

Alberta Motor Transport Association

Borders for Economic Security

Introduction

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What does AMTA do?

Introduction

Not-for-profit Association formed to provide a voice for the highway transportation industry in Alberta

Provides training programs and promotes safety initiatives that reduce workplace injuries

Introduction

What I want to talk about today

- Infrastructure
- Border
- Regulatory Harmonization

Infrastructure

- Ports to Plains is doing essential work
- Alberta offers similar products: faces similar challenges

Infrastructure

Let's look at our trade relationship

- Despite recession still world's largest bilateral trade partnership
- 1/3 of Canada's GDP depends on trade with US: US share of CDN exports 72.3%
- Canada-US trade supports >7 million US jobs
- Top export market for 39 US states
- Major US supplier of oil (20%), gas, electricity
- Largest purchaser of US agricultural exports

Infrastructure

But there's a problem

- Trade has been down but for the last few years and while **it has begun picking back up again lately** – there is a sense that things are tenuous.
- There is also concern about what happens when the economy does pick up – that will only increase congestion at the border

Infrastructure

Low traffic volume is MASKING problems at the border

- The actual problem – the impact of border congestion on trade and prosperity – seems less serious than it really is BECAUSE of the problem itself.

Infrastructure

Investment in transportation infrastructure
is an investment in sustainable mutual
growth and prosperity

Infrastructure

About Canadian infrastructure

- Trucking industry's contribution to GDP is at least twice that of any other mode
- Trucking employs about 400,000 Canadians
- Trucks haul 90% of all consumer products and foodstuffs
- Carry about two-thirds of Canada's trade (by value) with the United States

If the Canadian federal government wants to facilitate a stronger economy it needs to make strategic investments in key highway and border crossing infrastructure.

Infrastructure

Cooperation within Canada

Alberta operators have been striving to streamline freight movement in Western Canada.

Infrastructure

Infrastructure needs to reflect regulation

We need adequate highways for volume – also important that we have infrastructure that is consistent with regulatory requirements drivers are expected to meet

Infrastructure

What AMTA wants to see:

Infrastructure Upgrades

- Twinning highway 2 from Beaverlodge to BC border, BC has announced it is twinning from the AB border to FT. St. John
- Ring road around Medicine Hat on highway 1
- Finish twinning highway 63
- Look at adding a third lane on highway 2 between Calgary-Edmonton Corridor.
- Repair the highway's frost heaves on the north bound lane from Bezanson to Grande Prairie Twinning the highway system from Edmonton area to Fort McMurray

Infrastructure

New Infrastructure

- New rest areas between Calgary and Red Deer (to fit regulations)
- North/South Trade Corridor
- Ring Roads in Edmonton and Calgary
- Northeast Alberta Transportation Corridor (NATC)

- And...

Infrastructure

AMTA supports the construction of a transportation and economic development corridor between Mexico and Alberta

Infrastructure

- After 9/11, physical security became a priority for both our countries
- We have invested extensively in security
- What about economic security?

Borders not Barriers

“Canada and the United States, alone or in partnership cannot hope to compete with the emerging economies and/or other trading blocs, unless we have a predictable, reliable and efficient supply chain; the sheer enormity and overlap of the measures that have been imposed on cross-border trade over the past decade has not always been consistent with that imperative,”

~ Canadian Trucking Alliance President and CEO, David Bradley

Borders not Barriers

As a trucking company owner...

Borders not Barriers

- ID card red tape (and cost)
- Irregular loads (cattle, oil-industry equipment)

Borders not Barriers

Wild Horse Crossing on Alberta 41 and Montana 223

Borders not Barriers

When regulations are in sync (PARS, PAPS) – it works

When they aren't in sync...

Border not Barriers

We need to keep trucks rolling!

Borders not Barriers

- We need physical security AND economic security
- Perimeter barrier is okay – but not between our countries
- What about **energy independence** (security)?
- Let's return to **risk assessment** based policies

Border not Barriers

We need

- Physical Security
- Energy Security
- Food Security
- Economic Security
- **American and Canadian JOB Security**

Regulatory Harmonization

Perimeter Vision Action Plan

It's just an agreement to do certain things, it is not a treaty.

Regulatory Harmonization

Perimeter Vision Action Plan

- Addressing threats early
- Trade facilitation, economic growth and job creation
- Integrated cross border law enforcement and
- Critical infrastructure and cyber-security

Regulatory Harmonization

Action plan is on ambitious timeline – expected in 2 years

What we would like to see:

- Improved coordination – not just between agencies on both sides of the border – but also between agencies on the same side of each border
- A one-program approach in Canada similar to the Customs-Trade Partnership Against Terrorism (C-TPAT) in order to gain access to southbound FAST lanes

Regulatory Harmonization

- Canada adopt the same transponder technology as the United States
- Canada should be prepared to match US enforcement efforts in terms of certain point-to-point freight movements in the other country and in terms of the ability for domestic loads to move in-transit in either country

In Summary...

Infrastructure

In Summary...

Borders not Barriers

In Summary...

Regulatory Harmonization

Conclusion

Economic security means opening the bottleneck

- Better roads and amenities for drivers
- Better borders
- Better cooperation
- TOTAL security (energy, food, economic, and job)