

**Comments on:  
"North American Trade and Transportation Corridors: Environmental Impacts and Mitigation Strategies" paper**

From:

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From comments received within CFS, our concern lies predominantly in the area of entry of exotic pests (insects, plants, etc) harmful to our native forests. The White paper did not really address this issue. Two examples highlight the concern: Asian longhorn beetle in New York and Illinois where \$millions have been spent trying to eradicate this pest.

The second example is the Brown spruce longhorn beetle isolated near the Halifax port of entry (Nova Scotia). Over the winter the Canadian Food Inspection Agency coordinated the harvesting of a couple of thousand tree in and around Point Pleasant park to prevent its spread. If the beetle reaches our native forest, our commercial species are in peril - a real concern.

Food for thought:

- As long as NAFTA exists, trade will flourish among the three countries and as a result so will the environmental consequences
- From an exotics standpoint, this will have a couple of effects:
  - a) greater movement of species native to each country among the three countries, and
  - b) greater movement of exotics entering one of the countries from offshore and being trans-shipped to the other two countries.
- Given that there is virtually free movement of goods within each country, trans-border transportation corridors will function as foci for exotics and therefore the ecosystems near the crossings and in the areas where goods are warehoused for redistribution near the borders will be at higher risk.
- The relative proportions of trade goods moving by rail and by truck should be evaluated. Are the rail and road transportation corridors the same? What kinds of commodities move by the two methods? Is there greater risk of exotics movement by one or the other?

- The concept of "Fortress North America" might be considered relative to offshore pests. Greater vigilance at initial ports of entry will protect the importing country and its NAFTA partners.
- Transportation corridors should be (and are) a priority of quarantine regulators in intercepting pest movement, but might also serve in modeling risk associated with pathways.

NACEC may want to take a close look at this "exotics" and trade issue among the three countries. I would be pleased to facilitate contact with our experts and the appropriate NACEC contacts to discuss this issue.