

Canada - United States  
Inter-Parliamentary Group  
Canadian Section



Groupe interparlementaire  
Canada - États-Unis  
Section canadienne

**Report of the Canadian Parliamentary Delegation  
respecting its participation at the Canadian/American  
Border Trade Alliance (BTA) Conference**

**Canada-United States Inter-Parliamentary Group**

**Ottawa, Ontario, Canada  
May 5-7, 2013**

# Report

## **DELEGATION MEMBERS AND STAFF**

From May 5-7, 2013, Mr. Gord Brown, M.P., Co-Chair, Senator Michael L. MacDonald, Vice-Chair, Mr. Brian Masse, M.P., Vice-Chair, Mr. John Carmichael, M.P., Vice-Chair, Mr. David McGuinty, M.P. and Mr. Bob Zimmer, M.P. represented the Canadian Section of the Canada-United States Inter-Parliamentary Group (IPG) at the spring meeting of the Canadian/American (Can/Am) Border Trade Alliance (BTA). Mr. Brown and Senator MacDonald addressed the meeting's participants. The delegation was accompanied by Ms. June Dewetering, Senior Advisor to the Canadian Section.

## **THE EVENT**

The Can/Am BTA holds two meetings each year: in the spring in Ottawa and in the fall in Washington, D.C. The BTA is a coalition of businesses, public-sector organizations and individuals with an interest in bilateral trade and tourism. Its mission is to maximize commercial activity and ensure continued growth in cross-border trade, as well as efficient and productive border-crossing capabilities.

Attendees at the event included private-sector representatives involved in a number of tourism, transportation and trade-related activities, as well as representatives of a variety of U.S. and Canadian federal departments and the U.S. Embassy in Ottawa.

## **DELEGATION OBJECTIVES FOR THE EVENT**

The Canadian Section of the IPG has a long association with the BTA, and members of the Section sometimes attend both the fall and spring meetings of the BTA. Given the BTA's focus, attendance at the meetings provides members with an important opportunity to gain insight about problems being experienced by businesses and individuals in respect of trade and tourism, as well as about efforts and actions by governments in both countries to address these problems.

At this meeting, as at other BTA meetings, members of the Canadian Section benefitted from the opportunity to interact with, and learn from, private- and public-sector organizations and individuals who deal with border issues on a daily basis. Attendance at the BTA meetings also provides members with an opportunity to inform others about the range of actions taken by the Canadian Section in respect of shared bilateral goals, as well as differences; this goal is achieved, in part, as a consequence of the invitation that is typically extended to the Canadian Senate and House of Commons Co-Chairs and/or Vice-Chairs of the Canadian Section to make remarks about the Section's activities and priorities.

## **ACTIVITIES DURING THE EVENT**

Members of the Canadian Section were able to speak with attendees about the problems being encountered at Canada's shared border with the United States, and to share

information about the efforts being taken by them to ensure the existence of an efficient, cost-effective and secure common border. A Senate Vice-Chair from the Canadian Section, Senator MacDonald, spoke about the IPG's fall and winter activities, while the Canadian Section's House of Commons Co-Chair, Mr. Gord Brown, M.P., spoke about the upcoming activities.

Sessions with the following titles were scheduled to be held:

- View from Rail
- View from the Bridges
- Strategic Direction of Transport Policy – National Highway, Rail, Air, Maritime, Infrastructure: Specifics on Gateways, Trade Corridors and Border Crossings
- Vicinity RFID “New Type” Card for Canadian Passport Card: Video Demonstration
- Canada-U.S. Inter-Parliamentary Group: Canada/U.S. Relations and Cooperation Activities
- The American Perspective
- View from Trade: Overview, Update and Issues Effect at Border
- Strategic Direction of Canada/U.S. Cooperation for a Smart Border for the Beyond the Border Perimeter Action Plan
- International Trade: Overview and Issues Canada/U.S. Trade Relations, including Buy American
- Beyond the Border Perimeter Plan Implementation Status
- CBSA Overview – Strategy, Priorities and Key Initiatives
- View from the North Country
- Market Access, Oil Sands & Energy Overview and their Importance to U.S. and Canada.

This report summarizes selected presentations at the meeting, including the remarks made by Mr. Brown and Senator MacDonald.

## **VIEW FROM RAIL**

### **Bruce Burrows, *Railway Association of Canada***

- “Things” are starting to align for the rail sector, and they started to do so prior to the terrorist attacks of 11 September 2001; in particular, the rail sector has been assisted by the focus on efforts to reduce air pollution and greenhouse gas (GHG) emissions, changing shipping patterns, truck driver shortages, border congestion, and the priority given to safety and security.

- There is a need to facilitate competitiveness and cross-border harmonization.
- Rail is a key economic enabler, as it makes a significant contribution to the country's gross domestic product (GDP) and creates jobs; as well, it is a leader in reducing GHG emissions.
- About one third of Canada's GDP is exported, and rail transports more than 40% of the export volume; rail is used to transport about 60% of the tonnage moving to the United States.
- Railways continue to be capital-intensive, and significant investments are being made – and are needed – in track, terminals, rolling stock and information technology.
- Containerization continues to grow, and unit trains are getting longer and heavier.
- When engaging in transportation planning, the priorities include the following:
  - just-in-time inventory systems;
  - speed;
  - reliability; and
  - the need to compete in a “24-7 economy.”
- Logistics trends indicate that those that trade are seeking the most cost-effective routings, and are looking to rail to meet security and other challenges.
- The integration of supply chains is continuing.
- Rail has shifted from local to global markets.
- Regarding implementation of the Beyond the Border (BTB) Action Plan, there are “hiccups” and “wrinkles” to be worked out.
- A new perimeter approach is required, with minimal interventions at the shared border; as well, there is a need to minimize fees and ensure that those that are imposed are warranted.
- Regulatory requirements should be risk-based, and should be common to both Canada and the United States.

**Mike Tamilia, *Canadian National Railway***

- Emerging customs regulations include those in relation to eManifest, electronic crew reporting, residue reporting and automated rail export reporting.
- Cargo must be moved ahead of “paper processing”; otherwise, the movement of cargo will be stalled.

- A truck manifest can now be connected to a rail conveyance, thereby enhancing multimodal functionality.
- Regarding electronic crew reporting, while storing information in a database is – in some respects – preferable to manual reporting, there are concerns about confidentiality and reciprocity with the U.S. Customs and Border Protection (CBP).
- The residue reporting threshold is 7% for rail and 3% for trucks; above this threshold, the load has no commercial value.
- The CBP and the Canada Border Services Agency (CBSA) have a multi-tier security process.
- “Cleared once, accepted twice” is an important principle.

## **VIEW FROM THE BRIDGES**

### **Lew Holloway, *Niagara Falls Bridge Commission***

- In October 2000, the Rainbow Bridge completed reconstruction of the plaza on each side of the shared border.
- The Whirlpool Bridge is the only “NEXUS bridge.”
- Infrastructure is only worthwhile if there is sufficient staff to keep the lanes open.
- Every primary inspection lane should have radiofrequency identification (RFID) technology, and RFID-enabled passport cards should be implemented.

### **Stan Korosec, *Canadian/American Border Trade Alliance***

- Regarding the shared border, it is important to ensure:
  - that people know how busy the border is at any given point in time;
  - that customer service is exemplary;
  - that people know how to avoid border delays;
  - the existence of proper signage;
  - the existence of proper traffic control;
  - the existence of infrastructure that is adequate to ensure safety and efficiency; and
  - that enough inspection booths are open during peak times.
- People need to know what to expect at the shared border and how to avoid delays.

- Border wait-time data need to be accurate, independent and available in real-time.
- RFID technology can reduce processing time at the border.
- Primary inspection lanes that have a high-low configuration can reduce time at the border.
- Protocols and resources are needed in relation to incident management and security.
- Security features should be incorporated into new design.

**Ron Rienas, *Peace Bridge Authority***

- Significant improvements have occurred on both the Canadian and U.S. sides of the Peace Bridge.
- At the Peace Bridge, projects have included the following:
  - widening of the U.S.-bound approach to the bridge;
  - renovation of the U.S. customs commercial building;
  - redecking of the bridge; and
  - installation of another NEXUS lane on the Canadian plaza.

**Rik Saaltink, *Seaway International Bridge Corporation, Limited***

- An international border is complicated.
- Over the last five to 10 years, the Canadian and U.S. governments have made substantial investments in bridges.

**STRATEGIC DIRECTION OF TRANSPORT POLICY – NATIONAL HIGHWAY, RAIL, AIR, MARITIME, INFRASTRUCTURE: SPECIFICS ON GATEWAYS, TRADE CORRIDORS AND BORDER CROSSINGS**

**Honourable Steven Fletcher, P.C., M.P., *Canadian House of Commons***

- The common border between Canada and the United States is a major factor in the transportation system.
- Canada's federal government has supported a number of transportation elements, including the following:
  - funding for the new international crossing at Detroit-Windsor;
  - border infrastructure in the context of the BTB Action Plan;
  - the gateway approach, including on the country's east and west coasts; and
  - the Building Canada Plan.

- Strong links among all modes of transportation are needed in a seamless transportation network that connects North America to the world.
- Canada's gateway approach recognizes that major facilities and networks must be modern, efficient and adaptable.
- Safe, secure, efficient and environmentally responsible transportation networks are needed for the future.

## **VICINITY RFID "NEW TYPE" CARD FOR CANADIAN PASSPORT CARD: VIDEO DEMONSTRATION**

**Kathleen McManus, *GS1 Canada***

- GS1's RFID chip is formulated based on the organization's standard to contain only a random number: the GS1 Global Document Type Identifier (GDTI).
- The GDTI is the "key" to "unlocking" the data in government databases.
- Some privacy considerations have been identified, and solutions are being developed.

**Jim Phillips, *Canadian/American Border Trade Alliance***

- A passport is the most inefficient document to use at a land border.
- About 2% of Canadians have an enhanced drivers licence or a NEXUS card, yet they make 70% of the trips across the shared border.
- Under the BTB Action Plan, the CBSA will be deploying RFID technology to 11 land ports of entry at a minimum of two lanes.
- There is a need to ensure a sufficient number of RFID-enabled documents on both sides of the border.
- Passport Canada should implement a "vicinity" RFID passport companion card; such a card would save 24 seconds per person in inspection time, or 200,000 hours in wait time by Canadian cardholders and an equivalent amount in reduced customs officer inspection time for each CBSA and CBP primary inspection booth.

## **CANADA-U.S. INTER-PARLIAMENTARY GROUP: CANADA/U.S. RELATIONS AND COOPERATION ACTIVITIES**

**Senator Michael L. MacDonald, *Senate of Canada***

- A couple of weeks after the Can/Am BTA meeting in Washington, D.C. in October 2012, the Canadian Section of the IPG met with a very impressive group of individuals at a reception hosted at Ambassador

Jacobson's residence: the White House Fellows; by any measure, the 2012–2013 class of White House Fellows is truly exceptional.

- Following that reception, the Canadian Section was again invited to be the guests of Ambassador Jacobson, this time at an election night party; there were quiz questions with prizes for the first person shouting out the correct answer, an opportunity to “vote” in a “mock election,” and big screens so that everyone could watch the returns.
- On 20 November 2012, some of the Canadian Section's members attended the Canadian American Business Council's 18th Annual Fall Policy Conference and Business Achievement Awards in Ottawa; the day started with a discussion of the “state of the relationship” by Ambassadors Doer and Jacobson, before moving to discussions about the new global marketplace, securing North America's energy future, and the BTB and Regulatory Cooperation Council (RCC) initiatives.
- In December 2012, a delegation from the Canadian Section travelled to Texas to participate in the Council of State Government's national conference, which provided an opportunity to meet with state legislators from throughout the United States, and to spend time with Wyoming Representative Rosie Berger, who was instrumental in the recent establishment of the Canada Relations Committee as part of CSG-WEST.
- Early in 2013, the Canadian Section travelled to Washington, D.C. for the winter meeting of the National Governors Association (NGA), and delegates were able to speak with more than a dozen governors; as well, they were fortunate to be able to attend a reception for U.S. governors that was hosted by Ambassador Doer at the Canadian Embassy, at which Alberta Premier Alison Redford and Manitoba Premier Greg Selinger were also in attendance.
- When the Canadian Section meets with governors, delegates impress upon them the importance of our countries to each other, the jobs in their state that depend on trade with Canada, the value and nature of that trade, the priority that should be given to ensuring a seamless shared border, the extent of integrated supply chains and other important bilateral issues.
- As is becoming the Canadian Section's normal practice following the NGA meeting, delegates met with selected members of the Canadian American Business Council and received a briefing by Canada's Ambassador to the United States and his staff.
- With that background information, four Canadian Senators and three members of the House of Commons met with about 35 U.S. Senators, members of the House of Representatives and their staff over the course of two days; during those meetings, discussions occurred about a variety of topics that are important to Canada and the United States, including the Keystone XL pipeline proposal, renewable energy, the “thickening” of the



shared border, the jobs that depend on Canada-U.S. trade, the need to avoid a “one-size-fits-all” approach when dealing with the United States’ northern and southern borders, and the impacts of sequestration, including on Canada through – for example – longer wait times at the border and at airports resulting from reduced staffing.

- Most recently, the Canadian Section attended a discussion at the U.S. Embassy with the Director of the National Intellectual Property Rights Coordination Center; he spoke about the magnitude and range of counterfeit products, the risks associated with electronic products and online purchases, the danger of counterfeit products to the health and safety of people, and the financing of terrorist activities through the sale of counterfeit products.
- When the Canadian Section is in Washington, D.C. or travelling throughout the United States, all opportunities are taken to convey – to federal and state legislators, to governors, and to business representatives and lobbyists – the importance of working together to ensure a seamless yet secure border, regulatory harmonization where it makes sense, bilateral trade and investment for shared prosperity, and other issues that are important to Canadians and Canadian businesses.

#### **Gord Brown, M.P., *Canadian House of Commons***

- In June 2013, the Canadian Section will host a reception for a delegation from the Pacific NorthWest Economic Region (PNWER) when the group visits Ottawa for meetings with parliamentarians and federal officials; the reception will be an opportune occasion on which to speak with PNWER’s members prior to the group’s summer meeting in July.
- Later in the week that the Canadian Section will be hosting the PNWER delegation, Ambassador Jacobson will host a lunch for the Canadian Section’s Executive Committee; the Ambassador’s friendship and hospitality while he has been in Canada have been notable, he has been an unflinching and tireless supporter of a close and mutually advantageous relationship between our two countries, and he will be missed, as he was always willing to work hard on resolving problems that might be characterized as irritants in the relationship.
- Although details have not yet been finalized, the Canadian Section generally hosts a lunch – near the end of June – with the Rising State Leaders program, which is an initiative of Canadian Consulates General in the United States that brings a bipartisan group of state legislators to Canada for site visits, briefings and tours that are designed to increase their understanding of – and familiarity with – issues of common interest, such as trade, security and energy, among others.
- It will then be time for members of the Canadian Section to begin to think about the summer meetings of state legislators, governors and – in

addition – the private-public sector partnership that exists with both PNWER and its southeastern counterpart: SEUS-CP, or the Southeastern United States-Canadian Provinces.

- The Canadian Section often attends the meetings of the Western Governors Association, the Southern Governors Association, the New England Governors and the National Governors Association; while all four provide valuable opportunities to convey and reinforce the importance of the bilateral relationship, including the value and scope of trade, the jobs in each state that depend on bilateral trade with Canada, the priority that needs to be given to working together to assure energy security, among other topics, it is often the case that the regional meetings of governors – which are smaller than the national meeting to which all governors are invited – provide a better opportunity for members of the Canadian Section to impress upon them how important the two countries are to each other.
- Members of the Canadian Section also intend to participate in at least some of the summer conferences involving state legislators; in addition to the largest of these, the National Conference of State Legislatures, the regional meetings of the Council of State Governments are also likely to be attended.
- The regional meetings of state legislatures that will be held this summer include the Southern Legislative Conference, the Midwestern Legislative Conference and CSG-WEST; the meeting of eastern state legislators will be held in the fall.
- The Canadian Section is particularly looking forward to attending the CSG-WEST meeting, as this year will be the first occasion on which the newly formed Canada Relations Committee will be meeting; members of the Canadian Section believe that this committee will provide an excellent opportunity for state and provincial legislators from the West to work together on issues of common concern.
- The annual meeting of SEUS-CP has also been targeted for attendance by members of the Canadian Section; this group – which involves both the private and the public sectors, and the U.S. governors and Canadian premiers – provides a valuable model when identifying problems, and developing realistic and practical solutions.
- Finally, plans are under way for the IPG's next annual meeting, which hopefully will be held in October; the IPG has not had an annual meeting for a few years because of Hurricane Maria, which led the Newfoundland meeting to be cancelled, and electoral issues in the United States, which led the Chicago meeting to be cancelled.
- That said, IPG Co-Chair Senator Janis Johnson did lead a delegation of Canadian Senators to a meeting with U.S. Senators in May 2012 on Capitol Hill; however, it has been a couple of years since Canadian

Senators and members of the House of Commons have had the opportunity to meet – in the context of an annual meeting – with members of the U.S. House of Representatives, and there appears to be a great desire on the part of everyone to return to the IPG’s previous format for annual meetings, with both chambers in both countries meeting together to continue relationships, to forge new friendships, and to determine how best to work together on economic, fiscal, trade, security, energy, environmental and other issues.

## **THE AMERICAN PERSPECTIVE**

### **Ambassador David Jacobson, *United States Ambassador to Canada***

- Canada and the United States share a very special relationship, and the bilateral trade relationship has evolved to reach historic highs; both countries have ambitious plans to “grow” their trade further through, for example, trade agreements with the European Union and through the Trans-Pacific Partnership (TPP).
- NEXUS has been enhanced significantly over the last couple of years.
- The shared border is very important.
- There is no need to make a choice between security and trade; the countries will only have one of the two if they “do” the other one “right.”
- The BTB Action Plan and the RCC Action Plan will help to ensure the existence of jobs, economic prosperity and national security.
- Both Canada and the United States are doing everything they can to expand trade; the United States has the National Export Initiative, and Canada is increasing and diversifying its trade relationship with the United States and other countries.
- Trade is not a zero-sum game, and when either Canada or the United States does well, the other country does well too; as Canada increases its trade with third countries, the United States benefits as well, and vice versa.
- There is a need to overcome entrenched ways of doing things, and changes must occur in the face of some economic difficulties, including sequestration in the United States.
- The U.S. Department of Homeland Security has requested a study of whether there should be a fee for those crossing the land border, and the U.S. Department of Agriculture is examining fees; if taxes cannot be raised, other revenue sources must be found to pay for government services.

- While Canada and the United States share many similarities, there are some significant differences between the countries; these differences may reflect the different historical experiences of the countries.

## **VIEW FROM TRADE: OVERVIEW, UPDATE AND ISSUES EFFECT AT BORDER**

### **Candice Sider, *Livingston International***

- Customs brokers can provide advance trade data information to the CBSA.
- Customs brokers have important relationships with importers.
- Importers need to develop a contingency plan to be used when there is a system outage and information must be submitted on paper rather than electronically.
- In terms of customs modernization, there are three Cs that will affect business:
  - compliance;
  - complexity; and
  - cost.

### **Michel Vallee, *UPS-SCS***

- The eManifest initiative has changed, and will continue to change, operations at the shared border; eManifest is the third phase of the Advance Commercial Information initiative, which was created after the terrorist attacks of 11 September 2001.
- The eManifest initiative is being phased in over time for the various modes of transportation.
- For highway transportation, electronic cargo and conveyance data are provided to the CBSA at least one hour before arrival at the border, with some exceptions; exceptions include low-value shipments and emergency response vehicles.
- At some border points, there are delays resulting from infrastructure constraints.

## **STRATEGIC DIRECTION OF CANADA/U.S. COOPERATION FOR A SMART BORDER FOR THE BEYOND THE BORDER PERIMETER ACTION PLAN**

### **Honourable Vic Toews, P.C., M.P., *Canadian House of Commons***

- The CBSA and the CBP have a very close and trusting relationship, and the United States knows that it can count on Canada to be a stalwart partner.

- Canada and the United States have the largest and most important bilateral trading relationship in the world, and the countries should focus on facilitating the legitimate flow of people and goods; security is key to maintaining and “growing” the bilateral relationship.
- Canada is the primary foreign export market for 35 states, and more than 8 million U.S. jobs depend on trade with Canada.
- Substantial progress is being made toward goals, including those in the BTB Action Plan; the Action Plan is a bilateral commitment to “working on things” together.
- The BTB Action Plan has a number of initiatives that recognize that businesses on both sides of the border are building things together; one of the principles in the Action Plan is “cleared once, accepted twice.”
- Canada and the United States are close, but are independent countries with sovereign interests.

## **INTERNATIONAL TRADE: OVERVIEW AND ISSUES CANADA/U.S. TRADE RELATIONS, INCLUDING BUY AMERICAN**

### **Martin Moen, *Canadian Embassy***

- The bilateral relationship is important to both Canada and the United States.
- The United States’ National Export Initiative is “on track” to reaching the goal of doubling exports over the 2009-2014 period.
- In the United States, the economic recovery is continuing, and there is significant fiscal restraint; the *Budget Control Act of 2011* will continue until 2021, and there may be pressure on border operations and infrastructure.
- At present, the United States is pursuing the most ambitious trade negotiations agenda since the *North American Free Trade Agreement*; for example, it is involved in the TPP negotiations and will soon begin negotiations with the European Union.
- Both Canada and the United States are involved in the TPP negotiations, and the countries should work together in some areas, including investment, data flows and state-owned enterprises.
- Canada is highly dependent on the United States as an export market and as a source of imports.

## **BEYOND THE BORDER PERIMETER PLAN IMPLEMENTATION STATUS**

**David Moloney, *Privy Council Office***

- The BTB and RCC initiatives are intricately meshed and are complementary; they have detailed deliverables and time lines, as well as a performance measurement framework.
- It is important to consider what takes place at, beyond and behind the border.
- Both countries should focus on expediting the flow of legitimate trade and travel while enhancing security.
- If the countries have faith in each other, then “cleared once, accepted twice” should be the approach that is used.
- Governments regulate for reasons that include health and safety, but many regulations have unintended consequences.
- Regulations in Canada and the United States may achieve the same outcomes in slightly different ways, giving rise to what is sometimes termed “the tyranny of small differences.”
- If countries eliminate small, unnecessary regulatory differences, the result should be:
  - expedited trade;
  - increased product availability; and
  - lower consumer prices.
- Canada and the United States share a commitment to joint management of the shared border going forward.
- The RCC initiative had a two-year horizon, and stakeholders will be consulted about what should occur beyond 2013.

## **CBSA OVERVIEW – STRATEGY, PRIORITIES AND KEY INITIATIVES**

**Malcolm Brown, *Canada Border Services Agency***

- It is not possible to plan for the future by looking in the rearview mirror; the world is always changing.
- The CBSA, which has existed in this form for about a decade, is currently focused on three priorities:
  - management of the border;
  - initiatives in the BTB Action Plan; and
  - other modernization efforts in relation to border management.

- The CBP and the CBSA are partners at the shared border, and their relationship is characterized by “great” cooperation.
- While the CBSA has an obligation to provide services across the country, most activity occurs at a very small number of ports of entry.
- Canada is seeking to expand its trade into new markets, and there is a need to secure global supply chains.
- There is a need to focus energies and funds on the highest risks and at the appropriate times; fast processing of low- or no-risk trade and travellers should occur.
- Risks should be identified early in the trade continuum.
- “Cleared once, accepted twice” is a sound principle.
- A record of exit for one country “translates into” a record of entry for another country.
- RFID technology is designed to reduce the time needed at the border to process travellers.
- It is important to focus on both security and trade facilitation.

## **MARKET ACCESS, OIL SANDS & ENERGY OVERVIEW AND THEIR IMPORTANCE TO U.S. AND CANADA**

### **Bridget Pastoor, *Legislative Assembly of Alberta***

- Alberta has a strong relationship with the United States, and the relationship is characterized by mutual friendship, as well as a history of cooperation and reliance; the country is, and will remain, the province’s most valued and closest trading partner outside Canada.
- Alberta’s exports to the United States are valued at more than \$75 billion annually, on average, making the United States the province’s largest trading partner.
- Nearly 70% of the foreign investment in Alberta is from the United States.
- For every \$1 that the United States spends on imports from Canada, about \$0.90 returns in the form of Canadians purchasing U.S. goods.
- About 25% of all U.S. oil imports come from Canada, and the majority of that is from Alberta.
- As demonstrated by its policies and its actions, the province of Alberta is a secure, politically stable, environmentally responsible source of energy for the United States.
- More than 900 U.S.-based businesses provide goods and services to various oil sands and pipeline projects.

- Currently, the major trade issue between Canada and the United States is the Keystone XL pipeline application; the province of Alberta is fully confident that the application will be judged on its merits, as well as on the basis of scientific and economic facts.
- The duration of the review process in relation to the Keystone XL pipeline application and the tone of the debate around it have highlighted that there are disadvantages to being so dependent on a single market; while Alberta remains committed to supplying the United States with energy, the province is also committed to ensuring that it has a variety of options regarding export markets.
- Whether the focus is increasing capacity in the current system, new pipeline proposals or moving crude by rail, Alberta advocates increased access that allows the province's producers to "grow" their businesses.
- Alberta is making efforts to communicate the province's environmental leadership – past, present and future – and its role as the world's most environmentally responsible energy supplier; it has an online oil sands information portal, has launched an oil sands environmental monitoring program to measure the cumulative impacts on the region, and has a comprehensive land-use plan for the region that identifies protected land.
- Alberta was the first place in North America to legislate a requirement that all large emitters take action to curb GHG emissions, investments have been made in carbon capture and storage technology, and the province has imposed a per-tonne price on carbon for those who do not meet legislated limits; revenue generated from the carbon levy is placed in a fund that supports projects and technologies aimed at reducing GHG emissions in the province.
- Alberta Premier Redford has made increased market access the key economic priority of the provincial government, and has both led numerous missions to the United States and extended invitations to Americans to travel to the province to explore and discuss the opportunities for increased collaboration and for options to improve trade and economic flows between Canada and the United States.
- Alberta's renewed International Strategy will shape the province's plan to enhance international market access and will position Alberta as a safe and lucrative place for foreign investment; the strategy sets out global priorities, objectives and an action plan that is meant to fulfill the province's vision to be:
  - a desirable place to live, work, travel, study and conduct research;
  - a safe, secure and responsible energy producer; and
  - a preferred supplier of goods and services to the world.
- Alberta will be a key player in serving the growing global energy market, as well as the markets for other goods and services.



- The notion of “new market access and breaking bitumen barriers” is the single-most critical economic issue facing Alberta and Canada.

Respectfully submitted,

Hon. Janis G. Johnson  
Senator, Co-Chair  
Canada-United States  
Inter-Parliamentary Group

Gord Brown, M.P.  
Co-Chair  
Canada-United States  
Inter-Parliamentary Group

## Travel Costs

<b>ASSOCIATION</b>	Canada-United States Inter-Parliamentary Group
<b>ACTIVITY</b>	Canadian/American Border Trade Alliance (BTA) Conference
<b>DESTINATION</b>	Ottawa, Ontario, Canada
<b>DATES</b>	May 5-7, 2013
<b>DELEGATION</b>	
SENATE	Hon. Michael L. MacDonald
HOUSE OF COMMONS	Mr. Gord Brown, M.P. Mr. John Carmichael, M.P. Mr. Brian Masse, M.P. Mr. David McGuinty, M.P. Mr. Bob Zimmer, M.P.
STAFF	Ms. June Dewetering, Senior Advisor
<b>TRANSPORTATION</b>	
<b>ACCOMMODATION</b>	
<b>HOSPITALITY</b>	
<b>PER DIEMS</b>	
<b>OFFICIAL GIFTS</b>	
<b>MISCELLANEOUS / REGISTRATION FEES</b>	<b>\$ 3,022.50</b>
<b>TOTAL</b>	<b>\$ 3,022.50</b>