Havre, Montana – Medicine Hat, Alberta
Wild Horse Border Committee

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- How
Wild Horse Border Committee

Who is the Wild Horse Border Committee?

- Started in June 2004 when Havre Mayor Bob Rice and a delegation from the Havre Chamber of Commerce met with Medicine Hat Mayor Garth Vallely.

- Grown since then to include governmental officials from municipal, provincial, state and federal levels and representatives of economic development organizations and Chambers of Commerce.
Wild Horse Border Committee

Where is the Wild Horse Port of Entry?
Wild Horse Border Committee

Where is the Wild Horse Port of Entry?

Joint Port of Wild Horse was organized in June of 2006
*Port of Wild Horse is located:
145 km – 90 miles south of Medicine Hat
115 km – 71 miles south of the TransCanada Highway #1
72 km – 45 miles north of Havre, Montana & Highway #2
Wild Horse Border Committee

United States - Wild Horse Port of Entry
Wild Horse Border Committee

Canada - Wild Horse Port of Entry
What is our Mission?

1. Ultimate goal is to have Wild Horse Point of Entry designated as a 24 Hour 7 day/week Commercial Port of Entry.

2. Immediate goal is to have United States Customs and Border Protection (CBP) and Canadian Border Services Agency (CBSA) implement a 2 year 16 Hr 7 day/week Pilot Project.
The pilot project would provide certainty for shippers and the transportation logistics sector to route commercial traffic through Wild Horse Port of Entry.

The pilot project is necessary in order to have sufficient time to demonstrate increased utilization / traffic #'s to Canadian and U.S. agencies leading to a permanent 16 or 24 Hr / Commercial Port Designation.
Why is Wild Horse Port of Entry Important?

- The Wild Horse Port of Entry is the closest and most direct route to the oil-sands – is widely used by agricultural communities in Eastern Alberta, western Saskatchewan and Montana.

- Create a new and more efficient route for commercial traffic between Alberta and Montana, North Dakota, Wyoming, Colorado, New Mexico, Texas, and U.S. mid-west states.
Support and create new economic and business opportunities for communities in the Eastern Alberta Trade Corridor and Eastern Montana. This could include modulation for oil-sands plant construction.

Based on current oil-sands projects on the books, it is estimated that an additional $4 billion of machinery and equipment will need to be imported every year by truck, mainly from Texas and the U.S. mid-west, for the next 10 years.
This represents approximately 40,000 truckloads per year above current volumes and the normal forecast growth of 30% over the next 10 years.

In 10 years this translates to approximately 200,000 truckloads inbound to Alberta from the U.S. per year.

Given current patterns, 170,000 of these would come in through Coutts.

For Coutts and the Highway 2 corridor, this means an inbound truck every 3 minutes – 24/7 365 days/year.
Alberta could face a serious capacity problem – and possibly also a safety problem – as development, construction and operations in the oil-sands continue, largely based on truck movements for inputs.

Development of a second north-south corridor – the Eastern Alberta Trade Corridor – is the obvious solution.

All of the infrastructure for the Eastern Alberta Trade Corridor is currently in place, except for one critical component:

24-HOUR FULLY COMMERCIAL PORT AT WILD HORSE
A 24/7 Commercial Port of Entry at Wild Horse will Aid to Generate New Economic Activity

- Potential to attract distribution centres consistent with current trends.
- New Industry Attraction, Economic Opportunities and Development in the Eastern Corridor Region.
- New cross-border tourism opportunities, revenues and traffic increased tourism travel into Alberta eastern Montana economic zone.
- New Customs Brokerage and Transportation Services in Southeastern Alberta Region.
- Roadside Facilities.
Benefits of a 24/7 Commercial Port of Entry at Wild Horse?

- Redistribution of heavy trucks to under-utilized Highway 36 - Veterans Memorial Highway and Highway 41.
- Off-loading of heavy trucks from Hwy 4, Hwy 2, and Calgary’s Deerfoot Trail.
- Increased safety on Highway 4, Highway 2 and Calgary’s Deerfoot Trail.
- Decreased wear and tear and maintenance on Highway 4, Highway 2, and Calgary’s Deerfoot Trail.
Wild Horse Border Committee

Conclusions

- At present, Alberta is a one-legged economic giant balancing on Coutts and the Highway 2 corridor alone for its vital Alberta-US trade.

- There is a demonstrable need to create balance and a firm footing in the Eastern Alberta Trade Corridor, of which a 24/7 commercial port of entry at Wild Horse is the only missing, necessary, and critical component.

- Visionary action today will facilitate and ensure our economic future. A 24/7 commercial port of entry at Wild Horse is an economic enabler to the Eastern Alberta Trade Corridor and Montana economic zone.
The WHBC needs to engage businesses and in particular the transportation sector in both the United States and Canada to become involved in this initiative.

We need the Ports to Plains Alliance to become an active participant in the Wild Horse Border Committee.
Need to engage federal, state, provincial departments and agencies in both the United States and Canada in a dialogue to make this project a reality, most notably:

- Department of Homeland Security
- United States Customs and Border Services
- Canadian Border Services Agency
- Government of Alberta
- Government of Montana
Coutts / Sweetgrass Port of Entry