



PORTS-TO-PLAINS ALLIANCE

Securing the Benefits of Commerce to North America's Energy & Agriculture Heartland

Just How Much Is the Economy of the Northern Ports-to-Plains Region Growing?

While truck and container crossings from Canada into the U.S. along the entire Northern Border have decreased almost 20% since 2004, they have increased in the Ports-to-Plains Alliance region by 40% in the same period. This presentation was given by Joe Kiely, Ports-to-Plains Alliance Vice President of Operations, during a meeting of the Northern Ports-to-Plains Alliance Work Group in Wainwright, AB on June 21, 2013. The Work Group is establishing a strong business case to the affected governments within the Ports-to-Plains economic region that raises the priority of the trade relationship in terms of transportation and economics.

Data was gathered on truck, loaded and unloaded containers moving from Canada into the United States from 2004 to 2012. The Ports-to-Plains Region is defined, for purposes of this data, as extending between the border crossings from Coutts/Sweetgrass and North Portal/Portal. Data evaluates crossings from the entire Northern Border, each state and province down to just the Ports-to-Plains region. The raw data is available in a spreadsheet below and includes each border crossing in the Ports-to-Plains Region. The data does not look at movements from the U.S. into Canada.

The presentation also looked at the value of imports and exports in the same from 2004 to 2012 by U.S. State in the Ports-to-Plains Alliance region. That raw data includes the same information along the southern border between Texas and Mexico. This data addresses the key Ports-to-Plains border crossings. In addition to the international data, the domestic trade among the ten U.S. states is summarized. That raw data is available in a spreadsheet below.

[Click her to download a pdf of the Canada and U.S. Trade Overview Presentation](#)

[Click here to download the Border Crossing Data Spreadsheet including the entire gathered data set](#)

[Click here to download the Ports-to-Plains Region Import and Export Data](#)

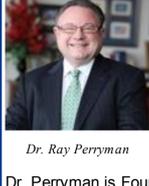
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Watch for the new portstoplains.com website... coming soon!

Upcoming Activities of the Ports-to-Plains Alliance

- July 17-18 -- Ports-to-Plains Regional Meeting and Board Meeting in Sonora, TX
- July 10 -- Ports-to-Plains Presentation at Export Finance Symposium in Midland, TX
- October 1-3 -- 16th Annual Ports-to-Plains Conference in Amarillo, TX



Dr. Ray Perryman

Exciting Announcement about 16th Annual Ports-to-Plains Alliance Conference on Amarillo

Noted economist Dr. Ray Perryman will be one of the featured keynote speakers at the Ports-to-Plains 16th Annual Conference, October 1 – 3 in Amarillo, Texas. The conference is co-hosted by the [Texas Department of Transportation](#) and the [Amarillo Economic Development Corporation](#).

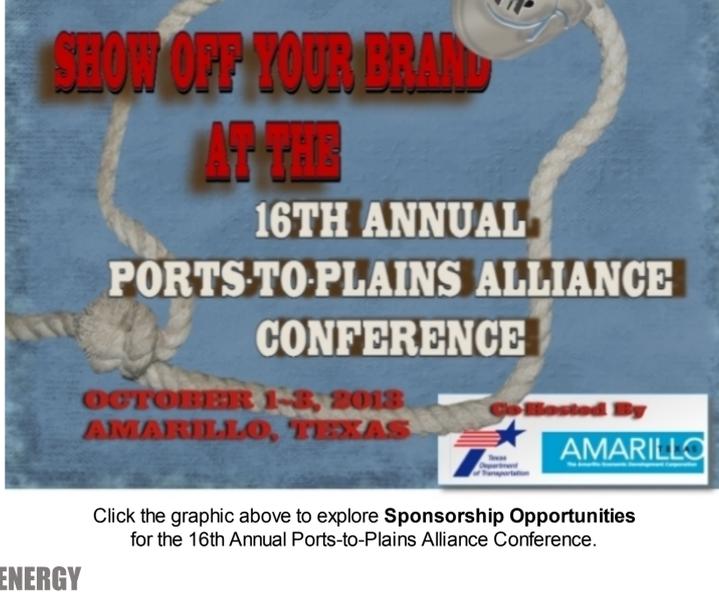
Dr. Perryman is Founder and President of The Perryman Group (TPG), an economic and financial analysis firm headquartered in Waco, Texas. He is widely regarded as one of the world's most influential and innovative economists. His complex modeling systems form a basis for corporate and governmental planning around the globe. His thousands of academic and trade articles and presentations span a wide variety of topics, gaining him international respect and acclaim. He has also authored several books, including *Survive & Conquer*, an account of the Texas economy during the turbulent 1980s, and *The Measurement of Monetary Policy*, a treatise on Federal Reserve activity.

A popular speaker, he addresses hundreds of audiences throughout the world every year. Other topics to be featured include transportation and logistics, foreign direct investment, trade opportunities with Mexico and Canada, local economic development initiatives, and wind energy development and opportunities.

The annual conference is a great networking opportunity, with an opening reception on Wednesday, Oct. 1 sponsored by the Amarillo Economic Development Corporation at the [Panhandle Plains Historical Museum](#) in Canyon, Texas. On Wednesday evening, Oct. 2, a reception and dinner is planned at the [Big Texan Steak Ranch](#).

Online registration will open on July 15th at [portstoplains.com](#). Sponsorship opportunities are also available.

16th Annual Ports-to-Plains Conference Sponsorship Opportunities



Click the graphic above to explore **Sponsorship Opportunities** for the 16th Annual Ports-to-Plains Alliance Conference.

ENERGY

Study: Oil Sands Crude is Indeed Oil

An article of faith with the anti-oil sands crowd is that the crude from Canada is dangerous because it's more corrosive to pipelines than other crudes and therefore more prone to cause pipeline failures, leaks, spills and ... you know the rest. You can sample some of that rhetoric here and here. But then consider something so much more authoritative than rhetoric: science.

A new study finds that Alberta oil sands crude is, well, oil and just as safe to transport via pipeline as other types of crudes...

Shale Oil & Gas, Keystone XL and Climate Change Policy

The rallying hope this week among the radical anti-development lobby that makes up the far left wing of the environmental movement appears to be that President Obama will kill the Keystone XL pipeline and pursue more policies that would dramatically inhibit the development of the nation's massive shale oil and natural gas resources as a part of the "Climate Change" policy he plans to announce in July. If the President pursues either of those policy decisions, he will do the nation's economy and national security interests severe damage, while doing nothing to actually help the environment...

Genovus grows rail tanker fleet to 800 cars

Anyone still think that the oil sands production will stop if the Keystone XL Pipeline is not approved? Rail movement will continue to grow, resulting in more opportunity for rail accidents thru populated areas, more pressure on the rail systems limiting the movement of other goods and increased costs borne by consumers. Rail movement averages about \$15 a barrel while pipelines are about \$7 a barrel. Consumers pay the difference in the final product...

Fracking Pollution Probe in Wyoming Cast in Doubt by EPA



U.S. Representative
Adrian Smith
Nebraska

THANK YOU VISIONARIES

Without your leadership and support, our continued success would not be possible.

**113th Congress
Ports-to-Plains Caucus**
Support Rural Transportation and Economic Development

Co-Chairs:

- | | |
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| Rep. Pete Olson | TX-R |
| Senator Mark Udall | CO-D |

Current Ports-to-Plains Alliance Members

Membership Opportunities

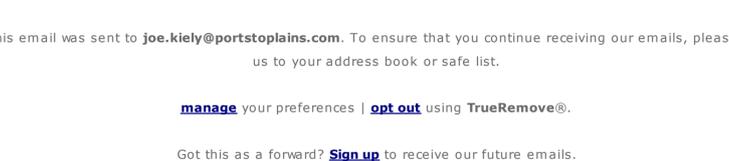
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