

- The Canadian Manufacturers & Exporters mission is to continuously improve the competitiveness of Canadian industry and to expand export business through.

  - Effective advocacy to government at all levels
  - Timely, relevant information, programs and support
  - Opportunities for networking, learning and professional growth
  - Promoting the development and implementation of advanced technology

Asia Pacific Foundation

- The Asia Pacific Foundation of Canada is an independent, not-for-profit think tank on Canada's relations with Asia. It undertakes research and develops and distributes timely information and focused analysis for business and policy makers.
- The Foundation was established in 1984 by an Act of the Parliament of Canada. It has its headquarters in Vancouver, British Columbia, and an office in Montreal, Quebec.
- APF Canada receives financial support from the Department of Foreign Affairs and International Trade, the Canadian International Development Agency, the provinces of Alberta and Quebec and a number of private companies.

Business Development Bank of Canada

- The Business Development Bank of Canada is a financial institution wholly owned by the government of Canada.
- BDC plays a leadership role in delivering financial and consulting services to Canadian small business, with a particular focus on technology and exporting.
- BDC's debt obligations, secured by the Government of Canada, are issued to the public and private sector institutions.

Canada Mortgage and Housing Corporation (CMHC)

- CMHC supports export opportunities for Canadian manufacturers and building technologies, and promotes to other countries their expertise in developing standards, policy and housing finance systems.

Canadian American Business Council

- The Council is the premier voice of the Canadian American business community in Washington. Established in 1987, the Council is a non-

profit, issues-oriented organization dedicated to elevating the private sector perspective on issues that affect our two nations.

Canadian Commercial Corporation

- CCC was established in 1946 by an Act of Parliament. It is a Crown Corporation, wholly-owned by the Government of Canada.
- CCC offers fee-for-service services to both Canadian exporters and buyers outside of Canada:
- For Canadian Exporters, CCC wraps the Canadian flag around their proposal, providing a government-backed guarantee of contract performance.
- CCC offers a range of pre-contract, contract advisory and post-contract services.
- CCC can help promote a project, prepare bids or proposals, negotiate and structure contracts, and provide management after the contract is awarded. CCC can also provide access to working capital and competitive foreign exchange rates.
- For Buyers Outside of Canada, CCC can help facilitate a purchase by acting as the Prime Contractor or as the Procurement Agent.
- CCC's head office is located in Ottawa. Regional representatives are located in Halifax, Fredericton, Montreal, Regina, Toronto, Edmonton and Vancouver.

CANADIAN COUNCIL FOR THE AMERICAS

The main goal of the two organizations is to continue to be the link between business and government leaders involved in Latin America and the Caribbean and to strengthen Canada's trade and investment relations throughout those regions

Canadian Manufacturers and Exporters Association

Canadian Manufacturers & Exporters is Canada's Leading Business Network.
Canadian Manufacturers & Exporters, known as the Alliance of Manufacturers & Exporters Canada until October, 2000, was formed through the merger in 1996 of the Canadian Manufacturers Association (CMA) and the Canadian Exporters Association (CEA).

For more than 130 years, CME has successfully represented the interests of Canadian business, keeping members on the competitive edge of world-class manufacturing and trade. With strong divisions in every province, CME is a truly national association and the undisputed champion of business issues in Canada.

Our mission is to continuously improve the competitiveness of Canadian industry and to expand export business.

Canadian Representatives Abroad (DFAIT)

- DFAIT has Canadian representatives located in more than 270 offices in over 180 countries, including our 135 trade commissioner offices.

Canadian Trade Commissioner Service (DFAIT)

- The Trade Commissioner Service helps companies that have researched and selected their target markets.
- The service works with companies that are small or large, new or experienced in foreign markets, to prepare for the challenges of doing business internationally and that can demonstrate their commitment to succeed in the global marketplace.

Export Development Corporation (EDC)

- EDC is a Canadian financial institution devoted exclusively to providing trade finance services to support Canadian exporters and investors in some 200 markets, 130 of which are in developing markets.
- EDC provides Canadian exporters with financing, insurance and bonding services as well as foreign market expertise. EDC is a Crown corporation that operates as a commercial financial institution. The Corporation is governed by a board of directors composed of representatives from both the private and public sectors, and reports to the Canadian Parliament through the Minister for International Trade.
- EDC insurance policies protect exporters against various losses due to commercial and political risks. EDC's Export financing services enable Canadian exporters to provide their customers with flexible medium or long-term financing. Such services include: lines of credit with foreign banks or agencies worldwide; protocols; note purchase arrangements; direct buyer loans; long-term pre-shipment financing; leveraged lease financing; and project risk financing packages.

Exporters and Importers Association of Alberta

The Exporters & Importers Association of Alberta objectives are:

- Develop and implement programs and resources that will promote and assist the international trade interests of our

members.

- Provide a forum and meeting place for the exchange of ideas and information concerning global opportunities.
- Offer trade-related educational opportunites to members and interested members of the public, in order to raise awareness of the economic benefits of international trade in goods and services.
- Liaise with governments, educational institutions, multi-national corporations and individuals to develop the infrastructure and knowledge-base to expand our members' international trade-related activities.

Helping to Promote Export Trade in Alberta

The Exporters & Importers Association of Alberta offers three major programs to assist Albertan firms engaged in international trade:

- Periodic breakfast meetings which highlight local "success stories" and provide members with an opportunity to share their expertise and experiences in foreign markets,

- "Working" luncheons and evening "mixers" that provide members with an opportunity to meet senior international and domestic dignitaries and trade officials who can provide market specific expertise and support services to Canadian businesses in foreign markets around the World.
- Special events, during which local and visiting business-people have an opportunity to network with local, regional and international "traders".

Foreign Affairs and International Trade (DFAIT)

- Two ministers are responsible for the Department of Foreign Affairs and International Trade: the Minister of Foreign Affairs (Bill Graham) and the Minister for International Trade (Pierre Pettigrew).
- Given the broad scope of the Department's operations and mandate, there are four other Cabinet members with specific responsibilities related to foreign affairs and international trade: the Minister for International Cooperation (Susan Whelan), who is responsible for the Canadian International Development Agency (CIDA), the Secretary of State (Asia-Pacific) (David Kilgour), the Secretary of State (Central

and Eastern Europe and Middle East) (Gar Knutson); and the Secretary of State (Latin America and Africa) (La Francophonie) (Denis Paradis). The three secretaries of state represent and promote Canada's foreign policy and trade priorities within their designated regions or organizations.

Industry Canada

- Industry Canada's mission is to foster a growing competitive, knowledge-based Canadian economy. The department works with Canadians throughout the economy and in all parts of the country to improve conditions for investment, improve Canada's innovation performance, increase Canada's share of global trade and build a fair, efficient and competitive marketplace.
- Program areas include developing industry and technology capability, fostering scientific research, setting telecommunications policy, promoting investment and trade, promoting tourism and small business development, and setting rules and services that support the effective operation of the marketplace.
- In Yukon, Jeff Stanhope is Industry Laison and Spectrum Officer, Industry Canada, Yukon Field Office.

International Trade Centres

- In partnership with the Regional Trade Networks, Industry Canada's ITCs can help direct companies to the existing products and services that relate to their particular exporting needs. Their mandate is to work within the Team Canada Inc (TCI) partnership to substantially increase the number of Canadian exporters, to expand and diversify exports and to support the investment initiatives of Canadian small and medium-sized enterprises (SMEs). An unprecedented effort to streamline export services to the Canadian business community, TCI is a network of government and private sector export service providers that helps Canadian business succeed in world markets. Clients achieve maximum benefit by receiving the right kinds of services, quickly and efficiently.
- Located in every province, ITCs provide a full range of trade development services and assistance to Canadian SMEs, including: export counseling and market entry support; pathfinding for export programs and services; information on international markets; recruitment of participants for trade fairs and missions abroad; recommendations for trade-related conferences and seminars; and; trade publications produced by Team Canada Inc. and others.
- Industry Canada's International Trade Centre in Vancouver has responsibility for Yukon and Andrew Shisko is Deputy Director and

Trade Commissioner in Vancouver.

Investment Partnerships Canada

- Investment Partnerships Canada (IPC) assists companies seeking to directly invest in Canada. Either as an initial investment or to expand existing Canadian operations, IPC business consultants work with companies to provide the information and strategic perspectives on Canadian-based advantages for servicing North American markets and for obtaining global market mandates. Eligible criteria: foreign investors looking for opportunities in Canada, either directly or through strategic alliances.
- IPC is the focal point for direct investment support in Canada. With direct contacts to Canadian investment counselors in Canadian embassies and consulates around the world and to investment consultants at national, provincial and municipal levels within Canada, IPC has the capacity to assist companies with their direct investment decisions from the exploratory phase through to locations selection and follow-up.
- IPC provides this assistance free of charge. All services are provided confidentially. The services range from economic data for site selection to personal assistance for exploration visits and guidance on available incentives, regulations, transportation and taxation. IPC arranges introductions for company investors to a wide variety for government and private sector sources and suppliers at national and regional levels, to academic and business consultants and others integral to your company's direct investment decisions.

MARCAN

- MARCAN has been developed to help Canadian companies identify internet sites that may publish tender notices for procurement opportunities within the Canadian public sector.
- This site is an initiative of Canadian governments under the Agreement on Internal Trade (AIT). Signed by the First Ministers of the federal, provincial and territorial governments in 1994, the AIT came into effect in 1995. Its objective is to reduce and eliminate, to the extent possible, barriers to the free movement of persons, goods, services and investments within Canada and to establish an open, efficient and stable domestic market.

Natural Resources Canada (NRCan)

- Natural Resources Canada (NRCan) is a federal government department specializing in the sustainable development and use of natural resources, energy, minerals and metals, forests and earth

sciences. Herb Dhaliwal is the Minister of Natural Resources Canada.
- In Yukon, Bob Gray is the Deputy Surveyor General, Yukon Regional Office - Earth Sciences Sector and Josée Belisle is the Innovation and Network Advisor - Yukon IRAP-NRC (Pace Technologies Inc)

Pacific Northwest Economic Region (PNWER)

- The Pacific NorthWest Economic Region (PNWER) is a Public-Private Partnership consisting of the American states and Canadian provinces of Alaska, Alberta, British Columbia, Idaho, Montana, Oregon, Washington, and the Yukon.
- PNWER's mission is to foster sustainable economic development throughout the entire region.

Team Canada Inc.

- Team Canada is a unique partnership between business and federal, provincial/territorial and municipal governments to advance Canada's trade and investment interests abroad and to raise Canada's profile as an important source of high technology and goods and services.
- The presence and support of the PM, premiers and government leaders facilitates access to key economic decision-makers for Canadian firms and provides a much greater public profile. to business participants, helping them network with the local business community.
- The Prime Minister initiates Team Canada trade missions and invitations to participate in these missions are extended by the Prime Minister to all provincial and territorial premiers.

Western Economic Diversification Canada

- Western Economic Diversification Canada’s (WD) mandate is to promote the development and diversification of the economy of Western Canada and to advance the interests of the West in national economic policy. Stephen Owen is the Secretary of State (Western Economic Diversification) (Indian Affairs and Northern Development).
- WD fulfills its mandate through Innovation, Entrepreneurship and Sustainable Communities programs and activities. WD's Western Canada Business Service Network has over 100 points of service including Community Futures Development Corporations, Women’s Enterprise Initiative Organizations, Canada Business Service Centres, Francophone Economic Development Organizations and WD offices.
- The Western Economic Partnership Agreements (WEPAs) promoted economic growth and employment opportunities in Western Canada. These federal-provincial agreements focus on strategic areas of mutual interest, and lead to an investment of approximately $160 million in federal and provincial contributions in Western Canada over five years.

WEPA agreements were signed with British Columbia, Alberta, Saskatchewan and Manitoba. All WEPA agreements expired in 2002.

APPENDIX-D: OTHER CANAMEX OPPORTUNITY IDENTIFICATION STUDIES

CANAMEX Corridor Plan Working Paper
Task III: Transportation Strategies and Economic Impact Analysis, August 14, 2001

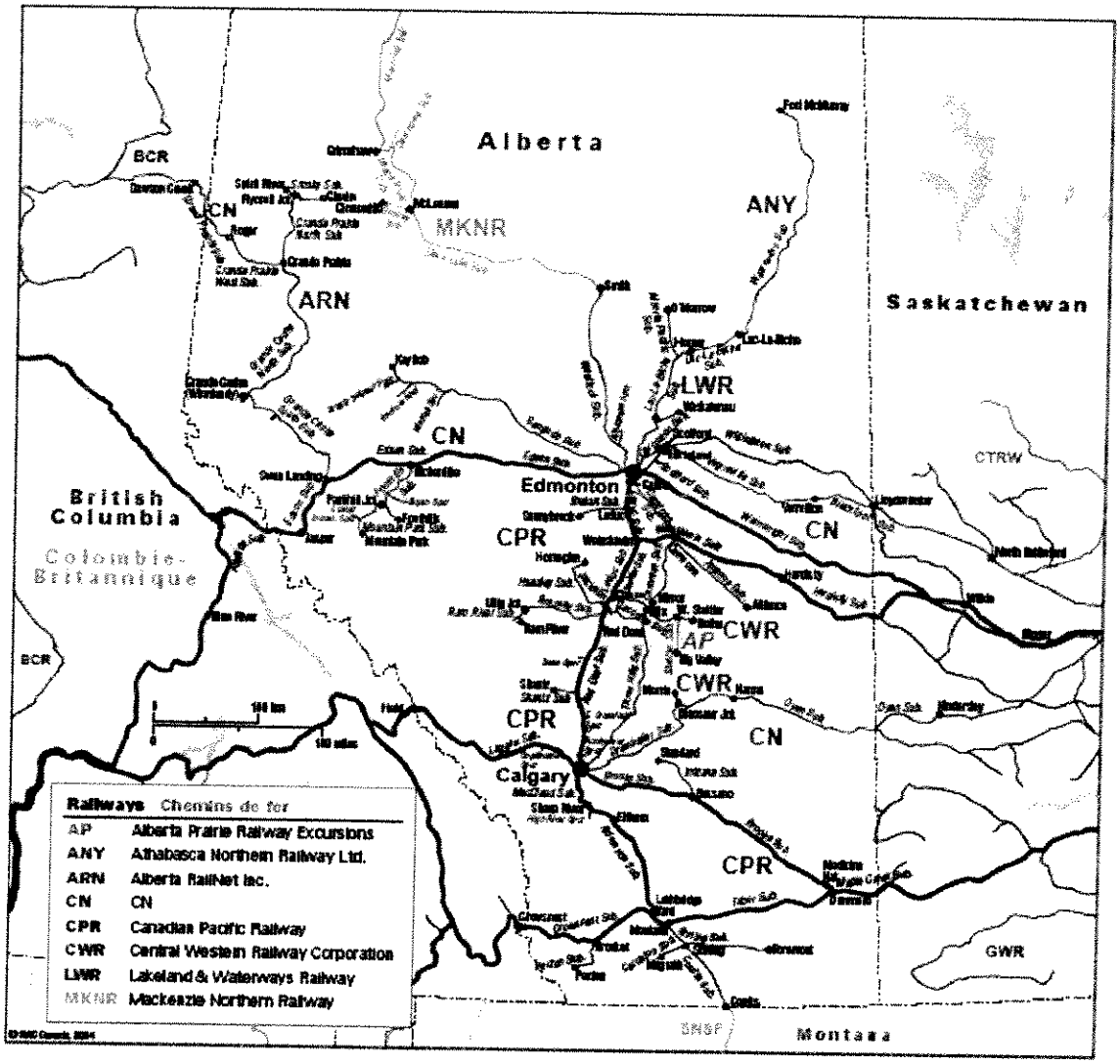
Strategic Plan for Development of the CANAMEX Corridor
Executive Summary, December 2002
(Report to the Governor from the Governor's CANAMEX Taskforce)

CANAMEX Corridor Plan Working Paper
Section III: Transportation Demands and Issues, August 14, 2001

2003 Annual Report for the Governor's CANAMEX Taskforce

Economic Development and the CANAMEX Corridor Coalition
by Gail Lewis Howard and Tom Skanicke

Alberta Railways Chemins de fer de l'Alberta



Source: www.proximity issues.ca

EXISTING TRAFFIC FLOWS - 2003 AADT
FORECAST 2015 HORIZON DAILY TRAFFIC VOLUMES

INTERSECTION: Highway 4 & 24th Avenue (South)& 43rd Street (South) in Lethbridge

SOUTHGROW COMMUNITY: Lethbridge

DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
West on 24th Avenue South	TO	309	492	3841	6115	4150	6607
	FROM	328	522	3832	6110	4160	6632
	TOTAL	**637**	**1014**	**7673**	**12225**	**8310**	**13239**
East on Highway 4	TO	670	1067	2850	4537	3520	5604
	FROM	670	1067	2850	4537	3520	5604
	TOTAL	**1340**	**2134**	**5700**	**9074**	**7040**	**11208**
South on 43 Street South	TO	52	83	518	825	570	908
	FROM	41	65	489	778	530	843
	TOTAL	**93**	**148**	**1007**	**1603**	**1100**	**1751**
North on Highway 4	TO	838	1334	4272	6801	5110	8135
	FROM	783	1247	4357	6936	5140	8183
	TOTAL	**1621**	**2581**	**8629**	**13737**	**10250**	**16318**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

INTERSECTION: Highway 3 & Highway 25 at Lethbridge

SOUTHGROW COMMUNITY: Lethbridge

DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
West on Highway 3	TO	1067	1779	6447	10747	7514	12526
	FROM	895	1492	6035	10060	6930	11552
	TOTAL	**1962**	**3271**	**12482**	**20807**	**14444**	**24078**
East on Highway 3	TO	1252	1087	8718	14533	9970	15620
	FROM	1422	2370	8478	14133	9900	16503
	TOTAL	**2674**	**3457**	**17196**	**28666**	**19870**	**32123**
South on Highway 25	TO	281	468	2169	3612	2450	4080
	FROM	233	388	2517	4196	2750	4584
	TOTAL	**514**	**856**	**4686**	**7808**	**5200**	**8664**
North on Highway 25	TO	234	390	1876	3127	2110	3517
	FROM	284	473	2176	3627	2460	4100
	TOTAL	**518**	**863**	**4052**	**6754**	**4570**	**7617**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

INTERSECTION: Highway 3 & Highway 4 & Highway 843 at Lethbridge

SOUTHGROW COMMUNITY: Lethbridge

DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
West on Highway 3	TO	1148	1829	8332	13273	9480	15102
	FROM	760	1211	5500	8761	6260	9972
	TOTAL	**1908**	**3040**	**13832**	**22034**	**15740**	**25074**
East on Highway 3	TO	1124	1790	7586	12084	8710	13874
	FROM	1018	1622	8052	12827	9070	14449
	TOTAL	**2142**	**3412**	**15638**	**24911**	**17780**	**28323**
South on Highway 4	TO	635	1012	4025	6412	4660	7424
	FROM	1097	1748	6243	9945	7340	11693
	TOTAL	**1732**	**2760**	**10268**	**16357**	**12000**	**19117**
North on Highway 843	TO	1371	2184	5317	8473	6688	10657
	FROM	1403	2235	5467	8709	6870	10944
	TOTAL	**2774**	**4419**	**10784**	**17182**	**13558**	**21601**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

INTERSECTION: Highway 2 & Highway 520 at Claresholm

SOUTHGROW COMMUNITY: Claresholm

DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
West on Highway 520	TO	106	123	1334	1545	1440	1668
	FROM	45	52	945	1095	990	1147
	TOTAL	**151**	**175**	**2279**	**2640**	**2430**	**2815**
East on Highway 520	TO	192	222	1948	2256	2140	2478
	FROM	226	262	1844	2136	2070	2398
	TOTAL	**418**	**484**	**3792**	**4392**	**4210**	**4876**
South on Highway 2	TO	636	737	2474	2866	3110	3603
	FROM	677	784	2333	2702	3010	3486
	TOTAL	**1313**	**1521**	**4807**	**5568**	**6120**	**7089**
North on Highway 2	TO	753	872	3707	4294	4460	5166
	FROM	739	856	4341	5028	5080	5884
	TOTAL	**1492**	**1728**	**8048**	**9322**	**9540**	**11050**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

INTERSECTION: Highway 2 & Highway 5 & Highway 501 in Cardston

SOUTHGROW COMMUNITY: Town of Cardston

DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
Cannot calculate traffic growth rates because only one (1) year data available.							
West on Highway 5	TO	58	NIL	1942	NIL	2000	NIL
	FROM	78	NIL	1962	NIL	2040	NIL
	TOTAL	**136**	**NIL**	**3904**	**NIL**	**4040**	**NIL**
East on Highway 501	TO	37	NIL	783	NIL	820	NIL
	FROM	51	NIL	839	NIL	890	NIL
	TOTAL	**88**	**NIL**	**1622**	**NIL**	**1710**	**NIL**
South on Highway 2	TO	60	NIL	2160	NIL	2220	NIL
	FROM	51	NIL	2189	NIL	2240	NIL
	TOTAL	**111**	**NIL**	**4349**	**NIL**	**4460**	**NIL**
North on Highway 2	TO	105	NIL	2375	NIL	2480	NIL
	FROM	80	NIL	2270	NIL	2350	NIL
	TOTAL	**185**	**NIL**	**4645**	**NIL**	**4830**	**NIL**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

INTERSECTION: Highway 2 and Highway 5 North of Cardston

SOUTHGROW COMMUNITY: Town of Cardston

DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
West on	TO	0	0	0	0	0	0
	FROM	0	0	0	0	0	0
	TOTAL	**0**	**0**	**0**	**0**	**0**	**0**
East on Highway 5	TO	54	54	1026	1026	1080	1080
	FROM	71	71	989	989	1060	1060
	TOTAL	**125**	**125**	**2015**	**2015**	**2140**	**2140**
South on Highway 2	TO	155	155	1975	1975	2130	2130
	FROM	132	132	2008	2008	2140	2140
	TOTAL	**287**	**287**	**3983**	**3983**	**4270**	**4270**
Norht on Highway 2	TO	85	85	1075	1075	1160	1160
	FROM	91	91	1079	1079	1170	1170
	TOTAL	**176**	**176**	**2154**	**2154**	**2330**	**2330**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

INTERSECTION: Highway 2 & Highway 3 West of Ft. Macleod

SOUTHGROW COMMUNITY: County of Lethbridge

DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
West on Highway 3	TO	444	795	1706	3054	2150	3849
	FROM	314	562	1766	3162	2080	3724
	TOTAL	**758**	**1357**	**3472**	**6216**	**4230**	**7573**
East on Highway 3	TO	552	988	2958	5296	3510	6284
	FROM	615	1101	2905	5201	3520	6302
	TOTAL	**1167**	**2089**	**5863**	**10497**	**7030**	**12586**
South on	TO	0	0	0	0	0	0
	FROM	0	0	0	0	0	0
	TOTAL	**0**	**0**	**0**	**0**	**0**	**0**
North on Highway 2	TO	520	931	1940	3473	2460	4404
	FROM	587	1051	1933	3461	2520	4512
	TOTAL	**1107**	**1982**	**3873**	**6934**	**4980**	**8916**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

INTERSECTION: Highway 2 & Highway 3 at Ft. Macleaod

SOUTHGROW COMMUNITY: County of Lethbridge

DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
West on Highway 3	TO	469	584	3191	3976	3660	4560
	FROM	404	503	3226	4020	3630	4523
	TOTAL	**873**	**1087**	**6417**	**7996**	**7290**	**9083**
East on Highway 3	TO	392	488	2748	3424	3140	3912
	FROM	448	558	2662	3317	3110	3875
	TOTAL	**840**	**1046**	**5410**	**6741**	**6250**	**7787**
South on Highway 2	TO	99	123	981	1222	1080	1345
	FROM	108	135	1032	1286	1140	1421
	TOTAL	**207**	**258**	**2013**	**2508**	**2220**	**2766**
North on	TO	0	0	0	0	0	0
	FROM	0	0	0	0	0	0
	TOTAL	**0**	**0**	**0**	**0**	**0**	**0**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

INTERSECTION: Highway 62 & Highway 506 South of Magrath

SOUTHGROW COMMUNITY: Town of Magrath

DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
West on Local Road	TO	31	57	39	71	70	128
	FROM	4	7	36	66	40	73
	TOTAL	**35**	**64**	**75**	**137**	**110**	**201**
East on Highway 506	TO	5	9	45	82	50	91
	FROM	31	57	49	90	80	147
	TOTAL	**36**	**66**	**94**	**172**	**130**	**238**
South on Highway 62	TO	36	66	254	465	290	531
	FROM	54	99	246	450	300	549
	TOTAL	**90**	**165**	**500**	**915**	**590**	**1080**
North on Highway 62	TO	54	99	236	432	290	531
	FROM	37	68	243	445	280	513
	TOTAL	**91**	**167**	**479**	**877**	**570**	**1044**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

INTERSECTION: Highway 62 & Highway 501 at Del Bonita

SOUTHGROW COMMUNITY: All SouthGrow Communities near this Border port of entry

DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
West on Highway 501	TO	5	5	75	75	80	80
	FROM	5	5	65	65	70	70
	TOTAL	**10**	**10**	**140**	**140**	**150**	**150**
East on Highway 501	TO	5	5	45	45	50	50
	FROM	9	9	51	51	60	60
	TOTAL	**14**	**14**	**96**	**96**	**110**	**110**
South on Highway 62	TO	11	11	39	39	50	50
	FROM	14	14	46	46	60	60
	TOTAL	**25**	**25**	**85**	**85**	**110**	**110**
North on Highway 62	TO	18	18	82	82	100	100
	FROM	11	11	79	79	90	90
	TOTAL	**29**	**29**	**161**	**161**	**190**	**190**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

INTERSECTION: Highway 5 & Lethbridge Airport Access

SOUTHGROW COMMUNITY: County of Lethbridge

DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
West on Local Road	TO	9	15	401	655	410	670
	FROM	12	20	488	798	500	818
	TOTAL	**21**	**35**	**889**	**1453**	**910**	**1488**
East on	TO	0	0	0	0	0	0
	FROM	0	0	0	0	0	0
	TOTAL	**0**	**0**	**0**	**0**	**0**	**0**
South on Highway 5	TO	179	293	2371	3875	2550	4168
	FROM	186	304	2644	4322	2830	4626
	TOTAL	**365**	**597**	**5015**	**8197**	**5380**	**8794**
North on Highway 5	TO	193	315	3057	4997	3250	5312
	FROM	183	299	2697	4408	2880	4707
	TOTAL	**376**	**614**	**5754**	**9405**	**6130**	**10019**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

INTERSECTION: Highway 5 & Highway 62 at Magrath

SOUTHGROW COMMUNITY: Town of Magrath

DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
West on Highway 5	TO	130	167	1150	1481	1280	1648
	FROM	113	146	1217	1567	1330	1713
	TOTAL	**243**	**313**	**2367**	**3048**	**2610**	**3361**
East on Highway 5	TO	156	201	1884	2427	2040	2628
	FROM	183	236	1767	2278	1950	2514
	TOTAL	**339**	**437**	**3651**	**4705**	**3990**	**5142**
South on Highway 62	TO	63	81	907	1168	970	1249
	FROM	53	68	957	1233	1010	1301
	TOTAL	**116**	**149**	**1864**	**2401**	**1980**	**2550**
North on	TO	0	0	0	0	0	0
	FROM	0	0	0	0	0	0
	TOTAL	**0**	**0**	**0**	**0**	**0**	**0**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

INTERSECTION: Highway 4 & Highway 61 & Highway 846 North of Stirling

SOUTHGROW COMMUNITY: Village of Stirling

DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
Cannot calculate traffic growth rates because only one (1) year data available.							
West on Highway 846	TO	39	NIL	411	NIL	450	NIL
	FROM	39	NIL	411	NIL	450	NIL
	TOTAL	**78**	**NIL**	**822**	**NIL**	**900**	**NIL**
East on Highway 61	TO	55	NIL	205	NIL	260	NIL
	FROM	50	NIL	220	NIL	270	NIL
	TOTAL	**105**	**NIL**	**425**	**NIL**	**530**	**NIL**
South on Highway 4	TO	399	NIL	681	NIL	1080	NIL
	FROM	334	NIL	746	NIL	1080	NIL
	TOTAL	**733**	**NIL**	**1427**	**NIL**	**2160**	**NIL**
North on Highway 4	TO	380	NIL	1240	NIL	1620	NIL
	FROM	450	NIL	1160	NIL	1610	NIL
	TOTAL	**830**	**NIL**	**2400**	**NIL**	**3230**	**NIL**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

INTERSECTION: Highway 4 & Highway 500 at Coutts

SOUTHGROW COMMUNITY: All the SouthGrow Communities near this Border port of entry.

DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
Northt on Highway 4	TO	288	416	782	1128	1070	1544
	FROM	471	678	589	850	1060	1528
	TOTAL	**759**	**1094**	**1371**	**1978**	**2130**	**3072**
South on Highway 4	TO	437	631	493	711	930	1342
	FROM	256	369	624	900	880	1269
	TOTAL	**693**	**1000**	**1117**	**1611**	**1810**	**2611**
West on Local Road	TO	28	40	152	219	180	259
	FROM	34	49	166	240	200	289
	TOTAL	**62**	**89**	**318**	**459**	**380**	**548**
East on Highway 500	TO	38	55	52	75	90	130
	FROM	30	43	100	144	130	187
	TOTAL	**68**	**98**	**152**	**219**	**220**	**317**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

INTERSECTION: Highwya 4 & Highway 36 North of Warner

SOUTHGROW COMMUNITY: Village of Warner

DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
Cannot calculate traffic growth rates because only one (1) year data available.							
West on Local Road	TO	57	NIL	523	NIL	580	NIL
	FROM	60	NIL	490	NIL	550	NIL
	TOTAL	**117**	**NIL**	**1013**	**NIL**	**1130**	**NIL**
East on Highway 36	TO	102	NIL	318	NIL	420	NIL
	FROM	131	NIL	279	NIL	410	NIL
	TOTAL	**233**	**NIL**	**597**	**NIL**	**830**	**NIL**
South on Highway 4	TO	492	NIL	778	NIL	1270	NIL
	FROM	369	NIL	901	NIL	1270	NIL
	TOTAL	**861**	**NIL**	**1679**	**NIL**	**2540**	**NIL**
North on Highway 4	TO	302	NIL	738	NIL	1040	NIL
	FROM	393	NIL	687	NIL	1080	NIL
	TOTAL	**695**	**NIL**	**1425**	**NIL**	**2120**	**NIL**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

INTERSECTION: Highway 36 & Highway 61 Northwest of Wrentham

SOUTHGROW COMMUNITY: County of Warner

DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
West on Highway 61	TO	55	55	195	195	250	250
	FROM	46	46	174	174	220	220
	TOTAL	**101**	**101**	**369**	**369**	**470**	**470**
East on Highway 61	TO	51	51	189	189	240	240
	FROM	50	50	200	200	250	250
	TOTAL	**101**	**101**	**389**	**389**	**490**	**490**
South on Highway 36	TO	95	95	145	145	240	240
	FROM	81	81	159	159	240	240
	TOTAL	**176**	**176**	**304**	**304**	**480**	**480**
North on Highway 36	TO	94	91	216	216	310	307
	FROM	118	118	212	212	330	330
	TOTAL	**212**	**209**	**428**	**428**	**640**	**637**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

INTERSECTION: Highway 3 & Highway 36 at Taber EJ

SOUTHGROW COMMUNITY: Town of Taber

DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
West on Highway 3	TO	509	753	2701	3997	3210	4750
	FROM	529	783	2661	3938	3190	4721
	TOTAL	**1038**	**1536**	**5362**	**7935**	**6400**	**9471**
East on Highway 3	TO	382	565	1578	2335	1960	2900
	FROM	298	441	1682	2489	1980	2930
	TOTAL	**680**	**1006**	**3260**	**4824**	**3940**	**5830**
South on Local Road	TO	26	38	654	968	680	1006
	FROM	37	55	673	996	710	1051
	TOTAL	**63**	**93**	**1327**	**1964**	**1390**	**2057**
North on Highway 36	TO	415	614	2665	3944	3080	4558
	FROM	468	693	2582	3821	3050	4514
	TOTAL	**883**	**1307**	**5247**	**7765**	**6130**	**9072**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

INTERSECTION: Highway 3 & Highway 36 at Taber WJ

SOUTHGROW COMMUNITY: Town of Taber

DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
West on Highway 3	TO	436	535	3164	3879	3600	4414
	FROM	452	554	3078	3774	3530	4328
	TOTAL	**888**	**1089**	**6242**	**7653**	**7130**	**8742**
East on Highway 3	TO	519	636	3401	4170	3920	4806
	FROM	506	620	3454	4235	3960	4855
	TOTAL	**1025**	**1256**	**6855**	**8405**	**7880**	**9661**
South on Highway 36	TO	117	143	703	862	820	1005
	FROM	114	140	736	902	850	1042
	TOTAL	**231**	**283**	**1439**	**1764**	**1670**	**2047**
North on	TO	0	0	0	0	0	0
	FROM	0	0	0	0	0	0
	TOTAL	**0**	**0**	**0**	**0**	**0**	**0**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

INTERSECTION: Highway 3 & Highway 3A Southwest of Monarch

SOUTHGROW COMMUNITY: County of Lethbridge

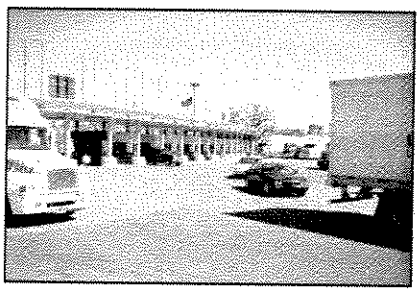
DIRECTION AND LOCATION		TRAFFIC VOLUME COMMERCIAL VEHICLES*		TRAFFIC VOLUME NON-COMMERCIAL VEHICLES*		TRAFFIC VOLUME COMMERCIAL AND NON-COMMERCIAL VEHICLES	
		CURRENT	PROJECTED	CURRENT	PROJECTED	CURRENT	PROJECTED
Traffic rates declined, therefore assume 0% growth from 1994 to 2003							
West on Highway 3	TO	646	646	2554	2554	3200	3200
	FROM	645	645	2635	2635	3280	3280
	TOTAL	**1291**	**1291**	**5189**	**5189**	**6480**	**6480**
East on Highway 3	TO	711	711	2619	2619	3330	3330
	FROM	736	736	2524	2524	3260	3260
	TOTAL	**1447**	**1447**	**5143**	**5143**	**6590**	**6590**
South on Local Road	TO	137	137	153	153	290	290
	FROM	127	127	163	163	290	290
	TOTAL	**264**	**264**	**316**	**316**	**580**	**580**
North on Highway 3A	TO	35	35	165	165	200	200
	FROM	21	21	169	169	190	190
	TOTAL	**56**	**56**	**334**	**334**	**390**	**390**

*Commercial vehicles include single unit trucks and tractor trailer units
*Non-Commercial vehicles include passenger vehicles, busses, and recreational vehicles.

FREIGHT NEWS

Commercial Vehicle Travel Time and Delay at U.S. Border Crossings

One of the Federal Highway Administration's (FHWA's) strategic goals is to help improve the economic efficiency of the U.S. transportation system and, thereby, enhance the nation's position in the global economy. One way to address this need is to reduce the hours of delay for commercial motor vehicles passing through the northern and southern ports-of-entry with Canada and Mexico. The border crossing process is one of the few elements in logistical planning and execution that today is almost completely beyond the control of both motor carriers and shippers. Predicting with certainty the time needed to transit a border crossing is difficult.



Primary border inspection facility on the U.S. side of the Peace Bridge, Buffalo, NY

In 2001, FHWA's Office of Freight Management and Operations, supported by Battelle and the Texas Transportation Institute (TTI), undertook an on-site review of seven ports-of-entry that handle over 60 percent of U.S. truck trade among the three NAFTA nations. Linked with research now under way to simulate border-crossing activity using a model called "Border Wizard," these site reviews will enable FHWA to make informed recommendations about crossing improvements. The results also will help the agency to engage with other federal, state, and local jurisdictions in constructive dialogue about how, together, all can improve the performance, security, and mobility of commerce at these important international locations.

The seven ports-of-entry reviewed in 2001 were: 1) Otay Mesa, California; 2) El Paso, Texas; 3) Laredo, Texas[1]; 4) Blaine, Washington; 5) the Ambassador Bridge (Detroit), Michigan; 6) Blue Water Bridge (Port Huron), Michigan; and 7) Peace Bridge (Buffalo), New York. The measurement chosen to monitor commercial vehicle activity on-site was "travel delay per truck trip." This documents the time taken by the individual commercial vehicle from the initial queuing point in the exporting country, *through* the exporting country's final checkpoint, and up to and through the first inspection point in the importing country. Travel in both directions was assessed (i.e., truck travel into and out of the United States).

The on-site reviews found:

- The time needed for processing commercial vehicles entering the United States (inbound clearances) to be significantly longer than that for departing (outbound clearances) at almost every location. Anyone familiar with border activity would not find this surprising. The controlled substance and illegal immigration inspections performed by U.S. inspection agencies on the southern border required reviews of incoming cargoes and their operators that led to unavoidable time delays.

- The actual extent of delays encountered in *both* directions, and the reasons for them, however, tended to vary by individual port-of-entry. There was no single trend across sites beyond the noted tendencies: 1) inbound clearances take longer than outbound, and 2) southern border delay times exceed northern border delay times.

- The site-specific findings may not readily lend themselves to a "one size fits all" corrective action initiative. Nevertheless, procedural changes, application of advanced technologies, and facility design modifications at selected ports-of-entry—some already under way—offer the possibility of greater productivity in the processing of commercial vehicles and reduced travel delay.

- Increased traffic volume did not necessarily correlate with significantly increased delay. Crossings varied greatly in their ability to handle volume shifts of traffic over the business day.

- In total, for *all* seven ports-of-entry, the average *inbound* travel time was 26.8 minutes, while the average *outbound* travel time was 14.2 minutes. For the four northern ports in the survey, the average *inbound* travel time was 24.1 minutes; the average *outbound,* 12.6 minutes. For the three southern ports, the average *inbound* travel time was 33.8 minutes; the average *outbound,* 17.2 minutes.

- Unfortunately, *average travel time* does not tell the whole story, as at several crossings, many trucks took significantly longer to transit the seven ports-of-entry. Hence, a *95th percentile time* measurement also was calculated, providing information about the time that it took 95 percent of the surveyed trucks to travel the study distance. A comparison of *average travel time* with the *95th percentile time* finds that a number of truck trips could in fact take far longer than the average. For example, while *average travel time* for all seven inbound crossings was 26.8 minutes, the *95th percentile time* for these was over 70 minutes.

[1]Bridge 4, a relatively new truck-only crossing, was the site observed at Laredo.

- Not surprisingly, the number of inspection and processing booths open at each port-of-entry at any given time had a significant influence on the variability of travel time and delay. There was a definite relationship between the number of booths open, the travel demand, and the travel time through the crossing. Decisions on how many to open at any given time are apparently not made purely with mobility or crossing times in mind and are not always made by the transportation agencies.

- Before September 11, 2001, U.S.-Canadian ports-of-entry generally processed inbound trucks with less delay, and with less variability, than did U.S.-Mexican ports-of-entry. Southern crossings generally handle more traffic, but with generally more variability across the day in the travel times required for crossing. (The exception to this pattern was the Blue Water Bridge port-of-entry at Port Huron, Michigan). As noted, concerns about drug traffic and illegal immigration apparently contribute to extended inspection times at the southern border. However, other influences on travel time and delay are less self-evident and may need further consideration. Procedures or policies that reduce time at the northern ports-of-entry might be exportable to the southern border.

- A study on urban mobility, performed for FHWA by TTI, indicated that delay times along urban roadways are more predictable and not as volatile in their swings across the sample day as those witnessed at the seven ports-of-entry in 2001. This confirms the earlier statement that international border crossings offer a considerable challenge for those parties planning commercial cargo movement departures, transit times, and arrivals than do most other links in the national transportation system.

The full report and individual site reports are available on the Web site noted below under the heading "Freight Productivity Performance Measures."

For More Information, Please Contact

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Table 1. Comparision of Outbound and Inbound Times (Minutes)

Crossing	Baseline Time[1]	Average Time[2]	95th Percentile Time[3]
All Outbound Crossings	NA	14.2	37.4
All Inbound Crossings	NA	26.8	70.1
All Northern Outbound Crossings	NA	12.6	34.3
All Northern Inbound Crossings	NA	24.1	70.3
All Southern Outbound Crossings	NA	17.2	45.2
All Southern Inbound Crossings	NA	33.8	64.9
Ambassador Bridge Outbound	5.7	8.8	13.7
Ambassador Bridge Inbound	12.9	20.4	33.9
Blaine Outbound	4.8	21.5	35.3
Blaine Inbound	8.1	17.3	35.6
Blue Water Bridge Outbound	5.0	6.2	9.1
Blue Water Bridge Inbound	11.1	34.2	80.3
Peace Bridge Outbound	9.0	21.7	38.0
Peace Bridge Inbound	8.3	23.3	83.4
El Paso Outbound	9.0	13.2	34.0
El Paso Inbound	7.6	37.2	77.4
Laredo Outbound	1.8	17.2	45.0
Laredo Inbound	12.2	31.2	54.9
Otay Mesa Outbound	9.5	19.1	36.9
Otay Mesa Inbound	6.4	35.0	64.3

Key: NA = not available.
Footnotes: [1] Baseline time: Time needed to travel through the port-of-entry at low-volume conditions; the lowest hourly travel time in that direction for each day surveyed. This value represents "no delay" travel time. [2] Average time: Time (in minutes) needed to travel the study distance (between the starting point in the exporting country and the initial inspection station in the importing country). [3] 95th Percentile Time: Time within which 95 percent of the trucks surveyed traveled the study distance.

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U.S. Department of Transportation

Federal Highway Administration

Canadian Supply Chain Efficiency Smart Border Study Overview

April 2004

A Lean Logistics Technology Roadmap Initiative

The fallout from September 11, 2001 has resulted in a crisis for Canadian industries in moving goods across the border to the United States (U.S.).

The study partners initiated this effort through the Lean Logistics Technology Roadmap (LLTRM) project. The survey results analysis and the study report have been developed in partnership between Supply Chain & Logistics Canada (SCL) and Industry Canada (IC) via an industry led committee.

IMPACT OF BORDER COMPLIANCE

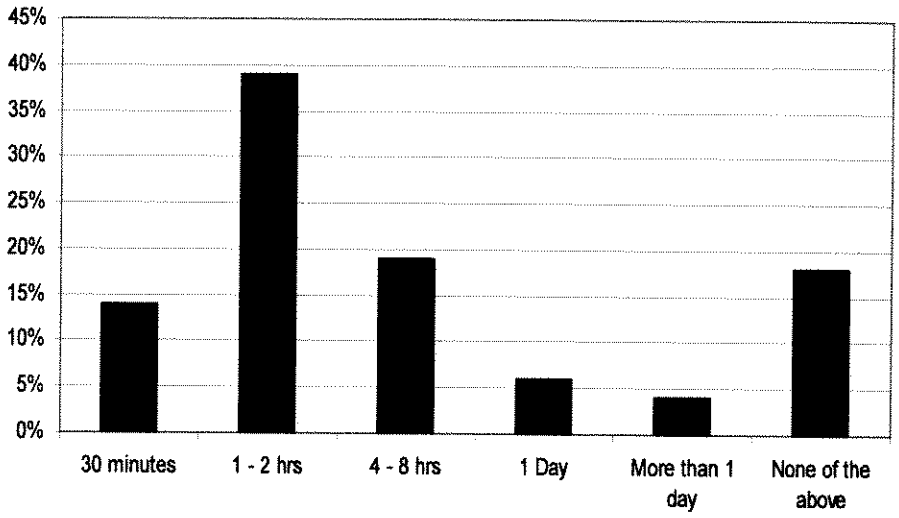
Efficient border crossing was rated as very important by over 70% of the organizations. These findings demonstrate the growing impact border issues are having over the business operations of Canadian companies[1].

That being said, according to Forrester Research, 40% of companies indicated that customs compliance is the greatest challenge they face in the export process. It was rated even higher than finding new buyers in a company's export process[2].

According to the IC / SCL study, border delays have had an impact on delivery times. Only 18% reported that they were not being affected by border delays versus 82% who have experienced increased wait times and thus increased their delivery times [1].

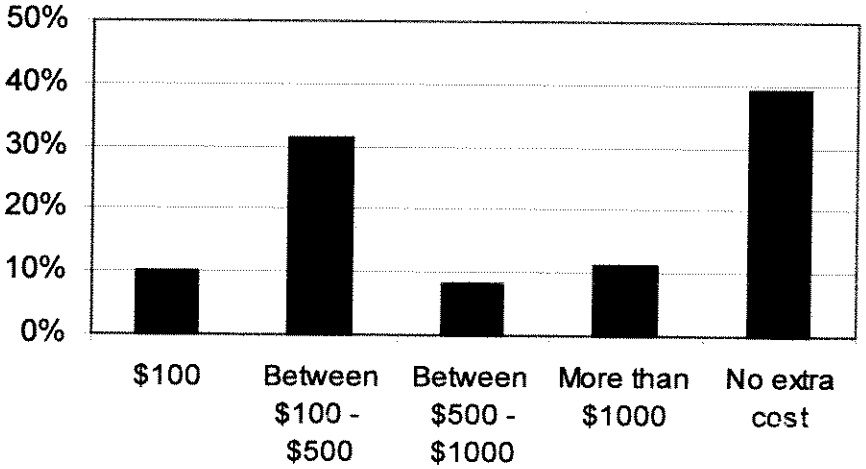
Time is not the only impact of border delays, a company's financials will also feel the strain of wasted time at customs. 61% of respondents reported having noticeable financial impact [1].

Chart A: How Much Longer Are Your Goods Taking to Cross the Border? [1]



Almost 60% of the respondents indicated that it is currently taking from one to eight hours longer to cross the border than before. If your customer is operating on a JIT system, this length of delay could have serious implications.

Chart B: Additional cost / day Canadian companies are paying due to increased border delays [1]



Canada

Industry Canada / Industrie Canada

SCL CAL

Supply Chain & Logistics Canada / Chaîne d'approvisionnement et logistique Canada

BENEFITS AND ADOPTION RATE

The top three benefits fit very together quite well; a missed opportunity to deliver is a lost opportunity of another load thereby decreasing timing, efficiency, increasing costs and creating a loss of credibility when the shipment does not arrive on time.

In terms of border compliance certification programs, such as Customs-Trade Partnership Against Terrorism (C-TPAT) and Free and Secure Trade (FAST), close to 35% of the firms across all sectors are currently certified, close to 42% plan to be compliant and only 27% have no plans to be compliant[1].

IMPLEMENTATION AND TECHNOLOGY

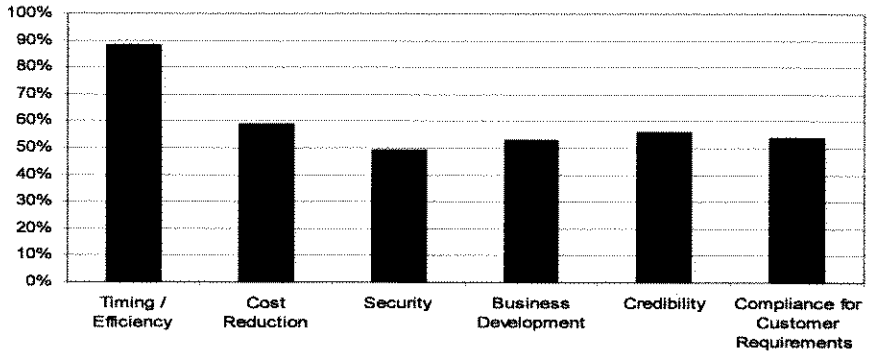
Most companies plan to implement the border compliance programs either in-house or in a combination of in-house and outsourcing. Very few have taken the decision to fully outsource the implementation phase of such a project.

The selection process for the information systems and technology approach (eg. Electronic manifest, electronic seals, duties and tariff management, rules and regulations automation) are similar to the choice of the program implementation process.

CONCLUSION

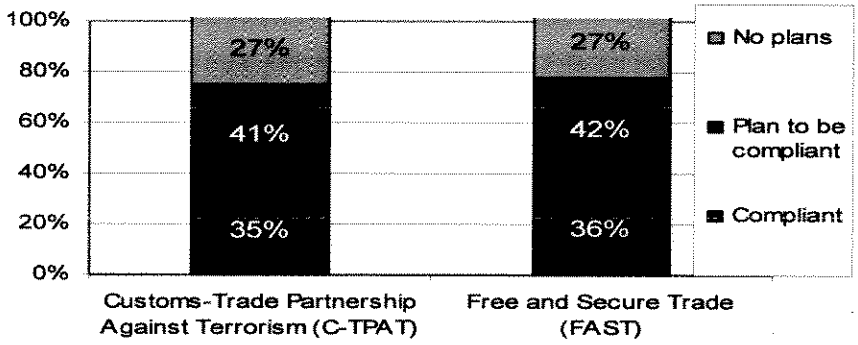
After analyzing the findings of the National SCL and IC study on border compliance, it becomes increasingly apparent that companies see the necessity of becoming compliant. Industry Canada, in partnership with SCL has recently released a "Border Compliance Certification Toolkit" that will help your company achieve its border initiative goals.

Chart C: Primary Benefits of Border Compliance [1]



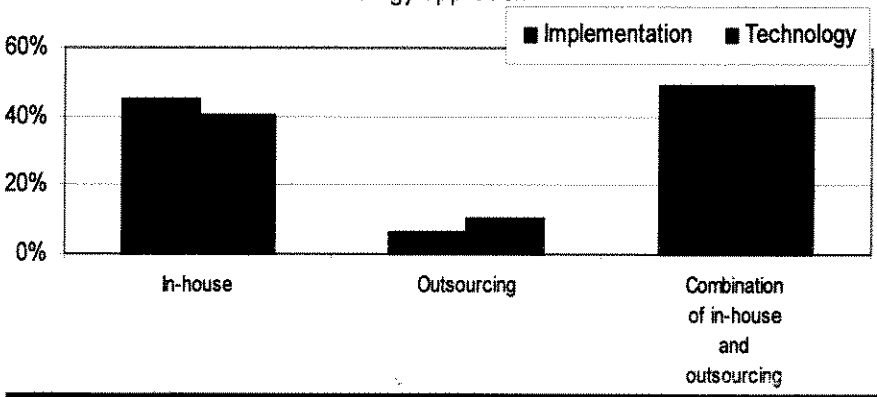
The top three benefits identified to become border compliant are: timing/efficiency at 88%, cost reduction at 59% and credibility at 49%.

Chart D- Border compliance adoption rate [1]



Most companies prefer to have in-house or a combination of in-house and outsourcing for their technology and implementationprocesses .

Chart E - Preferred process of implementation, information systems and technology approach [1]



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1- Canadian Supply Chain Efficiency Smart Border Study, April 2004

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Taylor Study

The U.S.-Canada Border: Cost Impacts, Causes, and Short to Long Term Management Options

- U.S.- Canada Border Data Tables
- Print version (PDF, 247 KB)

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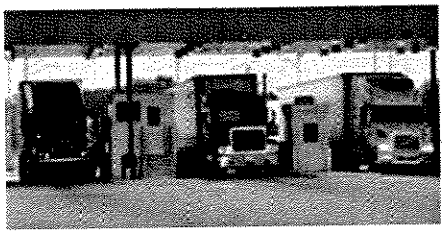

Blue Water Bridge, Trucks At Primary Inspection Oct 22; photo courtesy of Michigan Dept of Transportation (Blue Water Bridge Plaza Study

Executive Summary

This report summarizes the results of a research project aimed at estimating the costs of border crossing transit time and uncertainty, and other border related costs, and their impact on the U.S. and Canadian economies. Secondary objectives related to developing an understanding of changes in traffic levels over time, understanding immediate pos 9/11 impacts, and understanding the causes of extended border crossing times, and possible short term and long ter solutions to the problem of extended transit times and uncertainty over those times. One long term solution, "an external perimeter" strategy is examined in light of the cost savings that would be possible, and in terms of possible benefits that might accrue from such a border management system.

The findings reported on here are based on a review of some 750 newspaper articles in 43 newspapers in both Canada and the U.S., a review of 45 border related reports, some 20 site visits to seven key crossings, and 173 interviews of manufacturers, carriers, brokers, trade associations, and other stakeholders. A key source for estimatin primary inspection transit times (backup times) across the border for travel by autos and for trucks, for each direction travel, was the Canada Customs archive of transit times. This archive was available for each of the key crossings, an allowed for detailed estimates of border crossing times along the entire U.S.-Canada border. Transit time data, site visits, and interviews took place during the summer of 2002, however, additional data was gathered for both the pre and post 9/11 time periods depending on the topic under study.

The key finding is that the present border management system and trade policies are costing the U.S. and Canadian economies an estimated US$7.52 to 13.20 billion, with a most likely cost estimate of US$10.3 billion. These costs relate to specific costs to carriers and manufacturers resulting from border transit times and uncertainty, other border related costs borne by manufacturers and carriers for duties, broker fees, customs administration, etc., and costs for

inspection staffs borne by the two governments. The total costs represent 2.70% of merchandise trade totaling US$3 billion in 2001. After adjusting out non-truck related costs, the total border costs related to trucking are estimated at US$9.45 billion at the midrange, or some 4.02% of total truck trade totaling US$270 billion in 2001. In addition to thes quantified costs, the report examines a number of societal impacts of the border related to congestion, environmental issues, truck safety, and the need for immediate investment dollars.

Other key findings relate to changes in traffic levels long term, and pre 9/11 to post 9/11. Volume changes from 1984 2001 and from 1995-2001 are presented in the report. For the 9 months from September to June pre 9/11, compared to the same months post 9/11, auto traffic into the United States fell 14.98% border-wide, and truck traffic fell 2.19%. During this time period industrial production in the U.S. was down 3.66%, while auto production was actually up, however, imports to the U.S. from Canada were down by 10.8%. This suggests that U.S. buyers had some concerns about buying from Canada, perhaps in part because of real or perceived concerns about current and/or future border conditions. Several other macro indicators of a border effect were reviewed, including an examination of cross-borde freight rates which suggests these charges are US$1.59 billion higher than would be the case for comparable domes freight movements.

A final category of findings address the causes of extended transit times for entry to the U.S. Backups continue to be due to a combination of factors, including those related to a lack of sufficient federal inspection service (FIS) inspectic booths at high volume crossings, an inability to staff all booths at times of high volumes due to a lack of staff, and a variety of problems with participation in and the effectiveness of secondary yard processes for trucks. However, the single largest problem continues to be, as was the case pre 9/11, an inability to staff all available booths at times of backup incidents. While there has been progress on this issue since 9/11, and all available truck booths are being staffed much more frequently than pre 9/11, most delay incidents observed during our site visits occurred when not a booths were being staffed.

Possible solutions are categorized into short to medium term ones, and long term ones. Short to medium term solutio should focus primarily on increasing FIS staff levels, a process that is well underway, and procedures to make sure th both primary and secondary inspection facilities are adequately staffed, and that such staffing is augmented when backups due begin. It will also be necessary to increase the number of primary inspection booths at some crossings, given the longer processing times than were typical pre 9/11, and likely increases in traffic in the future. At a few crossings, with downtown city truck routes, such as at Calais-St. Stephens and at Detroit-Windsor, it will also be necessary to consider new access/egress routes that can help alleviate backups on city streets. Finally, much more needs to be done to increase participation in existing programs that allow carriers to avoid secondary, and more neec to be done to improve execution of these programs by brokers, drivers, and other stakeholders. Driver education is a major problem that needs considerable work.

Long term, there are two approaches to dealing with the U.S.-Canada border. One approach is to invest in sufficient new border crossings and staff to facilitate trade and maintain border security. This could mean upwards of several billions of dollars for facilities and ongoing FIS staff needs. While these investments could help facilitate trade, there i some question about the degree of security that can be provided on a border between two countries with this level of economic integration and cross-border trade and transportation. Efforts to increase security, including various new controls on travel by non-nationals, and proposals for various advance notices of freight movements, could impede commerce regardless of the level of investment in facilities and staff at key guarded crossings.

One alternative that has gained considerable attention in Canada is the concept of an "external perimeter" approach the border between the U.S. and Canada. The most advanced version of this approach would result in border inspections being conducted on the U.S. and Canada's external borders, with a change in emphasis on the internal border to one of random inspections and post audits with severe penalties for violations of each countries laws and/o trade policies. Such a system, would of course require Canada to more closely integrate its immigration policies with those of the United States. In addition, such an approach would provide additional incentives for the U.S. and Canad to further integrate trade policies. The benefit from such an approach would be potential elimination of most of the US$10.3 billion in cost impacts from the current system, a savings equal to 2.70% of the value of all current merchandise trade.

Introduction

The U.S. and Canada are the world's two largest trading partners and experienced rapid growth in trade volumes ove the last decade. And while much of the trade growth can be traced to the NAFTA and predecessor U.S.-Canada FTA the NAFTA itself did little to liberalize or modernize border crossing processes. In fact, while the border is often referr

to as the longest undefended boundary in the world, many of the trade, immigration, and border control policies that t two countries employ are rooted in age old concepts that were originally designed to collect duties of various kinds ar control the flow of investment and peoples These policies and processes had a significant cost impact on the economies of the two countries prior to 9/11, and these cost impacts have increased since border security was tightened post 9/11. This tightening of the border has led to longer transit times, and more importantly, an increase in uncertainty about the time that border crossings will take.

The primary purpose of this report is to document the specific costs of the border related to transit time and uncertain and to document other general costs related to border trade policies and procedures. An understanding of these cost will be important in estimating the benefits that would accrue from any possible changes in the way the border is managed in the future. The report also addresses the impact of 9/11 on traffic and trade levels, and examines severa macro indicators of border impacts related to tourism levels, freight rates, and assumed crossing time costs. The last objective is to report on the causes of extended border crossing transit times, and to suggest possible short term and long term solutions that could lower these costs and speed the flow of traffic while enhancing security. One such alternative, an "external perimeter" strategy, is considered in the last section of the report focusing on major implications of this work. Problems with the present border managements system, and the potential benefits of a long term shift in strategy towards the "perimeter" model are considered in this section.

This report follows in the steps of a number of initiatives designed to improve border operations and improve international cargo security. These steps have included moves towards inspections at first points of entry to North America for ocean freight, and a number of initiatives to increase staffing at the borders. Additional initiatives have been aimed at speeding the flow of cargo and traffic for frequent travelers, and for secure importers, exporters and carriers that are responsible for the vast majority of cargo movements. At the same time, numerous reports have note the difficulties travelers and carriers have encountered at the border as a result of stepped up security and a shortage of federal inspection services (FIS) staff. The purpose of this report is not to highlight these problems, or to add anoth voice of criticism to overburdened FIS. Instead, the purpose of the report is to document the costs of the border overa to provide insights into the ways in which border policies and uncertainty over border crossing times can affect the economy, and to explore alternative border management strategies such as the "external perimeter" one.

The full report consists of this executive summary and overview, summary tables, and a set of more detailed appendixes included at the end of this overview. These appendixes cover a variety of topics, but most importantly include the detailed calculations of both macro and detailed cost impacts. The appendixes are numbered from I-X an include the following sections:

- Appendix I - Objectives, Analysis Outputs and Methodology
- Appendix II - Sources and Interviews
- Appendix III - Traffic Volume Changes
- Appendix IV - Economic, Trade and Traffic Changes Pre to Post 9/11
- Appendix V - Immediate Post 9/11 Impact
- Appendix VI - Macro Level Border Impacts
- Appendix VII -Primary Inspection Transit Time Data
- Appendix VIII- Detailed Cost Impact Discussion and Calculations

U.S.-Canada Trade and Transportation Levels

Trade Levels

Trade between the U.S. and Canada is of course the largest bilateral trading relationship in the world, with 2000's tot trade in goods, services and income of US$489 billion being some 52% greater than the trade with the U.S.'s numbe two trade partner - Japan (Canadian Embassy 2001). U.S.-Canada total trade has grown by 152%, or 13.8% per yea since implementation of the U.S.-Canada Free Trade Agreement in 1989. U.S. exports of goods to Canada totaled US$178.9 billion in 2000, or some 23% of all U.S. exports. The U.S. market is even more important to Canada's economy, with exports to the U.S. in 2000 totaling US$230.8 billion and representing 87% of all Canadian exports. Trucks moved 72.6% of the value of exports from the U.S. to Canada, and 55.4% of the value of goods moving from Canada to the U.S. The U.S. and Canada are also major sources of foreign direct investment for each other, with US$227 billion invested in each other's countries at the end of 2000.

For 2001, merchandise trade alone, excluding services and income flows, totaled US$382 billion. This trade included US$218 billion in U.S. imports from Canada, including US$35 billion in energy. At the same time, U.S. exports to

Canada totaled US$164 billion. Truck borne trade alone, in both directions, totaled US235 billion in 2001, with US$11 billion in goods imported to the U.S. by truck and US$118 billion exported to Canada by truck. The total land borne merchandise trade was concentrated at several key ports, with Detroit-Windsor accounting for US$91.9 billion of the two-way trade total. The Buffalo-Niagara frontier accounted for another US$60.3 billion of the total, while Sarnia-Port Huron accounted for an additional US$55.5 billion. Together, these three ports represent 59.9% of all land borne merchandise trade between the U.S. and Canada. Focusing just on truck borne trade, Detroit-Windsor trade totaled US$79.7 billion, Buffalo-Niagara totaled US$47.1 billion, and Sarnia-Port Huron totaled US$29.8 billion. These three ports accounted for 66.7% of all truck borne trade.

Traffic Levels

This trade, investment, and personal travel results in a great deal of border crossing traffic. In 2001, 68.3 million personal vehicles crossed the U.S.-Canada border along with 13.4 million trucks. See Table 1 for summary details by key crossing and in total, and see Appendix III for additional detail. Personal vehicle travel was down a cumulative 11.89% from a peak of 77.5 million units in 1995, primarily because of an abnormally large volume of traffic in the mic 90's due to a stronger Canadian dollar, and high cigarette and gas taxes in Canada. Since 1995 the Canadian dollar has weakened and the provinces made major reductions in cigarette taxes. Personal vehicle traffic was up a cumulative 24.9% between 1984 and 2001. Commercial traffic grew 29.7% between 1995 and 2001, and 122.5% ove the 17 years since 1984. To put this traffic volume into perspective, consider that personal vehicle traffic in 2001 averaged 7,799 units per hour over a 24 hour seven day a week year. Truck traffic averaged 1,526 units per hour ove a 24X7 year.

Table 1 also points out the extreme concentration in traffic at several key crossings, and the extensive growth in traffi at these crossings. For instance, out of 130 border crossings, the four Ontario-Michigan crossings accounted for 35.9 of the northern border's total bidirectional truck traffic in 2001, and the Peace Bridge and Lewiston-Queenston Bridge in the Buffalo-Niagara area accounted for another 17.2% of the total. Truck traffic at Windsor-Detroit has grown 133.2 since 1984, by 86.6% at Niagara crossings, and by 446.5% at the Sarnia-Port Huron crossing. Traffic at the key Pacif Highway crossing between Washington and British Columbia grew by 152.0%.

It is important to note that the bulk of the truck traffic, with the exception of the Pac Highway crossing, crosses the border at locations that turn out to be key points for auto traffic as well, further congesting these crossings and straini the capacity of the existing bridges and tunnels over the river way border between the U.S. and Canada in these regions. In 2001, the 15.3 million autos crossing at the two Detroit-Windsor crossings represented 22.4% of total borc traffic, with an average daily flow over a 365 day year of 41,918 autos per day, or 1,747 autos per hour over a 24 hou day. The four crossings at the Niagara frontier generated an additional 14.2 million bidirectional crossings, or 20.8% c total northern border auto crossing activity. In total, these six crossings account for 43.2% of all auto crossings at the northern border's 130 ports of entry. This concentrated volume of truck traffic at equally congested auto crossings points out some of the problems in trying to increase border security without leading to major delays and uncertainty that could have the effect of reducing trade and transportation.

U.S. Economic Activity, Imports From Canada and Inbound Truck Traffic Pre to Post 9/1

While trade and truck traffic grew substantially over the 90's, there has been a significant slowdown in Canadian exports to the U.S. since 9/11 and a slight reduction in truck traffic. Figure 1 shows U.S. economic activity, imports frc Canada by land, and inward truck moves for the entire U.S.-Canada border for each of nine months pre-9/11 compar to the same nine months post 9/11. On a cumulative level, while the U.S. industrial production index was down 3.66% and auto production was actually up 4.24% in the U.S., imports of goods by land from Canada fell 10.8%, and truck traffic entering the U.S. fell 2.2%. This fall-off in Canadian exports to the U.S. by land will be of considerable concern Canada where a number of trade associations, such as the Canadian Association of Manufacturers and Exporters, have expressed fears that post 9/11 perceptions of border delays and uncertainty might have the effect of reducing exports to the U.S. (MacFarlane 2001, Dobson 2002, Lawson 2002,The Windsor Star 2002,). Given that economic activity in the U.S. over the nine month period was flat to up, and that the Canadian dollar value was relatively flat ove this period, one would have expected imports from Canada to have fallen by no more than 3-4%. The fact that they fe 10.8% may in part be due to U.S. industrial buyer's concerns about the nature of the border now and in the future.

While actual border transit times are not dramatically longer than they were pre 9/11 there has been considerable publicity about border problems immediately after 9/11, and there is greater uncertainty today over the time it will take to cross the border. In addition, there has been considerable press about the need to "secure" the northern border, ai this may have led to buyers having some qualms about using Canadian sources. Border crossing processes and

procedures, and their costs, were coming under scrutiny pre-9/11 (Kenna 2001, National Post 2001, Tricky 2001) and have received much more attention in recent months.

Appendix IV provides additional information on changes in economic activity, trade, and traffic pre to post 9/11. Several figures graphically depict changes in the U.S., including inbound imports and traffic, and changes in Canada including imports and traffic entering Canada. Both truck traffic and auto traffic changes are depicted.

Methodology

In conducting this research a combination of secondary source reviews and site visit/personal interviews were used. These sources are summarized in a bibliography to this summary report, and in Appendix II. This information was used to make a variety of findings related to causes and solutions to border issues. The information gathered in these reviews was also used, along with a variety of assumptions, to identify categories of cost impacts at both the macro and detailed levels, and to make cost estimates for each category of potential costs. Examples of specific cost impacts at the detailed level include primary booth transit time (backups), secondary inspection yard processing time, reduced cycles for carriers, lost productivity from reduced trade, higher inventory carrying costs, customs administration costs brokerage costs, payment of duties, and federal inspection services (FIS) staff costs.

The secondary source review included identification, analysis and categorization of cost impacts from a review of some 750 newspaper articles on border issues. These articles appeared in 25 Canadian and 18 U.S. newspapers that were reviewed. Other secondary sources included some 45 border management reports on the overall border crossing environment or on specific border crossings, and several previous studies on the extent of and costs of border transit times. Key reports that were used are summarized in the References. In addition several key secondary sources of data on trade, traffic, tourism, and transit time were used. These key sources included Bureau of Transportation Statistics reports on U.S.-Canada trade by year and month, U.S. Customs Service reports on monthly and annual traffic flows into the U.S., Statistics Canada reports on vehicle traffic entering Canada by year and month, and Canada Customs archives on border primary inspection transit times for commercial and passenger vehicles entering Canada and the U.S.

In addition, in order to gain a better understanding of the nature of various border crossings and to better understand the extent of transit time and uncertainty, a series of site visits to key border crossings were conducted during the summer of 2002 in order to make observations and conduct interviews. The seven key border crossing frontiers at Champlain, NY-Lacolle, Ont (and Vermont crossings).; Niagara Falls, Ont.-Niagara Falls, NY (three crossings); Buffalo NY-Fort Erie, Ont.; Windsor, Ont.-Detroit, MI (two crossings); Port Huron, MI-Sarnia, Ont.; Emerson, MT-Pembina, NI and Douglas, BC-Blaine, WA (four crossings visited) were visited. Based on these site visits and other sources, a total of 173 personal and/or telephone interviews were conducted in order to assess the impact of border transit time and other border related costs. These interviews were conducted with manufacturer, carrier, broker, trade development, and trade association organizations and are detailed in Appendix II.

Prior Studies of Border Transit Time and Cost Impacts

While there are no known studies of border-wide transit times since 9/11, there was one pre 9/11 study that examined the extent of primary inspection truck transit times (backup time). This work by Battelle and the Texas Transportation Institute studied four key crossings on the northern border pre 9/11 for periods of 2-3 days on two separate occasions (Battelle 2002). The researchers studied primary inspection transit times only (secondary inspection yard processing times were not considered), and considered only transit time in excess of typical cycle times at the lowest hourly volume time periods. They reported average inbound (to USA) delay transit times to be 16.0 minutes, and average outbound (to Canada) delay transit times to be 8.1 minutes. Interestingly, they found the fewest delay transit times at the Ambassador Bridge between Detroit and Windsor, the busiest crossing on the border, and the one that has generated the most press reports about long transit times both before and after 9/11. The strength of this study was in the detailed hour by hour analysis of primary delay transit times over a few days, however the weakness is in the very limited number of crossings studied, and the small number of days in the sample. Nor did this study convert the delay transit times into cost impact estimates. There has also been a post 9/11 effort to quantify the cost of transit times and uncertainty on Canadian trucking companies. The study, conducted by KPMG Canada, suggested that the direct cost to the 31 Canadian firms that were surveyed totaled C$350 million per year (Windsor Task Force 2002, KPMG 2002). These costs were for primary inspection transit times that increased by 20% after 9/11, additional overtime, reduced cycles, and additional equipment needs.

Several newspaper and trade magazine articles and/or reports have also made reference to the "costs of the border"

general but have not been specific about the types of costs they are referring to. One often cited statistic is a pre 9/11 quote from the Canadian Manufacturers and Exporters Association (Trickey 2001) which suggests that the costs of th border result in an average 6% increase in the cost of Canadian manufactured goods, with some industrial sectors facing additional costs of 13% for border crossing delays and regulations. In another pre 9/11 quote, former Prime Minister Brian Mulroney suggested that the "cost of crossing the border is at least C$30 billion per year to businesses in both countries" (MacDonald 2001). A similar study by the Manufacturers Alliance in the U.S. found that paperwork and inspection costs already add up to 13% to the cost of goods moved across NAFTA borders, and that longer dela since 9/11 are adding another 3% (Mazner 2001). Another estimate of border crossing costs is included in a May, 20 report to the Canadian Parliament's Standing Committee on Foreign Affairs and International Trade. This report by D Alfie Morgan for the Windsor Chamber of Commerce estimates that removing remaining tariffs, reducing the needs fc inspection at the border, and reducing NAFTA paperwork would reduce costs by some 2-3% of NAFTA trade (Morga 2002). Finally, according to a study cited by Michael Hart, a Carleton University trade policy analyst, customs clearan and compliance is costing consumers a hidden surtax of 5-7% (Macdonald 2002). However, none of these sources seem to have conducted a detailed review of costs. Instead, most of these quotes on border costs seem to represent rough guesses and do not involve extensive research efforts.

In order to develop a detailed cost analysis the research reported on here sought first to identify the types of border cost impacts that affect the economy, and then to develop high, medium and low estimates of those costs. Interviews site visits and review of numerous reports identified both macro indicators of border related impacts, and specific categories of actual costs. The following sections review these macro impacts first, and then the detailed cost categories and actual estimates of border cost impacts.

Macro Indicators of Border Costs and Impacts

Several macro indicators of border related impacts have been identified. These macro indicators relate to the drop-of in traffic levels since 9/11, the relationship of cross-border freight rates to U.S. domestic rates of an equivalent nature and the border crossing planning time being assumed by third parties and carriers.

Changes in Border Trade and Traffic

One indicator of the impact the border has, which relates specifically to the events of 9/11, is the level of cross-borde Canadian land based exports and traffic to the U.S. As indicated earlier in the paper in Figure 1, cross-border Canadian land based exports to the U.S. in the nine months following 9/11, as compared to the same 9 months pre 9/11, were down 10.8%, despite U.S. industrial production being down by far less, and U.S. auto production actually increasing 4.2%. This decrease in imports to the U.S. may be due to several factors but it clearly is due at least in pa to the perceived and actual transit times and uncertainty related to border crossings. This reduced level of Canadian exports to the U.S. has significant impacts not only in Canada, but also in the U.S., where companies are now forgoir productivity benefits that accrued from these imports. These losses in productivity benefits and their cost impact are estimated in the following section on detailed cost impacts.

Another indicator of a border impact from the 9/11 events relates to the reversal of the decade long trend in cross-border truck traffic growth rates since 9/11. As shown in Table 1, between 1984 and 2001, border-wide two way truck traffic grew at an annual rate of 7.2%. Truck traffic into the U.S. alone grew at a similar rate. However, when the nine months post 9/11 are compared to the same 9 month period pre 9/11 the data reveals a 2.2% decline in truck traffic into the U.S. border-wide. While traffic declines were at a slower rate than would be expected by the level of trade fal off, this decline in truck numbers does represent a significant impact resulting from the border. Interestingly, auto traff into the U.S. was down by some 14.5% for the same pre and post 9/11 nine month comparison period, mostly by san day travelers. However, because 1 night plus trips with larger per trip expenditures remained unchanged, the level of spending by U.S. and Canadian travelers in each other's countries remained unchanged countrywide (Statistics Canada 2002). None-the-less, border communities such as Niagara Falls, Windsor and Blaine, Washington, which re extensively on same day travelers, likely suffered significant declines in cross-border expenditures.

Cross-Border Freight Rates

A number of interviews resulted in information indicating that cross-border trucking freight rates are considerably high than would be the case for similar domestic U.S. moves (Freight Carriers Association of Canada 2002, Overland 200 Liberty 2002, Holland 2002, Yellow Freight 2002, Reimer Express 2002, and Con-Way 2002, Western Logistics 2002 While there are several reasons for these higher rates, including historical practice and the overall supply demand relationship, interviewees suggested that one of the key reasons relates to border crossing transit times, uncertainty

about border crossing times and costs, and the costs of border related administration and information systems suppo How much higher are cross-border rates? The Freight Carriers Association of Canada suggested cross-border rates are 10-15% higher than comparable domestic rates. However several carriers indicated their cross-border rates are 2 35% higher than domestic U.S. rates, with the lowest suggested rate premium for cross-border freight being 10%. It i also important to note that several carriers charge a border crossing premium routinely, and/or wait time at the borde For instance, LTL and Roadway subsidiary Reimer Express charges a $20 per consignment fee for all cross-border freight (Reimer Express Interview 2002). Con-Way Transportation has an $8 surcharge (Schulz 2002). These two carriers alone estimate border crossing administration costs of US$25 million.

Minimum, midrange and maximum estimates of cross-border freight cost penalties are estimated to range from US$.9 billion to US$2.35 billion with a midrange estimate of US$1.59 billion. These estimates start with the value of cross-border trade moving by truck, and assume typical domestic freight rates as a percentage of these trade values equal 4-5% depending on the scenario. These freight cost percentages are based on published data from Herbert W. Davis and Company (2002). Penalty costs of 10, 15, and 20% on top of these typical domestic freight estimates are then assumed for each of the respective scenarios. Appendix VI addresses these calculations and the rationale in more detail.

Planned Border Crossing Times

Another major macro impact of border transit time and uncertainty relates to the time that shippers, 3PL's, and carrier assume that border crossings will take, regardless of how long it will actually take. Border crossing transit time uncertainty, and the penalties that consignees such as the auto companies and mass merchants charge for deliveries that miss delivery windows, have led both for-hire carriers and private fleet mangers to assume a generous amount o time for border crossing activities, regardless of actual experience. This assumed route time, at least for a significant percentage of truck movements is in effect lost time because the operator cannot effectively redeploy the truck if the border crossing time in fact ends up being far faster than assumed. Long before the actual move carriers have made route planning assumptions about the number of stops that can be made by one truck given the assumed border crossing time and have deployed assets and manpower accordingly.

In order to calculate the extent of this planned border crossing time the methodology starts with the number of trucks crossing the border per year, and assumes, depending on the scenario, between 40-60% of these trucks are subject route planning and are not able to recoup the assumed time even when actual crossings take less time then assume Appendix VI details these calculations and elaborates on the issue. The calculations next assume a border crossing time to determine the total number of planned border crossing hours. This assumed time ranges from 1.5 to 2.0 hours based on the typical two hour assumed time that almost all third parties and carriers indicated they assumed (Innovative Logistics 2002, Mercer Trucking 2002). While two hours was the most typical response, several shippers, such as Accucamps Manufacturing (2002) in Canada, and Lamko Plastics (2002), indicated they assume 4-6 hours because of the extremely time sensitive nature of their deliveries. In order to finalize the cost estimates, a cost per ho of US$150 was assumed. This hourly cost is based on the value used in a recent FHWA report that suggests fully allocated costs for planned transit time range from US$144-192 per hour (Maring and Lambert 2002 and ICF Consulting 2002). The reader should note that this hourly cost for planned transit time is used throughout the next section which examines detailed cost impacts of the border even though the authors of the referenced papers state that unplanned delay time costs are actually in the range of US$371 per hour. Based on the US$150 hourly cost, and the above calculations, the researchers estimated the cost of "planned" border crossing time at US$1.20 to 2.41 billio with a midrange estimate of US$2.00 billion.

While these macro indicators suggest the border has a significant impact on costs, the actual categories of detailed border transit time and uncertainty costs, and other border related costs, have not yet been examined. In the followin section these detailed costs are identified and estimated.

Detailed Cost Estimates

This section first reviews the categories of cost impacts that were developed following site visits and interviews. The categories are organized into those related to transit time and uncertainty, and those that are of a more general natur The first subsection also provides a summary of the total costs that have been estimated, with breakdowns by category, and the percent of trade that these costs represent. A second and third subsection reviews the calculation the detailed costs for each cost category.

Summary of Cost Categories and Overall Impact

As indicated above, two broad categories of costs were identified. These broad categories are transit time and uncertainty related costs, and other more general border related costs. Within each of these categories costs were further subcategorized in terms of whether the cost related to carriers, manufacturers, or FIS. Tables 2 and 3 summarize these cost categories and the detailed cost impact items in each category, and provide a summary of the cost estimates at a minimum, midrange, and maximum level. More detailed discussion and calculation tables for eacl specific cost impact can be found in Appendix VIII.

Total costs to the U.S. and Canadian economies for the present border management system and trade policies are estimated US$7.52 to 13.20 billion, with a most likely cost estimate of US$10.3 billion. These impacts relate to specifi costs to carriers and manufacturers resulting from border transit times and uncertainty, other border related costs bor by manufacturers and carriers for duties, broker fees, customs administration, etc., and costs for inspection staffs bor by the two governments. The total costs represent 2.70% of merchandise trade totaling US$382 billion in 2001. After adjusting out non-truck related costs, the total border costs related to trucking are estimated at US$9.45 billion at the midrange, or some 4.02% of total truck trade totaling US$270 billion in 2001. In addition to these quantified costs, the report examines a number of societal impacts of the border related to congestion, environmental issues, truck safety, and the need for immediate investment dollars. These societal costs are detailed in the latter sections of Appendix VI Part C.

The transit time and uncertainty related category cost estimates ranged from US$2.52 to US$5.27 billion with a midrange estimate of US$4.01 billion. These costs represent 1.05% of total merchandise trade, and after adjusting ou non truck related costs, represent 1.58% of truck borne trade. The other border related cost category of costs were estimated at between US$4.99 to US$7.92 billion with a midrange estimate of US$6.28 billion. At the midrange these costs represent 1.64% of total U.S.-Canada trade, and adjusted to eliminate non-truck related costs, represent 2.44% of total truck borne trade.

Transit Time and Uncertainty Related Costs

Table 2 summarizes the transit time and uncertainty related cost impact categories that were identified during the literature review, site visits, and interviews. The cost categories that are detailed in this section relate specifically to impacts resulting from transit times and uncertainty about transit times, and affect carriers, manufacturers and persor travelers. These cost categories and their midrange cost estimates are as follows:

Transit Time Uncertainty Related Costs

		US Dollars in Millions
Carrier Related	Primary Inspection Transit Time	324.2
	Secondary Yard Processing Time	755.4
	Excess Plan Time (over and above Primary and Secondary Time)	416.4
	Reduced Cycle and Other Related Costs	120.7
	Driver Documentation/Fax Time	250.7
	Carrier Subtotal	1867.4
Manufacturer Related	Manufacturer Lost Sourcing Productivity Benefits	1530.0
	Extra Inventory Carrying Costs	458.0
	Manufacturer Subtotal	1988.0
Personal Traveler Related		159.0
	Transit Time/Uncertainty Related Subtotal	4014.4

Carrier Related Costs

For carriers, the primary source of extended transit time relates to backups at primary inspection stations, and time spent at secondary inspection yards. The primary and secondary times carriers experience are estimated later in this section. These transit times, and uncertainty about the extent of transit time results, as discussed above, in carriers building excess border crossing time into their route planning, and this excess time is often lost time that cannot be productively used. As such the excess time over and above the actual transit time becomes a cost impact that can be estimated. At the same time, when not enough time is assumed for the border crossing, deliveries are late, exchange at terminals may be missed, and while the research team was not able to quantify these specific late arrival costs, the can be significant. Truckers also experience a number of costs related to the reduced number of cycles they can mak in a given day, including the need for additional equipment and drivers to accomplish a set number of deliveries. Carr drivers also spend considerable time preparing border crossing documentation and faxing documents ahead to brokers. Finally it should also be noted that personal travelers experience extended transit time as well, and these costs are also estimated later in this section. Details on all these costs and their calculations can be found in Appendi VIII, Part A1 .

The actual level of transit time and uncertainty about border crossing times, and more importantly, perceptions of suc times by buyers, can have a significant impact on the level of cross-border sourcing, and the level of inventories that supply chain managers feel are necessary to support their operations. Reduced cross-border sourcing that is due to border concerns, leads to foregone productivity benefits that would have otherwise been obtained and imposes a cos on the economy that is estimated later. The impact of additional inventory investments are also estimated later in this section.

Primary Inspection Transit Time Costs

For carriers the total midrange cost impact is estimated at US$1.867 billion using the hourly truck cost of US$150 discussed in the last section. Primary inspection booth transit time (backup) costs were estimated to total US$324.2 million in both directions of travel at the midrange scenario. Table 4 summarizes both primary and secondary costs fc each direction of travel for trucks. Secondary yard processing times will be addressed following a discussion of the methodology for estimating primary inspection transit time. The primary inspection transit time costs were estimated t using a comprehensive sample of May 1 to August 30, 2002 daily transit times maintained by Canada Customs (Canada Customs Border Transit Time Archive 2002). This sample has not previously been available to researchers. Canada Customs inspectors at some 20 key crossings estimate and report backup times in each direction for both ca and trucks to a central archive every three hours. The average primary inspection transit times for each of the key crossings in the archive were then used as a representative sample of average primary inspection transit time and multiplied by the post 9/11 annualized traffic at that crossing to arrive at total primary inspection transit hours for that crossing for a one year time period. This procedure was done separately for cars and trucks in each direction of trave for each key crossing and for the total of all other crossings in order to arrive at a border-wide estimate of total transit hours related to primary inspection.

The border-wide primary inspection transit time for trucks is summarized by crossing in Appendix VII. This data includes a summary of the times, and detailed data on each key crossing showing average, minimum and maximum primary inspection transit times for the full summer sample period, and similar information for each of the six measurement points during the day. Data for both entry to the U.S. and entry to Canada is shown in the Appendix. Following are some of the full summer sample, and specific time of day, average primary inspection transit times (backup times) for selected crossings, for both trucks and personal vehicles:

Border Crossing	Commercial or Personal Vehicle	Average Inspection Transit Time
Detroit Ambassador	Commercial entering U.S.	28.82 minutes
Pacific Highway	Commercial entering U.S.	15.09 minutes
St. Stephen - Calais	Commercial entering U.S.	14.04 minutes
Lacolle - Champlain	Commercial entering U.S.	14.20 minutes
Sarnia Blue Water	Commercial entering U.S.	11.69 minutes
Blaine Peace Arch	Personal entering U.S.	22.79 minutes

Pacific Highway	Personal entering U.S.	16.39 minutes
St. Stephen - Calais	Personal entering U.S.	14.05 minutes
Detroit Ambassador	Personal entering U.S.	10.83 minutes
Blaine Peace Arch	Personal entering Canada	10.39 minutes

The following data from the archive shows average primary inspection transit times (backup times) for selected times day. Again both trucks and personal vehicle data is shown.

Border Crossing	Commercial or Personal Vehicle at Time of Day	Average Primary Inspection Transit Time
Detroit Ambassador	Commercial to U.S. 9:00PM	40.57 minutes
St. Stephen - Calais	Commercial to U.S. 3:00PM	26.12 minutes
Pacific Highway	Commercial to U.S. 3:00PM	23.01 minutes
Lacolle - Champlain	Commercial to U.S. 9:00PM	21.44 minutes
Blaine Peace Arch	Personal car to U.S. 6:00PM	36.68 minutes
Pacific Highway	Personal car to U.S. 9:00PM	27.78 minutes
St. Stephen - Calais	Personal car to U.S. 3:00PM	26.21 minutes
Detroit Ambassador	Personal car to U.S. 9:00PM	16.65 minutes

At the Ambassador Bridge, the busiest commercial traffic entry point in the U.S., commercial primary inspection trans times (backup times) for entering the U.S. averaged 28.82 minutes in the summer of 2002. The worst time of day for entry to the U.S. was at 9:00PM, when the average backup time was 40.57 minutes. However there was a great deal variability, with backup times on many days reaching 1-2 hours at various times of the day. These primary inspection transit times cause major backups on city streets and have caused an outcry in Windsor, with federal and provincial political leaders making almost weekly pronouncements on efforts to reduce the impact. These Windsor efforts have continued even though the cause of backups is primarily related to the number of available U.S. Customs booths and the staffing of those booths.

Secondary Yard Processing Costs

A second category of carrier transit time relates to time spent in secondary inspection yards for completion of paperwork and occasional inspections. While 10-40% of all trucks, depending on the crossing, direction of travel, and truck type; must enter secondary to visit brokers or to clear paperwork with Customs staff, just some 1% of vehicles a actually physically inspected with some of their contents removed. The costs of these secondary processing times on carriers is estimated at US$755.4 million at the midrange, with the average truck spending a little over an hour in secondary. See Table 4 for details by direction. In addition, see Appendix VIII, Part A1 for discussion and the calculation data for this cost impact. The secondary yard processing cost estimates are based on dozens of interview with Customs agencies and carrier management and drivers, and observation at key crossings (Carrier Interviews 2002). The estimates are produced for each individual key crossing and then summed. For each crossing the percen of trucks that enter secondary annually was estimated and multiplied times the annual truck volume to determine the number of trucks that enter secondary in a year. For each crossing a minimum, midrange and maximum scenario of t number of minutes spent in secondary was then estimated based on the referenced interviews. These estimates ranged from 45 to 105 minutes per truck depending on the crossing and scenario. While these times represent the average period in secondary, it is important to note that LTL's with multiple consignments almost all go to secondary, and that 10-20% of the time they may be in secondary for anywhere from 2-10 hours. This variability leads to a great deal of uncertainty.

Excess Route Planning Time Costs

Lethbridge Airport
Passenger Statistics 2004

	Integra Air			Air Canada			Regional 1			
	Deplaning	Enplaning	Total	Deplaning	Enplaning	Total	Deplaning	Enplaning	Total	Grand Total
January-04	372	371	743	1881	2011	3892	0	0	0	4635
February-04	400	371	771	1866	1991	3857	0	0	0	4628
March-04	435	461	896	2021	2054	4075	0	0	0	4971
April-04	368	377	745	1798	1951	3749	0	0	0	4494
May-04	366	361	727	1919	1850	3769	0	0	0	4496
June-04	352	367	719	1907	1914	3821	0	0	0	4540
July-04	228	224	452	1708	1784	3492	0	0	0	3944
August-04	219	229	448	1788	1770	3558	0	0	0	4006
September-04	344	339	683	1709	1734	3443	0	0	0	4126
October-04	373	380	753	1995	2018	4013	274	305	579	5345
November-04	386	416	802	1970	2073	4043	259	357	616	5461
December-04	288	313	601	2095	2271	4366	0	528	528	5495
	4131	4209	8340	22657	23421	46078	533	1190	1723	56141

Table 2
Tableau 2

Total Aircraft Movements - Civil and Military
Total des mouvements d'appareils, civils et militaires

Annual 2003 Annuel

NAV CANADA Towers Tours de NAV CANADA		Civil - Civils				Military - Militaires		
			Itinerant - Itinérants					
		Total	Commercial Commerciaux	Private and Govt Privés et officiels	Local Locaux	Total	Itinerant Itinérants	Local Locaux
Abbotsford	2003	154,646	50,914	14,201	89,531	1,100	455	645
	2002	155,905	47,917	16,069	91,919	1,591	425	1,166
	2001	140,196	45,509	17,500	77,187	902	422	480
	2000	141,939	47,765	19,380	74,794	643	311	332
	1999	143,073	43,993	16,777	82,303	567	221	346
Boundary Bay	2003	184,479	54,813	17,497	112,169	32	30	2
	2002	188,434	50,466	19,713	118,255	37	37	-
	2001	215,404	58,107	21,501	135,796	38	38	-
	2000	204,501	53,076	24,015	127,410	26	20	6
	1999	206,046	47,120	24,042	134,884	17	17	-
Calgary Intl	2003	217,242	196,225	17,460	3,557	1,529	1,395	134
	2002	221,472	196,066	20,034	5,372	1,660	1,406	254
	2001	235,221	206,974	21,231	7,016	1,064	973	91
	2000	241,832	202,334	28,570	10,928	1,009	1,009	-
	1999	262,778	222,064	30,392	10,322	1,117	1,115	2
Calgary/Springbank	2003	126,427	42,744	13,397	70,286	131	129	2
	2002	139,438	51,271	13,864	74,303	808	802	6
	2001	161,360	59,279	14,129	87,952	97	97	-
	2000	161,310	46,426	18,468	96,416	45	45	-
	1999	159,811	40,594	14,861	104,356	144	144	-
Chicoutimi/St-Honoré	2003	65,922	20,761	2,465	42,696	87	67	20
	2002	70,230	22,396	1,908	45,926	202	104	98
	2001	65,145	21,403	2,105	41,637	336	209	127
	2000	66,386	20,942	2,525	42,919	231	189	42
	1999	69,842	23,555	2,341	43,946	356	320	36
Edmonton City Centre	2003	84,985	58,047	19,070	7,868	1,014	942	72
	2002	95,793	58,140	23,564	14,089	1,414	1,303	111
	2001	95,877	62,636	23,872	9,369	1,161	1,091	70
	2000	93,594	57,921	24,920	10,753	917	875	42
	1999	90,407	53,497	25,756	11,154	988	908	80
Edmonton Intl	2003	111,059	89,908	3,867	17,284	2,243	1,287	956
	2002	104,273	86,788	4,847	12,638	2,987	1,652	1,335
	2001	102,420	89,497	5,530	7,393	1,724	1,477	247
	2000	102,344	90,874	5,787	5,683	1,194	1,065	129
	1999	109,561	98,857	5,448	5,256	1,021	891	130
Edmonton/Villeneuve	2003	68,033	12,903	6,635	48,495	5	5	-
	2002	79,957	12,086	4,340	63,531	55	55	-
	2001	81,273	11,388	6,409	63,476	37	37	-
	2000	89,602	12,395	6,569	70,638	45	29	16
	1999	88,324	12,556	6,573	69,195	111	41	70
Gander Intl	2003	34,976	17,656	4,786	12,534	6,700	4,262	2,438
	2002	34,842	18,231	5,207	11,404	6,017	3,433	2,584
	2001	46,167	24,001	5,828	16,338	4,959	3,053	1,906
	2000	63,784	28,536	7,414	27,834	5,065	3,087	1,978
	1999	62,081	32,102	6,061	23,918	6,179	3,245	2,934
Halifax Intl	2003	85,034	71,378	5,369	8,287	3,194	2,095	1,099
	2002	81,777	69,523	5,352	6,902	3,256	2,282	974
	2001	91,900	73,737	5,393	12,770	2,714	1,909	805
	2000	131,533	82,968	5,498	43,067	4,588	3,526	1,062
	1999	137,024	96,117	5,707	35,200	2,444	1,584	860

Table 3
Tableau 3

Number of Itinerant Movements by Type of Operation
Nombre de mouvements itinérants par type d'exploitation

Annual 2003 Annuel

NAV CANADA Towers / Tours de NAV CANADA		Total	Air Carriers / Transporteurs aériens		Other Commercial / Autres vols commerciaux	Private / Privés	Government / Officiels	
			Level I-III and Foreign / Niv. I-III et étranger	Level IV - VI / Niv. IV - VI			Civil / Civils	Military / Militaires
Abbotsford	2003	65,570	11,475	25,486	13,953	11,994	2,207	455
	2002	64,411	9,444	21,888	16,585	13,527	2,542	425
	2001	63,431	7,273	23,177	15,059	15,018	2,482	422
	2000	67,456	3,793	27,477	16,495	16,627	2,753	311
	1999	60,991	3,548	26,939	13,506	14,480	2,297	221
Boundary Bay	2003	72,340	3,256	12,291	39,266	17,106	391	30
	2002	70,216	2,600	13,895	33,971	19,222	491	37
	2001	79,646	1,263	18,857	37,987	21,063	438	38
	2000	77,111	555	19,361	33,160	23,524	491	20
	1999	71,179	508	21,020	25,592	23,640	402	17
Calgary Intl	2003	215,080	168,256	11,712	16,257	14,908	2,552	1,395
	2002	217,506	164,721	14,336	17,009	17,570	2,464	1,406
	2001	229,178	170,551	19,564	16,859	19,074	2,157	973
	2000	231,913	162,351	21,975	18,008	27,138	1,432	1,009
	1999	253,571	175,726	23,394	22,944	28,864	1,528	1,115
Calgary/Springbank	2003	56,270	383	3,215	39,146	13,149	248	129
	2002	65,937	460	7,763	43,048	13,123	741	802
	2001	73,505	1,128	12,658	45,493	13,477	652	97
	2000	64,939	582	8,209	37,635	18,078	390	45
	1999	55,599	467	7,822	32,305	14,567	294	144
Chicoutimi/St-Honoré	2003	23,293	476	6,357	13,928	2,391	74	67
	2002	24,408	472	7,681	14,243	1,860	48	104
	2001	23,717	456	7,161	13,786	2,070	35	209
	2000	23,656	262	6,419	14,261	2,374	151	189
	1999	26,216	301	6,073	17,181	2,248	93	320
Edmonton City Centre	2003	78,059	38,371	5,255	14,421	13,988	5,082	942
	2002	83,007	28,444	10,670	19,026	18,399	5,165	1,303
	2001	87,599	26,785	16,451	19,400	19,363	4,509	1,091
	2000	83,716	12,950	21,757	23,214	20,944	3,976	875
	1999	80,161	14,122	26,949	12,426	21,565	4,191	908
Edmonton Intl	2003	95,062	85,213	2,581	2,114	3,320	547	1,287
	2002	93,287	81,330	2,265	3,193	4,160	687	1,652
	2001	96,504	82,377	3,936	3,184	4,812	718	1,477
	2000	97,726	80,171	2,278	8,425	4,386	1,401	1,065
	1999	105,196	88,814	3,063	6,980	4,207	1,241	891
Edmonton/Villeneuve	2003	19,543	830	3,054	9,019	6,520	115	5
	2002	16,481	562	2,377	9,147	4,159	181	55
	2001	17,834	404	2,352	8,632	6,309	100	37
	2000	18,993	23	2,588	9,784	6,453	116	29
	1999	19,170	264	5,200	7,092	6,458	115	41
Gander Intl	2003	26,704	8,701	8,329	626	4,005	781	4,262
	2002	26,871	8,832	6,311	3,088	4,327	880	3,433
	2001	32,882	9,457	9,654	4,890	5,021	807	3,053
	2000	39,037	7,493	16,875	4,168	6,814	600	3,087
	1999	41,408	11,593	16,649	3,860	5,182	879	3,245
Halifax Intl	2003	78,842	59,584	9,522	2,272	4,497	872	2,095
	2002	77,157	57,368	9,447	2,708	4,599	753	2,282
	2001	81,039	61,247	9,383	3,107	4,796	597	1,909
	2000	91,992	67,319	9,403	6,246	4,926	572	3,526
	1999	103,408	79,455	8,756	7,906	4,976	731	1,584

Table 5
Tableau 5

Itinerant Movements by Type of Power Plant
Mouvements itinérants par groupe motopropulseur

Annual 2003 Annuel

NAV CANADA Towers Tours de NAV CANADA		Total	Aircraft - Aéronefs			Other Aircraft Autres appareils	
			Jet À réaction	Turboprop Turbo-propulseurs	Piston À pistons	Helicopters Hélicoptères	Gliders Planeurs
Abbotsford	2003	65,570	5,388	5,961	48,150	6,054	17
	2002	64,411	5,845	2,971	50,495	5,085	15
	2001	63,431	4,956	2,453	52,605	3,396	21
	2000	67,456	3,308	2,519	57,740	3,864	25
	1999	60,991	2,925	2,663	50,318	5,057	28
Boundary Bay	2003	72,340	26	407	68,428	3,461	18
	2002	70,216	63	769	65,647	3,710	27
	2001	79,646	116	1,054	74,623	3,816	37
	2000	77,111	102	909	72,009	4,077	14
	1999	71,179	310	384	66,699	3,775	11
Calgary Intl	2003	215,080	108,686	73,937	27,738	4,716	3
	2002	217,506	113,676	68,616	30,847	4,366	1
	2001	229,178	121,809	65,375	37,960	4,027	7
	2000	231,913	125,170	64,641	37,887	4,200	15
	1999	253,571	126,126	77,430	44,620	5,213	182
Calgary/Springbank	2003	56,270	13	483	50,181	5,592	1
	2002	65,937	10	607	59,232	6,072	16
	2001	73,505	12	901	67,973	4,609	10
	2000	64,939	27	759	58,878	5,260	15
	1999	55,599	19	544	51,475	3,546	15
Chicoutimi/St-Honoré	2003	23,293	77	183	18,495	4,526	12
	2002	24,408	63	145	19,839	4,361	-
	2001	23,717	97	165	19,948	3,507	-
	2000	23,656	141	134	20,170	3,211	-
	1999	26,216	127	180	22,086	3,813	10
Edmonton City Centre	2003	78,059	6,141	35,753	29,509	6,650	6
	2002	83,007	5,755	35,818	34,327	7,096	11
	2001	87,599	7,278	33,834	39,790	6,691	6
	2000	83,716	7,926	29,187	40,631	5,964	8
	1999	80,161	7,869	22,283	42,749	7,108	152
Edmonton Intl	2003	95,062	54,623	32,767	7,057	614	1
	2002	93,287	55,322	30,438	6,834	693	-
	2001	96,504	56,950	29,328	9,249	977	-
	2000	97,726	56,104	32,716	7,766	1,135	5
	1999	105,196	55,512	39,418	9,165	1,088	13
Edmonton/Villeneuve	2003	19,543	-	53	13,920	3,623	1,947
	2002	16,481	2	77	13,533	2,663	206
	2001	17,834	7	45	15,046	2,246	490
	2000	18,993	8	39	16,581	1,696	669
	1999	19,170	4	51	16,175	2,147	793
Gander Intl	2003	26,704	7,559	8,473	8,581	1,892	199
	2002	26,871	7,765	8,534	8,080	2,481	11
	2001	32,882	9,632	8,493	12,633	2,110	14
	2000	39,037	10,456	8,554	17,412	2,592	23
	1999	41,408	10,064	12,714	15,896	2,715	19
Halifax Intl	2003	78,842	39,835	25,159	7,845	6,003	-
	2002	77,157	35,821	27,208	8,532	5,596	-
	2001	81,039	36,022	29,730	9,530	5,757	-
	2000	91,992	39,855	38,116	8,400	5,621	-
	1999	103,408	37,925	49,942	10,237	5,300	4

Table 6
Tableau 6

Itinerant Movements by Weight Group
Mouvements itinérants par groupe de poids

Annual 2003 Annuel

NAV CANADA Towers Tours de NAV CANADA		Gross Take-Off Weight (kg.) - Poids brut au décollage (kg.)									
		2 000 & under et moins	2 001 4 000	4 001 5 670	5 671 9 000	9 001 18 000	18 001 35 000	35 001 70 000	70 001 90 000	90 001 136 000	136 001 & over et plus
Abbotsford	2003	45,753	5,951	3,930	3,364	390	869	5,262	12	18	21
	2002	47,602	5,658	3,690	790	279	2,012	4,163	160	26	31
	2001	48,145	6,332	2,510	611	395	1,800	3,558	36	14	30
	2000	53,826	6,587	2,351	546	522	457	3,058	52	31	26
	1999	48,377	5,704	2,765	652	469	287	2,665	11	8	53
Boundary Bay	2003	68,156	3,601	445	62	31	24	19	1	-	1
	2002	66,305	2,988	753	67	24	22	55	-	-	2
	2001	74,563	3,735	949	73	107	76	126	-	-	17
	2000	72,295	3,613	803	111	103	24	158	4	-	-
	1999	66,657	3,492	701	70	165	36	55	3	-	-
Calgary Intl	2003	22,773	12,374	20,808	28,283	13,742	24,271	63,572	17,828	4,082	7,347
	2002	25,422	12,113	20,527	29,072	11,888	30,136	55,867	20,254	4,171	8,056
	2001	30,977	13,402	20,070	31,105	11,791	31,645	54,602	18,835	7,335	9,416
	2000	29,050	15,505	16,900	32,657	12,948	35,749	53,040	20,059	6,381	9,624
	1999	34,301	17,502	17,221	30,455	16,976	42,919	54,553	24,057	5,423	10,164
Calgary/Springbank	2003	53,631	1,900	668	20	21	16	-	14	-	-
	2002	62,018	2,496	1,366	14	9	27	6	-	1	-
	2001	70,134	2,299	994	29	11	30	5	-	-	3
	2000	62,095	1,904	840	27	6	42	13	-	2	10
	1999	52,564	2,365	630	23	2	5	5	-	2	3
Chicoutimi/St-Honoré	2003	21,034	1,956	205	60	5	24	-	6	-	3
	2002	21,054	3,105	152	32	4	47	-	14	-	-
	2001	20,571	2,817	145	55	10	40	-	79	-	-
	2000	20,792	2,496	136	89	2	66	-	75	-	-
	1999	23,084	2,593	265	55	60	59	6	64	-	30
Edmonton City Centre	2003	25,490	11,360	26,040	12,533	2,168	345	27	96	-	-
	2002	30,338	10,973	27,628	11,446	1,974	525	34	84	5	-
	2001	33,541	12,532	25,584	13,333	2,080	313	63	142	11	-
	2000	33,785	12,174	21,247	14,517	1,419	311	103	150	10	-
	1999	37,225	12,047	18,531	10,607	1,201	326	67	143	14	-
Edmonton Intl	2003	3,491	5,112	8,769	7,425	6,657	16,021	38,972	5,382	1,692	1,541
	2002	3,118	5,474	7,731	5,423	7,319	17,114	36,592	7,185	1,624	1,707
	2001	4,267	7,344	7,992	1,786	11,337	15,885	35,512	7,912	2,290	2,179
	2000	3,313	6,023	5,985	3,711	11,034	22,080	33,643	8,156	2,253	1,528
	1999	4,428	6,428	4,635	4,299	15,085	25,255	35,785	6,032	917	2,332
Edmonton/Villeneuve	2003	18,868	256	419	-	-	-	-	-	-	-
	2002	15,912	266	287	8	6	2	-	-	-	-
	2001	16,978	341	444	11	60	-	-	-	-	-
	2000	18,176	366	403	11	33	4	-	-	-	-
	1999	18,331	339	429	16	52	1	-	2	-	-
Gander Intl	2003	8,472	412	1,362	5,191	3,383	2,814	917	2,006	748	1,399
	2002	8,438	543	1,430	5,497	3,777	3,385	887	1,251	599	1,064
	2001	12,626	687	2,427	4,984	3,628	3,479	1,787	1,105	496	1,663
	2000	17,388	1,029	1,401	3,009	6,822	3,225	1,418	1,218	806	2,721
	1999	15,700	1,037	1,619	3,336	7,863	6,002	548	1,160	1,133	3,010
Halifax Intl	2003	4,548	4,924	5,678	4,451	22,625	3,185	19,774	9,194	1,616	2,847
	2002	4,839	4,371	5,785	3,313	22,700	5,780	16,772	8,764	1,668	3,165
	2001	5,911	4,221	5,181	2,829	27,153	3,142	21,676	5,606	1,907	3,413
	2000	4,687	4,253	4,751	3,578	31,600	9,199	23,472	5,690	2,098	2,664
	1999	6,128	4,710	4,090	8,527	33,913	15,504	22,146	4,255	1,501	2,634

Table 9
Tableau 9

Total Aircraft Movements - Civil and Military
Total des mouvements d'appareils, civils et militaires

Annual 2003 Annuel

Flight Service Stations / Stations d'information de vol		Civil - Civils				Military - Militaires		
		Total	Itinerant - Itinérants		Local / Locaux	Total	Itinerant / Itinérants	Local / Locaux
			Commercial / Commerciaux	Private and Govt / Privés et officiels				
Kamloops	2003	42,329	23,842	5,541	12,946	442	264	178
	2002	36,903	16,614	6,984	13,305	327	265	62
	2001	42,401	17,896	7,023	17,482	360	268	92
	2000	44,142	18,305	7,716	18,121	602	386	216
	1999	43,046	21,085	6,985	14,976	256	130	126
Kenora	2003	14,564	9,369	2,377	2,818	733	639	94
	2002	14,060	8,334	2,760	2,966	656	600	56
	2001	14,036	8,371	2,903	2,762	566	474	92
	2000	14,026	8,120	3,280	2,626	196	108	88
	1999	11,734	7,959	2,525	1,250	221	101	120
Kingston	2003	38,917	17,982	4,317	16,618	631	615	16
	2002	47,642	22,175	4,527	20,940	499	497	2
	2001	47,895	23,609	5,273	19,013	645	631	14
	2000	47,497	22,985	6,529	17,983	820	792	28
	1999	50,180	25,813	5,837	18,530	971	881	90
Kuujjuaq	2003	10,109	8,978	677	454	92	92	-
	2002	9,888	8,854	770	264	26	26	-
	2001	10,330	9,393	708	229	111	111	-
	2000	9,860	8,501	923	436	81	81	-
	1999	9,896	8,048	890	958	59	59	-
Kuujjuarapik	2003	6,057	5,888	95	74	2	2	-
	2002	5,990	5,645	128	217	-	-	-
	2001	4,961	4,774	108	79	-	-	-
	2000	4,935	4,643	220	72	26	26	-
	1999	4,304	4,139	133	32	8	8	-
La Grande Rivière	2003	8,439	7,703	726	10	38	38	-
	2002	7,965	7,401	540	24	8	8	-
	2001	7,613	7,125	456	32	10	10	-
	2000	8,448	6,500	1,930	18	56	56	-
	1999	8,718	6,870	1,712	136	19	19	-
La Ronge	2003	26,005	20,960	3,769	1,276	34	20	14
	2002	26,315	19,627	4,782	1,906	16	16	-
	2001	24,976	17,902	4,900	2,174	22	22	-
	2000	24,734	19,280	3,666	1,788	8	8	-
	1999	29,566	21,348	4,514	3,704	34	24	10
Lethbridge	2003	29,082	15,778	4,306	8,998	277	273	4
	2002	34,547	14,810	6,559	13,178	142	136	6
	2001	38,245	17,260	5,510	15,475	670	359	311
	2000	33,274	15,680	6,266	11,328	384	194	190
	1999	38,046	17,837	6,864	13,345	319	229	90
Lloydminster	2003	14,934	6,502	4,010	4,422	226	208	18
	2002	17,248	6,715	4,315	6,218	158	158	-
	2001	15,610	6,157	3,829	5,624	117	117	-
	2000	11,112	4,892	3,912	2,308	84	84	-
	1999	16,246	5,812	4,924	5,510	63	63	-
Medicine Hat	2003	21,044	10,130	2,503	8,411	262	176	86
	2002	17,568	9,396	2,222	5,950	288	252	36
	2001	23,101	12,125	2,222	8,754	287	217	70
	2000	17,518	9,430	2,732	5,356	87	73	14
	1999	21,967	11,675	2,845	7,447	172	138	34

Table 10
Tableau 10

Number of Itinerant Movements by Type of Operation
Nombre de mouvements itinérants par type d'exploitation

Annual 2003 Annuel

Flight Service Stations / Stations d'information de vol		Total	Air Carriers / Transporteurs aériens		Other Commercial / Autres vols commerciaux	Private / Privés	Government / Officiels	
			Level I-III and Foreign / Niv. I-III et étranger	Level IV - VI / Niv. IV - VI			Civil / Civils	Military / Militaires
Kamloops	2003	29,647	11,042	9,158	3,642	4,506	1,035	264
	2002	23,863	9,880	3,937	2,797	6,149	835	265
	2001	25,187	11,258	3,590	3,048	6,308	715	268
	2000	26,407	9,960	5,221	3,124	7,601	115	386
	1999	28,200	12,010	4,945	4,130	6,712	273	130
Kenora	2003	12,385	5,676	2,883	810	1,863	514	639
	2002	11,694	5,112	2,225	997	2,273	487	600
	2001	11,748	5,454	2,063	854	2,555	348	474
	2000	11,508	4,433	2,868	819	3,031	249	108
	1999	10,585	4,337	2,580	1,042	2,181	344	101
Kingston	2003	22,914	4,983	6,253	6,746	3,802	515	615
	2002	27,199	6,318	7,343	8,514	4,051	476	497
	2001	29,513	6,515	13,135	3,959	4,792	481	631
	2000	30,306	6,402	13,634	2,949	5,960	569	792
	1999	32,531	7,073	16,079	2,661	5,217	620	881
Kuujjuaq	2003	9,747	7,550	1,369	59	378	299	92
	2002	9,650	7,172	1,179	503	500	270	26
	2001	10,212	6,884	1,390	1,119	423	285	111
	2000	9,505	6,256	1,593	652	640	283	81
	1999	8,997	6,225	1,684	139	583	307	59
Kuujjuarapik	2003	5,985	4,815	1,043	30	65	30	2
	2002	5,773	4,644	763	238	83	45	-
	2001	4,882	4,112	592	70	43	65	-
	2000	4,889	3,556	1,005	82	158	62	26
	1999	4,280	2,967	1,126	46	95	38	8
La Grande Rivière	2003	8,467	6,121	1,242	340	548	178	38
	2002	7,949	5,898	1,403	100	454	86	8
	2001	7,591	5,629	1,428	68	302	154	10
	2000	8,486	5,310	1,108	82	1,754	176	56
	1999	8,601	4,768	1,792	310	1,597	115	19
La Ronge	2003	24,749	17,100	3,618	242	1,814	1,955	20
	2002	24,425	12,562	2,515	4,550	2,255	2,527	16
	2001	22,824	15,863	1,620	419	2,491	2,409	22
	2000	22,954	17,442	1,255	583	1,645	2,021	8
	1999	25,886	18,400	2,724	224	1,772	2,742	24
Lethbridge	2003	20,357	7,486	738	7,554	3,863	443	273
	2002	21,505	7,002	695	7,113	6,220	339	136
	2001	23,129	7,658	711	8,891	5,268	242	359
	2000	22,140	5,669	1,266	8,745	6,021	245	194
	1999	24,930	5,525	872	11,440	6,590	274	229
Lloydminster	2003	10,720	2,395	3,545	562	3,813	197	208
	2002	11,188	2,400	2,531	1,784	4,120	195	158
	2001	10,103	1,624	2,599	1,934	3,683	146	117
	2000	8,888	1,379	2,632	881	3,676	236	84
	1999	10,799	295	3,749	1,768	4,585	339	63
Medicine Hat	2003	12,809	8,927	727	476	2,379	124	176
	2002	11,870	8,243	406	747	2,093	129	252
	2001	14,564	10,444	919	762	2,061	161	217
	2000	12,235	7,543	576	1,311	2,640	92	73
	1999	14,658	7,591	927	3,157	2,706	139	138

Table 12
Tableau 12

Itinerant Movements by Type of Power Plant
Mouvements itinérants par groupe motopropulseur

Annual 2003 Annuel

Flight Service Stations / Stations d'information de vol		Total	Aircraft - Aéronefs			Other Aircraft / Autres appareils	
			Jet / À réaction	Turboprop / Turbo-propulseurs	Piston / À pistons	Helicopters / Hélicoptères	Gliders / Planeurs
Kamloops	2003	29,647	1,018	11,287	11,628	5,711	3
	2002	23,863	1,266	8,915	10,655	3,023	4
	2001	25,187	947	10,238	11,346	2,656	-
	2000	26,407	878	11,368	11,382	2,779	-
	1999	28,200	1,135	12,885	11,577	2,600	3
Kenora	2003	12,385	484	5,504	3,924	2,473	-
	2002	11,694	462	4,648	4,252	2,332	-
	2001	11,748	435	4,825	4,492	1,996	-
	2000	11,508	558	4,873	4,541	1,536	-
	1999	10,585	564	4,794	3,805	1,422	-
Kingston	2003	22,914	349	6,719	13,451	2,387	8
	2002	27,199	459	8,009	16,642	2,087	2
	2001	29,513	473	8,182	18,055	2,801	2
	2000	30,306	486	8,665	17,488	3,665	2
	1999	32,531	410	9,866	19,427	2,795	33
Kuujjuaq	2003	9,747	1,639	6,319	969	820	-
	2002	9,650	1,730	5,844	1,051	1,025	-
	2001	10,212	1,517	6,019	1,346	1,330	-
	2000	9,505	1,472	5,260	1,833	940	-
	1999	8,997	1,534	5,171	1,606	686	-
Kuujjuarapik	2003	5,985	14	4,873	119	979	-
	2002	5,773	28	4,686	172	887	-
	2001	4,882	29	4,086	275	492	-
	2000	4,889	33	4,026	334	496	-
	1999	4,280	14	3,596	276	394	-
La Grande Rivière	2003	8,467	144	7,184	977	162	-
	2002	7,949	92	6,838	812	207	-
	2001	7,591	104	6,853	546	88	-
	2000	8,486	142	7,517	592	235	-
	1999	8,601	128	7,800	529	144	-
La Ronge	2003	24,749	94	13,577	9,413	1,665	-
	2002	24,425	53	13,112	9,392	1,868	-
	2001	22,824	66	11,509	9,698	1,551	-
	2000	22,954	105	11,344	10,488	1,017	-
	1999	25,886	129	11,543	11,977	2,237	-
Lethbridge	2003	20,357	519	7,725	11,605	507	1
	2002	21,505	459	7,711	12,380	953	2
	2001	23,129	589	7,802	12,906	1,830	2
	2000	22,140	859	7,802	12,829	644	6
	1999	24,930	851	8,465	15,150	446	18
Lloydminster	2003	10,720	127	2,652	7,390	550	1
	2002	11,188	95	2,775	7,806	511	1
	2001	10,103	106	2,039	7,622	334	2
	2000	8,888	98	2,218	6,277	294	1
	1999	10,799	124	2,147	8,034	490	4
Medicine Hat	2003	12,809	207	5,489	6,702	409	2
	2002	11,870	111	5,494	5,866	399	-
	2001	14,564	161	7,056	6,916	431	-
	2000	12,235	205	6,275	5,377	378	-
	1999	14,658	181	7,072	6,763	640	2

Table 13
Tableau 13

Itinerant Movements by Weight Group
Mouvements itinérants par groupe de poids

Annual 2003 Annuel

Flight Service Stations / Stations d'information de vol		Gross Take-Off Weight (kg.) - Poids brut au décollage (kg.)									
		2 000 & under et moins	2 001 4 000	4 001 5 670	5 671 9 000	9 001 18 000	18 001 35 000	35 001 70 000	70 001 90 000	90 001 136 000	136 001 & over et plus
Kamloops	2003	11,587	3,127	3,308	3,345	2,494	4,990	783	10	3	-
	2002	10,644	2,599	2,137	2,199	1,741	4,242	297	2	-	2
	2001	10,743	2,829	1,902	3,421	2,569	3,554	129	37	2	1
	2000	10,881	2,991	1,825	4,636	3,138	2,741	131	63	1	-
	1999	10,609	3,208	1,775	7,611	3,218	1,714	38	23	-	4
Kenora	2003	3,513	1,197	6,818	239	298	251	-	69	-	-
	2002	3,677	1,334	5,905	201	297	238	-	42	-	-
	2001	4,036	1,056	5,651	146	593	188	-	78	-	-
	2000	3,793	1,348	4,522	1,029	626	142	2	46	-	-
	1999	3,320	1,452	4,657	171	738	207	4	36	-	-
Kingston	2003	14,245	1,149	1,269	3,793	1,872	396	11	177	-	2
	2002	16,771	1,508	1,158	5,933	679	984	5	161	-	-
	2001	18,323	1,877	1,452	5,533	650	1,565	-	110	3	-
	2000	18,353	1,975	1,681	6,218	1,469	389	18	199	-	4
	1999	18,732	2,538	1,745	5,365	2,753	1,176	5	193	-	24
Kuujjuaq	2003	1,074	611	5,375	80	124	1,129	596	243	515	-
	2002	1,253	736	4,932	59	132	1,142	608	453	335	-
	2001	1,486	1,082	4,913	312	98	1,054	470	557	240	-
	2000	1,049	1,626	4,379	72	100	1,059	831	273	116	-
	1999	1,068	1,163	4,056	117	109	1,171	347	450	516	-
Kuujjuarapik	2003	939	155	2,000	26	1,915	950	-	-	-	-
	2002	923	264	1,784	48	1,776	974	-	4	-	-
	2001	503	332	1,193	39	1,674	1,133	-	8	-	-
	2000	564	589	881	60	1,573	1,204	4	14	-	-
	1999	433	707	358	40	1,084	1,654	4	-	-	-
La Grande Rivière	2003	339	1,057	998	497	1,107	4,451	10	6	2	-
	2002	445	742	852	344	1,114	4,412	8	32	-	-
	2001	304	604	771	434	889	4,555	8	22	4	-
	2000	371	1,148	793	213	1,370	4,537	28	24	2	-
	1999	315	1,634	766	198	472	5,180	26	10	-	-
La Ronge	2003	4,194	6,901	8,699	2,257	1,216	1,476	2	4	-	-
	2002	4,195	7,217	7,337	3,481	754	1,354	87	-	-	-
	2001	4,572	6,241	6,349	3,975	323	1,358	-	6	-	-
	2000	4,235	6,470	6,449	4,149	227	1,424	-	-	-	-
	1999	4,881	7,892	6,056	5,004	407	1,628	12	6	-	-
Lethbridge	2003	9,101	3,049	3,548	4,332	87	198	40	2	-	-
	2002	10,661	3,156	2,876	4,245	355	204	6	2	-	-
	2001	12,718	1,977	3,140	4,264	407	570	10	43	-	-
	2000	10,640	2,821	2,903	4,098	1,420	186	31	37	4	-
	1999	13,408	2,273	3,458	3,245	1,404	1,121	11	10	-	-
Lloydminster	2003	6,585	1,242	831	2,006	50	6	-	-	-	-
	2002	6,911	1,198	891	2,160	18	8	2	-	-	-
	2001	6,581	1,246	766	1,479	27	2	-	2	-	-
	2000	5,154	1,349	832	1,519	26	8	-	-	-	-
	1999	7,192	1,196	813	1,569	23	2	-	4	-	-
Medicine Hat	2003	6,107	896	2,789	2,945	46	24	-	2	-	-
	2002	5,423	706	2,844	2,647	223	25	-	2	-	-
	2001	6,260	1,098	3,649	3,409	94	38	-	16	-	-
	2000	4,847	859	3,460	2,952	69	32	6	10	-	-
	1999	6,282	1,078	4,737	2,478	47	18	4	14	-	-

Alberta Vehicle Inspection Station (weigh scale) phone numbers and locations

Callers in Alberta can use the RITE Operator to access Government Phone Numbers Call 310-0000

Ardrossan	Highway 16, East of Edmonton	780-922-4445
Leduc	Highway 2, South of Edmonton	780-986-2611
Radway	Highway 63, North of Edmonton	780-736-3535
Balzac	Highway 2, North of Calgary	403-226-0168
Grimshaw	Highway 35	780-332-2243
Demmitt	Highway 43, between Grand Prairie and B.C. border	780-356-3868
Grand Prairie	Highway 34	780-538-5310
Whitecourt	Highway 43, North of Whitecourt	780-778-7138
Yellowhead (Hinton)	Highway 16, West of Hinton	780-866-3775
Vermilion	Highway 16, Between Vermilion and Saskatchewan border	780-853-4411
Morrin	Highway 9	403-772-3866
Jumping Pound	Highway 1, Between Calgary and Banff	403-932-2344
Strathmore	Highway 1, East of Calgary	403-934-3111
Dunmore	Highway 1, West of Saskatchewan border	403-529-3540
Burmis	Highway 3	403-564-5244
Coutts	Highway 4, At U.S. Border	403-344-3755
Slave Lake	Highway 2, at Slave Lake	780-849-7380
Hanna	Highway 9, East of Saskatchewan Border	403-854-5549

Static weigh scale sites

Castor	2 Km. Southeast of Castor on Highway 12
Cheadle	3 Km. West of junction of 24 & 1 on Highway 1
Claresholm	North of Claresholm on Highway 2

Cochran	12.8 Km. South of Cochran on Highway 1
Dewinton	6 Km. South of Calgary on Highway 2
High Level	3.2 Km.South of High Level on Highway 35
Hoselaw	1 Km. East of Junction 28A & 41 on Highway 28
Peers	Westbound Highway 16 Approx. 5 km West Junction Highway 32
Red Earth	3 Km. South of Red Earth on Highway 28
Rocky Mountain House	2 Km. East of Junction Highways 11 & 22
Rycroft	0.8 Km. North of Junction Highways 49 & 2
Two Hills	3.2 Km. East of Two Hills on Highway 45
Wainwright	2 Km. East of Junction Highways 41 & 14
Westlock (Clyde Corner)	11 Km. East of Westlock near Junction Highways 2 & 18

CUSTOMS AND BORDER PROTECTION TODAY

October/November 2004

OCTOBER/NOVEMBER 2004

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Dedication of new port facility at Sweetgrass/Coutts

By Sue Challis, *Public Affairs Specialist, Office of Public Affairs*

A unique Canadian-U.S. border facility was formally dedicated September 15, 2004, in a special ceremony honoring cooperation and commitment between the two countries. The Sweetgrass (Montana)/Coutts (Alberta) port of entry is the largest of its kind on the northern border. Officials from Canada and the U.S. praised the level of close coordination between the two countries during the planning and construction of the facility, which had its roots in the Canada-United States Shared Border Accord. The Accord, signed in 1995, promotes efficiency in operating a shared border and encourages creation of a border that protects the safety of citizens from both countries, while facilitating legitimate travel and trade between them.

Operational for almost a year, the building is truly a shared facility between U.S. Customs and Border Protection staff and the Canada Border Services Agency, which includes Canadian customs, immigration and food safety functions. Lunchroom facilities, locker rooms, conference rooms, and other areas of the building are shared by both staffs. Employee concerns were key in the facility's design. A common computer system for CBP allows all employees to perform their work at any location as well as increased sharing of network printers.

The facility includes a three-level main building, housing U.S. and Canadian agencies, a cargo processing and examination facility, vehicle inspection facility, gamma x-ray technology facility, firing range and armory, and an outbound inspection booth. Areas where commercial clients or travelers enter the facility for questioning or secondary inspection are in distinctly separate areas of the building, since procedures are different for each country.

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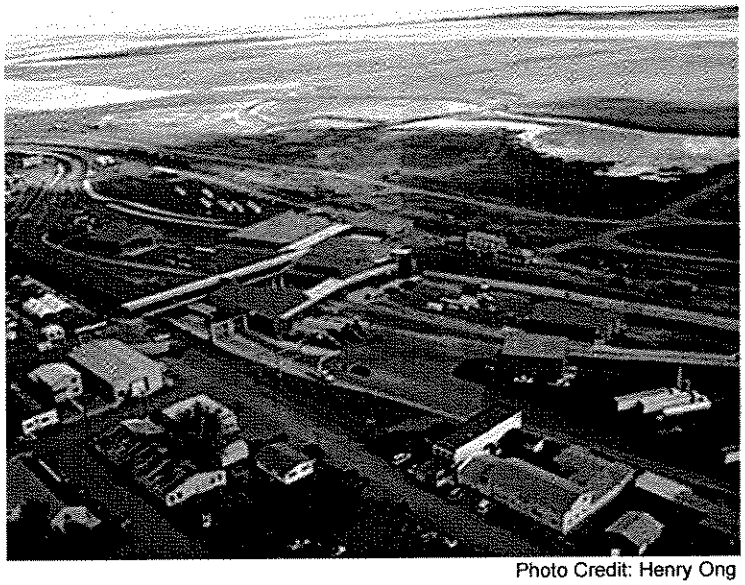

Photo Credit: Henry Ong

A view of the Sweetgrass crossing from the Montana side looking towards Canada.

Larry Overcast, CBP Port Director at Sweetgrass, says, "This facility allows us to continue partnering with our neighbors to the north, working toward a common goal of maintaining border security while facilitating legitimate trade. Having a shared facility such as this also increases communication and interaction between the officers, and therefore information sharing between the two countries."

Overcast says the use of updated tools and technology, including mobile x-ray, radiation portal monitors and other equipment, improves both border protection and upgrades basic services. Some of the improvements in the new port facility are also built for comfort. Because of the severe winter weather in this part of the country, it was important to have a heated, enclosed area where both commercial and private vehicles and their occupants requiring additional inspection could be brought in out of the cold. In addition, both countries realized the need to address safety concerns associated with hazardous cargo such as propane or gas, so separate facilities for hazmat materials were constructed.

The location in Sweetgrass/Coutts joins U.S. Interstate Highway 15 (one of the primary north-south highways in the U.S.) and Highway 4 (leading to Calgary and Edmonton in Canada). Last year, more than 1.3 million travelers and 400,000 trucks crossed there.

Speaking at the dedication ceremony were The Honorable Dan Hays, Speaker of the Senate of Canada, Tom Hardy, CBP Director of Field Operations, Seattle area (which includes Sweetgrass and other northern ports), officials from the General Services Administration, and others who contributed to this innovative project.

The 100,000 square foot facility is light years ahead of the original border crossing at Sweetgrass/Coutts, a railway area, which in 1890 had one building and a white line drawn in the road between the two countries. Now, with six lanes going north, the port has the highest traffic volume in the state of Montana.

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9 brokers found

filer code	broker	phone number
551	A N DERINGER INC P O BOX 510 110 CENTRAL AVENUE SWEETGRASS, MT 59484	(406) 335-2300
112	FEDEX TRADE NETWORK TRANSPORT BRKR P O BOX 269 300 INTERNATIONAL BLVD SWEETGRASS, MT 59484	(406) 335-2000
572	HOLJE CUSTOMS BROKERS INC P O BOX 125 PLENTYWOOD, MT 59254	
300	LIVINGSTON INTERNATIONAL, INC. P O BOX 637E AVENUE 1-2 ST & 1ST AVE SWEETGRASS, MT 59484	(406) 335-2586
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310	PBB GLOBAL LOGISTICS INC P O BOX 206 SWEETGRASS, MT 59484	(406) 335-2920
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January 2005

NEXUS Highway Program

NEXUS Highway is a joint Canada Border Services Agency (CBSA) and U.S. Customs and Border Protection (CBP) program that is designed to simplify border crossings for pre-approved, low-risk travellers.

The NEXUS Highway program allows members to clear customs and immigration using dedicated lanes. Although NEXUS Highway members do not have to speak to a customs or immigration official each time they cross the border, they may be subject to an examination at any time.

Besides offering improved service to the travelling public, NEXUS Highway enables the CBSA and CBP to concentrate their efforts on potentially high-risk travellers and goods, thereby upholding security and protection standards at the border.

NEXUS Highway members are issued a photo identification card for entry into Canada and the U.S.

When approaching the inspection booth at the border crossing, participants are directed to enter via a dedicated lane. The NEXUS Highway identification card is read to verify participants' membership in the program. The inspection officer then makes a decision on the admissibility of the vehicle and travellers.

Program Eligibility

Citizens and permanent residents of Canada and citizens and resident aliens of the U.S. who have resided in either country, or a combination of both countries, for the last three consecutive years can apply for the NEXUS Highway Program.

These persons will not qualify if:

- the information provided in the application is false or incomplete;
- the applicant has been convicted of a criminal offence in any country for which they have not received a pardon;
- the applicant has been found in violation of customs or immigration law;
- the applicant is inadmissible to Canada or the U.S. under applicable immigration laws;
- the applicant has not continuously resided in Canada and/or the U.S. for the last 3 years; or
- the applicant fails to meet other requirements of the NEXUS Highway program.

All applicants must comply with the requirements for admission to both countries and undergo complete security checks. Applications will be reviewed by both countries and must be approved by both countries in order for the

applicant to be admitted in the NEXUS Highway program.

NEXUS Highway is currently operational at the following 11 border locations:

- Pacific Highway, British Columbia/Blaine, Washington
- Douglas, British Columbia/Peace Arch, Washington
- Boundary Bay, British Columbia/Point Roberts, Washington
- Blue Water Bridge between Sarnia, Ontario and Port Huron, Michigan
- Ambassador Bridge between Windsor, Ontario and Detroit, Michigan
- International Tunnel between Windsor, Ontario and Detroit, Michigan
- Peace Bridge between Fort Erie, Ontario and Buffalo, New York
- Rainbow Bridge between Niagara Falls, Ontario and New York
- Route 15 between Lacolle, Quebec and Champlain, New York
- St. Armand-Philipsburg, Quebec and Highgate Springs, Vermont
- Whirlpool Bridge between Niagara Falls, Ontario and New York

The NEXUS Highway program stems from the Canada-U.S. Accord on Our Shared Border, and is one of the initiatives of the **Smart Border Accord's 32-Point Plan**.

This document is also available for **download in .pdf format**.

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SMART BORDER ACTION PLAN STATUS REPORT

December 17, 2004

On December 12, 2001, Canada and the United States signed the Smart Border Declaration and its companion 30-point Action Plan to enhance the security of our shared border while facilitating the legitimate flow of people and goods. The Action Plan has four pillars: the secure flow of people, the secure flow of goods, secure infrastructure, and information sharing and coordination in the enforcement of these objectives.

In September 2002, the Canadian Prime Minister and American President met to discuss progress on the Smart Border Action Plan and asked that the Smart Borders process be expanded to cover new areas of cooperation, such as biosecurity and science and technology.

This status report is the fifth since the signing of the Smart Border Declaration.

#1 BIOMETRICS

Canada and the United States have agreed to develop common standards for the biometrics that we use and have also agreed to adopt interoperable and compatible technology to read these biometrics. In the interest of having cards that could be used across different modes of travel, we have agreed to use cards that are capable of storing multiple biometrics.

Our two countries have also worked with the International Civil Aviation Organization (ICAO) to approve and adopt international standards for the use of biometrics in travel documents. This international cooperation allowed ICAO to announce, on May 28, 2003, that the facial recognition biometric had been selected as the globally interoperable biometric. ICAO also certified two other biometrics for secondary use (iris recognition and fingerprints).

We have also begun to integrate biometric capabilities into new programs being deployed. To illustrate, the NEXUS-Air pilot program will evaluate iris recognition technology for facilitated entry to both countries and the Canadian Permanent Resident Card, designed with the capacity to store biometric images, is being evaluated to determine whether to add a biometric to it at this time. Further, Canada will begin issuing a "smart-chip" enabled passport,

using facial recognition biometrics, by mid-2005. .The United States has also made significant progress in deploying the US-VISIT program which uses fingerprint biometrics to identify foreign nationals traveling to the U.S. The US-VISIT program has been in place at all U.S. air and sea ports of entry since January 2004 and will be in place at the top 50 land border ports of entry by December 2004. The United States will begin pilot production of passports with embedded biometrics early in 2005. By the end of 2005, this important new security technology will be included in all new U.S. passports.

#2 PERMANENT RESIDENT CARDS

On December 31, 2003, the Canadian permanent resident card became the proof of status document required by all Canadian permanent residents seeking to re-enter Canada. This card replaced the IMM 1000, which is no longer recognized as a document valid for travel to Canada by commercial means. The new Canadian permanent resident card contains a number of security features including laser-engraved photograph and signature that makes it one of the most fraud-resistant documents in the world. The card has been recognized by the International Card Manufacturers Association, winning the Elan Award for Technical Achievement.

#3 SINGLE ALTERNATIVE INSPECTION SYSTEM

NEXUS Highway

The NEXUS Highway program is designed to simplify and expedite border crossings for pre-approved, low-risk travelers. As of October 31, 2004, the NEXUS Highway membership totalled approximately 71,000 participants. NEXUS Highway is currently operational at the following border locations:

- Douglas, British Columbia / Peace Arch, Washington
- Pacific Highway, British Columbia / Blaine, Washington
- Boundary Bay, British Columbia / Point Roberts, Washington
- Sarnia, Ontario / Port Huron, Michigan
    - A dedicated NEXUS-FAST lane on the Bluewater Bridge at Sarnia, Ontario / Port Huron, Michigan opened on January 5, 2004
- Windsor, Ontario / Detroit Michigan
    - Ambassador Bridge
    - International Tunnel
- Fort Erie, Ontario / Buffalo, New York
- Niagara Falls, Ontario / New York
    - Rainbow Bridge
    - Whirlpool Bridge (re-opened as a NEXUS-only crossing in March 2004)
- Lacolle, Quebec / Champlain, New York
- St. Armand-Phillipsburg, Quebec / Highgate Springs, Vermont

Two additional sites are scheduled for implementation, namely, Coutts, Alberta / Sweetgrass, Montana and the Queenston-Lewiston Bridge in

Niagara Falls.

Plans are being developed to test the concept of urban enrollment centres in Seattle, Washington and Vancouver, British Columbia. To accommodate the need for modification of facilities, implementation is targeted for Spring 2005. In addition, hours of operation of NEXUS lanes and expansion of the program continue to be considered.

NEXUS-Air

On November 30, 2004, the two countries began piloting the NEXUS-Air program at Vancouver International Airport (VIA), British Columbia. NEXUS-Air uses iris recognition biometric technology (identifies an individual based on the unique pattern of their iris - the coloured ring around the pupil of the eye). NEXUS-Air shares the present CANPASS-Air enrolment centre at VIA, with minor modifications. These modifications include the addition of U.S. security systems for use by U.S. border officers during the interview process.

The CANPASS-Air kiosks already in place at the VIA Canadian pre-Primary Inspection Line will be shared by NEXUS-Air members to verify an individual's identity, their participation in the NEXUS-Air program and confirm their admissibility into Canada. NEXUS-Air has been installed at the U.S. preclearance area for use by NEXUS-Air members entering the United States. NEXUS-Air, as with NEXUS at the land border, is a program for pre-approved, low-risk travelers who are citizens or permanent residents of Canada or the United States.

NEXUS-Marine

The two countries are working to develop a NEXUS-Marine pilot in the Windsor/Detroit area for the Spring 2005 boating season. It is intended that pre-approved participants in the NEXUS-Marine program will be permitted expedited clearance when traveling by private boat into Canada and the United States.

#4 REFUGEE/ASYLUM PROCESSING

In February 2003, Canada and the United States signed a Statement of Mutual Understanding (SMU) to allow the two countries to more effectively exchange information on immigration-related issues on a case-by-case basis. In August 2003, an Asylum Annex to the SMU was also signed to permit both countries to systematically share information on refugee/asylum claimants. This will help each country identify potential security and criminal threats and expose "forum shoppers" who seek asylum in both systems.

A bi-national working group has been meeting regularly to implement the systematic exchanges envisioned in the Asylum Annex. In August 2004, the working group agreed to study the feasibility of comparing biometric identifiers (fingerprints and facial recognition), in addition to a comparison of records based on biographical data. Detailed work to further define the requirements of a biometrics-based exchange is currently taking place. These exchanges of information will be in accordance with the privacy laws of both countries.

#5 MANAGING OF REFUGEE/ASYLUM CLAIMS

The Safe Third Country Agreement which, once implemented, will allow both

countries to more efficiently manage the flow of individuals seeking to access their respective refugee/asylum systems, will come into operation shortly. The Agreement covers two types of refugee/asylum claims: those made at land border ports of entry; and those made upon removal by one country while in-transit through the other country.

With respect to refugee/asylum claims made at land border ports of entry, the Agreement is bound by the principle of family re-unification in determining whether an individual would be exempted from the requirement of making a claim in the country of last presence. The Agreement also exempts unaccompanied minors arriving at land border ports of entry from being returned to the country of last presence. The Agreement clearly identifies that individuals making a claim in either country, whether in transit or at a land border port of entry, would not be removed to another country until a determination of that person's claim has been made.

Both countries have published their final Safe Third Country Regulations. Implementation of the Agreement will follow an exchange of diplomatic notes between the two countries.

#6 VISA POLICY COORDINATION

Canada and the United States have agreed to enhance cooperation between our respective diplomatic and consular posts overseas, which will allow our officials to more routinely and more efficiently share information on intelligence and specific data concerning high-risk individuals. The two countries consult one another during the process of reviewing a third country for the purpose of either a visa imposition or visa exemption.

Canada and the United States share information to identify countries that pose security concerns with a view toward further cooperation on visa policy. In February 2002, the United States announced that nationals of Argentina would require a visa to travel to the United States. Since December 2001, Canada has announced that citizens of 11 countries, including Hungary, Saudi Arabia, Malaysia and Costa Rica, would require visas to travel to Canada. Canada has also modified the visa requirement for seafarers to deal with abuses. Currently, Canada and the United States have common visa policies for 175 countries, differing on only 18 countries.

Canada and the United States have initiated a comparison of non-immigrant visa processing. The goal of the comparison is to identify areas where convergence of the processes would enhance continental security and make corresponding recommendations on necessary changes.

#7 AIR PRECLEARANCE

In support of the preclearance program, the two countries signed "The Agreement on Air Transport Preclearance between the Government of Canada and the Government of the United States of America" on January 18, 2001. It allows for the expansion of in-transit preclearance to other Canadian airports and also has provisions that modernize the regime governing preclearance.

Following a formal exchange of diplomatic notes on May 2, 2003, at a ceremony attended by the Canadian Ministers of Foreign Affairs and Transport and U.S. Ambassador Cellucci, the Canada-U.S. Agreement on Air Transport Preclearance was brought into force. The Agreement replaces the 1974 Air Transport Agreement and clearly identifies the authorities of U.S.

preclearance officers.

Preclearance is currently offered at the following Canadian airports: Vancouver, Edmonton, Calgary, Winnipeg, Toronto, Ottawa, and Montreal. Canada and the United States have also determined that U.S. preclearance facilities will be expanded to the Halifax International Airport as soon as the new facilities are completed.

#8 ADVANCE PASSENGER INFORMATION / PASSENGER NAME RECORD

Canada implemented its Passenger Information System (PAXIS) at Canadian airports on October 7, 2002, to collect Advance Passenger Information on individuals travelling to Canada and began the implementation of the Passenger Name Record (PNR) component of PAXIS on July 8, 2003.

Canada and the United States have agreed to share API and PNR information on high-risk travelers destined to either country using a jointly developed risk scoring mechanism. The first phase of this exchange was implemented on August 10, 2004.

An automated process to share lookouts between the two countries was implemented on February 6, 2004. Work is underway to develop an automated process exchange of immigration lookouts between the two countries. Implementation is scheduled for Spring 2005. The sharing of lookout information is managed on a 24/7 basis through Canada's National Risk Assessment Centre (NRAC), which became operational in Ottawa, Ontario, on January 12, 2004 and the U.S. National Targeting Center (NTC) located in Washington, D.C.

Advance Passenger Processing

Canada and the United States have created a working group to study the feasibility of a program to screen passengers at check-in at overseas airports and to provide a recommendation to carriers (board/no board concept). This program would build on the existing framework for the use of API/PNR.

#9 JOINT PASSENGER ANALYSIS UNITS

Canada and the United States agreed to a co-location of customs and immigration officers in pilot Joint Passenger Analysis Units (JPAU) to more intensively cooperate in identifying potentially high-risk travelers.

JPAU pilots located in Miami International Airport, Florida and Vancouver International Airport, British Columbia concluded in January 2004 when the National Risk Assessment Centre (NRAC) and the National Targeting Center (NTC) in Washington, D.C. assumed responsibility for the sharing of information activities.

#10 MARITIME SECURITY AND FERRY TERMINALS

In May 2002, Canada and the United States completed a marine benchmarking study to enhance Canadian and U.S. border security and contraband interception.

A joint Canada-U.S. team reviewed customs and immigration practices and

procedures at the ports of Vancouver (British Columbia), Montreal (Quebec) and Halifax (Nova Scotia) in Canada and Seattle-Tacoma (Washington), Miami (Florida) and Newark (New Jersey) in the United States. The team developed 42 recommendations of varying complexity. As of early February 2004, each of the 42 recommendations, within the scope of the participating organizations, was confirmed as either in progress or entirely addressed.

On July 1, 2004, Canada and the United States began enforcing new marine security requirements under the International Maritime Organization's International Ship and Port Facility Security (ISPS) Code. The new requirements, which include the completion of security assessments and security plans, are aimed at protecting international shipping from the threat of terrorism.

Canada and the United States have worked closely to ensure the effective implementation of the new security requirements. In signing a bilateral agreement, the two countries have agreed to provide reciprocal recognition and acceptance of each other's approved vessel security plans. In practice, this means that Canadian-flagged vessels that meet Canadian security requirements can enter American harbours and American-flagged ships that meet American requirements can enter Canadian harbours. This harmonization not only enhances the safety and security of the two countries' transportation systems, but also serves to ensure the continued flow of goods across the border.

In addition, Canada and the United States have been working together to effectively operationalize the ISPS Code. A Memorandum of Understanding between the United States Coast Guard (USCG) and Transport Canada has allowed for USCG officers to observe the Canadian verification of foreign-flagged vessels at the Port of Montréal as they are entering the Great Lakes St. Lawrence Seaway system. This MOU aids in the flow of trade in the shared Seaway System, and will also promote the exchange of professional knowledge in operational matters and improve interoperability in the marine environment related to marine security.

#11 COMPATIBLE IMMIGRATION DATABASES

Canada and the United States have held a series of discussions on the creation of compatible immigration databases to facilitate systematic information exchange. The most recent such meeting took place in Ottawa in October 2004. The discussions have centered on the types of information to be shared and the supporting technological infrastructures. Canada has described how the development and system-wide implementation of a new Global Case Management System for processing clients across the immigration continuum will greatly improve its ability to manage immigration information. The United States has outlined their plans to improve its technical systems based on collaborative enterprise architecture.

#12 IMMIGRATION OFFICERS OVERSEAS

Canada has deployed 45 immigration officers, called Migration Integrity Officers (MIOs) to 39 key locations overseas. MIOs work with government departments, international departments, local immigration and law enforcement agencies and airlines to combat irregular migration including people smuggling and trafficking of illegal migrants to North America.

The work of these officers resulted in an interdiction rate of 72% in 2003. This means that of all attempted illegal entries by air, 72% (or over 6,000

individuals) were stopped before they reached Canada.

The United States recently announced a similar program, called the Immigration Security Initiative (ISI). The United States will place ISI officers overseas at specific airports in order to decrease the number of people arriving in the United States with false documents. To date, four ISI officers have been deployed on a temporary basis to Schiphol Airport in The Hague, Netherlands. Cooperation with Canadian MIOs is significant and beneficial.

Canadian and American immigration officers work with international partners overseas to collaborate on the interdiction of improperly documented travellers. In several higher risk airports around the world, arrangements are in place to ensure that airlines have constant support from immigration document specialists to enhance their screening of international travellers. Both Canadian and American overseas immigration officers operate under the guidelines for airline liaison officers developed by the International Air Transport Association - Control Authorities Working Group.

#13 INTERNATIONAL COOPERATION

Canada and the United States both recognize the importance of technical assistance to developing countries as a means to improving international security. For this reason, the two countries continue to work together to provide technical assistance to developing nations in the form of improving document integrity, providing expertise on border controls, and joint training. Joint interdiction exercises and joint training programs assist countries in combating document fraud and irregular migration. In addition, Canada and the United States have conducted joint presentations to our partners to promote our border management strategy internationally.

Canada organized Border Management Symposiums for countries belonging to the Asia-Pacific Economic Cooperation (APEC) and the Organization of American States (OAS). The symposiums showcased aspects of Canada-U.S. border cooperation that could be applied internationally. Canada and the United States continue to cooperate to advance smart border principles internationally through various multi-lateral institutions, such as the G-8 Secure and Facilitated Travel Initiative (SAFTI), and the International Maritime Organization where Canada and the United States provided leadership in establishing the International Ship and Port Security Code now in force world-wide.

#14 HARMONIZED COMMERCIAL PROCESSING

Canada and the United States have established a joint program, known as the Free and Secure Trade (FAST) program, designed for pre-approved importers, carriers and drivers to expedite the movement of low-risk shipments across the border.

FAST is currently operational at 19 of the highest-volume land border crossings along the Canada-U.S. border:

- Stanstead (55), Quebec / Derby Line, Vermont
- St. Armand/Philipsburg, Quebec / Highgate Springs, Vermont
- Lacolle, Quebec / Champlain, New York (A southbound dedicated FAST lane opened on April 18, 2004.)
- Lansdowne, Ontario / Alexandria Bay, New York
- Queenston, Ontario / Lewiston, New York
- Fort Erie, Ontario / Buffalo, New York

- Windsor, Ontario / Detroit, Michigan (A dedicated FAST lane opened on the Ambassador Bridge on November 1, 2004)
- Sarnia, Ontario / Port Huron, Michigan (A dedicated NEXUS-FAST lane on the Bluewater Bridge at Sarnia, Ontario/Port Huron, Michigan opened on January 5, 2004.)
- Emerson, Manitoba / Pembina, North Dakota
- North Portal, Saskatchewan / Portal, North Dakota
- Coutts, Alberta / Sweetgrass, Montana
- Pacific Highway, British Columbia / Blaine, Washington (A southbound dedicated FAST lane opened on October 22, 2004.)
- Osoyoss, British Columbia / Orville, Washington
- Fort Frances, Ontario / International Falls-Ranier, Minnesota
- Cornwall, Ontario / Massena, New York
- Sault Ste Marie, Ontario / Sault Ste Marie, Michigan
- Prescott, Ontario / Ogdensburg, New York
- Woodstock, New Brunswick / Houlton, Maine
- St. Stephen, New Brunswick / Calais, Maine

In addition, discussions are ongoing on the creation of more dedicated FAST lanes at other key border crossings.

FAST driver enrolment centers are operational at the following ten locations:

- Woodstock, New Brunswick / Houlton, Maine
- Stanstead (55), Quebec / Derby Line, Vermont
- Lacolle, Quebec / Champlain, New York
- Windsor, Ontario / Detroit, Michigan
- Fort Erie, Ontario / Buffalo, New York
- Sarnia, Ontario / Port Huron, Michigan
- Emerson, Manitoba / Pembina North Dakota
- North Portal, Saskatchewan / Portal North Dakota
- Coutts, Alberta / Sweet Grass, Montana
- Pacific Highway, British Columbia / Blaine, Washington

To facilitate FAST driver enrollment, a mobile portable enrollment centre is being developed to allow FAST drivers to pick up their FAST cards at inland locations. Advance cargo reporting is about getting the right information at the right time in order to make informed decisions about whether to examine shipments before they arrive in North America or at the first point of arrival. The United States and Canada have implemented 24-hour advance cargo notification for the marine mode. Roll-out of advance notice requirements to the other modes of transportation is underway.

Canada and the United States are working closely to harmonize commercial processing and risk assessment processes. To date, there has been significant harmonization on timeframes for advance cargo reporting, data elements and risk assessment methodologies, criteria and scoring. Canada and the United States are now working closely to ensure that Canada's Advance Commercial Information (ACI) initiative and the U.S. Container Security Initiative are harmonized to the greatest extent possible.

In October 2004, Canada committed to partner with the United States in their Container Security Initiative, including the deployment of Canada Border Services Agency officials to a foreign marine port by April 2005 to assist in the targeting and verification of shipping containers destined to North America.

#15 CLEARANCE AWAY FROM THE BORDER

Land

In October 2004, Canada and the United States announced a joint plan to engage stakeholders in a discussion on commercial pre-screening that would enhance traffic flow and security at the Fort Erie-Buffalo Peace Bridge. The two countries have also agreed to work with stakeholders to examine a pilot on full preclearance at the same crossing, with appropriate legislative changes to enhance inspection authorities. These consultations have begun. The bilateral working group continues to make progress on this issue.

Rail

The Canada Border Service Agency (CBSA) and the U.S. Customs and Border Protection (CBP) continue to work cooperatively with industry partners on the goal of improving security and facilitating the flow of trade goods by rail. CBSA and CBP signed a Declaration of Principles with Canadian National Railway and Canadian Pacific Railways on April 2, 2003 that confirms roles and responsibilities. A Protocol Document was signed in February 2004 between the CBSA and CBP, which outlines the conditions under which the CBSA will undertake examinations on behalf of CBP.

The 2003 Declaration of Principles sets out a framework for the installation of a total of nine examination points for cargo destined to the United States by rail using detection equipment known as Vehicle and Cargo Inspection System (VACIS). VACIS equipment has been installed at seven rail gates in the United States. Installation of the VACIS system in Canada at the Sarnia site was completed on October 31, 2004 and Windsor is expected to be completed in summer 2005.

#16 JOINT FACILITIES

Joint facilities are shared Canadian and U.S. facilities that straddle the border. These facilities exemplify the partnership of the two countries and commitment to ensure that our shared border is efficient and secure. Decisions made with respect to joint facilities are closely linked to the initiatives of the Smart Border Action Plan item #15 Clearance Away from the Border.

Canada and the United States have established joint facilities at the following six locations:

- Noyan, Quebec / Alburg Springs, Vermont
- Climax, Saskatchewan / Turner, Montana
- Coutts, Alberta / Sweetgrass, Montana
- Carson, British Columbia / Danville, Washington
- Osoyoos, British Columbia / Orville, Washington
- Little Gold Creek, Yukon / Poker Creek, Alaska

Consideration is being given to other locations where joint facilities may be feasible, particularly small, remote ports of entry in rural areas.

#17 CUSTOMS DATA

Canada and the United States are committed to sharing information to enhance protection and compliance and to facilitate trade while respecting the privacy rights of citizens and companies. Since the events of September 11, 2001, the two customs agencies have developed new or modified existing

arrangements to the sharing of custom data.

- **Fraud Agreement:** In December 2001, Canadian and U.S. customs agencies signed the Co-operation Arrangement for the Exchange of Information for the Purposes of Inquiries Related to Customs Fraud.

- **NAFTA Agreement:** Co-operation was further extended on April 23, 2003 with the signature of the Memorandum of Understanding on the exchange of NAFTA data, including NAFTA-related advanced rulings, results of origin determination, audit plans, and audit reports.

- **Statistics Agreement:** In 1987, Canadian and U.S. statistical and customs agencies agreed to exchange data covering each country's imports from the other to permit the partner country to compile its export statistics. This MOU is being amended to allow for the exchange of in-transit data.

Both Canada and the United States continue to work toward further improving the processes for exchanging information to address security and enforcement needs.

#18 IN-TRANSIT CONTAINER TARGETING

Inter-modal marine containers comprise approximately 90% of all cargo moved globally. Two hundred (200) million containers are presently in service worldwide. Approximately 500,000 Twenty-foot Equivalent Units (TEU's) imported into Canada continue in-transit to the United States. Approximately 200,000 TEU's imported into the United States move in-transit to Canada.

Canada and the United States are working together to improve container security by jointly targeting high-risk containers at the first point of arrival in North America. Joint targeting teams were created at five marine ports in March 2002. American customs inspectors are stationed at Vancouver, Halifax, and Montréal, and Canadian customs inspectors are stationed in Seattle-Tacoma and Newark.

Electronic transmission of advance manifest data using the U.S. Bureau of Customs and Border Protection Automated Targeting System (ATS) for the marine environment has been implemented in marine targeting units in both Canada and the United States. The data extracted from the system by the CBSA is provided to the United States for targeting in-transit shipments. This is an interim measure while Canada develops its own system, which is due to be released shortly. This will not only enhance our targeting capabilities and streamline our examination process but will also provide a valuable experience base for the development of the Canadian system.

#19 INFRASTRUCTURE IMPROVEMENTS

Both the Canadian and American governments have committed significant funds for border infrastructure. The Government of Canada has provided $665 million under the Border Infrastructure Fund and the Strategic Highway Infrastructure Program for physical and technological improvements at the six busiest border crossings (Windsor, Sarnia, Niagara Falls and Fort Erie in Ontario; Douglas, British Columbia; and Lacolle, Quebec), and other key regional crossings (e.g., St. Stephen, New Brunswick). The United States Transportation Efficiency Act for the 21st Century also funds transportation projects along U.S. corridors and at border points along the Canada-United

States border.

New infrastructure investments will serve to facilitate the secure and efficient movement of people and goods across the border as well as amplify the benefits of the FAST and NEXUS programs, for example through dedicated lanes for commercial and passenger vehicles at key border crossings.

Canada and the United States are working together to model traffic flows at key border crossings through computer simulations. A bi-national border infrastructure/modeling group was established to analyze border congestion. Border modeling will ensure that border infrastructure investments are put to the most effective use.

#20 INTELLIGENT TRANSPORTATION SYSTEMS

Technology is being leveraged wherever possible to ensure the free and secure movement of people and goods across our borders. From biometric readers, through automated targeting systems, to modeling traffic flows at the border, technology serves as an important enabler for implementing the most efficient risk management approach to border security.

In addition, Canada and the United States have initiated the Border Information Flow Architecture that, when complete, will provide guidance to all agencies implicated in border activities on how they may ensure the integration of systems and advanced technologies being used by those agencies, where appropriate. Assuring that all systems can work together should help to improve the efficiency and effectiveness of border operations and, as well, could help reduce costs to both commercial carriers and border agencies alike through the reduction of duplication of systems and hardware.

Canada and the United States are working towards mutual recognition of security clearances and credentials of transportation workers. For example, Canada and the United States are studying the possible use of the FAST Card as the credential for hauling of dangerous goods. Canada and the United States will also explore recognition of respective background checks as equivalent for the purpose of granting transportation security clearances.

#21 CRITICAL INFRASTRUCTURE PROTECTION

Canada and the United States have created a bi-national steering committee and have developed a joint framework for cooperation on critical infrastructure protection (CIP) to assess threats to our shared critical infrastructure and ensure ongoing, high-level focus on the issue by both governments. The steering committee meets bi-annually bringing together Canadian and American representatives from key CIP sectors.

The Department of Public Safety and Emergency Preparedness Canada (PSEPC) and the U.S. Department of Homeland Security (DHS) have developed a joint framework for action, which includes specific CIP measures. The Canada-U.S. steering committee is the forum for addressing this action plan, including the conduct of joint vulnerability assessments, identification of trans-border critical infrastructure, and information sharing. At its meeting in October 2004, the steering committee agreed to restructure the sector working groups to focus on six key priority areas: energy, transportation, telecommunications, cyber security, interdependencies and threats and warning. Leveraging work already done, the working groups will identify priority tasks and clear deliverables for implementation of the action plan.

The Energy Working Group has conducted vulnerability assessments modeled after the DHS Site Assistance Visit methodology of shared oil and gas pipeline systems and electrical generation and transmission facilities. Four pilots were completed in 2004 and next steps include the development of a bi-national vulnerability assessment methodology using lessons learned from the pilot projects. Canada and the United States continue to work together to implement the recommendations resulting from the Canada - U.S. Power Outage Task Force addressing the 14 August 2003 blackout. Both governments have been working closely with the North American Electric Reliability Council (NERC) to take concrete measures to increase the reliability of the electricity infrastructure through the development and implementation of standards and addressing vulnerabilities. The collaboration between the two governments and the energy sector is a concrete example of the level of cooperation between Canada and the United States in Critical Infrastructure Protection and assurance.

Under the auspices of the CIP Steering Committee, Telecommunications Working Group, the Civil Emergency Planning Telecommunications Advisory Committee has fostered cross-border cooperation and planning for the protection and restoration of the telecommunications infrastructure. Several key initiatives have furthered these objectives, including the implementation of a wireless priority service in Canada with interoperability between the two nations, and expanded information sharing through the Critical Infrastructure Warning Information Network, and the expansion of the U.S. Government Emergency Telecommunication System (GETS) to include Canada.

The CIP Steering Committee has now established a working group on cyber-security. Co-chairs have been identified and a mission, work plan with specific objectives, and milestones will be drafted for submission to the Steering Committee. In close cooperation with the Telecommunications Working Group, the Cyber-security Working Group will address common issues and will expand on collaborative international cyber-security efforts already existing between the two countries with respect to the Organization of American States (OAS), the Asia Pacific Economic Cooperation (APEC), and Europe.

The Transportation Working Group has completed a pilot vulnerability assessment and is working towards developing a framework for the identification of land, air and sea critical infrastructure, sharing of tools and methodologies and the conduct of priority vulnerability assessments.

U.S. dam owners near the border are also working directly with their Canadian counterparts as the need arises. The state of Washington recently held a full scale homeland security exercise involving a Seattle City and Light dam with Canadian participation. New York Power Authority (NYPA) also recently held a full scale exercise with its counterparts at Ontario Power Generation (OPG) regarding security. NYPA and OPG share common facilities in the Niagara area and as such work together to ensure similar security coverage. These two organizations also coordinate operational activities along the St Lawrence River.

#22 AVIATION SECURITY

Canada and the United States have agreed to recognize each other's national standards for security in airports and on board flights, and to coordinate measures that are essential to protecting our citizens. With the creation of the new federal transportation security agencies and the augmentation of existing departments, the two governments have

strengthened their respective capacities to set regulations, review standards, and monitor and inspect all air security services. The two governments have also assumed direct responsibility for security standards, and will work to identify best practices with a view to improving them.

Advance Passenger Information/Passenger Name Record data is important to enhancing aviation security, and can be used to identify prospective passengers who present a risk to aviation security before they board a flight. Canada has recently passed legislation that enhances the government's capability to use airline passenger information, including development of a specified persons list for all flights - international and domestic. Importantly, the legislation contains provisions to protect privacy and assure appropriate accountability. As with immigration screening at our ports of entry, Canada and the United States are cooperating in identifying high risk individuals who present a threat to aviation security.

The United States and Canada have created a bilateral steering committee and developed joint terms of reference for cooperation on transportation security issues and to ensure ongoing, high-level focus by both governments. The U.S./Canada Transportation Security Cooperation Group meets bi-annually to review ongoing work of bilateral working groups in areas such as aviation screening of precleared passengers and checked baggage, and air cargo security.

Canada and the United States have shared methodologies to address the issue of Man-Portable Air Defense Systems (MANPADS) - ground to air shoulder fired missiles. Vulnerability assessments have been conducted in both countries with combined teams. We are also working jointly to ensure compatible approaches to enhancing the security of air cargo. The United States and Canada continue an ongoing dialogue to share best practices.

#23 INTEGRATED BORDER AND MARINE ENFORCEMENT TEAMS

The Integrated Border Enforcement Team (IBET) is a bi-national, multi-agency program that emphasizes a harmonized approach to Canada-U.S. efforts on targeting possible cross-border criminal and terrorist activities. IBETs combine law enforcement, customs and immigration representatives from both countries, as well as the U.S. Coast Guard. With the implementation of the new IBET in the Sault Ste Marie region announced in October, 2004, there are now 23 IBETs operating in 15 strategic geographic regions along the land border. These teams enhance the integrity of our shared border by identifying, investigating and interdicting persons and organizations that pose a threat to national security or are engaged in organized crime or other criminal activity.

In 2003-2004, forty-five national security cases came to light as result of IBET cooperation, which provided information to ongoing national security investigations. IBETs have also effectively disrupted smuggling rings, confiscated illegal drugs and weapons. Canada and the United States have chosen to co-locate intelligence units within their respective IBET teams at four sites, comprising two in each country. Dedicated intelligence staff from both countries are being posted to these four locations in order to provide timely and accurate information to other IBETs and federal agencies. A new governance approach is now being implemented through the International Joint Management Team. The team was designed to advance ongoing issues and to strengthen the coordination between Canadian and American enforcement agencies.

#24 JOINT ENFORCEMENT COORDINATION

With the signing of the Letter of Intent on Radio Communication Interoperability on October 14, 2004, between the Department of Public Safety and Emergency Preparedness Canada and the Department of Homeland Security, the foundation is laid for greater cooperation and planning of interoperable radio communications for the purposes of Joint Enforcement Coordination. The Letter of Intent directs officials to seek improvements, enhance and initiate cross-border radio communication operations, thereby increasing public and officer safety.

The issue of cross-border radio communications was also addressed at the 8th annual Cross-Border Crime Forum (CBCF), which took place on October 21-22, 2004. The Canadian Minister of Public Safety and Emergency Preparedness and the U.S. Attorney General continue to work with senior officials representing law enforcement agencies, prosecuting authorities, customs, immigration and intelligence agencies in addressing transnational crime problems such as smuggling, organized crime, mass marketing fraud and other emerging cross-border issues, including terrorism. The CBCF focuses on resolving obstacles and impediments, primarily with regards to policy, regulations, and legislation, faced by law enforcement and justice officials in successfully addressing cross-border crime.

At the October 2004 CBCF, several new initiatives were announced, including the preparation of a joint threat assessment on human trafficking and a working group aimed at streamlining access to records of financial institutions and Internet service providers for use in criminal investigations and prosecutions.

#25 INTEGRATED INTELLIGENCE

The Government of Canada has established Integrated National Security Enforcement Teams (INSETs), which will include representatives from federal enforcement and intelligence agencies, as well as international law enforcement partners such as the United States, on a case-by-case basis. Canada has also been participating since April 9, 2002, in the U.S. Foreign Terrorist Tracking Task Force (FTTTF) in Washington, D.C., to detect, interdict, and remove foreign terrorist threats. Joint Terrorism Task Forces, led by the U.S. Attorney's Offices along the border, also work closely with Canadian authorities on appropriate matters of counter-terrorism strategy and national security interest.

Public Safety and Emergency Preparedness Canada (PSEPC) and the U.S. Department of Homeland Security (DHS) are working in coordination to establish and maintain secure voice, secure fax and secure video links. The U.S. Homeland Security Operations Center (HSOC) and the Canadian Government Operations Centre (GOC) successfully tested the interoperability of secure voice and fax in early October and will continue to do so on a monthly basis. The U.S. is developing a process to share terrorist threat information through the U.S. Homeland Security Information Network (HSIN) on the Joint Regional Information Exchange System (JRIES) international system.

#26 FINGERPRINTS

Canada and the United States have shared fingerprint and criminal record information for over 50 years. With the signing of the Memorandum of Cooperation on December 17, 2002, the RCMP and the FBI have

implemented an electronic system for the exchange of criminal records information, as well as fingerprints, using a standard communication interface. This new cutting edge technology allows fingerprints to be electronically recorded then transmitted and instantly verified against other databases in both countries. Testing of the new interface was a success and will enhance real time delivery of data in the future.

#27 REMOVAL OF DEPORTEES

Canada and the United States continue to work closely together in removing high-risk individuals to source countries in an expeditious and effective manner. Since September 2001, Canada and the United States have conducted 12 joint operations, resulting in the removal of a total of 898 individuals from the two countries.

#28 COUNTER-TERRORISM LEGISLATION

President Bush signed the Patriot Act on October 26, 2001. In Canada, the Anti-Terrorism Act came into force on December 24, 2001. In 2003, a Counter-Terrorism Subgroup was created under the auspices of the U.S.-Canada Cross-Border Crime Forum.

#29 FREEZING OF TERRORIST ASSETS

Canada and the United States have a working process in place to share advance information on individuals and organizations that may be designated as terrorist in order to coordinate the freezing of their assets. To date, Canada and the United States have designated or listed over 483 individuals and organizations.

#30 JOINT TRAINING AND EXERCISES

Canada and the United States are conducting more frequent cross-border counter-terrorism training activities. In 2003, Canada was invited to participate in TOPOFF2, a U.S.-led counter-terrorism exercise designed to improve domestic and cross-border preparedness for potential terrorist attacks using weapons of mass destruction. Progress is well underway on implementation of recommendations coming out of this exercise, which involved, on the Canadian side, the participation of over 15 federal departments, and the province of British Columbia. Planning is now well underway for TOPOFF 3, scheduled for April 2005, and includes the active participation of the UK. This exercise will allow Canada and the United States to validate their new emergency response systems and maximize coordination of the two systems.

A bi-national exercise named Silver Links took place in November 2004 to confirm roles and responsibilities in dealing with incidents (cyber and physical) that would cause disruptions as a result of interdependencies and vulnerabilities across a number of key infrastructure sectors (e.g. banking and electricity).

The second exercise in the Blue Cascades series is being organized by the Pacific North West Economic Region (PNWER) with participation by both U.S. and Canadian governments, state and provincial governments, and the private sector and will focus on cyber security and its importance to the economy.

#31 BIOSECURITY

A bi-national working group has developed an action plan for collaboration on biosecurity issues. This work will reinforce and modernize external borders against shared risks to the food supply, to human, plant and animal health and to the environment on which these depend. The working group is examining how to synchronize enforcement procedures for managing risks at the shared land border, and to enhance cooperation in domestic biosecurity management. Ultimately, these efforts are intended to identify low-risk food imports and expedite their movement.

Canada and the United States are committed to cooperating closely on the implementation of the rules on Prior Notice of Imported Food and Food Facility Registration pursuant to the U.S. Bioterrorism Act of 2002 in an effort to make these rules as effective as possible and in a manner that facilitates the flow of legitimate trade between the two countries.

#32 SCIENCE AND TECHNOLOGY COOPERATION

The Canada-U.S. Agreement on Science and Technology Cooperation for Critical Infrastructure Protection and Border Security was signed on June 1, 2004, by the two governments. This agreement enables government scientists and designated private-sector researchers to collaborate on joint projects to advance security technologies and understanding. The agreement provides for a simplified process for developing and implementing cooperative activities that can be conducted on either a classified or unclassified basis. It also safeguards intellectual property developed in the course of cooperative activities. The Department of Homeland Security, Science and Technology Directorate, provides policy oversight and day-to-day management of the agreement for the United States. Defence Research and Development Canada (DRDC) manages the agreement for Canada.

Building on this agreement, Canada and the United States have collaboratively developed the Public Security Science and Technology Program encompassing four mission areas: CBRNE; disruption and interdiction; critical infrastructure protection; and systems integration, standards and analysis. There are currently 18 collaborative projects identified and initiated across all four mission areas. Examples include:

- examining the behaviour of exploded radiological dispersion devices with a view to designing effective response capabilities;
- jointly evaluating technologies to aid the work of Integrated Border Enforcement Teams; and,
- examining the security and interoperability of wireless technology.

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Section 515 Requests

Port Of Entry-Wild Horse, MT

Port Information

Port Code: **3323**

Location Address: **29966 Wild Horse Rd. Highway 232**
Havre, MT 59501-8058

Mailing Address: **Same As Above**

General Phone: **(406) 394-2371**

Operational Hours: **8:00 AM-9:00 PM(Mountain)**
Seven Days A Week (7)
05/15/2004To09/30/2004

8:00 AM-5:00 PM(Mountain)
Seven Days A Week (7)
10/01/2003To05/14/2004

Description: **A Port of Entry is any designated place at which a CBP officer is authorized to accept entries of merchandise to collect duties, and to enforce the various provisions of the customs and navigation laws (19 CFR 101.1).**

Brokers : View List

Service Contacts

Services Provided By : Great Falls, MT

Name: **Area (Service) Port Director**
Phone: **(406) 453-7631Ext:204**

Name: **Import Specialist**
Phone: **(406) 453-7631Ext:305**

Name: **Import Specialist**
Phone: **(406) 453-7631Ext:216**

Name: **Supervisory Inspector (Airports)**
Phone: **(406) 453-0861Ext:201**
Fax: **(406) 453-5688**

Facilities And Crossings

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Butte Airpo

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Great Falls,

Kalispell Ai

Morgan, MT

Opheim, M

Piegan, MT

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Supplemental Information

Contact Information: **Wild Horse is a "Permit Port", which means that importations of cargo must be approved in advance by the Great Falls Service Port. Contact the Supervisory Entry Officer at 406-453-7631 x212 for more information.**

Directions to Port Office

Havre: **Proceed North on Highway 232 (Wild Horse Rd) to Canandian Border**

Field Operations Office Information

Name : **Seattle**

Location : **Seattle, WA**

Press Office

Name : **Mike Milne,Press Officer**

Address : **1000 Second Ave.**
Suite 2200
Seattle, WA 98104-1049

Phone: **(206) 553-6944Ext:614**

Fax: **(206) 553-4056**

ICE Special Agents-in-Charge (SAC)

contacts

Field Operations Offices

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Section 515 Requests

Port Of Entry-Whitlash, MT

Port Information

Port Code: **3321**

Location Address: **Port of Entry Road (Highway 409)**
Whitlash, MT 59545-0071

Mailing Address: **PO Box 71**
Whitlash, MT 59545-0071

General Phone: **(406) 432-5522**

Operational Hours: **9:00 AM-5:00 PM(Mountain)**
Seven Days A Week (7)

Description: **A Port of Entry is any designated place at which a CBP officer is authorized to accept entries of merchandise to collect duties, and to enforce the various provisions of the customs and navigation laws (19 CFR 101.1).**

Brokers : View List

Service Contacts

Services Provided By : Great Falls, MT

Name: **Area (Service) Port Director**
Phone: **(406) 453-7631Ext:204**

Name: **Import Specialist**
Phone: **(406) 453-7631Ext:305**

Name: **Import Specialist**
Phone: **(406) 453-7631Ext:216**

Name: **Supervisory Inspector (Airports)**
Phone: **(406) 453-0861Ext:201**
Fax: **(406) 453-5688**

Facilities And Crossings

Supplemental Information

Special Instructions: **Whitlash is a "Permit Port", which means that importations of cargo**

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must be approved in advance by the Great Falls Service Port. Contact the Supervisory Entry Officer at 406-453-7631 x212 for more information. Whitlash is a Class B Port (Only citizens of the Unites States of America, Canada, and Lawful Permanent Residents of the United States may enter through the port)

Directions to Port Office

Whitlash: **Proceed North on Port of Entry Road (Highway 409) to Canadian Border**

Field Operations Office Information

Name : **Seattle**

Location : **Seattle, WA**

Press Office

Name : **Mike Milne,Press Officer**

Address : **1000 Second Ave.**
Suite 2200
Seattle, WA 98104-1049

Phone: **(206) 553-6944Ext:614**

Fax: **(206) 553-4056**

ICE Special Agents-in-Charge (SAC)

Port Of Entry-Sweetgrass Area Port, MT

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Great Falls,

Kalispell Ai

Morgan, MT

Opheim, MT

Piegan, MT

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Port Information

Port Code: **3310**

Location Address: **Interstate 15 N at Canadian border
Sweetgrass, MT 59484**

Mailing Address: **P.O. BOX 609
Sweetgrass, MT 59484-0167**

General Phone: **(406) 335-9610**

General Fax: **(406) 335-2929**

Operational Hours: **Twenty Four (24) Hours A Day
Seven Days A Week (7)**

Description: **A Port of Entry is any designated place at which a CBP officer is authorized to accept entries of merchandise to collect duties, and to enforce the various provisions of the customs and navigation laws (19 CFR 101.1).**

Brokers : View List

Service Contacts

Services Provided By : Great Falls, MT

Name: **Area (Service) Port Director**
Phone: **(406) 453-7631Ext:204**

Name: **Import Specialist**
Phone: **(406) 453-7631Ext:305**

Name: **Import Specialist**
Phone: **(406) 453-7631Ext:216**

Name: **Supervisory Inspector (Airports)**
Phone: **(406) 453-0861Ext:201**
Fax: **(406) 453-5688**

Facilities And Crossings

Name: **Cut Bank Airport, MT - On Call Service**

Phone: **(406) 335-9610**
Operational Hours: **Twenty Four (24) Hours A Day**
Seven Days A Week (7)

Name: **Port of Del Bonita, MT**
Phone: **(406) 336-2130**
Operational Hours: **8:00 AM-9:00 PM(Mountain)**
Seven Days A Week (7)
06/01/2003To09/15/2003

9:00 AM-6:00 PM(Mountain)
Seven Days A Week (7)
09/16/2003To05/31/2004

Name: **Port of Morgan, MT**
Phone: **(406) 674-5248**
Operational Hours: **8:00 AM-9:00 PM(Mountain)**
Seven Days A Week (7)
06/01/2003To09/15/2003

9:00 AM-6:00 PM(Mountain)
Seven Days A Week (7)
09/16/2003To05/31/2004

Name: **Port of Turner, MT**
Phone: **(406) 379-2651**
Operational Hours: **8:00 AM-9:00 PM(Mountain)**
Seven Days A Week (7)
06/01/2003To09/15/2003

9:00 AM-6:00 PM(Mountain)
Seven Days A Week (7)
09/16/2003To05/31/2004

Name: **Port of Whitlash, MT**
Phone: **(406) 432-5522**
Operational Hours: **9:00 AM-5:00 PM(Mountain)**
Seven Days A Week (7)
01/01/2003To12/31/2003

Name: **Port of Wild Horse, MT**
Phone: **(406) 394-2371**
Operational Hours: **8:00 AM-9:00 PM(Mountain)**
Seven Days A Week (7)
05/15/2003To09/30/2003

8:00 AM-5:00 PM(Mountain)
Seven Days A Week (7)
10/01/2003To05/14/2004

Name: **Port of Willow Creek, MT**
Phone: **(406) 398-5512**
Operational Hours: **9:00 AM-5:00 PM(Mountain)**
Seven Days A Week (7)
01/01/2003To12/31/2003

Supplemental Information

Contact Information: **Pilots wishing to clear at Cut Bank or Sweetgrass should make arrangements through the Sweetgrass Port of Entry by calling 406-335-9610.**

Reporting Requirements: **Pilots must give a minimum of 2 hours advance notice of their intended arrival at both Cut Bank and Sweetgrass airports. These locations are staffed "on call" and require this lead time for an Inspector to respond.**

Special Instructions: **The airstrip at Sweetgrass may not be available at some times due to weather or other conditions. Check with port staff for the most current information.**

Directions to Port Office

Great Falls, MT: **Proceed north on Interstate 15 to the Canadian border.**

Field Operations Office Information

Name : **Seattle**
Location : **Seattle, WA**

Press Office

Name : **Mike Milne,Press Officer**
Address : **1000 Second Ave.**
Suite 2200
Seattle, WA 98104-1049
Phone: **(206) 553-6944Ext:614**
Fax: **(206) 553-4056**

ICE Special Agents-in-Charge (SAC)

contacts

Field Operations Offices

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Port Of Entry-Piegan, MT

Port Information

Port Code: **3316**

Location Address: **Highway 89, 10 miles North of Babb**
Babb, MT 59411-0109

Mailing Address: **Post Office Box 109**
Babb, MT 59411-0109

General Phone: **(406) 732-5572**

General Fax: **(406) 732-4255**

Operational Hours: **7:00 AM-11:00 PM(Mountain)**
Seven Days A Week (7)
01/01/2003To12/31/2003

Description: **A Port of Entry is any designated place at which a CBP officer is authorized to accept entries of merchandise to collect duties, and to enforce the various provisions of the customs and navigation laws (19 CFR 101.1).**

Brokers : View List

Service Contacts

Services Provided By : Great Falls, MT

Name: **Area (Service) Port Director**
Phone: **(406) 453-7631Ext:204**

Name: **Import Specialist**
Phone: **(406) 453-7631Ext:305**

Name: **Import Specialist**
Phone: **(406) 453-7631Ext:216**

Name: **Supervisory Inspector (Airports)**
Phone: **(406) 453-0861Ext:201**
Fax: **(406) 453-5688**

Facilities And Crossings

Name: **Chief Mountain Summer Station**

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Butte Airpo

Del Bonita,

Great Falls,

Kalispell Ai

Morgan, M

Opheim, M

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Phone: **(403) 653-3317**

Operational Hours: **9:00 AM-6:00 PM(Mountain)**
Seven Days A Week (7)
09/07/2004To09/30/2004

7:00 AM-10:00 PM(Mountain)
Seven Days A Week (7)
06/01/2004To09/06/2004

9:00 AM-6:00 PM(Mountain)
Seven Days A Week (7)
05/15/2004To05/31/2004

Supplemental Information

Special Instructions: **Piegan is a "Permit Port", which means that importations of cargo must be approved in advance by the Great Falls Service Port. Contact the Supervisory Entry Officer at 406-453-7631 x212 for more information.**

Directions to Port Office

Browning, MT: **Take US Highway 89 North to the Canadian border.**

Field Operations Office Information

Name : **Seattle**

Location : **Seattle, WA**

Press Office

Name : **Mike Milne,Press Officer**

Address : **1000 Second Ave.**
Suite 2200
Seattle, WA 98104-1049

Phone: **(206) 553-6944Ext:614**

Fax: **(206) 553-4056**

ICE Special Agents-in-Charge (SAC)

contacts

Field Operations Offices

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Port Of Entry-Del Bonita, MT

Port Information

Port Code: **3322**

Location Address: **41 miles north of Cut Bank on Hwy 213**
Cut Bank, MT 59427-9109

Mailing Address: **Del Bonita Star Route**
Cut Bank, MT 59427-9109

General Phone: **(406) 336-2130**

General Fax: **(406) 336-2135**

Operational Hours: **8:00 AM-9:00 PM(Mountain)**
Seven Days A Week (7)
06/01/2004To09/15/2004

9:00 AM-6:00 PM(Mountain)
Seven Days A Week (7)
09/16/2003To05/31/2004

Description: **A Port of Entry is any designated place at which a CBP officer is authorized to accept entries of merchandise to collect duties, and to enforce the various provisions of the customs and navigation laws (19 CFR 101.1).**

Brokers : View List

Service Contacts

Services Provided By : Great Falls, MT

Name: **Area (Service) Port Director**
Phone: **(406) 453-7631Ext:204**

Name: **Import Specialist**
Phone: **(406) 453-7631Ext:305**

Name: **Import Specialist**
Phone: **(406) 453-7631Ext:216**

Name: **Supervisory Inspector (Airports)**
Phone: **(406) 453-0861Ext:201**
Fax: **(406) 453-5688**

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Morgan, MT

Opheim, MT

Piegan, MT

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Facilities And Crossings

Supplemental Information

Reporting Requirements: **Pilots wishing to clear at Frank Wetstone International Airport must give a minimum 1 hour advance notice of their intended arrival.**

Special Instructions: **Del Bonita is a "Permit Port", which means that importations of cargo must be approved in advance by the Great Falls Service Port. Contact the Supervisory Entry Officer at 406-453-7631 x212 for more information.**

Weather Alert: **Frank Wetstone International Airport is a "Landing Rights" airport, and may not be available due to weather or other conditions. Check with local staff for conditions.**

Directions to Port Office

Cut Bank, MT: **Proceed North on Hwy 213. Port is 41 miles north of Cut Bank**

Field Operations Office Information

Name : **Seattle**

Location : **Seattle, WA**

Press Office

Name : **Mike Milne,Press Officer**

Address : **1000 Second Ave.**
Suite 2200
Seattle, WA 98104-1049

Phone: **(206) 553-6944Ext:614**

Fax: **(206) 553-4056**

ICE Special Agents-in-Charge (SAC)

Individual State to State Flows
Merchandise Trade from Alberta to U.S. State of Destination b
Truck, 2001

(Value in Current US Dollars, Weight in Metric or US Short Tons) CSV

Rank	Canadian Province of Origin[a]	U.S. State of Destination[b]	Value	Metric Tons	US Sh
2001 Total Imports from Alberta by Truck			$5,311,423,700	4,086,483.00	4,504
1	Alberta	Texas	$513,025,855	278,851.31	307
2	Alberta	California	$490,539,904	428,820.26	472
3	Alberta	New York	$483,432,461	32,410.78	35
4	Alberta	Washington	$295,940,464	357,230.66	393
5	Alberta	Utah	$241,144,506	184,875.70	203
6	Alberta	Tennessee	$234,253,316	13,797.00	15
7	Alberta	Colorado	$217,140,802	138,997.18	153
8	Alberta	Montana	$212,967,922	777,968.04	857
9	Alberta	Illinois	$200,473,125	81,210.02	89
10	Alberta	Florida	$184,539,529	29,623.40	32
11	Alberta	Oregon	$136,136,898	159,622.51	175
12	Alberta	Kansas	$125,713,115	25,703.28	28
13	Alberta	Minnesota	$121,478,796	118,280.83	130
14	Alberta	Ohio	$120,568,247	56,801.52	62
15	Alberta	Pennsylvania	$118,577,164	50,886.34	56
16	Alberta	Wisconsin	$115,997,443	81,828.69	90
17	Alberta	Connecticut	$108,568,744	146,549.49	161
18	Alberta	Michigan	$107,014,869	49,037.56	54
19	Alberta	Georgia	$105,354,320	24,207.44	26

20	Alberta	Idaho	$102,624,373	205,944.49	227
21	Alberta	North Carolina	$84,746,016	14,685.80	16
22	Alberta	New Jersey	$74,360,958	15,139.72	16
23	Alberta	Wyoming	$69,773,066	84,573.40	93
24	Alberta	Iowa	$65,816,256	49,828.71	54
25	Alberta	Louisiana	$61,807,526	8,094.31	8
26	Alberta	Arizona	$56,414,582	51,434.03	56
27	Alberta	North Dakota	$55,611,055	93,280.96	102
28	Alberta	Nebraska	$51,563,232	40,127.94	44
29	Alberta	Indiana	$49,287,473	26,965.10	29
30	Alberta	Masachusetts	$48,480,328	23,495.28	25
31	Alberta	Alaska	$47,992,119	12,268.10	13
32	Alberta	South Dakota	$43,704,497	45,386.91	50
33	Alberta	Oklahoma	$42,097,245	15,046.79	16
34	Alberta	Missouri	$38,108,384	23,708.17	26
35	Alberta	Kentucky	$35,004,139	18,058.36	19
36	Alberta	Virginia	$33,903,858	236,855.98	261
37	Alberta	Maryland	$33,450,040	6,288.77	6
38	Alberta	South Carolina	$32,963,239	9,387.17	10
39	Alberta	Nevada	$28,025,828	20,374.20	22
40	Alberta	Arkansas	$22,253,906	11,413.07	12
41	Alberta	Alabama	$21,449,844	7,269.73	8
42	Alberta	New Hampshire	$16,967,885	4,808.40	5
43	Alberta	West Virginia	$12,368,217	2,096.37	2
44	Alberta	New Mexico	$11,379,874	5,655.11	6
45	Alberta	Mississippi	$8,467,379	1,844.22	2
46	Alberta	Maine	$7,501,906	5,880.94	6
47	Alberta	District of Columbia	$6,629,642	837.55	
48	Alberta	Vermont	$3,003,154	3,298.91	3
49	Alberta	Hawaii	$2,940,023	960.90	1
50	Alberta	Delaware	$2,758,679	3,333.09	3
51	Alberta	Rhode Island	$2,175,841	1,047.41	1

NOTE: Data between 1993-1996 include transshipment activity (i.e., shipments which entered or exited the States by way of a US Customs port on the northern border but whose origin or final destination was other t Canada). Data beginning with January 1997 do not include transshipment activity. Users should note these differences before comparing figures for 1993-1996 with 1997 and subsequent year data. Also note that flov the state or province are unknown have not been individually identified. However, data for these flows are ir the total trade figures between the U.S. and Canada and between the U.S. and Mexico.

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Individual State to State Flows
Merchandise Trade from Alberta to U.S. State of Destination b
2001

(Value in Current US Dollars, Weight in Metric or US Short Tons) CSV

Rank	Canadian Province of Origin[a]	U.S. State of Destination[b]	Value	Metric Tons	US Sh
2001 Total Imports from Alberta by Rail			$2,839,007,465	9,307,131.98	10,259
1	Alberta	Texas	$303,693,790	733,068.35	808
2	Alberta	Illinois	$263,672,550	748,167.96	824
3	Alberta	California	$246,263,127	900,177.38	992
4	Alberta	Washington	$173,810,801	714,176.42	787
5	Alberta	Wisconsin	$165,188,931	390,341.47	430
6	Alberta	Connecticut	$155,551,171	203,695.62	224
7	Alberta	Pennsylvania	$153,614,072	408,122.73	449
8	Alberta	Oregon	$151,134,586	594,404.37	655
9	Alberta	Minnesota	$142,169,086	545,374.86	601
10	Alberta	Ohio	$94,800,206	274,755.99	302
11	Alberta	Michigan	$84,522,986	244,822.30	269
12	Alberta	North Dakota	$73,912,872	364,560.48	401
13	Alberta	Georgia	$72,129,313	140,136.13	154
14	Alberta	Montana	$64,455,939	315,701.45	348
15	Alberta	Indiana	$56,138,888	351,565.92	387
16	Alberta	Missouri	$52,325,890	117,589.21	129
17	Alberta	Colorado	$50,880,576	348,273.73	383
18	Alberta	Iowa	$48,806,156	155,340.06	171
19	Alberta	Kentucky	$47,167,692	87,587.85	96

20	Alberta	New Jersey	$30,289,462	57,628.63	63
21	Alberta	North Carolina	$29,142,934	108,168.26	119
22	Alberta	Tennessee	$27,442,449	50,858.06	56
23	Alberta	Idaho	$27,228,985	144,525.56	159
24	Alberta	South Carolina	$25,025,673	39,616.52	43
25	Alberta	Maine	$25,021,124	103,688.14	114
26	Alberta	Nevada	$21,430,929	121,377.39	133
27	Alberta	South Dakota	$20,684,429	94,280.84	103
28	Alberta	Alabama	$20,673,828	50,558.22	55
29	Alberta	Florida	$20,588,838	168,865.20	186
30	Alberta	Nebraska	$20,240,314	57,719.39	63
31	Alberta	Arizona	$19,736,130	88,388.83	97
32	Alberta	Utah	$19,360,611	123,607.14	136
33	Alberta	Masachusetts	$17,651,999	33,400.84	36
34	Alberta	New York	$16,953,861	45,358.70	49
35	Alberta	Kansas	$15,145,599	89,098.87	98
36	Alberta	Wyoming	$14,445,351	104,318.45	114
37	Alberta	West Virginia	$14,291,729	29,883.20	32
38	Alberta	Oklahoma	$12,553,318	34,606.78	38
39	Alberta	Maryland	$8,455,846	16,937.71	18
40	Alberta	Virginia	$7,728,110	32,210.36	35
41	Alberta	Arkansas	$6,389,404	17,308.79	19
42	Alberta	Mississippi	$4,573,822	9,829.09	10
43	Alberta	Vermont	$4,369,127	11,015.09	12
44	Alberta	Louisiana	$3,243,250	11,199.54	12
45	Alberta	New Hampshire	$1,922,860	5,906.07	6
46	Alberta	New Mexico	$1,727,750	6,149.23	6
47	Alberta	Alaska	$1,590,507	10,906.20	12
48	Alberta	Delaware	$518,419	1,247.36	1
49	Alberta	Rhode Island	$130,503	130.78	
50	Alberta	District of Columbia	$20,383	16.13	

NOTE: Data between 1993-1996 include transshipment activity (i.e., shipments which entered or exited the States by way of a US Customs port on the northern border but whose origin or final destination was other t Canada). Data beginning with January 1997 do not include transshipment activity. Users should note these differences before comparing figures for 1993-1996 with 1997 and subsequent year data. Also note that flo the state or province are unknown have not been individually identified. However, data for these flows are ir the total trade figures between the U.S. and Canada and between the U.S. and Mexico.

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National State to State Flows
Merchandise Trade from U.S. State of Origin to Canadian Prov of Clearance by Truck of Transportation, 2002

(Value in current U.S. dollars) CSV

Rank	U.S State of Origin[a]	Canadian Province of Clearance[b]	Export Valu
1	Michigan	Ontario	$16,816,781,
2	Ohio	Ontario	$12,188,594,
3	New York	Ontario	$6,373,614,
4	Illinois	Ontario	$5,535,594,
5	Indiana	Ontario	$5,427,285,
6	Texas	Ontario	$5,074,806,
7	California	Ontario	$4,001,576,
8	Pennsylvania	Ontario	$3,668,324,
9	Wisconsin	Ontario	$2,850,956,
10	Tennessee	Ontario	$2,647,626,
11	North Carolina	Ontario	$2,628,938,
12	Kentucky	Ontario	$2,606,121,
13	Missouri	Ontario	$2,219,416,
14	New Jersey	Ontario	$2,163,984,
15	South Carolina	Ontario	$1,703,121,
16	Georgia	Ontario	$1,694,572,
17	Washington	British Columbia	$1,597,265,
18	California	British Columbia	$1,416,389,
19	Masachusetts	Ontario	$1,330,696,
20	New York	Quebec	$1,231,466,
21	Minnesota	Ontario	$1,224,234,

22	Virginia	Ontario	$1,178,357,
23	Florida	Ontario	$1,143,219,
24	Alabama	Ontario	$1,124,835,
25	Iowa	Ontario	$936,777,
26	Colorado	Ontario	$912,944,
27	Vermont	Quebec	$890,582,
28	Texas	Alberta	$875,732,
29	New Jersey	Quebec	$721,859,
30	Connecticut	Ontario	$698,462,
31	Oregon	British Columbia	$644,858,
32	California	Alberta	$630,167,
33	Illinois	Manitoba	$622,735,
34	Masachusetts	Quebec	$606,793,
35	Minnesota	Manitoba	$585,887,
36	Ohio	Quebec	$543,538,
37	West Virginia	Ontario	$543,253,
38	Arkansas	Ontario	$528,142,
39	Pennsylvania	Quebec	$484,067,
40	Kansas	Ontario	$471,789,
41	Oklahoma	Ontario	$467,629,
42	Maryland	Ontario	$424,839,
43	Louisiana	Ontario	$386,183,
44	North Carolina	Quebec	$382,322,
45	Delaware	Ontario	$381,940,
46	Oregon	Ontario	$378,632,
47	Arizona	Ontario	$378,102,
48	Wisconsin	Manitoba	$341,529,
49	Mississippi	Ontario	$328,205,
50	Maine	Quebec	$323,592,

Note that data between 1993-1996 include transshipment activity (i.e., shipments which entered or exited th States by way of a US Customs port on the northern or southern borders but whose origin or final destinatio other than Canada or Mexico). Data beginning with January 1997 **do not** include transshipment activity. Us note these differences before comparing figures for 1993-1996 with 1997 and subsequent year data. Also n flows where the state or province are unknown have not been individually identified. However, data for thes included in the total trade figures between the U.S. and Canada and between the U.S. and Mexico.

[a] The US state of origin typically refers to the state of origin where the goods were grown, manufactured or produced. In some instances, however it may not always reflect the actual province of physical origin.
[b] The Canadian province of clearance is the province in which Canadian Customs cleared the shipment, an always be the province of final destination.

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National State to State Flows
Merchandise Trade from U.S. State of Origin to Canadian Prov of Clearance by Rail of Transportation, 2002

(Value in current U.S. dollars) CSV

Rank	U.S State of Origin[a]	Canadian Province of Clearance[b]	Export Vali
1	Michigan	Ontario	$1,983,157,
2	Georgia	Ontario	$1,007,886,
3	Ohio	Ontario	$920,552,
4	Texas	Ontario	$793,214,
5	Indiana	Ontario	$560,485,
6	Kentucky	Ontario	$509,661,
7	Missouri	Ontario	$457,527,
8	Tennessee	Ontario	$403,699,
9	Kansas	Ontario	$398,434,
10	Illinois	Ontario	$379,681,
11	California	Ontario	$297,358,
12	Louisiana	Ontario	$262,725,
13	Alabama	Ontario	$246,992,
14	Ohio	Quebec	$241,541,
15	Texas	Alberta	$174,115,
16	Pennsylvania	Ontario	$171,014,
17	Ohio	Alberta	$155,503,
18	Minnesota	Ontario	$141,848,
19	Wisconsin	Ontario	$137,609,
20	New York	Ontario	$130,226,
21	Oklahoma	Ontario	$130,138,

22	Illinois	Alberta	$128,618
23	Texas	Quebec	$126,800
24	California	Quebec	$126,477
25	Ohio	British Columbia	$125,785
26	Minnesota	Alberta	$118,794
27	Maryland	Ontario	$107,903
28	South Carolina	Ontario	$104,412
29	New Jersey	Ontario	$103,503
30	Iowa	Alberta	$92,918
31	Iowa	Ontario	$88,151
32	Tennessee	Quebec	$81,473
33	New York	British Columbia	$73,020
34	Indiana	Quebec	$70,261
35	Minnesota	Saskatchewan	$68,819
36	Delaware	Ontario	$67,357
37	Virginia	Ontario	$67,297
38	California	British Columbia	$61,312
39	Missouri	Saskatchewan	$59,984
40	Pennsylvania	Quebec	$55,553
41	Illinois	British Columbia	$55,039
42	Michigan	Quebec	$53,023
43	Mississippi	Ontario	$52,944
44	Tennessee	Alberta	$52,208
45	Kentucky	Quebec	$50,962
46	Illinois	Quebec	$50,387
47	Pennsylvania	Alberta	$49,827
48	Indiana	British Columbia	$48,242
49	Tennessee	British Columbia	$45,385
50	Maryland	Quebec	$44,962

Note that data between 1993-1996 include transshipment activity (i.e., shipments which entered or exited th States by way of a US Customs port on the northern or southern borders but whose origin or final destinatio other than Canada or Mexico). Data beginning with January 1997 **do not** include transshipment activity. Us note these differences before comparing figures for 1993-1996 with 1997 and subsequent year data. Also n flows where the state or province are unknown have not been individually identified. However, data for thes included in the total trade figures between the U.S. and Canada and between the U.S. and Mexico.

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National State to State Flows
Merchandise Trade from Canadian Province of Origin to U.S. S of Destination by Truck, 2002

(Value in Current US Dollars, Weight in Metric or US Short Tons) CSV

Rank	Canadian Province of Origin[a]	U.S. State of Destination[b]	Value	Metric Tons	US Sh
2002 Total Imports from Canada by Truck			$117,985,262,935	66,188,292.28	72,960
1	Ontario	Michigan	$23,493,211,710	8,159,441.71	8,994
2	Ontario	New York	$7,212,816,533	4,714,449.52	5,196
3	Ontario	Ohio	$6,091,692,348	3,332,167.14	3,673
4	Quebec	New York	$4,304,189,000	2,837,537.48	3,127
5	Ontario	Illinois	$3,811,860,423	1,812,357.91	1,997
6	Ontario	California	$3,069,719,237	586,118.17	646
7	Ontario	Pennsylvania	$3,021,448,132	2,115,843.06	2,332
8	Ontario	Texas	$2,480,534,719	806,443.92	888
9	Ontario	Indiana	$2,427,314,956	1,268,769.00	1,398
10	British Columbia	Washington	$2,380,556,384	2,638,257.71	2,908
11	Ontario	New Jersey	$2,073,074,911	860,464.95	948
12	Quebec	Vermont	$1,766,827,987	975,204.85	1,074
13	Ontario	Kentucky	$1,671,277,444	686,569.27	756
14	Ontario	Wisconsin	$1,553,486,697	957,472.69	1,055
15	Ontario	Masachusetts	$1,544,103,090	560,796.01	618
16	Quebec	Pennsylvania	$1,491,263,934	1,480,868.50	1,632
17	Ontario	Georgia	$1,466,045,622	680,605.18	750
18	Ontario	Tennessee	$1,264,387,830	504,509.33	556

19	Quebec	Illinois	$1,221,646,625	578,235.72	637
20	Ontario	Washington	$1,215,450,044	201,528.64	222
21	Ontario	North Carolina	$1,169,251,836	410,547.70	452
22	Ontario	Missouri	$1,147,256,351	599,134.41	660
23	Quebec	Masachusetts	$1,123,604,865	1,063,936.21	1,172
24	Ontario	Florida	$1,034,292,593	317,077.41	349
25	Quebec	Ohio	$1,023,015,347	749,625.60	826
26	British Columbia	California	$1,007,741,451	821,885.46	905
27	Quebec	New Jersey	$979,745,725	751,648.25	828
28	Ontario	Minnesota	$977,506,488	536,941.78	591
29	Quebec	Michigan	$920,557,669	846,470.48	933
30	Quebec	Texas	$829,889,900	296,156.61	326
31	Ontario	South Carolina	$814,000,008	302,584.41	333
32	Ontario	Virginia	$803,668,827	342,453.27	377
33	Quebec	California	$733,673,728	190,792.03	210
34	Ontario	Alabama	$599,933,115	211,776.76	233
35	British Columbia	Oregon	$567,502,906	941,664.69	1,038
36	Quebec	Florida	$566,431,239	198,280.47	218
37	Ontario	Maryland	$559,179,022	296,399.27	326
38	Manitoba	Minnesota	$557,259,634	607,481.45	669
39	Quebec	Georgia	$544,468,561	275,339.94	303
40	Alberta	Texas	$528,912,907	480,006.23	529
41	Quebec	Indiana	$524,250,876	315,359.26	347
42	Quebec	North Carolina	$512,786,872	263,037.24	289
43	Ontario	Connecticut	$483,836,280	287,352.01	316
44	Alberta	California	$471,119,755	376,727.80	415
45	Ontario	Iowa	$433,981,494	261,469.97	288
46	Quebec	Tennessee	$424,187,497	188,813.79	208
47	New Brunswick	Maine	$422,936,172	719,336.11	792
48	Manitoba	North Dakota	$392,269,678	617,055.09	680
49	Quebec	Maryland	$391,825,410	326,617.68	360
50	Ontario	Kansas	$391,494,245	131,653.06	145

Footnotes: Note that data between 1993-1996 include transshipment activity (i.e., shipments which entered the United States by way of a US Customs port on the northern border but whose origin or final destination was other than Canada). Data beginning with January 1997 do not include transshipment activity. Users should note these differences before comparing figures for 1993-1996 with 1997 and subsequent year data. Also note that flows where the state or province are unknown have not been individually identified. However, data for these flows are ir

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National State to State Flows
Merchandise Trade from Canadian Province of Origin to U.S. S of Destination by Rail, 2002

(Value in Current US Dollars, Weight in Metric or US Short Tons) CSV

Rank	Canadian Province of Origin[a]	U.S. State of Destination[b]	Value	Metric Tons	US Sh
2002 Total Imports from Canada by Rail			$46,966,827,116	62,977,632.06	69,420
1	Ontario	Michigan	$18,485,153,289	4,331,736.16	4,774
2	Ontario	California	$7,182,006,044	1,435,733.73	1,582
3	Quebec	Michigan	$955,368,895	606,132.00	668
4	Ontario	Missouri	$670,343,010	283,434.47	312
5	Ontario	Ohio	$636,811,152	1,330,327.39	1,466
6	Ontario	Texas	$540,377,249	718,513.09	792
7	Ontario	Illinois	$507,285,441	1,042,350.76	1,148
8	Ontario	Pennsylvania	$494,338,313	1,076,225.54	1,186
9	Quebec	Pennsylvania	$470,672,318	723,566.09	797
10	Ontario	Kentucky	$400,546,917	372,675.38	410
11	Quebec	Ohio	$352,983,266	603,470.93	665
12	British Columbia	Washington	$346,093,487	1,113,558.45	1,227
13	Ontario	Virginia	$335,676,650	213,650.23	235
14	Alberta	Texas	$333,722,770	848,081.92	934
15	Quebec	New York	$328,592,034	629,930.64	694
16	Ontario	Indiana	$307,802,900	792,025.18	873
17	Ontario	Wisconsin	$297,743,206	866,903.58	955
18	Quebec	Indiana	$278,654,827	338,888.30	373
19	British Columbia	California	$269,696,921	803,995.12	886

20	Manitoba	Michigan	$256,813,722	118,285.32	13C
21	Saskatchewan	Illinois	$252,761,756	3,061,705.78	3,374
22	Alberta	Michigan	$249,712,532	648,926.24	71E
23	Quebec	Kentucky	$243,966,103	227,336.20	25C
24	Alberta	California	$239,627,284	875,949.71	96E
25	Ontario	New York	$228,541,210	709,405.27	781
26	Quebec	Texas	$224,345,369	318,199.19	35C
27	Ontario	New Jersey	$220,998,715	346,633.20	382
28	British Columbia	Texas	$218,794,408	677,460.64	74E
29	Quebec	New Jersey	$217,194,145	482,975.16	532
30	British Columbia	Illinois	$216,627,684	594,313.66	65E
31	Quebec	California	$215,090,297	250,780.36	27E
32	Alberta	Pennsylvania	$214,892,669	540,746.89	59E
33	Quebec	Illinois	$214,837,841	436,176.96	48C
34	Alberta	Washington	$189,106,027	922,388.74	1,01E
35	Quebec	Tennessee	$183,117,439	224,680.49	247
36	British Columbia	Wisconsin	$182,044,368	474,343.85	522
37	Ontario	Minnesota	$174,000,293	610,500.32	672
38	Alberta	Illinois	$161,148,490	552,960.07	60E
39	Quebec	Arkansas	$159,942,167	161,918.55	17E
40	Alberta	Wisconsin	$151,398,197	465,633.76	51E
41	British Columbia	Indiana	$151,235,412	1,328,079.44	1,46E
42	Saskatchewan	Oregon	$149,636,583	1,248,042.85	1,37E
43	Ontario	Florida	$147,515,024	195,844.35	21E
44	Alberta	Minnesota	$147,311,678	641,121.44	70E
45	Ontario	Tennessee	$147,123,399	271,906.27	29E
46	British Columbia	Oregon	$146,505,668	834,831.33	92C
47	Nova Scotia	Connecticut	$140,025,675	230,840.38	254
48	Ontario	Georgia	$137,220,327	327,511.91	361
49	Quebec	Masachusetts	$135,648,048	610,541.17	67E
50	Quebec	Maryland	$131,757,006	314,923.29	347

Footnotes: Note that data between 1993-1996 include transshipment activity (i.e., shipments which entered the United States by way of a US Customs port on the northern border but whose origin or final destination than Canada). Data beginning with January 1997 do not include transshipment activity. Users should note differences before comparing figures for 1993-1996 with 1997 and subsequent year data. Also note that flo the state or province are unknown have not been individually identified. However, data for these flows are ir the total trade figures between the U.S. and Canada and between the U.S. and Mexico.

[a] The Canadian Province of Origin typically refers to reflect the province where the goods were grown, mani or otherwise produced. In some instances, however, it may not always reflect the actual province of physica
[b] The U.S. State of Destination reflects the state of the importer of record. This state may not always repres

ultimate physical destination of shipments.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics, Transborder Surface Fre

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Transborder Surface Freight Data

Commodity Codes

• Return to Search U.S. State by Value and Commodity

All commodities, leave field blank
01 Live animals
02 Meat and edible meat offal
03 Fish and crustaceans, mollusks and other aquatic invertebrates
04 Dairy produce; Birds' eggs; Natural honey; Edible products of animal origin, not elsewhere specified or included
05 Products of animal origin, not elsewhere specified or included
06 Live trees and other plants; Bulbs, roots and the like; Cut flowers and ornamental foliage
07 Edible vegetables and certain roots and tubers
08 Edible fruit and nuts; Peel of citrus fruit or melons
09 Coffee, tea, mate and spices
10 Cereals
11 Products of the milling industry; Malt; Starches; inulin; Wheat gluten
12 Oil seeds and oleaginous fruits; Miscellaneous grains; Seeds and fruit; Industrial or medicinal plants; Straw and fodder
13 Lac; Gums; Resins and other vegetable saps and extract
14 Vegetable plaiting materials; Vegetable products not elsewhere specified or included
15 Animal or vegetable fats and oils and their cleavage products; Prepared edible fats; Animal or vegetable waxes
16 Preparations of meat, of fish, or of crustaceans, mollusks or other aquatic invertebrates
17 Sugars and sugar confectionery
18 Cocoa and cocoa preparations
19 Preparations of cereals, flour, starch or milk; Bakers' wares
20 Preparations of vegetables, fruit, nuts, or other parts of plants
21 Miscellaneous edible preparations
22 Beverages, spirits and vinegar
23 Residues and waste from the food industries; Prepared animal feed
24 Tobacco and manufactured tobacco substitutes
25 Salt; Sulfur; Earths and stone; Plastering materials, lime and cement
26 Ores, slag and ash
27 Mineral fuels, mineral oils and products of their distillation; Bituminous substances; Mineral waxes
28 Inorganic chemicals; Organic or inorganic compounds of precious metals, of rare-earth metals, of radioactive elements or of isotopes
29 Organic chemicals
30 Pharmaceutical products
31 Fertilizers

32 Tanning or dyeing extracts; Tannins and their derivatives; Dyes, pigments and other coloring matter; Paints and varnishes; Putty and other mastics; Inks
33 Essential oils and resinoids; Perfumery, cosmetic or toilet preparations
34 Soap, organic surface-active agents, washing preparations, lubricating preparations, artificial waxes, prepared waxes, polishing or scouring preparations, candles and similar articles, modeling pastes, dental waxes and dental preparations with a basis of plaster
35 Albuminoidal substances; Modified starches; Glues; Enzymes
36 Explosives; Pyrotechnic products; Matches; Pyrophoric alloys; Certain combustible preparations
37 Photographic or cinematographic goods
38 Miscellaneous chemical products
39 Plastics and articles thereof
40 Rubber and articles thereof
41 Raw hides and skins (other than furskins) and leather
42 Articles of leather; Saddlery and harness; Travel goods, handbags and similar containers; Articles of animal gut (other than silkworm gut)
43 Furskins and artificial fur; Manufactures thereof
44 Wood and articles of wood; Wood charcoal
45 Cork and articles of cork
46 Manufactures of straw, of esparto or of other plaiting materials; Basketware and wickerwork
47 Pulp of wood or of other fibrous cellulosic material; Waste and scrap of paper or paperboard
48 Paper and paperboard; Articles of paper pulp, of paper or of paperboard
49 Printed books, newspapers, pictures and other products of the printing industry; Manuscripts, typescripts and plans
50 Silk
51 Wool, fine or coarse animal hair; Horsehair yarn and woven fabric
52 Cotton
53 Other vegetable textile fibers; Paper yarn and woven fabrics of paper yarn
54 Man-made filaments
55 Man-made staple fibers
56 Wadding, felt and nonwovens; Special yarns; Twine, cordage, ropes and cables and articles thereof
57 Carpets and other textile floor coverings
58 Special woven fabrics; Tuffed textile fabrics; Lace; Tapestries; Trimmings; Embroidery
59 Impregnated, coated, covered or laminated textile fabrics; Textile articles of a kind suitable for industrial use
60 Knitted or crocheted fabrics
61 Articles of apparel and clothing accessories, knitted or crocheted
62 Articles of apparel and clothing accessories, not knitted or crocheted
63 Other made-up textile articles; Needle craft sets; Worn clothing and worn textile articles; rags
64 Footwear, gaiters and the like; Parts of such articles
65 Headgear and parts thereof
66 Umbrellas, sun umbrellas, walking sticks, seatsticks, whips, riding crops and parts thereof
67 Prepared feathers and down and articles made of feathers or of down; artificial flowers; articles of human hair
68 Articles of stone, plaster, cement, asbestos, mica or similar materials

69 Ceramic products
70 Glass and glassware
71 Natural or cultured pearls, precious or semiprevious stones, precious metals; metals clad with precious metal, and articles thereof; imitation jewelry; coin
72 Iron and steel
73 Articles of iron or steel
74 Copper and articles thereof
75 Nickel and articles thereof
76 Aluminum and articles thereof
77 Reserved for possible future use
78 Lead and articles thereof
79 Zinc and articles thereof
80 Tin and articles thereof
81 Other base metals; Cermets; Articles thereof
82 Tools, implements, cutlery, spoons and forks, of base metal; Parts thereof of base metal
83 Miscellaneous articles of base metal
84 Nuclear reactors, boilers, machinery and mechanical appliances; parts thereof
85 Electrical machinery and equipment and parts thereof; Sound recorders and reproducers, television image and sound recorders and reproducers, and parts and accessories of such articles
86 Railway or tramway locomotives, rolling stock and parts thereof; railway or tramway track fixtures and fittings and parts thereof; Mechanical (including electromechanical) traffic signaling equipment of all kinds
87 Vehicles, other than railway or tramway rolling stock, and parts and accessories thereof
88 Aircraft, spacecraft, and parts thereof
89 Ships, boats, and floating structures
90 Optical, photographic, cinematographic, measuring, checking, precision, medical or surgical instruments and apparatus; Parts and accessories thereof
91 Clocks and watches and parts thereof
92 Musical instruments; Parts and accessories of such articles
93 Arms and ammunition; Parts and accessories thereof
94 Furniture; Bedding, mattress supports, cushions and similar stuffed furnishings; Lamps and lighting fittings, not elsewhere specified or included; Illuminated signs, illuminated nameplates and the like; Prefabricated buildings
95 Toys, games and sports equipment; Parts and accessories thereof
96 Miscellaneous manufactured articles
97 Works of art, collectors' pieces and antiques
98 Special classification provisions
99 (Imports only) Temporary legislation; Temporary modifications established pursuant to trade legislation; Additional import restrictions established pursuant to Section 22 of the Agricultural Adjustment Act, as needed

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Table 1b - Incoming Truck Crossings, U.S.-Can Border

Montana and New York

1994-2003

Excel | CSV

Port Name	1994	1995	1996	1997	1998	1999	
Montana, Total	**130,046**	**132,845**	**148,483**	**156,900**	**165,764**	**182,563**	
Del Bonita, MT	1,080	607	697	826	1,096	550	
Morgan, MT	1,586	1,518	2,058	1,955	1,735	1,941	
Opheim, MT	716	584	717	506	547	901	
Piegan, MT	2,092	2,269	2,054	2,249	2,264	2,406	
Raymond, MT	15,475	14,331	14,785	16,940	17,020	17,345	
Roosvilee, MT	17,542	19,618	22,540	20,875	22,289	30,907	
Scobey, MT	171	363	495	331	149	294	
Sweetgrass, MT	89,530	91,438	104,110	111,962	120,084	127,468	
Turner, MT	719	647	407	703	410	333	
Whitetail, MT	58	120	140	106	78	243	
Whitlash, MT	1,077	1,350	480	447	92	175	
New York, Total	**1,445,292**	**1,504,957**	**1,554,871**	**1,661,953**	**1,797,466**	**1,954,892**	**1,**
Alexandria Bay, NY	190,059	193,166	202,967	219,956	234,249	261,017	
Buffalo-Niagara, NY	886,797	948,682	996,455	1,053,588	1,102,315	1,187,707	1,
Champlain-Rouse Pt., NY	272,960	269,001	278,636	298,933	363,387	398,385	
Massena, NY	52,401	51,858	37,756	48,839	57,568	60,997	
Ogdensburg, NY	29,222	26,757	25,180	27,248	24,649	28,603	
Trout River/Fort Covington/Chateaugay, NY	13,853	15,493	13,877	13,389	15,298	18,183	
U.S. - Canada Border	**4,956,174**	**5,135,010**	**5,431,096**	**5,826,974**	**6,270,934**	**6,817,447**	**7,**

Total

Key:

U: Data are unavailable

NA: Data are not applicable or may be unavailable

R: Data are revised

Source: U.S. DOT, BTS based on data from U.S. Customs Service, Mission Support Services, Office of Field Operations Management Database.

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Bureau of Transportation Statistics

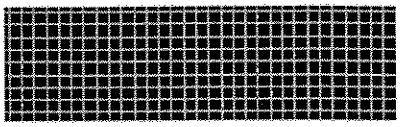

Table 2b - Incoming Truck Container (Loaded) Crossings, U.S.-Canadian Border

Montana and New York

1996-2003

Excel | CSV

Port Name	1996	1997	1998	1999	2000	2001
Montana, Total	**120,882**	**136,644**	**146,898**	**164,947**	**170,340**	**R176,755**
Del Bonita, MT	471	681	1,052	529	760	994
Morgan, MT	NA	1,785	1,609	1,878	3,052	3,431
Opheim, MT	NA	NA	4	NA	1,033	2,551
Piegan, MT	1,779	1,785	1,786	2,106	1,597	R2,358
Raymond, MT	5,287	13,514	15,124	16,195	15,484	19,271
Roosville, MT	20,718	19,166	20,075	28,914	25,984	23,339
Scobey, MT	NA	NA	NA	NA	1,188	899
Sweetgrass, MT	92,266	99,068	106,867	115,023	120,122	122,691
Turner, MT	361	645	381	302	596	545
Whitetail, MT	NA	NA	NA	NA	NA	107
Whitlash, MT	NA	NA	NA	NA	524	569
New York, Total	**1,170**	**144,529**	**805,139**	**1,544,195**	**1,708,313**	**1,656,239**
Alexandria Bay/Cape Vincent, NY	1,144	15,060	34,946	178,229	191,745	245,340
Buffalo-Niagara, NY	NA	56,531	420,917	966,694	1,039,623	974,007
Champlain-Rouse Pt., NY	NA	69,345	336,311	358,674	432,097	342,618
Massena, NY	NA	3,153	5,549	19,284	19,808	51,222
Ogdensburg, NY	26	114	5,201	19,038	21,935	24,601
Trout River/Fort Covington/Chateaugay, NY	NA	326	2,215	2,276	3,105	18,451

U.S. - Canada Border Total	**1,420,629**	**1,966,186**	**4,231,848**	**5,331,429**	**5,334,847**	**R5,570,782**

Key:

U: Data are unavailable

NA: Data are not applicable or may be unavailable

R: Data are revised

Source: U.S. DOT, BTS based on data from U.S. Customs Service, Mission Support Services, Office of Field Operations Management Database.

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Table 3b - Incoming Truck Container (Unloaded Crossings, U.S.-Canadian Border

Montana and New York

1996-2003

Excel | CSV

Port Name	1996	1997	1998	1999	2000	2001	2002
Montana, Total	**18,313**	**19,328**	**21,907**	**19,162**	**28,405**	**R21,329**	**19,737**
Del Bonita, MT	165	135	23	1	88	37	149
Morgan, MT	NA	159	77	58	166	171	42
Opheim, MT	NA	NA	1	NA	22	22	9
Piegan, MT	311	446	376	323	252	R325	256
Raymond, MT	490	1,128	1,992	863	1,244	1,926	1,290
Roosville, MT	1,431	1,395	2,059	1,563	1,271	963	1,089
Scobey, MT	NA	NA	NA	NA	156	182	168
Sweetgrass, MT	15,858	16,013	17,341	16,325	25,173	17,650	16,587
Turner, MT	58	52	38	29	29	11	3
Whitetail, MT	NA	NA	NA	NA	NA	42	144
Whitlash, MT	NA	NA	NA	NA	4	NA	NA
New York, Total	**594**	**21,587**	**98,796**	**190,596**	**201,863**	**206,709**	**227,962**
Alexandria Bay/Cape Vincent, NY	90	1,435	1,908	9,458	8,654	6,830	10,960
Buffalo-Niagara, NY	NA	8,345	64,777	145,187	147,876	149,474	161,210
Champlain-Rouse Pt., NY	NA	9,897	29,127	29,584	38,305	26,576	27,505
Massena, NY	NA	1,014	1,362	945	1,994	15,029	18,379
Ogdensburg, NY	504	782	900	3,974	3,682	4,875	6,072
Trout River/Fort Covington/Chateaugay, NY	NA	114	722	1,448	1,352	3,925	3,836

U.S. - Canada Border Total	**235,054**	**357,523**	**685,344**	**851,763**	**897,188**	**R1,020,575**	**1,002,290**

Key:

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R: Data are revised

Source: U.S. DOT, BTS based on data from U.S. Customs Service, Mission Support Services, Office of Field Operations, Operations Management Database.

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Table 4b - Incoming Train Crossings, U.S.-Cana Border

Montana and New York

1994-2003

Excel | CSV

Port Name	1994	1995	1996	1997	1998	1999	2000	2001
Montana, Total	**364**	**366**	**340**	**348**	**373**	**392**	**471**	**358**
Del Bonita, MT	NA	NA	NA	NA	NA	NA	NA	NA
Morgan, MT	NA	NA	NA	NA	NA	NA	NA	NA
Opheim, MT	NA	NA	NA	NA	NA	NA	NA	NA
Piegan, MT	NA	NA	NA	NA	NA	NA	NA	NA
Raymond, MT	NA	NA	NA	NA	NA	NA	NA	NA
Roosville, MT	NA	NA	NA	NA	NA	NA	NA	NA
Scobey, MT	NA	NA	NA	NA	NA	NA	NA	NA
Sweetgrass, MT	364	366	340	348	373	392	471	358
Turner, MT	NA	NA	NA	NA	NA	NA	NA	NA
Whitetail, MT	NA	NA	NA	NA	NA	NA	NA	NA
Whitlash, MT	NA	NA	NA	NA	NA	NA	NA	NA
New York, Total	**5,578**	**5,274**	**5,134**	**5,418**	**5,837**	**5,961**	**5,725**	**5,139**
Alexandria Bay/Cape Vincent, NY	NA	NA	NA	NA	NA	NA	NA	NA
Buffalo-Niagara, NY	3,515	3,254	3,402	3,424	3,851	3,769	3,704	3,107
Champlain-Rouse Pt., NY	1,259	1,228	1,049	1,302	1,257	1,491	1,386	1,404
Massena, NY	NA	NA	NA	NA	NA	NA	NA	NA
Ogdensburg, NY	NA	NA	NA	NA	NA	NA	NA	NA
Trout River/Fort Covington/Chateaugay, NY	804	792	683	692	729	701	635	628

U.S. - Canada Border Total	**32,897**	**31,021**	**31,457**	**32,863**	**35,435**	**32,930**	**33,447**	**R33,577**	**3**

Key:

U: Data are unavailable

NA: Data are not applicable or may be unavailable

R: Data are revised

Source: U.S. DOT, BTS based on data from U.S. Customs Service, Mission Support Services, Office of Field Operations Management Database.

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Table 5b - Incoming Rail Container (Full) Cross U.S.-Canadian Border

Montana and New York

1996-2003

Excel | CSV

Port Name	1996	1997	1998	1999	2000	2001	2002
Montana, Total	**18,195**	**18,596**	**17,824**	**17,595**	**15,964**	**16,367**	**17,7**
Del Bonita, MT	NA	NA	NA	NA	NA	NA	
Morgan, MT	NA	NA	NA	NA	NA	NA	
Opheim, MT	NA	NA	NA	NA	NA	NA	
Piegan, MT	NA	NA	NA	NA	NA	NA	
Raymond, MT	NA	NA	NA	NA	NA	NA	
Roosville, MT	NA	NA	NA	NA	NA	NA	
Scobey, MT	NA	NA	NA	NA	NA	NA	
Sweetgrass, MT	18,195	18,596	17,824	17,595	15,964	16,367	17,7
Turner, MT	NA	NA	NA	NA	NA	NA	
Whitetail, MT	NA	NA	NA	NA	NA	NA	
Whitlash, MT	NA	NA	NA	NA	NA	NA	
New York, Total	**NA**	**17,931**	**105,854**	**190,227**	**192,614**	**207,574**	**204,9**
Alexandria Bay/Cape Vincent, NY	NA	NA	NA	NA	NA	NA	
Buffalo-Niagara, NY	NA	6,720	64,306	133,270	136,224	118,877	120,0
Champlain-Rouse Pt., NY	NA	11,211	41,548	56,957	56,390	59,584	55,3
Massena, NY	NA	NA	NA	NA	NA	NA	
Ogdensburg, NY	NA	NA	NA	NA	NA	NA	
Trout River/Fort Covington/Chateaugay, NY	NA	NA	NA	NA	NA	29,113	29,5

U.S. - Canada Border Total	**329,983**	**464,081**	**903,584**	**1,150,936**	**1,215,439**	**1,331,382**	**1,386,1**

Key:

U: Data are unavailable

NA: Data are not applicable or may be unavailable

Source: U.S. DOT, BTS based on data from U.S. Customs Service, Mission Support Services, Office of Field Operations Management Database.

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Table 6b - Incoming Rail Container (Empty) Crossings, U.S.-Canadian Border

Montana and New York

1996-2003

Excel | CSV

Port Name	1996	1997	1998	1999	2000	2001	2002	2
Montana, Total	**5,095**	**7,323**	**5,905**	**5,737**	**9,291**	**10,637**	**8,924**	
Del Bonita, MT	NA	NA	NA	NA	NA	NA	NA	
Morgan, MT	NA	NA	NA	NA	NA	NA	NA	
Opheim, MT	NA	NA	NA	NA	NA	NA	NA	
Piegan, MT	NA	NA	NA	NA	NA	NA	NA	
Raymond, MT	NA	NA	NA	NA	NA	NA	NA	
Roosville, MT	NA	NA	NA	NA	NA	NA	NA	
Scobey, MT	NA	NA	NA	NA	NA	NA	NA	
Sweetgrass, MT	5,095	7,323	5,905	5,737	9,291	10,637	8,924	
Turner, MT	NA	NA	NA	NA	NA	NA	NA	
Whitetail, MT	NA	NA	NA	NA	NA	NA	NA	
Whitlash, MT	NA	NA	NA	NA	NA	NA	NA	
New York, Total	**NA**	**5,331**	**34,568**	**43,950**	**64,541**	**53,991**	**51,411**	**5**
Alexandria Bay/Cape Vincent, NY	NA	NA	NA	NA	NA	NA	NA	
Buffalo-Niagara, NY	NA	1,704	19,236	26,377	45,238	31,648	29,321	2
Champlain-Rouse Pt., NY	NA	3,627	15,332	17,573	19,303	19,215	18,723	1
Massena, NY	NA	NA	NA	NA	NA	NA	NA	
Ogdensburg, NY	NA	NA	NA	NA	NA	NA	NA	
Trout River/Fort Covington/Chateaugay, NY	NA	NA	NA	NA	NA	3,128	3,367	

U.S. - Canada Border Total	**124,007**	**180,415**	**301,305**	**337,567**	**379,398**	**447,963**	**444,116**	**46**

Key:

U: Data are unavailable

NA: Data are not applicable or may be unavailable

Source: U.S. DOT, BTS based on data from U.S. Customs Service, Mission Support Services, Office of Field Operations, Operations Management Database.

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Table 7b - Incoming Passenger Crossings on T U.S.-Canadian Border

Montana and New York

1994-2003

Excel | CSV

Port Name	1994	1995	1996	1997	1998	1999	2000
Montana, Total	**1,123**	**1,214**	**1,327**	**1,195**	**1,119**	**1,176**	**1,447**
Del Bonita, MT	NA	NA	NA	NA	NA	NA	NA
Morgan, MT	NA	NA	NA	NA	NA	NA	NA
Opheim, MT	NA	NA	NA	NA	NA	NA	NA
Piegan, MT	NA	NA	NA	NA	NA	NA	NA
Raymond, MT	NA	NA	NA	NA	NA	NA	NA
Roosville, MT	NA	NA	NA	NA	NA	NA	NA
Scobey, MT	NA	NA	NA	NA	NA	NA	NA
Sweetgrass, MT	1,123	1,214	1,327	1,195	1,119	1,176	1,447
Turner, MT	NA	NA	NA	NA	NA	NA	NA
Whitetail, MT	NA	NA	NA	NA	NA	NA	NA
Whitlash, MT	NA	NA	NA	NA	NA	NA	NA
New York, Total	**83,636**	**81,970**	**61,569**	**73,144**	**75,905**	**84,670**	**93,395**
Alexandria Bay/Cape Vincent, NY	NA	NA	NA	NA	NA	NA	NA
Buffalo-Niagara, NY	45,898	46,152	31,857	37,924	45,651	48,196	53,603
Champlain-Rouse Pt., NY	31,816	33,111	27,686	33,424	28,483	34,806	38,459
Massena, NY	NA	NA	NA	NA	NA	NA	NA
Ogdensburg, NY	NA	NA	NA	86	NA	NA	NA
Trout River/Fort Covington/Chateaugay, NY	5,922	2,707	2,026	1,710	1,771	1,668	1,333

U.S. - Canada Border Total	**278,130**	**226,796**	**213,596**	**249,106**	**245,933**	**249,172**	**269,502**	R2

Key:

U: Data are unavailable

NA: Data are not applicable or may be unavailable

Source: U.S. DOT, BTS based on data from U.S. Customs Service, Mission Support Services, Office of Field Operations Management Database.

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Table 8b - Incoming Personal Vehicle Crossing: Canadian Border

Montana and New York

1994-2003

Excel | CSV

Port Name	1994	1995	1996	1997	1998	199
Montana, Total	**641,178**	**560,080**	**529,664**	**539,587**	**525,759**	**577,**
Del Bonita, MT	20,303	21,699	21,845	19,449	22,100	24,
Morgan, MT	6,412	5,828	6,012	6,375	5,187	5,
Opheim, MT	4,732	6,570	6,727	4,884	5,004	5,
Piegan, MT	186,806	143,451	128,730	143,793	153,765	180,
Raymond, MT	38,714	39,187	34,786	36,176	35,491	34,
Roosville, MT	103,770	99,818	91,001	86,865	88,893	93,
Scobey, MT	9,859	9,721	8,922	7,153	4,053	7,
Sweetgrass, MT	256,010	219,948	216,990	219,380	198,866	213,
Turner, MT	8,199	8,500	8,318	8,577	6,692	6,
Whitetail, MT	4,540	3,823	4,946	5,899	5,501	6,
Whitlash, MT	1,833	1,535	1,387	1,036	207	
New York, Total	**11,220,002**	**10,693,704**	**10,773,455**	**11,100,994**	**10,554,907**	**10,657,**
Alexandria Bay/Cape Vincent, NY	707,202	720,334	708,865	714,020	679,023	654,
Buffalo-Niagara, NY	7,480,532	7,087,198	7,312,581	7,695,500	7,355,745	7,441,
Champlain-Rouse Pt., NY	1,379,161	1,243,502	1,115,545	1,040,087	940,291	966,
Massena, NY	1,091,829	1,089,300	1,082,896	1,111,445	1,096,728	1,156,
Ogdensburg, NY	291,071	307,705	329,363	339,311	279,757	236,
Trout River/Fort Covington/Chateaugay, NY	270,207	245,665	224,205	200,631	203,363	201,

U.S. - Canada Border Total	**40,287,901**	**39,145,537**	**39,531,000**	**38,950,225**	**36,596,806**	**37,219,**

Key:

U: Data are unavailable

NA: Data are not applicable or may be unavailable

R: Data are revised

Source: U.S. DOT, BTS based on data from U.S. Customs Service, Mission Support Services, Office of Field Operations Management Database.

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Table 9b - Incoming Passenger Crossings in Pe Vehicles, U.S.-Canadian Border

Montana and New York

1995-2003

Excel | CSV

Port Name	1995	1996	1997	1998	1999	20(
Montana, Total	**1,717,032**	**1,638,808**	**1,660,747**	**1,616,426**	**1,806,294**	**1,45**
Del Bonita, MT	71,043	71,807	63,580	72,678	80,489	5(
Morgan, MT	14,154	15,436	16,695	11,899	13,983	1
Opheim, MT	13,558	14,645	11,223	11,034	12,498	1
Piegan, MT	393,630	363,228	429,295	460,686	536,561	29
Raymond, MT	100,547	92,424	101,216	99,741	95,626	6
Roosville, MT	306,302	278,905	237,438	277,428	287,394	25
Scobey, MT	20,547	19,717	14,065	8,776	13,434	1
Sweetgrass, MT	763,901	748,901	751,301	646,354	736,564	70
Turner, MT	20,747	20,157	21,025	16,114	15,619	1
Whitetail, MT	8,850	10,260	12,468	11,324	13,159	1
Whitlash, MT	3,753	3,328	2,441	392	967	
New York, Total	**24,583,106**	**26,097,291**	**27,578,975**	**26,082,793**	**25,477,936**	**25,30**
Alexandria Bay/Cape Vincent, NY	1,940,564	1,966,213	1,952,507	1,832,990	1,767,172	1,75
Buffalo-Niagara, NY	14,591,305	16,516,951	18,280,566	17,434,779	16,531,915	16,52
Champlain-Rouse Pt., NY	3,641,663	3,261,743	3,041,859	2,731,051	2,847,993	2,74
Massena, NY	2,970,808	2,927,231	3,002,247	2,961,504	3,187,861	3,04
Ogdensburg, NY	909,404	921,958	864,107	683,142	697,586	68
Trout River/Fort Covington/Chateaugay, NY	529,362	503,195	437,689	439,327	445,409	54

U.S. - Canada Border Total	**96,806,745**	**101,070,734**	**92,646,989**	**88,283,187**	**89,369,195**	**90,04(**

Key:

U: Data are unavailable

NA: Data are not applicable or may be unavailable

R: Data are revised

Source: U.S. DOT, BTS based on data from U.S. Customs Service, Mission Support Services, Office of Field Operations Management Database.

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Table 10b - Incoming Bus Crossings, U.S.-Cana Border

Montana and New York

1994-2003

Excel | CSV

Port Name	1994	1995	1996	1997	1998	1999	2000
Montana, Total	**2,107**	**2,363**	**1,910**	**1,940**	**1,870**	**3,147**	**1,626**
Del Bonita, MT	9	9	10	29	17	13	12
Morgan, MT	12	10	11	6	3	8	NA
Opheim, MT	NA	2	1	2	3	2	4
Piegan, MT	438	453	467	547	492	465	318
Raymond, MT	153	127	122	129	144	119	105
Roosville, MT	512	500	436	406	351	260	255
Scobey, MT	3	5	1	NA	NA	1	2
Sweetgrass, MT	950	1,220	834	790	840	2,268	909
Turner, MT	30	27	25	27	17	9	21
Whitetail, MT	NA	10	3	4	3	2	NA
Whitlash, MT	NA	NA	NA	NA	NA	NA	NA
New York, Total	**65,796**	**67,549**	**71,045**	**81,272**	**74,198**	**76,922**	**84,611**
Alexandria Bay/Cape Vincent, NY	2,088	2,074	2,252	2,186	2,095	2,173	2,249
Buffalo-Niagara, NY	51,225	52,155	54,173	63,359	58,624	61,507	66,771
Champlain-Rouse Pt., NY	8,709	9,760	10,827	11,746	10,314	9,570	11,728
Massena, NY	3,065	2,919	3,069	3,153	2,663	3,222	3,363
Ogdensburg, NY	619	561	635	755	462	400	401
Trout River/Fort Covington/Chateaugay, NY	90	80	89	73	40	50	99

U.S. - Canada Border Total	**155,862**	**165,549**	**173,279**	**164,220**	**173,463**	**181,677**	**189,264**	R1

Key:

U: Data are unavailable

NA: Data are not applicable or may be unavailable

R: Data are revised

Source: U.S. DOT, BTS based on data from U.S. Customs Service, Mission Support Services, Office of Field Operations Management Database.

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Table 12b - Incoming Pedestrian Crossings, U.S Canadian Border

Montana and New York

1994-2003

Excel | CSV

Port Name	1994	1995	1996	1997	1998	1999	2000	2
Montana, Total	**9,382**	**12,710**	**18,365**	**15,617**	**15,869**	**21,197**	**14,418**	
Del Bonita, MT	121	184	215	327	206	180	283	
Morgan, MT	1	NA	1	1	NA	10	NA	
Opheim, MT	1	219	110	82	117	36	NA	
Piegan, MT	899	787	1,006	1,024	485	451	309	
Raymond, MT	1	4	1	10	NA	3	NA	
Roosville, MT	1,761	1,520	1,180	910	799	733	766	
Scobey, MT	1	NA	1	NA	NA	NA	NA	
Sweetgrass, MT	6,592	9,996	15,851	13,263	14,262	19,784	13,060	
Turner, MT	NA	NA	NA	NA	NA	NA	NA	
Whitetail, MT	5	NA	NA	NA	NA	NA	NA	
Whitlash, MT	NA	NA	NA	NA	NA	NA	NA	
New York, Total	**363,680**	**361,408**	**266,917**	**225,496**	**305,951**	**312,779**	**286,693**	**42**
Alexandria Bay/Cape Vincent, NY	4,224	459	80	5,123	4,611	3,059	1,754	
Buffalo-Niagara, NY	355,199	357,322	263,872	216,732	298,303	305,775	280,941	41
Champlain-Rouse Pt., NY	2,332	1,988	2,118	2,478	2,246	2,437	3,281	
Massena, NY	313	245	178	145	122	139	111	
Ogdensburg, NY	76	59	50	118	26	22	27	
Trout River/Fort Covington/Chateaugay, NY	1,536	1,335	619	900	643	1,347	579	

U.S. - Canada Border Total	**676,095**	**697,963**	**607,987**	**549,875**	**598,469**	**587,830**	**585,191**	**74**

Key:

U: Data are unavailable

NA: Data are not applicable or may be unavailable

Source: U.S. DOT, BTS based on data from U.S. Customs Service, Mission Support Services, Office of Field Operations Management Database.

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2004 Coutts

Month	Non-Commercial	Commercial	Buses	Total
January	8981	9720	54	18755
February	9649	9839	65	19553
March	15011	11156	73	26240
April	16649	10860	88	27597
May	13344	10894	51	24289
June	14313	9888	53	24254
July	18116	10495	82	28693
August	18264	9429	56	27749
September	11983	10075	50	22108
October	11693	9845	61	21599
November	9583	8705	65	18353
December	9505	9423	54	18982
Total	157091	120329	752	278172

Sweetgrass, MT Surface Imports by Value, Metric and US

(Value in Current US Dollars ($), Weight in Metric or US Short Tons) CSV

		1995	1996	1997	1998	
All Surface Modes--Total from Canada and Mexico	**Value**	**2,007,372,116**	**2,668,712,082**	**2,769,029,489**	**2,869,609,875**	3
	Metric Tons	**6,281,489**	**7,401,433**	**7,263,583**	**7,064,095**	
	US Short Tons	**6,924,154**	**8,158,681**	**8,006,727**	**7,786,830**	
All Surface Modes Imports from Canada	Value	2,007,372,116	2,668,712,082	2,769,029,489	2,869,609,875	3
	Metric Tons	6,281,489	7,401,433	7,263,583	7,064,095	
	US Short Tons	6,924,154	8,158,681	8,006,727	7,786,830	
All Surface Modes Imports from Mexico	Value	0	0	0	0	
	Metric Tons	0[a]	0	0	0	
	US Short Tons	0[a]	0	0	0	
Truck--Total from Canada and Mexico	**Value**	**1,419,135,710**	**1,868,860,869**	**1,991,183,428**	**2,309,217,170**	2
	Metric Tons	**1,660,442**	**1,910,280**	**1,980,495**	**1,967,098**	
	US Short Tons	**1,830,324**	**2,105,723**	**2,183,121**	**2,168,354**	
Truck Imports from Canada	Value	1,419,135,710	1,868,860,869	1,991,183,428	2,309,217,170	2
	Metric Tons	1,660,442	1,910,280	1,980,495	1,967,098	
	US Short	1,830,324	2,105,723	2,183,121	2,168,354	

	Tons				
	Value	0	0	0	0
Truck Imports from Mexico	Metric Tons	0[a]	0	0	0
	US Short Tons	0[a]	0	0	0
	Value	**213,956,942**	**265,151,278**	**292,435,661**	**269,702,521**
Rail--Total from Canada and Mexico	**Metric Tons**	**1,341,216**	**1,402,417**	**1,368,140**	**1,278,012**
	US Short Tons	**1,478,438**	**1,545,900**	**1,508,115**	**1,408,767**
	Value	213,956,942	265,151,278	292,435,661	269,702,521
Rail Imports from Canada	Metric Tons	1,341,216	1,402,417	1,368,140	1,278,012
	US Short Tons	1,478,438	1,545,900	1,508,115	1,408,767
	Value	0	0	0	0
Rail Imports from Mexico	Metric Tons	0[a]	0	0	0
	US Short Tons	0[a]	0	0	0

Note that data between 1993-1996 include transshipment activity (i.e., shipments which entered or exited th northern or southern borders but whose origin or final destination was other than Canada or Mexico). Data f activity. Users should note these differences before comparing figures for 1993-1996 with 1997 and subseq All figures are based on the declared gross shipment weight and include packaging. Note that shipping weig Customs does not require weight to be reported at the individual commodity level for surface trade. In additi unavailable because US Census Bureau does not require exporters to provide this information.

[a] Shipping weight available in and after April 1995.

Source: US Department of Transportation, Bureau of Transportation Statistics, Transborder Surface Freight

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Piegan, MT Surface Imports by Value, Metric and US Sho

(Value in Current US Dollars ($), Weight in Metric or US Short Tons) CSV

		1995	1996	1997	1998	1999
All Surface Modes--Total from Canada and Mexico	**Value**	229,289,599	279,220,972	319,666,831	290,295,692	388,267,1
	Metric Tons	1,921,647	1,824,515	2,191,593	2,887,044	2,888,3
	US Short Tons	2,118,253	2,011,183	2,415,818	3,182,420	3,183,8
All Surface Modes Imports from Canada	Value	229,289,599	279,220,972	319,666,831	290,295,692	388,267,1
	Metric Tons	1,921,647	1,824,515	2,191,593	2,887,044	2,888,3
	US Short Tons	2,118,253	2,011,183	2,415,818	3,182,420	3,183,8
All Surface Modes Imports from Mexico	Value	0	0	0	0	
	Metric Tons	0[a]	0	0	0	
	US Short Tons	0[a]	0	0	0	
Truck--Total from Canada and Mexico	**Value**	8,759,554	6,990,106	6,827,758	5,461,015	11,702,2
	Metric Tons	53,500	35,124	37,068	33,394	62,5
	US Short Tons	58,974	38,717	40,860	36,811	68,8
Truck Imports from Canada	Value	8,759,554	6,990,106	6,827,758	5,461,015	11,702,2
	Metric Tons	53,500	35,124	37,068	33,394	62,5
	US Short	58,974	38,717	40,860	36,811	68,8

	Tons				
	Value	0	0	0	0
Truck Imports from Mexico	Metric Tons	0[a]	0	0	0
	US Short Tons	0[a]	0	0	0
Rail--Total from Canada and Mexico	**Value**	**0**	**0**	**0**	**2,657**
	Metric Tons	**0**	**0**	**0**	**18**
	US Short Tons	**0**	**0**	**0**	**20**
Rail Imports from Canada	Value	0	0	0	2,657
	Metric Tons	0	0	0	18
	US Short Tons	0	0	0	20
Rail Imports from Mexico	Value	0	0	0	0
	Metric Tons	0[a]	0	0	0
	US Short Tons	0[a]	0	0	0

Note that data between 1993-1996 include transshipment activity (i.e., shipments which entered or exited th Customs port on the northern or southern borders but whose origin or final destination was other than Cana January 1997 **do not** include transshipment activity. Users should note these differences before comparing subsequent year data.
All figures are based on the declared gross shipment weight and include packaging. Note that shipping weig because US Customs does not require weight to be reported at the individual commodity level for surface tr exports to Canada and Mexico is unavailable because US Census Bureau does not require exporters to prc

[a] Shipping weight available in and after April 1995.

Source: US Department of Transportation, Bureau of Transportation Statistics, Transborder Surface Freight

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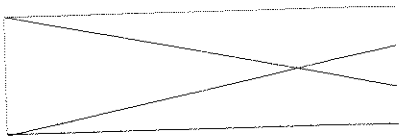

Whitlash, MT Surface Imports by Value, Metric and US Sl

(Value in Current US Dollars ($), Weight in Metric or US Short Tons) CSV

		1995	1996	1997	1998	1999	2000	
All Surface Modes--Total from Canada and Mexico	**Value**	0	0	20,408,532	31,288,294	27,666,030	34,428,223	26,
	Metric Tons	0	0	10,887	5,835	1,330	4,989	
	US Short Tons	0	0	12,001	6,432	1,466	5,500	
All Surface Modes Imports from Canada	Value	0	0	20,408,532	31,288,294	27,666,030	34,428,223	26,
	Metric Tons	0	0	10,887	5,835	1,330	4,989	
	US Short Tons	0	0	12,001	6,432	1,466	5,500	
All Surface Modes Imports from Mexico	Value	0	0	0	0	0	0	
	Metric Tons	0[a]	0	0	0	0	0	
	US Short Tons	0[a]	0	0	0	0	0	
Truck--Total from Canada and Mexico	**Value**	0	0	1,483,407	808,209	289,129	1,202,770	
	Metric Tons	0	0	10,858	5,835	1,330	4,989	
	US Short Tons	0	0	11,969	6,432	1,466	5,500	
Truck Imports from Canada	Value	0	0	1,483,407	808,209	289,129	1,202,770	
	Metric Tons	0	0	10,858	5,835	1,330	4,989	
	US Short	0	0	11,969	6,432	1,466	5,500	

	Tons						
	Value	0	0	0	0	0	0
Truck Imports from Mexico	Metric Tons	0[a]	0	0	0	0	0
	US Short Tons	0[a]	0	0	0	0	0
	Value	**0**	**0**	**3,655**	**0**	**0**	**0**
Rail--Total from Canada and Mexico	**Metric Tons**	**0**	**0**	**28**	**0**	**0**	**0**
	US Short Tons	**0**	**0**	**31**	**0**	**0**	**0**
	Value	0	0	3,655	0	0	0
Rail Imports from Canada	Metric Tons	0	0	28	0	0	0
	US Short Tons	0	0	31	0	0	0
	Value	0	0	0	0	0	0
Rail Imports from Mexico	Metric Tons	0[a]	0	0	0	0	0
	US Short Tons	0[a]	0	0	0	0	0

Note that data between 1993-1996 include transshipment activity (i.e., shipments which entered or exited th States by way of a US Customs port on the northern or southern borders but whose origin or final destinatio other than Canada or Mexico). Data beginning with January 1997 **do not** include transshipment activity. Us should note these differences before comparing figures for 1993-1996 with 1997 and subsequent year data. All figures are based on the declared gross shipment weight and include packaging. Note that shipping weig imports may be underestimated because US Customs does not require weight to be reported at the individu commodity level for surface trade. In addition, shipment weight for exports to Canada and Mexico is unavail because US Census Bureau does not require exporters to provide this information.

[a] Shipping weight available in and after April 1995.

Source: US Department of Transportation, Bureau of Transportation Statistics, Transborder Surface Freight

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Del Bonita, MT Surface Imports by Value, Metric and US Tons

(Value in Current US Dollars ($), Weight in Metric or US Short Tons) CSV

		1995	1996	1997	1998	1999	2000	2001
All Surface Modes--Total from Canada and Mexico	**Value**	0	0	3,187,579	4,763,604	4,311,016	5,091,768	7,289,7
	Metric Tons	0	0	13,289	24,257	7,396	8,623	10,2
	US Short Tons	0	0	14,649	26,739	8,152	9,505	11,2
All Surface Modes Imports from Canada	Value	0	0	3,187,579	4,763,604	4,311,016	5,091,768	7,289,7
	Metric Tons	0	0	13,289	24,257	7,396	8,623	10,2
	US Short Tons	0	0	14,649	26,739	8,152	9,505	11,2
All Surface Modes Imports from Mexico	Value	0	0	0	0	0	0	
	Metric Tons	0[a]	0	0	0	0	0	
	US Short Tons	0[a]	0	0	0	0	0	
Truck--Total from Canada and Mexico	**Value**	0	0	3,177,908	4,763,604	4,311,016	5,084,091	7,289,7
	Metric Tons	0	0	13,221	24,257	7,396	8,611	10,2
	US Short Tons	0	0	14,573	26,739	8,152	9,492	11,2
Truck Imports from	Value	0	0	3,177,908	4,763,604	4,311,016	5,084,091	7,289,7
	Metric Tons	0	0	13,221	24,257	7,396	8,611	10,2

Canada	US Short Tons	0	0	14,573	26,739	8,152	9,492	11,2
	Value	0	0	0	0	0	0	
Truck Imports from Mexico	Metric Tons	0[a]	0	0	0	0	0	
	US Short Tons	0[a]	0	0	0	0	0	
Rail--Total from Canada and Mexico	**Value**	**0**	**0**	**3,538**	**0**	**0**	**7,677**	
	Metric Tons	**0**	**0**	**30**	**0**	**0**	**12**	
	US Short Tons	**0**	**0**	**33**	**0**	**0**	**13**	
Rail Imports from Canada	Value	0	0	3,538	0	0	7,677	
	Metric Tons	0	0	30	0	0	12	
	US Short Tons	0	0	33	0	0	13	
Rail Imports from Mexico	Value	0	0	0	0	0	0	
	Metric Tons	0[a]	0	0	0	0	0	
	US Short Tons	0[a]	0	0	0	0	0	

Note that data between 1993-1996 include transshipment activity (i.e., shipments which entered or exited th United States by way of a US Customs port on the northern or southern borders but whose origin or final destination was other than Canada or Mexico). Data beginning with January 1997 **do not** include transshipment activity. Users should note these differences before comparing figures for 1993-1996 with 19 and subsequent year data.
All figures are based on the declared gross shipment weight and include packaging. Note that shipping weig for imports may be underestimated because US Customs does not require weight to be reported at the individual commodity level for surface trade. In addition, shipment weight for exports to Canada and Mexico unavailable because US Census Bureau does not require exporters to provide this information.

[a] Shipping weight available in and after April 1995.

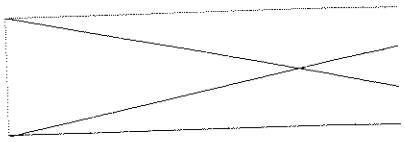
Source: US Department of Transportation, Bureau of Transportation Statistics, Transborder Surface Freight Data.

Select another port:

Alcan, AK

Go!

Bureau of Transportation Statistics



Port of Sweetgrass, MT Transborder Freight Data

(Value in current U.S. dollars) CSV

	1994	1995	1996	1997
All Surface Modes of Transportation--Total	$4,025,997,595	$4,222,399,888	$5,122,110,643	$6,011,613,97
-All Surface Modes Exports to Canada	$2,353,959,094	$2,215,027,772	$2,453,398,561	$3,242,584,48
-All Surface Modes Exports to Mexico	$0	$0	$0	$
-All Surface Modes Imports from Canada	$1,672,038,501	$2,007,372,116	$2,668,712,082	$2,769,029,48
-All Surface Modes Imports from Mexico	$0	$0	$0	$
Truck--Total	$3,419,518,179	$3,514,126,796	$4,176,223,077	$4,958,761,52
-Truck Exports to Canada	$2,197,358,020	$2,094,991,086	$2,307,362,208	$2,967,578,09
-Truck Exports to Mexico	$0	$0	$0	$
-Truck Imports from Canada	$1,222,160,159	$1,419,135,710	$1,868,860,869	$1,991,183,42
-Truck Imports from Mexico	$0	$0	$0	$
Rail--Total	$345,774,608	$331,845,613	$404,277,102	$530,146,86
-Rail Exports to Canada	$152,269,092	$117,888,671	$139,125,824	$237,711,20

-Rail Exports to Mexico	$0	$0	$0	$(
-Rail Imports from Canada	$193,505,516	$213,956,942	$265,151,278	$292,435,66:
-Rail Imports from Mexico	$0	$0	$0	$(

Note that data between 1993-1996 include transshipment activity (i.e., shipments which entered or exited th whose origin or final destination was other than Canada or Mexico). Data beginning with January 1997 **do r** figures for 1993-1996 with 1997 and subsequent year data.

Source: US Department of Transportation, Bureau of Transportation Statistics, Transborder Surface Freight

Select another port:

Alcan, AK Go!

Port of Piegan, MT Transborder Freight Data

(Value in current U.S. dollars) CSV

	1994	1995	1996	1997	19
All Surface Modes of Transportation--Total	**$284,360,759**	**$230,145,561**	**$279,697,626**	**$320,730,555**	**$294,0**
-All Surface Modes Exports to Canada	$844,249	$855,962	$476,654	$1,063,724	$3,7
-All Surface Modes Exports to Mexico	$0	$0	$0	$0	
-All Surface Modes Imports from Canada	$283,516,510	$229,289,599	$279,220,972	$319,666,831	$290,2
-All Surface Modes Imports from Mexico	$0	$0	$0	$0	
Truck--Total	**$6,381,965**	**$9,615,516**	**$7,466,760**	**$7,891,482**	**$9,2**
-Truck Exports to Canada	$841,456	$855,962	$476,654	$1,063,724	$3,7
-Truck Exports to Mexico	$0	$0	$0	$0	
-Truck Imports from Canada	$5,540,509	$8,759,554	$6,990,106	$6,827,758	$5,4
-Truck Imports from Mexico	$0	$0	$0	$0	
Rail--Total	**$2,575**	**$0**	**$0**	**$0**	
-Rail Exports to Canada	$0	$0	$0	$0	

-Rail Exports to Mexico	$0	$0	$0	$0
-Rail Imports from Canada	$2,575	$0	$0	$0
-Rail Imports from Mexico	$0	$0	$0	$0

Note that data between 1993-1996 include transshipment activity (i.e., shipments which entered or exited th southern borders but whose origin or final destination was other than Canada or Mexico). Data beginning w should note these differences before comparing figures for 1993-1996 with 1997 and subsequent year data.

Source: US Department of Transportation, Bureau of Transportation Statistics, Transborder Surface Freight

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Port of Del Bonita, MT Transborder Freight Data

(Value in current U.S. dollars) CSV

	1994	1995	1996	1997	1998	1999	2000
All Surface Modes of Transportation--Total	**$0**	**$0**	**$0**	**$7,011,658**	**$11,504,160**	**$7,107,887**	**$10,452,1**
-All Surface Modes Exports to Canada	$0	$0	$0	$3,824,079	$6,740,556	$2,796,871	$5,360,3
-All Surface Modes Exports to Mexico	$0	$0	$0	$0	$0	$0	
-All Surface Modes Imports from Canada	$0	$0	$0	$3,187,579	$4,763,604	$4,311,016	$5,091,7
-All Surface Modes Imports from Mexico	$0	$0	$0	$0	$0	$0	
Truck--Total	**$0**	**$0**	**$0**	**$5,467,804**	**$9,335,101**	**$6,769,470**	**$8,772,7**
-Truck Exports to Canada	$0	$0	$0	$2,289,896	$4,571,497	$2,458,454	$3,688,6
-Truck Exports to Mexico	$0	$0	$0	$0	$0	$0	
-Truck Imports from Canada	$0	$0	$0	$3,177,908	$4,763,604	$4,311,016	$5,084,0
-Truck Imports from Mexico	$0	$0	$0	$0	$0	$0	
Rail--Total	**$0**	**$0**	**$0**	**$1,526,977**	**$2,169,059**	**$338,417**	**$1,679,4**
-Rail Exports to Canada	$0	$0	$0	$1,523,439	$2,169,059	$338,417	$1,671,7

-Rail Exports to Mexico	$0	$0	$0	$0	$0	$0	
-Rail Imports from Canada	$0	$0	$0	$3,538	$0	$0	$7,€
-Rail Imports from Mexico	$0	$0	$0	$0	$0	$0	

Note that data between 1993-1996 include transshipment activity (i.e., shipments which entered or exited th way of a US Customs port on the northern or southern borders but whose origin or final destination was oth Mexico). Data beginning with January 1997 **do not** include transshipment activity. Users should note these comparing figures for 1993-1996 with 1997 and subsequent year data.

Source: US Department of Transportation, Bureau of Transportation Statistics, Transborder Surface Freight

Select another port:

Alcan, AK Go!

APPENDIX-F: References

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