



BORDER BAROMETER

Border Performance Metrics: Today's Challenges and Possible Solutions

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Border Performance—Is It Just Wait-Times?

 U.S. Customs and Border Protection Securing America's Borders									
 CBP BORDER WAIT TIMES									
Related Links									
The table below shows the estimated wait times for reaching the primary inspection booth, the first point of contact with CBP when crossing the Canada/U.S. and Mexico/U.S. land borders. Each border location updates its estimated wait times hourly. To make sure you have our current information, use your browser's refresh or reload function.									
Canadian Border Ports of Entry									
Port Name Crossing Name	HOURS	Max Lns	STANDARD	FAST	Max Lns	STANDARD	NEXUS	Max Lns	STANDARD
Alexandria Bay Thousand Islands Bridge	24 hrs/day 2/18/2009	3	At 11am EST 2 min delay 2 lane(s) open	N/A	8	At 11am EST 2 min delay 2 lane(s) open	N/A	N/A	N/A
Blaine Pacific Highway	24 hrs/day 2/18/2009	3	At 9am PST 10 min delay 2 lane(s) open	At 9am PST 1 min delay 1 lane (s) open	6	At 9am PST no delay 3 lane(s) open	At 9am PST no delay 1 lane(s) open	N/A	N/A
Blaine Peace Arch	24 hrs/day 2/18/2009	N/A	N/A	N/A	4	At 9am PST 4 min delay 2 lane(s) open	At 9am PST 4 min delay 1 lane(s) open	N/A	N/A
 BORDER NOTICE Port construction is scheduled through November, 2010. Delays may occur, but efforts will be made to minimize delays caused by this construction.									
Buffalo/Niagara Falls Lewiston Bridge	24 hrs/day 2/18/2009	4	At Noon EST no delay 4 lane(s) open	N/A	6	At Noon EST no delay 4 lane(s) open	N/A	N/A	N/A
Buffalo/Niagara Falls	24 hrs/day	7	At Noon EST no delay	N/A	11	At Noon EST no delay	At Noon EST	N/A	N/A

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 breadth of the 49th parallel. UBRI is our partner in a new consortium that performs border-related research—the Northern Border University Research Consortium (NBURC)—and courtesy of a grant from the Canadian government, the NBURC 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. Those ports are Peace Arch and Pacific Highway (both in Blaine), Lynden/Aldegrove, and

Sumas/Huntington as the Cascadia

Our institute ways in which gauged. This is a kind of data that should be measured at the first come to mind, such as the existing regional initiative.

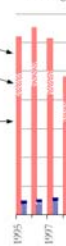
Following as composite into also might be makers, including of the Border

Traffic Load. A record of the volume and type of traffic passing through the border is sensitive to continent-wide economic trends, as revealed in Figure 1. In 2007, a weakening Canadian dollar and a robust North American economy and a surge in imports of Canadian goods, while car traffic declined at BC rest traffic load is also sensitive to other factors. When the Canadian dollar surges 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



February 2009

BORDER BAROMETER

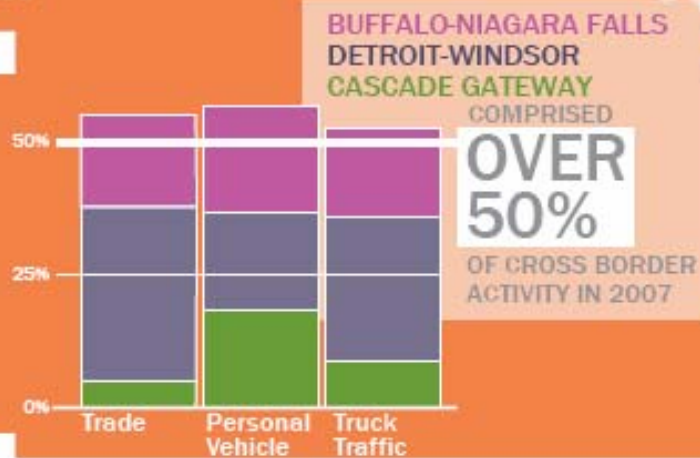
A joint project of the University at Buffalo Regional Institute and the Border Policy Research Institute at Western Washington University

BORDER POLICY RESEARCH INSTITUTE
WESTERN WASHINGTON UNIVERSITY

Regional Institute
University at Buffalo The State University of New York

The well-being of North America is closely tied to how well the Canada-U.S. border facilitates interaction and ensures security. What happens at the border and how well does it work?

**CASCADE
GATEWAY**

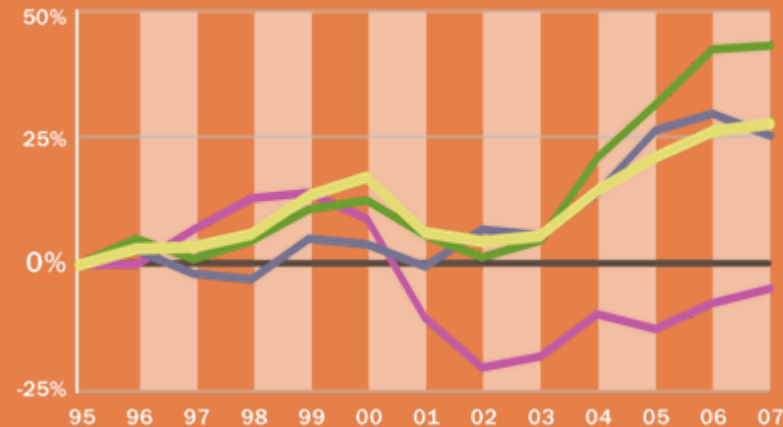


**BUFFALO-
NIAGARA FALLS**

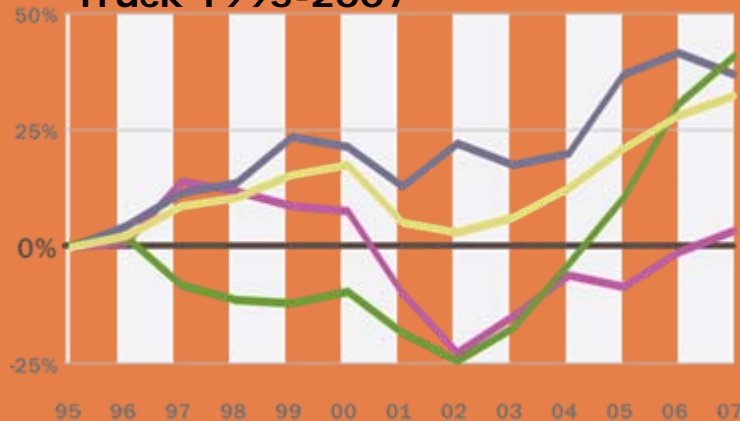
**DETROIT-
WINDSOR**

Porosity: Trade Flows

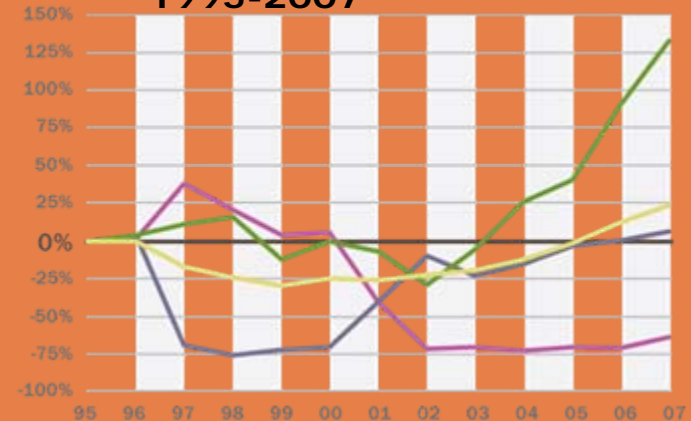
Trade with Canada, % Growth Since 1995



Growth in US Exports –
Truck 1995-2007

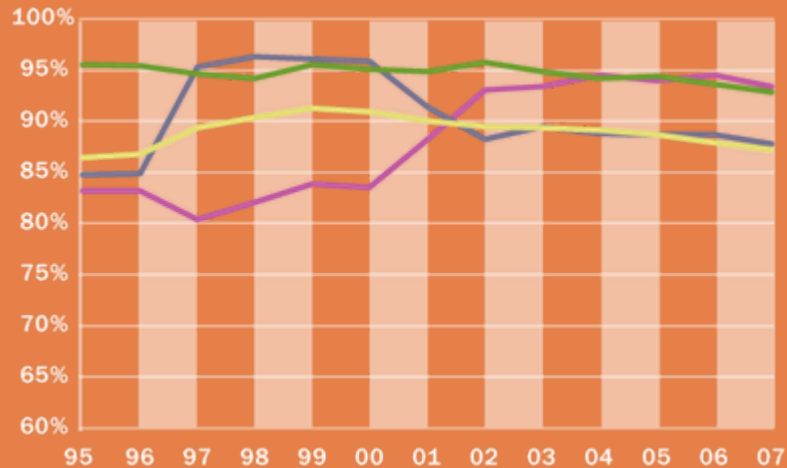


Growth in US Exports –Rail
1995-2007

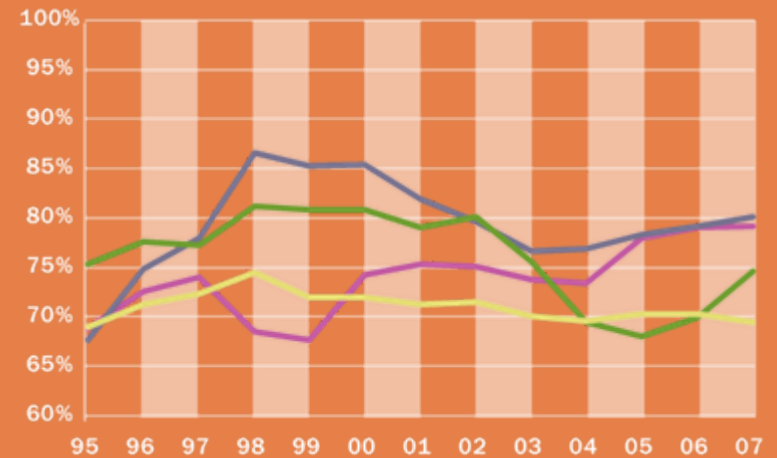


Porosity: Mode Shares

Share of Exports Carried by Truck



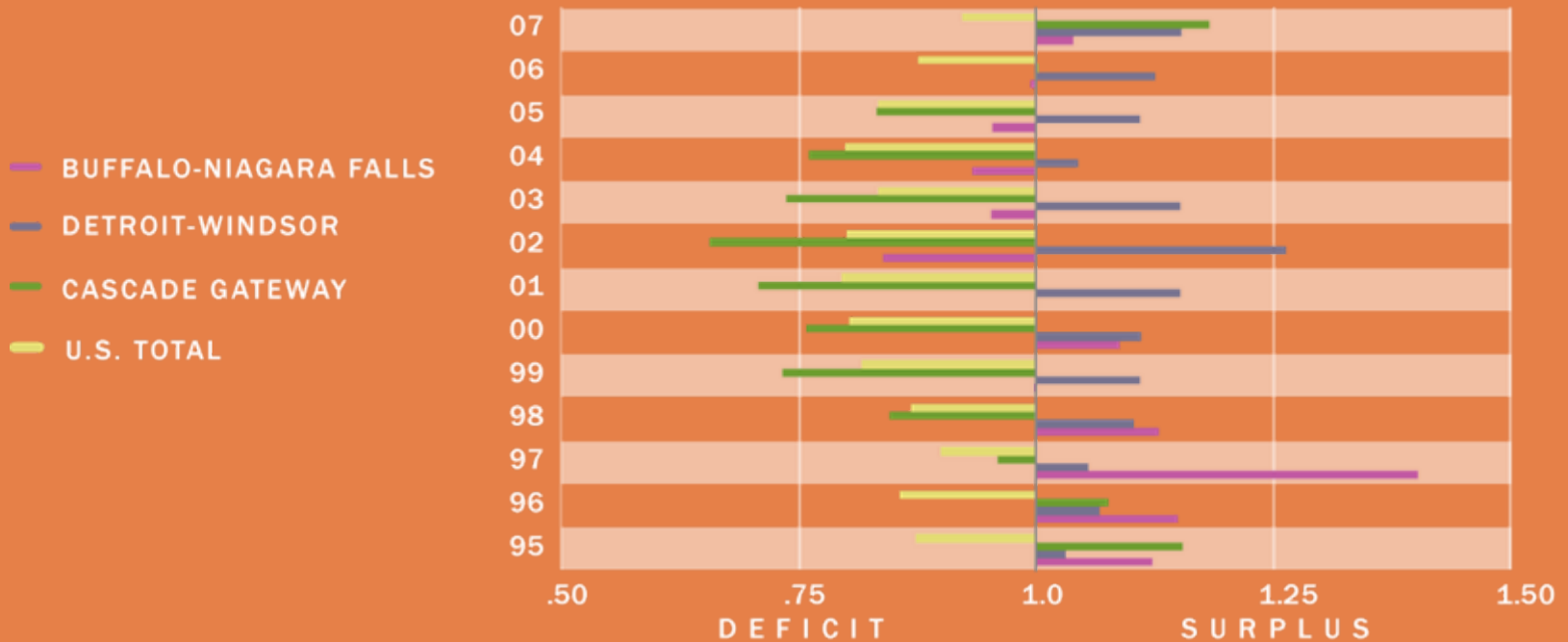
Share of Imports Carried by Truck



- BUFFALO-NIAGARA FALLS
- DETROIT-WINDSOR
- CASCADE GATEWAY
- U.S. TOTAL

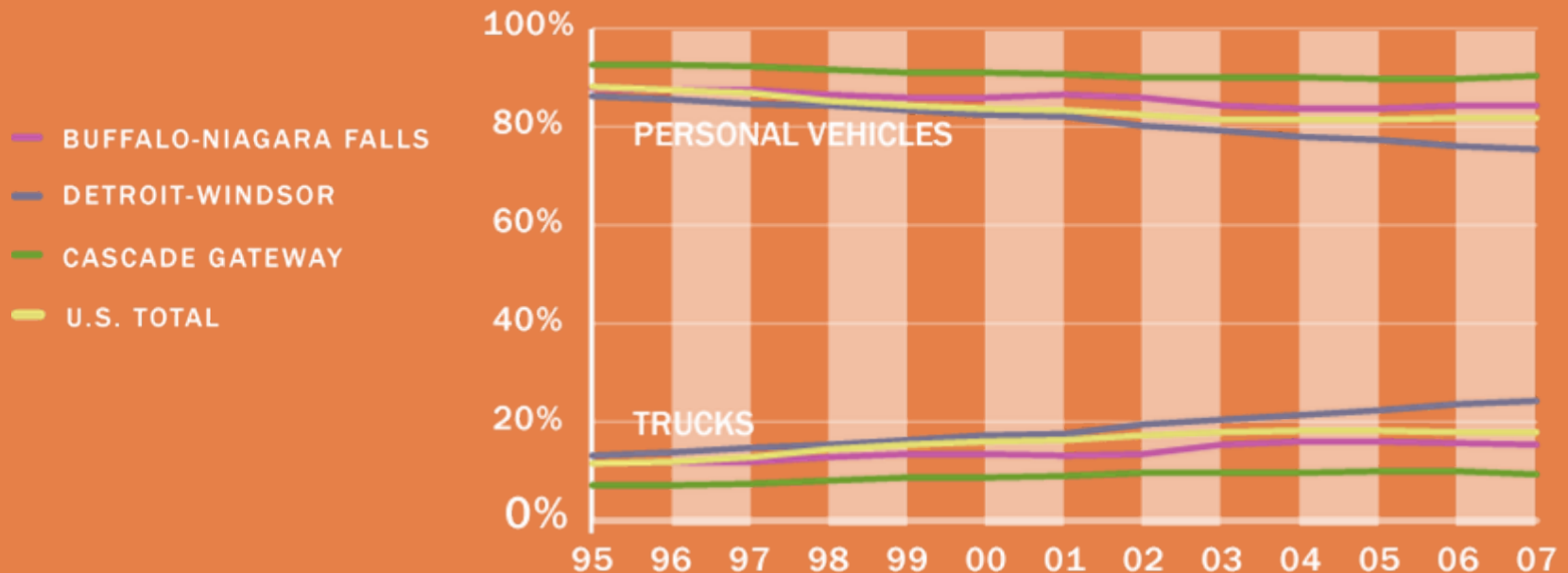
Porosity: Trade Ratios

US Export-to-Import Ratios for Trade with Canada, 1995-2007



Porosity: Vehicle Traffic

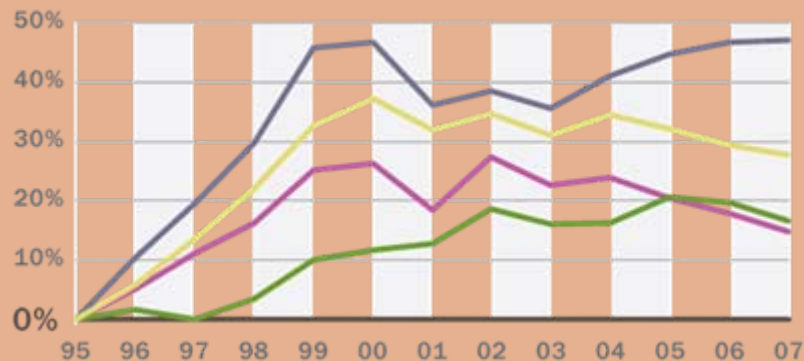
Trucks and Personal Vehicles as a % of Motor Vehicle Crossings, 1995-2007



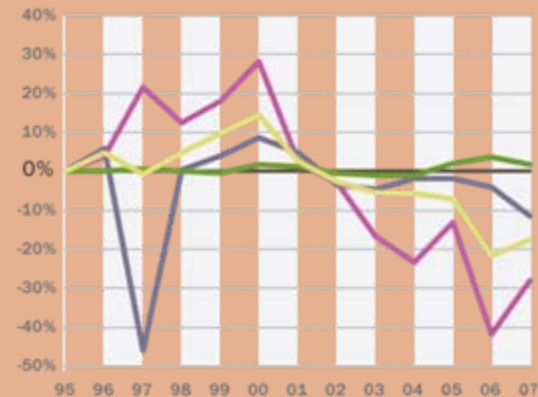
Porosity: Vehicle Traffic

Traffic Growth, 1995-2007

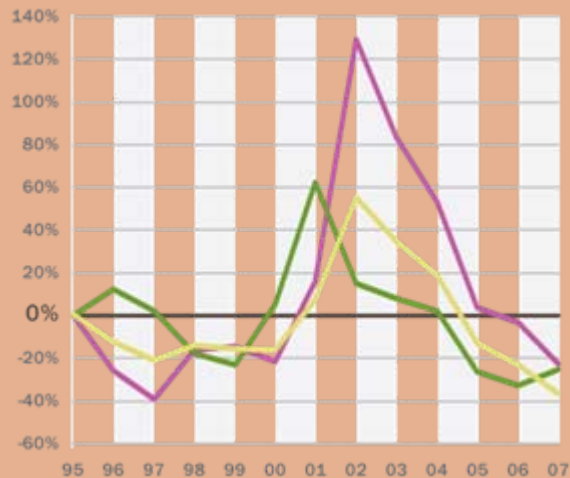
Trucks



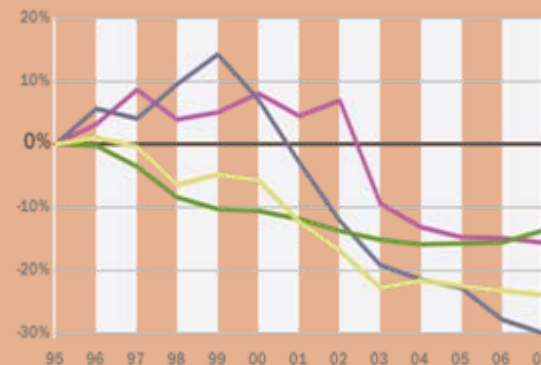
Buses



Pedestrians



Personal Vehicles



Border Infrastructure:

Underlying Factors Affecting Wait-Times

- Processing Rate Per Vehicle
 - Less Time for Trusted Traveler and RFID-Enabled Documents
- Number of Open Booths in Relation to Traffic Load

Border Infrastructure: Processing Rates

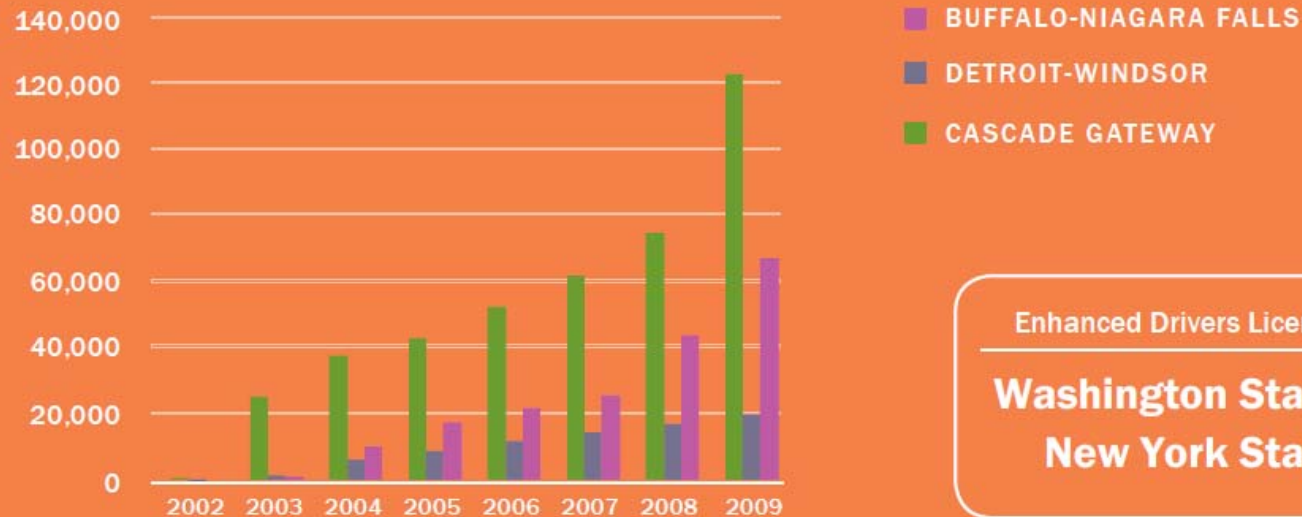
Processing Rate Per Vehicle SB@ Blaine, WA

	Standard lane	NEXUS lane
2007	65 sec.	26 sec.

Border Infrastructure: Document Uptake

DOCUMENT UPTAKE

NEXUS Enrollment, 2002-2009



Enhanced Drivers Licenses Issued

Washington State: 38,726

New York State: 18,277

Border Infrastructure: Booths to Traffic Ratio

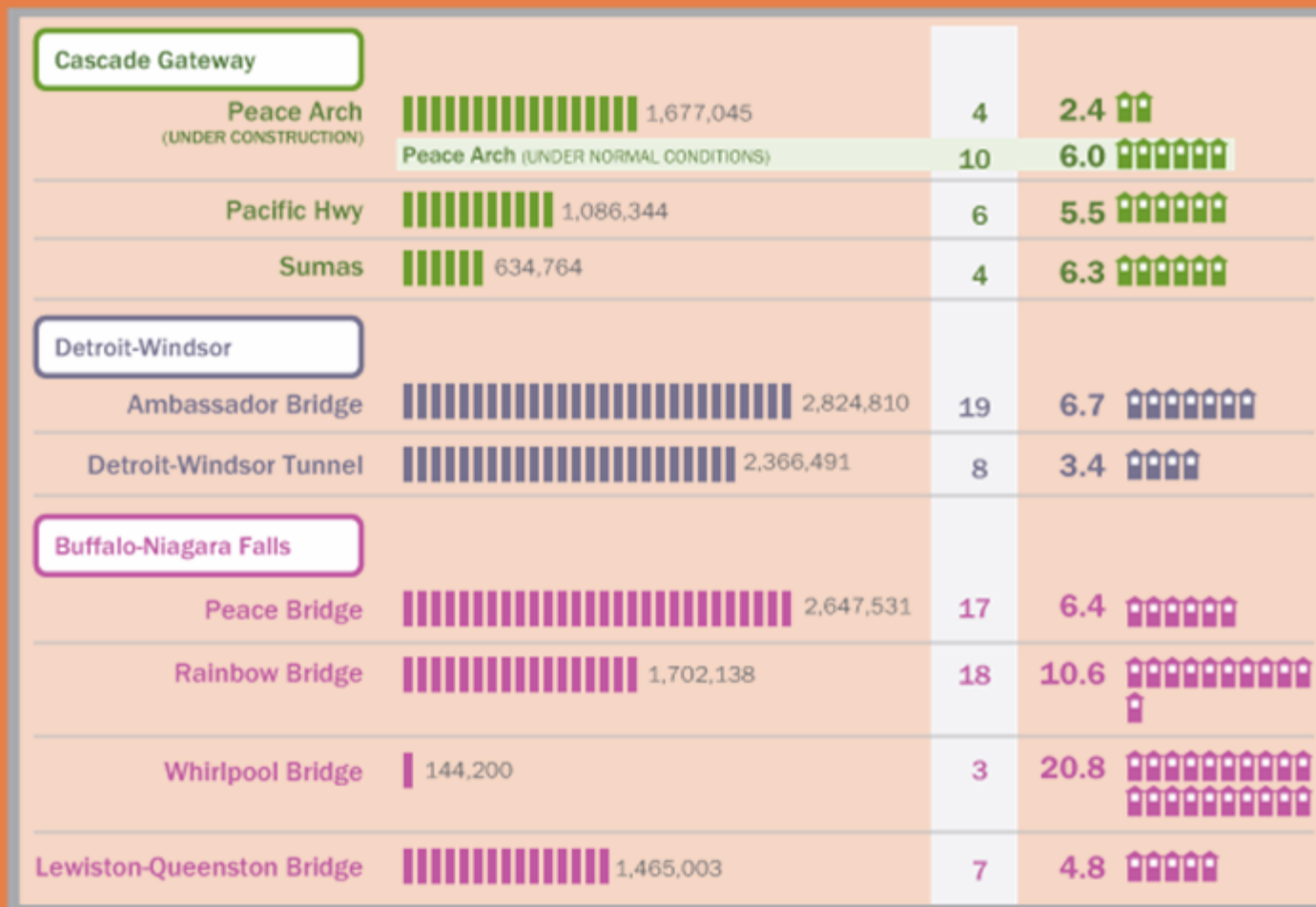
| = 100,000 Vehicles

U.S. BOUND TRAFFIC 2007

U.S. BOOTHS
(as of Nov 2008)

U.S. BOOTHS
per million vehicles

AUTOS



Border Infrastructure: Binational Networks

Organizational Networks	Cascade Gateway	Detroit-Windsor	Buffalo-Niagara Falls	Multi-Regional
MULTI-PURPOSE Intergovernmental Initiatives 	Pacific Northwest Economic Region (PNWER) BC-Washington Memorandum of Cooperation	Ontario-Michigan Declaration of Partnership and MOU on Cooperation	Ontario-New York Declaration of Partnership and MOU on Cooperation Niagara 10	Council of State Governments National Conference of State Legislatures Council of Great Lakes Governors Great Lakes Commission
SINGLE-PURPOSE Intergovernmental Initiatives 	International Mobility and Trade Corridor BC-Washington Transportation Protocol Agreement BC-Washington Action Plan on Border Management	Ontario-Michigan Border Transportation Partnership Ontario-Michigan Letter of Agreement Regarding Events at Nuclear Power Plants Ontario-Michigan MOU on Trade Detroit-Windsor Tunnel Corporation	Buffalo and Fort Erie Public Bridge Authority Niagara Falls Bridge Commission Niagara International Transportation Technology Coalition	International Joint Commission
MULTI-PURPOSE Urban and Civilian Initiatives 	Pacific Corridor Enterprise Council Cascadia Project Center for Canadian-American Studies, Western Washington University	Canadian Studies Center, Michigan State	University at Buffalo's Regional Institute Niagara Regional Observatory	Great Lakes and St. Lawrence Cities Initiative Northern Border University Research Consortium
SINGLE-PURPOSE Urban and Civilian Initiatives 	Border Policy Research Institute, Western Washington University Shared Waters Alliance	Canada-U.S. Business Association World Trade Center Detroit/Windsor Wayne State/University of Windsor Exchange Agreement Lower Detroit River Conservation Vision	World Trade Center Buffalo Niagara Binational Tourism Alliance Brock University/University at Buffalo Exchange Agreement Canada-U.S. Trade Center, University at Buffalo	Council of Great Lakes Industries Canadian/American Border Trade Alliance Canadian American Business Council Woodrow Wilson Center's Canada Institute

RELATIVELY STRONG

SIGNIFICANT

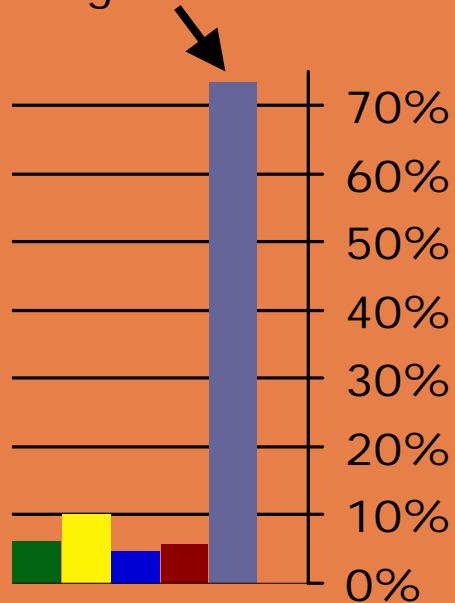
RELATIVELY WEAK

Note: Rankings based on relative scope and influence of networks and initiatives across the three examined regions.

Other Metrics: Commodity Mix?

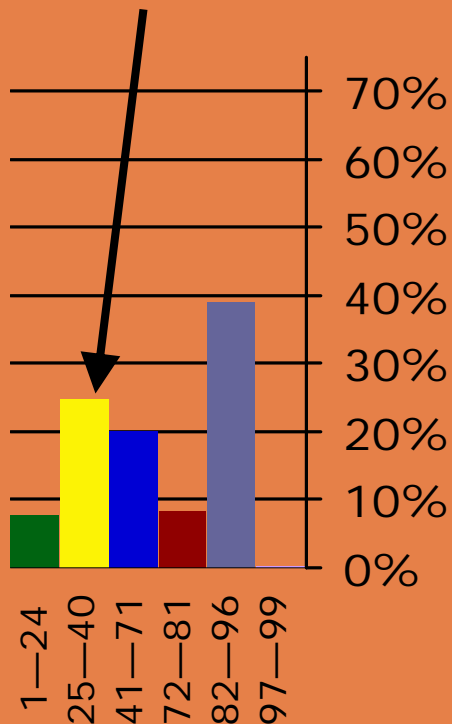
Detroit, MI

Manufactured
goods



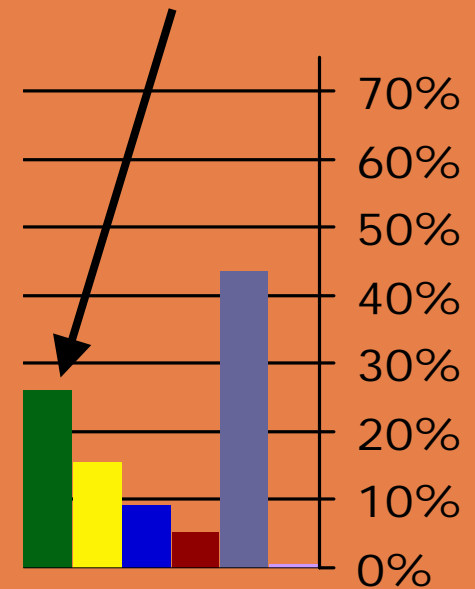
Champlain, NY

Minerals, ores,
chemicals



Houlton, ME

Foodstuffs,
ag. commodities



Other Metrics: Cost-Benefit? Interdiction Rate?

- From CBSA Performance Report (2005):
 - \$320 million drugs seized
 - 640 firearms seized
 - 12,077 FTE staff
 - \$1.014 billion operating budget
 - 97.1 million travelers inspected

Other Metrics: Cost-Benefit? Interdiction Rate?

- 8,040 travelers per FTE staff
- Cost of \$3.17 per \$1 of drugs seized
- Cost of \$1.6 million per firearm seized
- 6.6 firearms per million travelers
- \$3.30 of drugs per traveler

SO WHAT?

**YOU CAN'T MANAGE
WHAT YOU CAN'T
MEASURE**

International Treaties and a North American Community?

Governance Mechanisms that Leverage Regional Variation?



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