|  | Project 8: Greening Transportation at North American Land Ports of Entry  |   |
|--|---|---|
| Planned Budget for two years: C\$390,000   |   |   |
| Year 1: C\$145,000   |   |   |
| Year 2: C\$245,000   |   |   |
| Strategic Priority/Objective: Low-Carbon Economy /<br>Improved Private Sector Environmental Performance i  | Climate Change and Air Quality; Greening the Ec n North America   | onomy in North America /  |
| Project Summary  |   |   |
| The project will: 1) enhance coordination between, and<br>affairs and other relevant government officials, as well<br>conduct analyses of vehicle emissions associated with<br>(heading both ways across the border): two between t<br>develop viable, integrated options for adopting and im-<br>incorporate the most effective mechanisms into POE a   | d strive to obtain commitments from, customs, tran<br>as stakeholders, on both sides of the borders to a<br>n waiting times at selected land Ports of Entry (POI<br>he US and Canada and two between the US and N<br>plementing vehicle emissions reduction mechanism<br>and vehicle operations, as feasible.   | asportation, commerce, foreign<br>actively participate in the project; 2)<br>Es) on each side of the border<br>Mexico; and 3) research and<br>ms at the selected POEs, and to |
| The project will be informed by a number of cross-bord<br>Border, Good Neighbor Environment Board, US/Mexic<br>Transportation Border Working Group, US-Canada Air<br>relevant work/initiatives. This coordination, as well as<br>be key to successfully incorporating the most effective   | der study and planning initiatives, such as the 21 <sup>st</sup><br>to Joint Working Committee on Transportation Plan<br>r Quality Agreement, Border 2020, the CEC sustain<br>the commitment of relevant stakeholders on both s<br>emissions reduction mechanisms, once identified  | Century Border, Beyond the<br>nning (JWC), US-Canada<br>nable freight report, and other<br>sides of the respective borders, will<br>, into operations at these POEs.          |
|  |   |   |
| Short-term Outcomes (at halfway point)   |   |   |
| <ul> <li>Short-term Outcomes (at halfway point)</li> <li>Establishment of a CEC Steering Committee-design border community representatives, NGOs, academ recommendations for reducing transportation emistives</li> </ul>  | gnated Trilateral Consultative Group (TCG), made<br>nia, trade associations and related industry, to lend<br>sions at North American land POEs.   | up of: governmental officials,<br>d expertise and provide   |
| <ul> <li>Short-term Outcomes (at halfway point)</li> <li>Establishment of a CEC Steering Committee-design border community representatives, NGOs, academ recommendations for reducing transportation emissions with the summary of past and current POE-air emissions with the summary of past and current parts and current</li></ul> | nated Trilateral Consultative Group (TCG), made<br>nia, trade associations and related industry, to lend<br>sions at North American land POEs.<br>vork.   | up of: governmental officials,<br>d expertise and provide   |
| <ul> <li>Short-term Outcomes (at halfway point)</li> <li>Establishment of a CEC Steering Committee-design border community representatives, NGOs, academ recommendations for reducing transportation emissions with the Summary of past and current POE-air emissions with the Recommendations for and selection of two demons ways) and have the greatest likelihood of vehicle emissions of the selection o</li></ul> | nated Trilateral Consultative Group (TCG), made<br>nia, trade associations and related industry, to lend<br>sions at North American land POEs.<br>vork.<br>stration POEs on each border that are the most ap<br>emissions reductions and positive health impacts.   | up of: governmental officials,<br>d expertise and provide<br>opropriate (feasible in variety of   |
| <ul> <li>Short-term Outcomes (at halfway point)</li> <li>Establishment of a CEC Steering Committee-desig<br/>border community representatives, NGOs, academ<br/>recommendations for reducing transportation emis</li> <li>Summary of past and current POE-air emissions w</li> <li>Recommendations for and selection of two demon<br/>ways) and have the greatest likelihood of vehicle e</li> <li>Long-term Outcomes (by the end of the project)</li> </ul>   | gnated Trilateral Consultative Group (TCG), made<br>nia, trade associations and related industry, to lend<br>sions at North American land POEs.<br>vork.<br>stration POEs on each border that are the most ap<br>emissions reductions and positive health impacts.  | up of: governmental officials,<br>d expertise and provide<br>opropriate (feasible in variety of   |
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| <ul> <li>Short-term Outcomes (at halfway point)</li> <li>Establishment of a CEC Steering Committee-desig<br/>border community representatives, NGOs, academ<br/>recommendations for reducing transportation emissions with<br/>Summary of past and current POE-air emissions with<br/>Recommendations for and selection of two demon<br/>ways) and have the greatest likelihood of vehicle exists<br/>Long-term Outcomes (by the end of the project)</li> <li>Data and knowledge of wait times and emissions of<br/>Identification of most effective and viable emission</li> <li>Emissions reductions mechanisms in place at sele</li> </ul>  | gnated Trilateral Consultative Group (TCG), made<br>hia, trade associations and related industry, to lend<br>sions at North American land POEs.<br>vork.<br>stration POEs on each border that are the most ap<br>emissions reductions and positive health impacts.<br>correlation at selected POEs.<br>s reductions solutions for each selected POE, and<br>cted POEs, as feasible, with trained personnel to i   | up of: governmental officials,<br>d expertise and provide<br>opropriate (feasible in variety of<br>ongoing support of stakeholders.   |
| <ul> <li>Short-term Outcomes (at halfway point)</li> <li>Establishment of a CEC Steering Committee-design border community representatives, NGOs, academ recommendations for reducing transportation emissions with a summary of past and current POE-air emissions with a Recommendations for and selection of two demons ways) and have the greatest likelihood of vehicle experimentation of the greatest likelihood of vehicle experimentation of most effective and viable emissions of the literation of most effective and viable emission of the greatest likelihood of vehicle emissions reductions mechanisms in place at seleted to the selection of the project.</li> </ul>  | gnated Trilateral Consultative Group (TCG), made<br>hia, trade associations and related industry, to lend<br>sions at North American land POEs.<br>vork.<br>stration POEs on each border that are the most ap<br>emissions reductions and positive health impacts.<br>correlation at selected POEs.<br>s reductions solutions for each selected POE, and<br>cted POEs, as feasible, with trained personnel to i<br><b>t</b> )   | up of: governmental officials,<br>d expertise and provide<br>opropriate (feasible in variety of<br>ongoing support of stakeholders.   |
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| <ul> <li>Vehicle emissions reductions at lan<br/>surrounding border communities.</li> </ul>  | nd POEs, with associated he   | alth benefits for border officials  | , drivers and passeng                  | jers and the           |  |
|--|---|---|--|------------------------|--|
| Tasks necessary to reach the enviro  | onmental outcome:   |   |  |                        |  |
| <ul> <li>Establish a Trilateral Advisory Group POEs.</li> </ul>  | up and conduct a review of tr   | ansportation flows, wait times,   | associated emissions                   | s, and operations at   |  |
| • Identify mechanisms for emissions  | reduction at POEs.  |   |  |                        |  |
| <ul> <li>Implement mechanisms, as feasible, and train POE officials on mechanisms and technologies to reduce emissions at POEs.</li> </ul>   |   |   |  |                        |  |
| Task 1) Establish a Trilateral adviso  | ory group and conduct a rev   | view of transportation flows,   | emissions and oper                     | ations at POEs         |  |
| Subtask  | Project outputs   | How does the<br>subtask/output move the<br>project towards the<br>environmental outcome   | Timing                                 | Budget<br>(activities) |  |
| 1.1 Steering Committee to develop a<br>detailed work plan and to designate<br>a Trilateral Consultative Group<br>(TCG) of government officials and<br>stakeholders, including border<br>communities, and relevant industry,<br>associations, NGOs, and academia. | A detailed work plan to<br>include the subtasks in<br>this description.<br>Review, input and<br>adoption of the work plan<br>by the Trilateral<br>Consultative Group<br>(TCG).  | This subtask lays the<br>foundation for carrying out<br>the work in subsequent<br>subtasks.   | Fall 2013                              | Year 1: C\$15,000      |  |
| <ul> <li>1.2 Conduct review of and<br/>summarize POE emissions-related<br/>work to-date on both borders.</li> <li>Using summary and the expertise of<br/>TCG members, select the most<br/>appropriate demonstration POEs – 2<br/>on each border.</li> </ul>      | Summary of past and<br>current POE emissions<br>reduction work.<br>Recommendations and<br>selection of two<br>demonstration POEs on<br>each border that are the<br>most appropriate (feasible<br>in variety of ways) and<br>have the greatest | This subtask will provide the<br>background for improving<br>air quality and associated<br>operations, and set the<br>stage for on-the-ground<br>work to begin at selected<br>POEs. | Late fall 2013 to<br>early winter 2014 | Year 1: C\$40,000      |  |

|  | likelihood of vehicle<br>emissions reductions and<br>positive health impacts.  |  |                             |  |
|--|--|--|-----------------------------|--|
| 1.3 Using an agreed upon template<br>(e.g., template developed in the US<br>Federal Highway Administration<br>study on border wait times and air<br>emissions), measure and monitor<br>wait times and associated vehicle<br>emissions, and other important<br>variables at each of the selected<br>POEs; as well as identify common<br>metrics.          | Assessment that<br>describes wait-time and<br>emissions correlation, to<br>provide baseline<br>emissions/ambient air<br>quality and inform<br>development of options<br>for reducing emissions at<br>the POEs. | This work will provide<br>information necessary to<br>identify the most viable<br>mechanisms for emissions<br>reductions at POEs.  | Spring 2014 to fall<br>2014 | Year 1: C\$90,000<br>Year 2: C\$70,000 |
| Task 2) Identify mechanisms for emissions reductions at POEs   |  |  |                             |  |
| Subtask  | Project outputs  | How does the<br>subtask/output move the<br>project towards the<br>environmental outcome  | Timing                      | Budget<br>(activities)                 |
| 2.1 Building on assessment in<br>Subtask 1.2, develop an in-depth<br>analysis of a) emissions reduction<br>mechanisms/technologies/operations<br>at POEs that have been successful<br>or show promise, b) viability of<br>options for selected POEs, and c)<br>recommendations on which option(s)<br>may be best suited to each of the<br>selected POEs. | Recommended emissions<br>reduction measures for<br>each of the four<br>demonstration POEs.   | The implementation of the<br>chosen measures and<br>improved operational<br>practices will decrease<br>emissions at POEs.  | Fall 2014                   | Year 2: C\$60,000                      |
| 2.2 Collaboratively, the Steering<br>Committee, respective TCG<br>members on each border and other<br>cross-border stakeholders determine<br>the most potentially effective and<br>viable mechanisms for each of the<br>POEs.  | Selection of viable,<br>effective mechanism(s) to<br>reduce emissions at each<br>POE, as feasible.   | Concurrence by TCG<br>members on demonstration<br>of emissions reductions<br>mechanism(s) for each of<br>the selected POEs will<br>improve air quality at the<br>respective POE. | Fall 2014                   | Year 2: C\$15,000                      |

| Task 3) Implement mechanisms and technologies to reduce emissions at POEs   |   |  |                             |                        |  |
|---|---|--|-----------------------------|------------------------|--|
| Subtask   | Project outputs   | How does the<br>subtask/output move the<br>project towards the<br>environmental outcome  | Timing                      | Budget<br>(activities) |  |
| 3.1 Training of personnel at POEs in implementing most effective and viable mechanisms/technologies/ operations, as needed.   | Trained personnel,<br>enabling greater<br>effectiveness of emissions<br>reduction mechanism(s). | Trained personnel on both<br>sides of the borders will<br>ensure full benefit of<br>mechanisms and operations<br>put in place at the selected<br>POEs.                         | Winter 2014–<br>spring 2015 | Year 2: C\$45,000      |  |
| 3.2 Work bilaterally (to extent<br>possible) to institute the most<br>effective viable, and efficient<br>emissions reduction mechanism(s)<br>at each selected POEs, leveraging<br>funds from various sources where<br>feasible and appropriate. | Mechanisms in place and operational.  | Implementation of<br>mechanisms and improved<br>practices will reduce<br>emissions at POEs and<br>improve health in border<br>communities and of those<br>working at the POEs. | Spring 2015                 | Year 2: C\$55,000      |  |

## 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 contribute 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:

- Measured reductions from GHG and carbon emissions, related to vehicle movements at the borders
- Number of new, more efficient tracking and processing technologies introduced at the borders
- 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).