



BORDER BAROMETER

Border Barometer II: Status and Challenges of the Canada-US Border

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Regional Institute
University at Buffalo *The State University of New York*

Introduction. In recent months, two distinct projects designed to gauge the performance of the Canada-US border have been initiated. The University at Buffalo Regional Institute (UBRI) proposed the development of a "Border Barometer," which is anticipated to be a set of metrics replicable along the length of the 49th parallel. UBRI is our partner in a new consortium that performs border-related research—the Northern Border University Research Consortium (NURC)—and courtesy of a grant from the Canadian government, the NURC is launching the Border Barometer project.

Additionally, at its July 2008 meeting the Pacific Northwest Economic Region (PNWER) announced the creation of a Border Solutions Coordination Council, which intends to develop a "Border Report Card" specific to the four BC Washington ports of entry that serve the I-5 corridor. These ports are Peace Arch and Pacific Highway (both in Blaine), Lynden/Aldegrove, and

Sumas/Huntington to the Cascade

Our institute ways in which gauged. This article kinds of kinds of data that the performance at the should be measured first come to mind needed to inspect such as the existing regional initiative. Following are corporate into also might be makers, including tion of the Border

Traffic Load. A record of the volume and type of traffic passing through Traffic load is sensitive to continent-wide economic trends, as revealed in Figure 1, a weakening Canadian dollar and a robust North American economy and a surge in imports of Canadian goods, while car traffic declined as BC residential traffic load is also sensitive to other factors. When the Canadian dollar surged through 2007, Canadian visitation remained stagnant, showing a significant up 9/11-related border protocols hampered Canadian visitation. [See Research Note

Figure 1. Yearly Value of US Imports and Exports through Blaine, Lynden, and Sumas

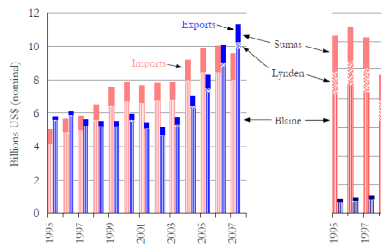
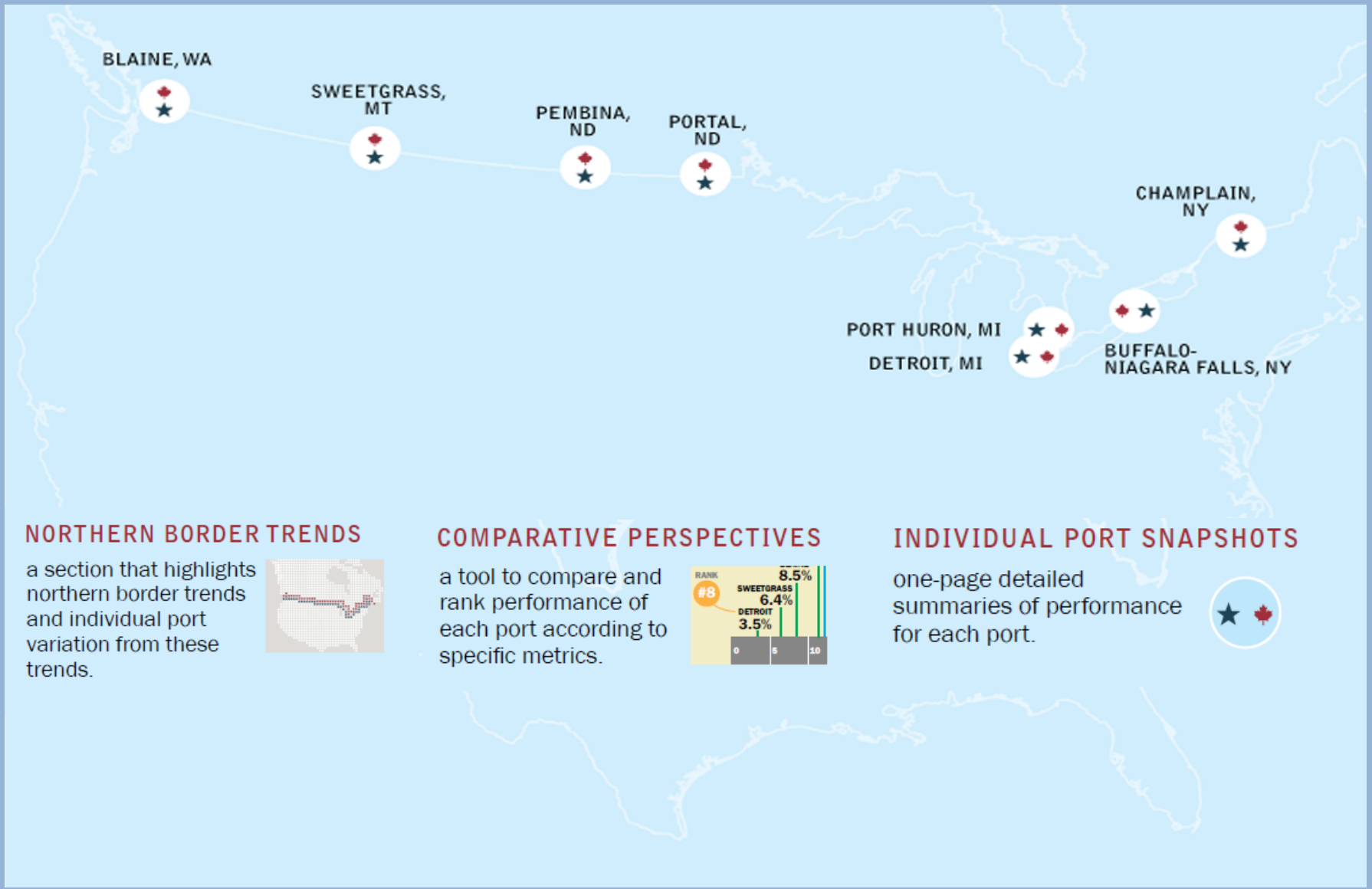
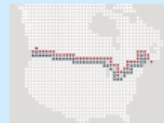


Figure 2. Yearly Value of US Imports and Exports through Blaine, Lynden, and Sumas



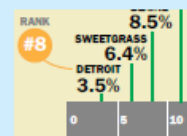
NORTHERN BORDER TRENDS

a section that highlights northern border trends and individual port variation from these trends.



COMPARATIVE PERSPECTIVES

a tool to compare and rank performance of each port according to specific metrics.



INDIVIDUAL PORT SNAPSHOTS

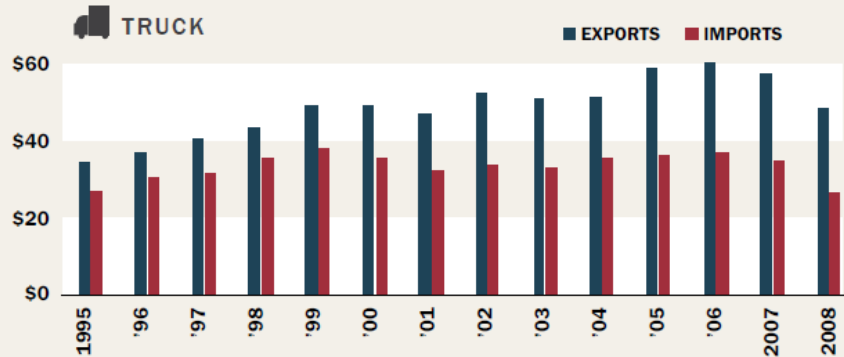
one-page detailed summaries of performance for each port.



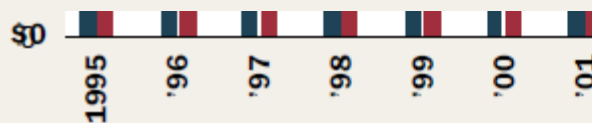
DETROIT

POROSITY: TRADE FLOWS, 1995-2008

NORTHERN BORDER TRENDS



	2007	2008
EXPORTS	\$57.1 billion	\$48.5 billion
IMPORTS	\$35.0 billion	\$26.3 billion

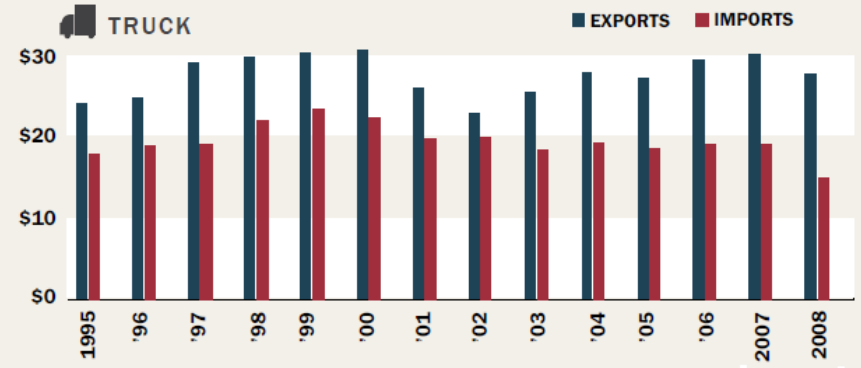


EX
IM

VS, 1995-2008, IN BILLIONS

EXPORTS IMPORTS
BUFFALO

POROSITY: TRADE FLOWS, 1995-2008, IN BILLIONS



	2007	2008
EXPORTS	\$30.7 billion	\$28.4 billion
IMPORTS	\$19.4 billion	\$15.2 billion



NORTHERN BORDER TRENDS

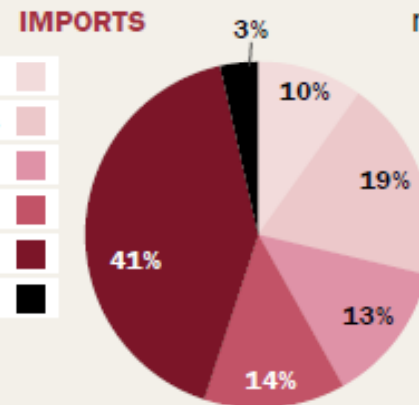
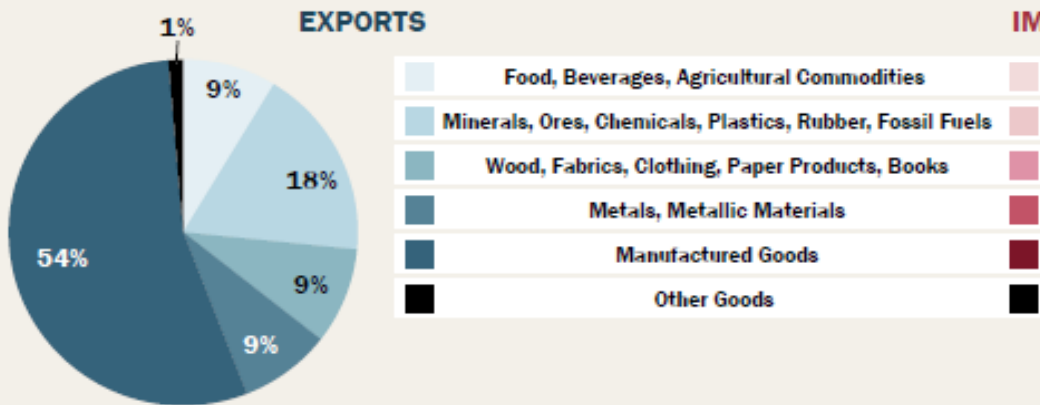
COMMODITY COMPOSITION

Taking a look at what flows over the border is as important as understanding how goods move between Canada and the United States. In 2008 manufactured goods dominated trade flows in terms of exports (55 percent) and imports (41 percent), thus serving as the foundation of our interdependent economies. Two-way

exchange of goods classified as minerals, ores, chemicals

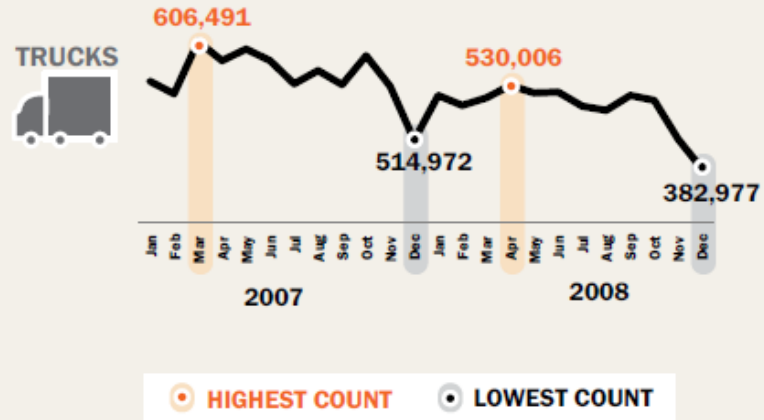
and the like (18 percent of exports and 19 percent of imports) and food and beverage products (9 percent of exports and 10 percent of imports) was essentially even. More of a disparity between exports and imports exists with the remaining commodity groups.

U.S. COMMODITY COMPOSITION, 2008

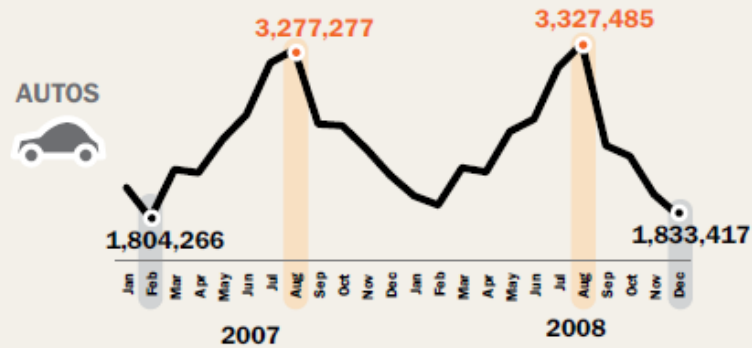


NORTHERN BORDER TRENDS

TRUCK TRAFFIC ENTERING U.S. BY MONTH, 2007-2008



AUTO TRAFFIC ENTERING U.S. BY MONTH, 2007-2008



COMPARATIVE PERSPECTIVES

Four metrics are used to provide a comparative perspective on border performance:

- **Percentage Change in Total Trade Value, 2007-2008**
- **Dependency on Manufacturing Commodities, 2008**
- **Degree of Seasonal Variation in Car Traffic, 2008**
- **Percentage Decrease in July through December Car Traffic, 2007 to 2008**

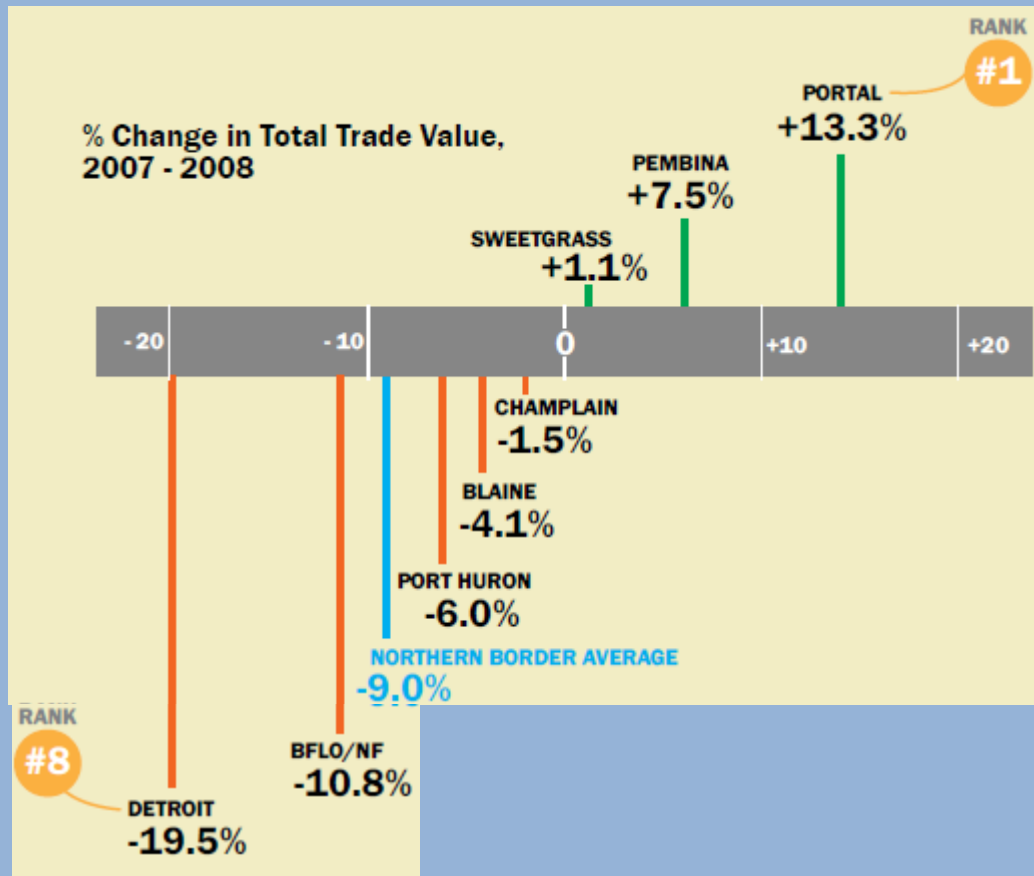
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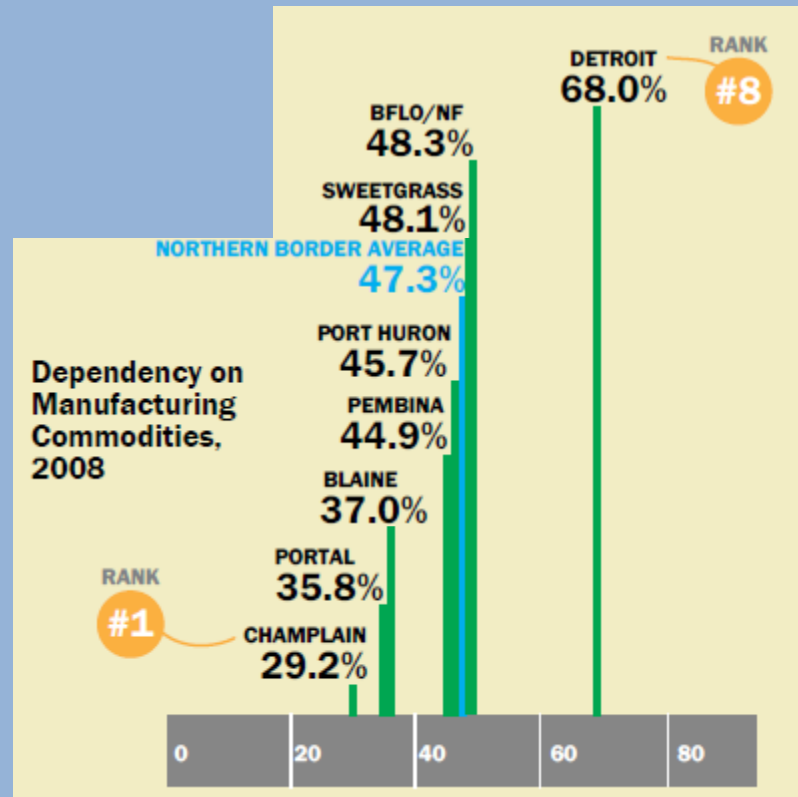
MOST DESIRABLE

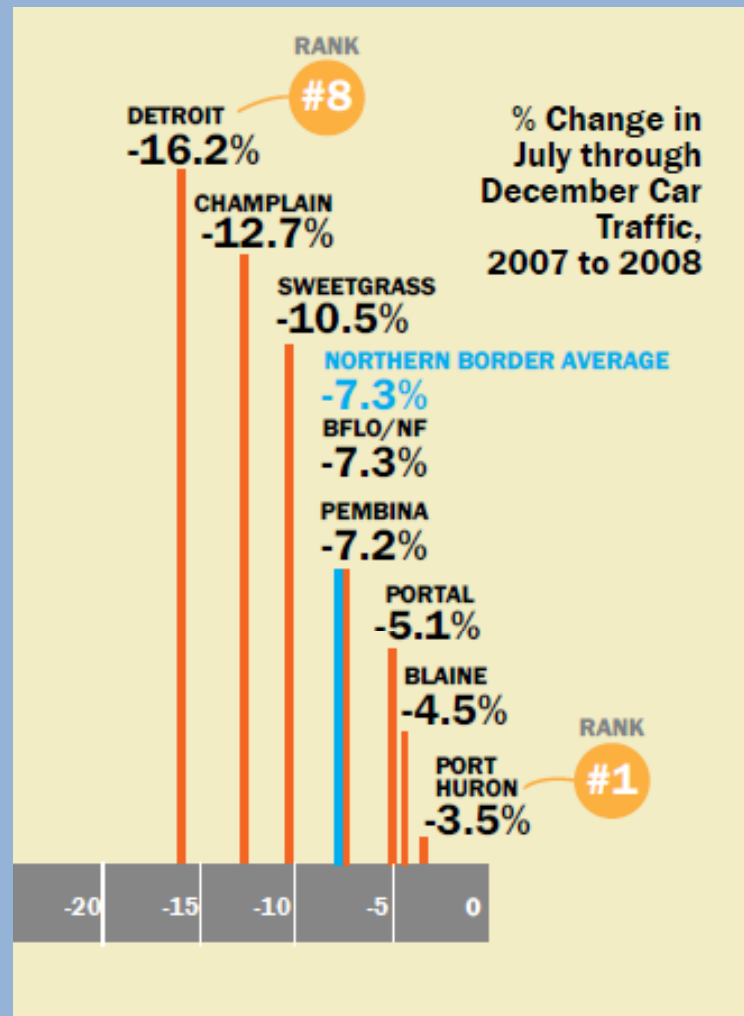
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LEAST DESIRABLE

**% Change in Total Trade Value,
2007 - 2008**







Drivers

Economic Recession

Governance

Regulatory Environment





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