

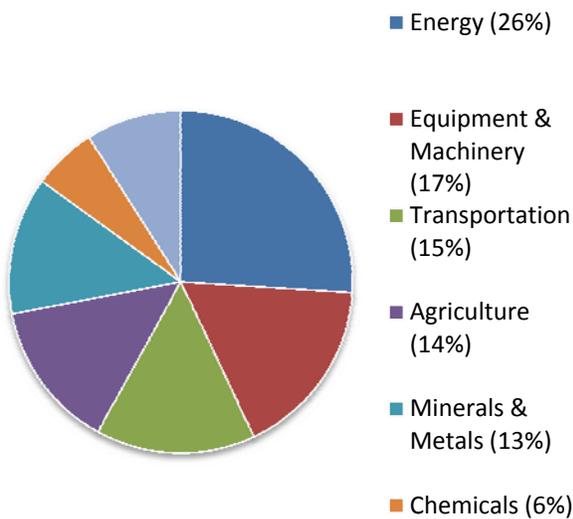
## Commercial Border Crossing Access

The country relies heavily on accessible transportation corridors and border services to facilitate the ever-growing economy, particularly in expanding natural resource investments, development of supply chain manufacturing and applicable service sectors. Although Alberta continues to have a very prosperous trading relationship with its neighbors in the U.S. it is the only province in Canada with access to only one 24 hour border crossing. A second 24 hour border crossing is essential to the expansion of the economy to facilitate efficient trade between Canada and the U.S.

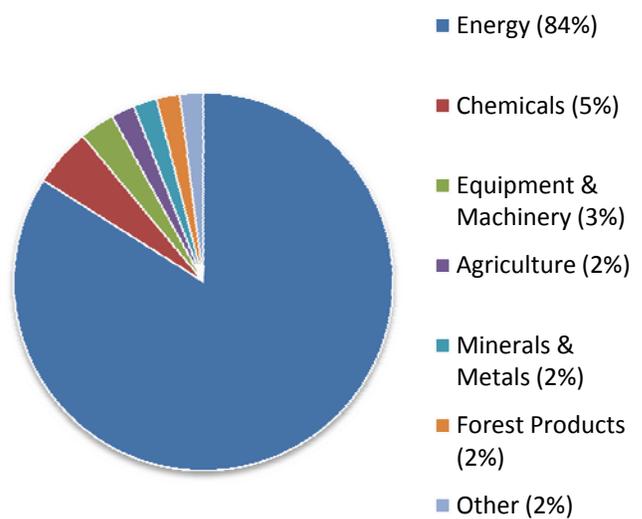
Canada and the U.S. enjoy one of the most prosperous relationships in the world, with a staggering volume of bilateral trade totalling \$680 billion in 2011. This equates to over \$1.8 billion in two-way trade and over 300,000 travelers crossing the border each day. In particular, Montana and Canada continue a profitable trading relationship with bilateral trade flows climbing to \$5.8 billion in 2012, with the largest proportion of trade coming in the sectors of energy and equipment & machinery. Moreover, Canada was Montana's most important export destination, purchasing more from the state than all other countries combined. Total Montana exports to Canada totaled \$634 million in 2012 while total Montana imports from Canada totaled \$5.2 billion.

In 2012, 26% of Montana's total exports to Canada originated from the energy sector, with fuel oil being the top export at \$123 million. Continuing the trend, Montana looked to its northern neighbor for energy, whereby 84% of the imports from Canada were in the energy sector. The state bought \$4.2 billion in Canadian crude petroleum, primarily from the western provinces of Alberta and Saskatchewan.

### Montana's Exports to Canada



### Montana's Imports from Canada



	Crossing	Crossings	(July 2013)
British Columbia	9	19	4,582,000
Alberta	1	6	4,025,100
Saskatchewan	2	12	1,108,000
Manitoba	3	17	1,265,000
Ontario	13	14	13,538,000

Quebec	23	33	8,155,000
New Brunswick	12	18	756,100

It is critical that we encourage the government to remove any barriers or encumbrances on imports and exports of our key sectors between Canada and the U.S. and work to improve international trade by removing pressure and congestion on a single 24-hour commercial port and corridor. To achieve these goals it is important for the Canadian and U.S. Governments to work together to mirror expansion efforts on both sides of the border. For example, at the Port of Wild Horse in Alberta, the U.S. Customs and Border Protection (CBP) agency and the Canadian Border Services Agency (CBSA) consistently extend their operating hours in the summer, but frequently have had disparity in when the extended hours begin and end for the season. In 2014 CBP extended their hours at the Port of Wild Horse from June 1 to September 15, while CBSA extended their hours from May 15 to September 30. Other examples of this are apparent, such as the CBSA closing the Port of Big Beaver, Saskatchewan in 2010 forcing the CBP to close the U.S. side of this port, the Port of Whitetail, after they had begun reconstruction of the port. This decision cost American taxpayers and reduced cross-border access to eastern Montana and to Saskatchewan. Additionally, when the opportunity arose for CBP to expand the border facility at the Port of Wild Horse and move forward with an enhanced facility, CBSA had not mirrored the expansion or evaluated the opportunity for a shared port facility. CBP was able to celebrate the opening of a new facility on April 1, 2011 and the facility on the Canadian side is aging and does not mirror the same facility standards.

Transportation access is fuel for economic development. Regions with flexible, efficient transportation networks can access product markets, suppliers, vendors, workers and customers more efficiently and more cost effectively than those that do not. We need to encourage the further development of north/south trade and remove delays, restrictions and limitations on crossing times and access. Investment leads to trade, as companies' activities increasingly become part of the global value chain, necessitating not only clear and open investment rules, but also ensuring that goods and services produced have easy access to markets in both countries and internationally.

Increased border access would enhance economic development, investment and security as well as address growing safety concerns. It would also assist truck traffic by providing an alternate route, easing lineups and delays and it would improve tourism travel by allowing increased travel service between Canada and the United States.

It is in the best interest of Canada to expand trade linkages with the United States through transportation crossings and corridors that link Canada to the United States to facilitate a growing trading market. A continued effort is needed to eliminate the obstacles that continue to prevent the expansion of 24 hours commercial port facilities and promote this as access to a north-south trade corridor.

### **Recommendations**

That the federal government:

1. Accelerate dialogue with U.S. counterparts to ensure that the hours of Canadian border crossings consistently match the U.S. border hours in both traveler and commercial service hours and that facility standards are equivalent on both sides of the border.
2. Work to accommodate shared port of entry facilities where the opportunity exists.
3. Ensure that provinces with high volumes of bilateral trade and corridor traffic have access to sufficient 24 hour commercial border services and provinces with high volumes of trade and traffic volumes have more than a single 24 hour full-service commercial port of entry.