Canada-US Border Issues
Closing the Gap

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Carrier Safety & Enforcement
Road User Safety, MTO
Introduction

• In a global economy, regulatory differences can create a competitive advantage to motor carriers from one country over those from another.

• A compatible and aligned regulatory framework supports cross border trucking and fosters economic growth and a level playing field.

• This presentation will provide some context and perspective on cross border challenges and opportunities related to commercial motor vehicle safety regulations.
A Tale of Two Countries

- Longest undefended border in world
- Largest trading partners
- Close political ties
- Closely intertwined values
In 2013 trade relationship was $605 Billion
55% transported by truck

9 million American jobs are dependent on trade and investment with Canada.
Ontario’s Unique Perspective

- Ontario’s population is 1/3 of Canada’s total
- In 2014, there were 1.45 million commercial vehicles and 550,000 commercial drivers in Ontario.
- Ontario’s trade with the US in 2013 was $303 billion
- 74% of which moved by road at three key border crossings - Windsor, Sarnia, and Fort Erie.
- In 2013, 6.7 million trucks crossed the ON-US borders.
Hwy 401 Corridor – Average Daily Truck Traffic

2010 Truck Volumes (both directions combined)

- Windsor/Detroit (Ambassador Bridge): 2.6 Million
- Sarnia/Port Huron (Blue Water Bridge): 1.6 Million
- Fort Erie (Peace Bridge): 1.2 Million

2013 Truck Volumes at Busiest Border Crossings:

- Windsor: 7,500
- Putnam: 12,600
- Trafalgar: 23,500
- Whitby: 16,100
- Bowmanville: 14,300
- Gananoque: 7,890
- Lancaster: 8,976

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It starts with you
Ontario
History

• Border almost closed in 1982 due to differences in the manner motor carriers were regulated.

• In 1984 Free Trade Agreement and North America Free Trade Agreement (NAFTA) followed.

• In 1987, work began on development of National Safety Code (NSC) and deregulation of motor carriers in Canada.

• Canada/U.S. a long history of cooperation in developing compatible regulation and standards with numerous reciprocity agreements.
Regulatory Cooperation

• Shared commitment to identify and take action against unsafe motor carriers.
• History of economic partnership and cooperation
• Facilitate transparent borders and level playing field
• Canada and the US have collaborated to reduce or eliminate barriers to trans-border operations for motor carriers.
  • CVSA OOSC and NASI standards
  • CDL, Driver Medical, Hazmat certification
  • Cargo Securement and MVSS/CMVSS.
Reciprocity vs. Harmonization

• Absolute uniformity is not necessary if safety outcomes are similar.

• Harmonization requires uniform laws in both shape and content.

• Difficult to achieve given legislative demographics and sovereignty issues.

• Sometimes absolute uniformity is not necessary if both sides can agree safety result is consistent.

• The CDL MOU is one example of this type of agreements
Thickening Border

• Since 9/11 border continues to tighten increasing cost of cross-border shipping
• Drag on trade and investment
• Impairs reliability and predictability of supply chain
• Impacts competitiveness and growth
• Manufacturing and distribution adjusts
Safe and Productive Vehicle Configurations

- Innovative trucking solutions
- More productive heavy truck combinations
- Safer truck configurations
- Increased efficiencies
- Integration of container technology
Technology / Connected Vehicles

• Proliferation of automated vehicle technologies and telematics
• Electronic stability control
• Electronic Logging Devices
• Electronic Identification
• Promise to improve road safety and efficiency of transportation systems
• Challenge current regulatory environment to “keep up”
Driver Shortage

- Age profile is skewed to older drivers in 50’s and 60’s
- Truck driving not viewed as profession by the young
- Shortage of skilled, well trained drivers
- Barrier to capacity to get goods to market
- Ability to ensure there is a safe work force operating on and sharing our highways is in doubt
Closing the Gap

• Programs designed to embrace industry growth and innovation

• Reduce red tape; SMART regulations

• Compatible and aligned regulations

• Technologies without borders that are interoperable, aligned, and enforcement friendly
Where do we go from here?

• Leverage capacity of the major safety associations at the nexus of regulating the Canada-US trucking industry
  • IRP, AAMVA, CCMTA, CVSA
• Unique opportunity to bring safety partners together, draw on the expertise and influence of the diverse membership to bridge gaps
• Develop a horizontal framework for identifying and resolving barriers to commercial transportation across North America
Thank You!