**Project 8: Greening Transportation at North American Land Ports of Entry**

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<th>Operating Year(s):</th>
<th>2013–2014</th>
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**Planned Budget for two years:** C$390,000  
Year 1: C$145,000  
Year 2: C$245,000

**Strategic Priority/Objective:** Low-Carbon Economy / Climate Change and Air Quality; Greening the Economy in North America / Improved Private Sector Environmental Performance in North America

### Project Summary

The project will: 1) enhance coordination between, and strive to obtain commitments from, customs, transportation, commerce, foreign affairs and other relevant government officials, as well as stakeholders, on both sides of the borders to actively participate in the project; 2) conduct analyses of vehicle emissions associated with waiting times at selected land Ports of Entry (POEs) on each side of the border (heading both ways across the border): two between the US and Canada and two between the US and Mexico; and 3) research and develop viable, integrated options for adopting and implementing vehicle emissions reduction mechanisms at the selected POEs, and to incorporate the most effective mechanisms into POE and vehicle operations, as feasible.

The project will be informed by a number of cross-border study and planning initiatives, such as the 21st Century Border, Beyond the Border, Good Neighbor Environment Board, US/Mexico Joint Working Committee on Transportation Planning (JWC), US-Canada Transportation Border Working Group, US-Canada Air Quality Agreement, Border 2020, the CEC sustainable freight report, and other relevant work/initiatives. This coordination, as well as the commitment of relevant stakeholders on both sides of the respective borders, will be key to successfully incorporating the most effective emissions reduction mechanisms, once identified, into operations at these POEs.

### Short-term Outcomes (at halfway point)

- Establishment of a CEC Steering Committee-designated Trilateral Consultative Group (TCG), made up of: governmental officials, border community representatives, NGOs, academia, trade associations and related industry, to lend expertise and provide recommendations for reducing transportation emissions at North American land POEs.
- Summary of past and current POE-air emissions work.
- Recommendations for and selection of two demonstration POEs on each border that are the most appropriate (feasible in variety of ways) and have the greatest likelihood of vehicle emissions reductions and positive health impacts.

### Long-term Outcomes (by the end of the project)

- Data and knowledge of wait times and emissions correlation at selected POEs.
- Identification of most effective and viable emissions reductions solutions for each selected POE, and ongoing support of stakeholders.
- Emissions reductions mechanisms in place at selected POEs, as feasible, with trained personnel to implement them.

### Longer-term, environmental outcome (post-project)

- Consideration of environmental risks and remedies at land POEs, and inclusion of environmental agencies in the design phase of new or modified POEs.
- Improved bilateral coordination on POE operations/activities, as practicable.
- Vehicle emissions reductions at land POEs, with associated health benefits for border officials, drivers and passengers and the surrounding border communities.

**Tasks necessary to reach the environmental outcome:**
- Establish a Trilateral Advisory Group and conduct a review of transportation flows, wait times, associated emissions, and operations at POEs.
- Identify mechanisms for emissions reduction at POEs.
- Implement mechanisms, as feasible, and train POE officials on mechanisms and technologies to reduce emissions at POEs.

### Task 1) Establish a Trilateral advisory group and conduct a review of transportation flows, emissions and operations at POEs

<table>
<thead>
<tr>
<th>Subtask</th>
<th>Project outputs</th>
<th>How does the subtask/output move the project towards the environmental outcome</th>
<th>Timing</th>
<th>Budget (activities)</th>
</tr>
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<tbody>
<tr>
<td>1.1 Steering Committee to develop a detailed work plan and to designate a Trilateral Consultative Group (TCG) of government officials and stakeholders, including border communities, and relevant industry, associations, NGOs, and academia.</td>
<td>A detailed work plan to include the subtasks in this description. Review, input and adoption of the work plan by the Trilateral Consultative Group (TCG).</td>
<td>This subtask lays the foundation for carrying out the work in subsequent subtasks.</td>
<td>Fall 2013</td>
<td>Year 1: C$15,000</td>
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<tr>
<td>1.2 Conduct review of and summarize POE emissions-related work to-date on both borders.</td>
<td>Summary of past and current POE emissions reduction work. Recommendations and selection of two demonstration POEs on each border that are the most appropriate (feasible in variety of ways) and have the greatest</td>
<td>This subtask will provide the background for improving air quality and associated operations, and set the stage for on-the-ground work to begin at selected POEs.</td>
<td>Late fall 2013 to early winter 2014</td>
<td>Year 1: C$40,000</td>
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1.3 Using an agreed upon template (e.g., template developed in the US Federal Highway Administration study on border wait times and air emissions), measure and monitor wait times and associated vehicle emissions, and other important variables at each of the selected POEs; as well as identify common metrics.

Assessment that describes wait-time and emissions correlation, to provide baseline emissions/ambient air quality and inform development of options for reducing emissions at the POEs.

This work will provide information necessary to identify the most viable mechanisms for emissions reductions at POEs.

Spring 2014 to fall 2014

Year 1: C$90,000
Year 2: C$70,000

### Task 2) Identify mechanisms for emissions reductions at POEs

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<td>2.1 Building on assessment in Subtask 1.2, develop an in-depth analysis of a) emissions reduction mechanisms/technologies/operations at POEs that have been successful or show promise, b) viability of options for selected POEs, and c) recommendations on which option(s) may be best suited to each of the selected POEs.</td>
<td>Recommended emissions reduction measures for each of the four demonstration POEs.</td>
<td>The implementation of the chosen measures and improved operational practices will decrease emissions at POEs.</td>
<td>Fall 2014</td>
<td>Year 2: C$60,000</td>
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<td>2.2 Collaboratively, the Steering Committee, respective TCG members on each border and other cross-border stakeholders determine the most potentially effective and viable mechanisms for each of the POEs.</td>
<td>Selection of viable, effective mechanism(s) to reduce emissions at each POE, as feasible.</td>
<td>Concurrence by TCG members on demonstration of emissions reductions mechanism(s) for each of the selected POEs will improve air quality at the respective POE.</td>
<td>Fall 2014</td>
<td>Year 2: C$15,000</td>
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### Task 3) Implement mechanisms and technologies to reduce emissions at POEs

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<td>3.1 Training of personnel at POEs in implementing most effective and viable mechanisms/technologies/operations, as needed.</td>
<td>Trained personnel, enabling greater effectiveness of emissions reduction mechanism(s).</td>
<td>Trained personnel on both sides of the borders will ensure full benefit of mechanisms and operations put in place at the selected POEs.</td>
<td>Winter 2014–spring 2015</td>
<td>Year 2: C$45,000</td>
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<td>3.2 Work bilaterally (to extent possible) to institute the most effective viable, and efficient emissions reduction mechanism(s) at each selected POEs, leveraging funds from various sources where feasible and appropriate.</td>
<td>Mechanisms in place and operational.</td>
<td>Implementation of mechanisms and improved practices will reduce emissions at POEs and improve health in border communities and of those working at the POEs.</td>
<td>Spring 2015</td>
<td>Year 2: C$55,000</td>
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### Explain how this project meets the selection criteria adopted by Council in the Strategic Plan (See below)

The goal of all projects funded by the CEC will be to support the efforts of the Parties to conserve, protect and/or enhance the North American environment. The following criteria will guide the Secretariat, Working Groups, Committees, and other appropriate officials of the Parties in considering cooperative activities for Council approval under operational plans. These selection criteria do not apply for activities to be funded through the NAPECA grant program.

- How does the project contribute to achieving Council’s strategic objectives as described within the current Strategic Plan, or as related to other priorities subsequently confirmed by Council?

The project contributes to achieving strategic objective 3: Greening the Economy in North America/Improved private sector environmental performance in North America and strategic objective 2: Climate Change–Low-Carbon Economy/Improved comparability of emissions data, methodologies and inventories among the three North American partners. The project will facilitate the identification of emissions reduction mechanisms/technologies/operations at POEs and provide training to implement them at selected POEs. Measurements and monitoring of wait times and associated vehicle emissions, and other important variables at each of the selected POEs will be incorporated into an agreed-upon template.
• Are the proposed objectives North American in scope? In other words, how are the proposed results relevant to protecting the environment in North America? (For example, what would Council members announce to the press at the successful completion of this project?)

Yes, traffic associated with the transportation of goods in North America is increasing. Ports of Entry have important impacts on border communities and air quality, which need to be addressed at a continental level. The project will also contribute to efforts in establishing a foundation for consistent emissions data collection (from surface transportation sources), towards implementation of a recommendation from the CEC report (March 2011), “Sustainability: Reducing GHG emissions from Freight Transportation in North America,” that calls for developing a comprehensive North American freight data collection and dissemination plan that ensures comparability, interoperability, and consistency in providing a common platform and methodology for collecting transport-related information.

• What are the specific, clear and tangible results that will be achieved and how will progress toward each result be measured over time? Identify performance measures to be used to indicate success at reaching all outcomes and/or performance.

Outputs are described in each subtask. Performance metrics may include:
  o Measured reductions from GHG and carbon emissions, related to vehicle movements at the borders
  o Number of new, more efficient tracking and processing technologies introduced at the borders
  o Harmonization of data collection methods and of metrics used to assess and quantify vehicle movements at the borders

• Explain why the CEC is the most effective vehicle for the Parties to undertake the project, considering:

The CEC has the ability to bring together private and public stakeholders from the three countries to develop recommendations that address regional and large-scale issues, especially on borders. Stakeholders will have the opportunity to share experiences and enhance cooperation in data sharing, and best practices.

• Does the project propose a clear timeline for implementation of the activities, including a target end date for CEC’s involvement? Where applicable, describe how the work will continue after CEC involvement ends.

The review and summary of POE emissions-related work to-date on both borders will inform POEs managers and officials on opportunities for improvement. The group of stakeholders that will be brought together by this project will be able to continue collaborating on data sharing and the implementation of best practices.
Where applicable, identify with reasonable specificity:

- Linkages with other relevant CEC projects, past or present, in order to create synergies, capitalize on experience, or avoid duplication

- The target audience, as well as its receptivity and capacity to use the information that may be produced as a result of the project

Officials and stakeholders at POEs, and border communities where POEs are situated.

- The beneficiaries of capacity building activities that the project may include

Officials and stakeholders at POEs, and border communities where POEs are situated.

- The relevant stakeholders, with particular attention to communities, academia, NGOs and industry, and their involvement and contribution to a successful outcome

US/Mexico Joint Working Committee on Transportation Planning (JWC), US/Canada Transportation Working Group (TBWG), Border 2020, port authorities, city and municipal governments, environmental NGOs, and industry (maritime shipping companies, fuel industry, technology providers).