



*Pacific NorthWest
Economic Region*

Event Report

Cross-Border Supply Chain Resilience & FIFA Transportation/Emergency Planning Workshop

June 3 – 4, 2025 | Bellingham, WA

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Executive Summary

The Cross-Border Supply Chain Resilience and FIFA World Cup Transportation/Emergency Planning Workshop was hosted by the Pacific Northwest Economic Region (PNWER) on June 3-4, 2025, in Bellingham, Washington and virtually via Zoom. Approximately 150 participants representing U.S. and Canadian customs and border agencies, emergency management teams, supply chains, port districts and transit agencies and other organizations took part in the workshop.

Day one workshop sessions featured panel discussions around building resilient cross-border supply chains. Experts evaluated previous supply chain disruptions, such as the 2021 Nooksack Flood, and discussed opportunities for increased resilience in cross-border supply chain infrastructure. Participants emphasized the need for increased collaboration between governments and businesses to ensure continued flow of goods in the event of a supply chain disruption.

Day two workshop sessions centered around transportation and emergency management preparations for the FIFA World Cup in Seattle, Washington and Vancouver, British Columbia in 2026. Panelists explored multimodal transportation solutions to move an influx of visitors between host cities. U.S. Representative Rick Larsen provided remarks about the opportunities available to the region during the FIFA World Cup, encouraging continued U.S.-Canada collaboration. Border patrol, emergency management, transportation and government agencies participated in an emergency scenario tabletop exercise, which underscored the need for continued cross-border emergency and communications planning ahead of the event.

The event was supported by funding from the Consulate General of Canada, Pacific Economic Development Canada, AltaGas, BellAir Charters, Port of Bellingham and the USDOT Build America Bureau.

Key Findings and Recommendations

- Explore the establishment of a Cross-Border Supply Chain Resilience Working Group. The working group's objective would be to reduce the impact of supply chain disruptions, improve our understanding of the impacts of potential disruptions, and reduce the duration and impact. The working group would include local, state/provincial, federal government, Tribal and First Nations and private sector partners from the U.S. and Canada.
- Identify potential limitations and barriers within existing cross-border agreements that could impact response, mutual aid assistance or sharing of personnel and resources.
- Encourage increased private sector transportation (i.e. trucking) coordination with government and emergency response agencies to ensure continued flow of goods.
- Encourage expanded local, state/provincial and federal cross-border planning and coordination on an ongoing basis to establish and maintain relationships prior to future incidents.

- Explore opportunities for local transit to coordinate with CBP and CBSA to facilitate border crossings on foot.
- Continue to explore options for pre-screening motorcoaches at Pacific Central Station in Vancouver and sealing them to cross the border.
- Encourage tourism dispersion to neighboring communities during the World Cup via destination marketing organizations.
- Leverage the Know Before You Go platform and other tools to deliver information on border crossing restrictions, requirements by transportation mode and country-specific information.
- Increase cross-state and private sector coordination to ensure adequate emergency communications (9-1-1) and telecommunication carrier support.
- Coordinate with government agencies and other transportation providers between Seattle and Vancouver, BC to ensure cross-border transportation options are included in the FIFA World Cup transportation allocation by the Washington Legislature.

Supply Chain Resilience

Intro and Opening Remarks

- *City of Bellingham Mayor Kim Lund*
- *Satpal Singh Sidhu, County Executive, Whatcom County*

Bellingham Mayor Kim Lund opened the workshop with remarks about Bellingham’s unique position between Seattle and Vancouver during the 2026 FIFA World Cup. Designated an official “fan zone,” the city anticipates a dramatic increase in visitors to Bellingham and neighboring communities during the event – a unique opportunity to capitalize on tourism growth.

Whatcom County Executive Satpal Singh Sidhu showcased Whatcom County’s investment initiatives that support economic development through job creation, business attraction and expansion, and development of infrastructure. The remarks set the stage for understanding how Bellingham and the larger Seattle-to-Vancouver travel/trade corridor play a critical role in regional supply chains and opportunities during the FIFA World Cup.



Satpal Singh Sidhu greets workshop attendees.

The Seattle/Vancouver Supply Chain Corridor

- *Jennifer Bettis, Research Manager, Border Policy Research Institute at WWU*

Jennifer Bettis introduced the Border Policy Research Institute by presenting cross-border travel and trade data between the United States and Canada. She noted that Washington is one of the most trade-

dependent states with Canada, with 49% of bilateral trade—valued at \$12.7 billion in 2024—arriving by truck. The largest commodity imported into the United States by truck is wood and wood products, totaling \$1.12 billion in 2024, while transportation equipment is the largest commodity imported into Canada by truck, totaling \$1.95 billion. By rail, Canada’s top imported commodity remains transportation equipment, while the United States’ largest rail import from Canada is mineral products. Passenger travel across the border is also significant. The Peace Arch, Douglas, and Pacific Highway crossings collectively represent the second-busiest corridor for personal vehicle and passenger train crossings in the United States. In terms of exports, Washington sends \$7.9 billion worth of goods to Canada, with electricity accounting for the largest share (16%). Meanwhile, Canada exports \$17.8 billion in goods to Washington, with crude oil making up nearly half (49.7%) of that total.

High Performance Rail in the Pacific Northwest Rail Corridor

- *Commissioner Michael Shepard, Port of Bellingham*
- *Mike Harmon, City Manager, City of Blaine, WA*
- *Moderator: Andrew Johnsen, Columbia Strategic Consulting Group*

Andrew Johnsen opened the session by emphasizing that the key to keeping trains running on time is co-investment in both freight and passenger rail infrastructure. He then introduced Port of Bellingham Commissioner Michael Shepard and Blaine City Manager Mike Harmon who highlighted key projects along the Pacific Northwest Rail Corridor. Shepard discussed the revitalization of the Bellingham shipping terminal and modernization of its facilities, including the addition of a new rail



L-R: Johnsen, Shepard and Harmon.

connection to the BNSF mainline. Harmon focused on the Bell Road grade separation project in Blaine, Washington, which aims to separate passenger and freight rail traffic currently cutting through the center of the city. After applying for a federal RAISE grant with funding support from BNSF, the City of Blaine successfully secured design funds to replace the existing rail crossing with an overpass. This project is expected to improve the movement of goods and people while also reducing emergency response times. During their discussion, Shepard noted that planning was the primary challenge for Bellingham’s project, while Harmon identified funding as the major obstacle for the Bell Road Overpass.

Nooksack Flood Impact Briefing

- *Julie Morse, Nooksack Transboundary Flood Initiative for the Washington State Department of Ecology*

Julie Morse shared hydrological context and background on the November 2021 flooding of the Nooksack and Sumas rivers, the result of a localized atmospheric river that compounded the already saturated floodplain. She highlighted the difference in flood control systems in British Columbia and Washington state and listed the several pieces of regional infrastructure that were forced to close. As a response to the flooding, nine governments came together in 2023 to form the Transboundary Flood

Initiative. One of the areas they are working on is mapping water conveyance and flood hazard exposure - identifying where water can be directed during the next flood event as well as where the critical infrastructure is located and what the anticipated water levels will be at those locations.

“The bottom line: Solutions will be complex, will take a long time, and will be expensive.”



Julie Morse overviews the 2021 Nooksack Flood.

Cross-Border Supply Chain Transportation

- *Minister Mike Farnworth, BC Ministry of Transportation and Transit (virtual)*
- *Daman Grewal, CEO, Centurion Trucking*
- *Patrick Gallagher, Executive Director, Marine Exchange of Puget Sound*
- *Lisa Mah, Transport Canada*
- *Shivonne van Wessem, Assistant Area Port Director, U.S. Customs and Border Protection, Area Port of Blaine*
- *Rahul Coelho, Director, Metro Vancouver, Canada Border Services Agency*
- *Bryce Bengco, Director, Pacific Highway District, Canada Border Services Agency*
- *Moderator: Bruce Agnew, Director, PNWER Regional Infrastructure Accelerator*

During the transportation roundtable, officials emphasized the importance of collaborative efforts on border-related issues to ensure effective emergency response and to manage surges in border crossing volume. Daman Grewal, CEO of Centurion Trucking, underscored the need for better coordination between trucking companies and border agencies in emergency response planning, noting that trucking companies are often left out of these discussions. Patrick Gallagher, Executive Director of the Marine Exchange of Puget Sound, spoke to the shared sense of vulnerability within the current supply chain and expressed skepticism about a "return to normal." Shivonne van Wessem, U. S. CBP Assistant Area Port Director, reflected on the lessons learned from the Nooksack flood. However, she acknowledged that despite these lessons, many processes remain outdated—such as relying on handwritten records and Excel spreadsheets to track trucks at border crossings.



L-R: Bengco, Coelho, Mah, Grewal, van Wessem and Gallagher.

Legislative Roundtable

- *WA Representative Brandy Donaghy*
- *WA Representative Adison Richards*
- *WA Representative David Hackney*

Day one of the workshop concluded with a legislative roundtable moderated by PNWER Regional Infrastructure Accelerator Director Bruce Agnew, who posed questions about recent legislative outcomes and calls to action for the coming years.

Representative Donaghy shared several legislative successes of the 2025 session, including a bill that streamlines the deployment of state resources for wildfires, which helps to mitigate damage to passenger and commercial transportation systems. Representative Richards highlighted the legislature's preservation of funding for a State Route 167 improvement project, which expands capacity for freight to move north out of the Port of Tacoma. He also noted a \$600k allocation to support additional Washington State Patrol staffing during the World Cup. Representative Hackney added that the Transportation Committee continues to propose funding for the Cascades corridor, which provides an alternative transportation route to highways.

The panelists concluded by emphasizing the importance of working with public, private and federal partners on continued efforts to enhance the region's interconnected transit system ahead of and beyond the FIFA World Cup.

Walking Tour of the Port of Bellingham Shipping Terminal

Port of Bellingham staff led a walking tour of their shipping terminal along the Bellingham waterfront and discussed the nearly-complete [Shipping Terminal Modernization project](#), a \$27.5 million effort that involves dredging, dock strengthening, carbon-free shore power for calling vessels, and stormwater management. The result will be expanded freight capacity and access and new family-wage jobs in the area. They also introduced the replacement plan for a rail spur connection to the shipping terminal - financed by a \$18 million RAISE grant and expected to break ground in 2026.



Attendees tour the Port of Bellingham's shipping terminal facilities.

FIFA Transportation Planning

Intro & Opening Remarks

- *U.S. Consul General Jim DeHart, U.S. Consulate Vancouver*
- *Matt Morrison, Executive Director, PNWER*

Matt Morrison opened the fireside chat with an overview of the 2026 FIFA World Cup and its large impact on the Pacific Northwest. Consul General DeHart noted that hosting FIFA will be a challenge but also bring opportunities to the region. He shared that the Consulate is looking at ways to take advantage of the economic and tourism opportunities and promote long-term investments.

A cross-border meeting was hosted by the Consulate in Vancouver April 24, 2025, which focused on cross-border collaboration and its impact on the bilateral relationship between the U.S. and Canada.



L-R: CG DeHart and Matt Morrison.

Matt Morrison: How do we maximize impacts of the mass amounts of people coming to our region for FIFA?

CG DeHart: There are challenges with this influx of visitors, including with housing and hotel challenges, but communities outside of Vancouver and Seattle have tremendous opportunities to host visitors and encourage tourism dispersion.

Matt Morrison: How do we make the border an asset rather than a liability?

CG DeHart: At this point, we don't know which teams are playing and on which dates. These decisions have a big impact on who is coming, so we don't yet know what the profile of travelers looks like. Travelers will need to receive clear information about what documentation they need to move back and forth between the countries, and transportation will play a huge role in moving people.

Matt Morrison: There are many initiatives to increase transportation across the border; what are the possibilities of sealing buses, for example?

CG DeHart: We have been advocates for Amtrak transporting people across the border between Seattle and Vancouver, but there is some room for improvement on these services. The FIFA World Cup can leverage these changes and ensure they have a lasting impact beyond the game. This requires Canadian investment in Vancouver's Pacific Central Station.

FIFA World Cup Cross-Border Transportation Briefing

- *Lora Foster, Rail Operations Coordinator, WSDOT*
- *David Hoff, Ledcor / Cascadia Innovation Corridor*

Lora Foster overviewed Washington State Department of Transportation's updates on the Amtrak Cascades service, which runs from Vancouver, BC to Eugene, Oregon through Seattle. In preparation for FIFA, Pacific Central Station in Vancouver, BC is being outfitted with preclearance, which eliminates the need for southbound trains to stop in Blaine for U.S. Customs agents to check passengers on board. This improvement will save 10 minutes in travel time between Vancouver, BC and Seattle, and is expected to be implemented in summer 2025.

Pacific Central Station is in need of platform improvements in order to be compatible with new Amtrak Cascades Airo train equipment and compliant with ADA accessibility. Amtrak and VIA Rail have each committed a small amount of funding for design, but the project still requires additional funding to be complete.

While WSDOT had hoped to add an additional roundtrip on the Cascades route, Foster shared that it is now unlikely due to a lack of additional funding. BNSF Railway, owner of the tracks on which the Amtrak Cascades operate, has not yet approved a schedule for a third roundtrip train between Seattle and Vancouver. Staffing and equipment constraints – seen nationally – also make this accommodation difficult. WSDOT is working with partners to explore alternative options and meet high ridership demands during the FIFA World Cup, including potentially leasing equipment to increase capacity on existing trains.

David Hoff noted that the 2010 Vancouver Winter Olympics serves as a model for our region to prepare for FIFA 2026. He added that we have an opportunity to get creative with transportation solutions – exploring cruise lines, trains and other modes to move visitors between matches.

Expanding Intercity Transportation and Border Crossing Initiatives

- *Dr. Laurie Trautman, Director, Border Policy Research Institute at WWU*
- *Les Reardanz, General Manager, Whatcom Transportation Authority*
- *Dorit Mason, Director of Safety, Environment, Emergency Management & Enterprise Security, TransLink (virtual)*
- *Richard Johnson, CEO, Bellair Charter*
- *Harmit Gill, Area Port Director, U.S. Customs and Border Protection, Area Port of Blaine*
- *Moderator: Solomon Wong, President & CEO, InterVISTAS*

As the Seattle-Vancouver region prepares for the 2026 FIFA World Cup, ensuring smooth cross-border transportation is a top priority. With the most multimodal travel options between two cities in North

America, the region is well-positioned—but the expected surge in travelers presents unique logistical challenges.

U.S. Customs and Border Protection’s Harmit Gill shared lessons from past high-volume events like the Taylor Swift concert, where over 100,000 travelers were processed with wait times under two hours. CBP is actively exploring expanded Nexus hours, bus preclearance, dedicated lanes, and off-site processing for entry documents. He emphasized CBP’s openness to new ideas and full investment in the event’s success.



L-R: Wong, Gill, Trautman, Reardanz and Johnson.

Dr. Laurie Trautman of the Border Policy Research Institute identified staffing and infrastructure as key constraints, noting that while staff levels are flexible, infrastructure upgrades take time. She highlighted the importance of traveler readiness and promoted a “Know Before You Go” platform to inform cross-border travelers of requirements in both directions.

Dorit Mason of TransLink emphasized the need to balance FIFA planning with ongoing service across 20 jurisdictions. She noted concerns about fare evasion and funding gaps and explained that TransLink is coordinating with Seattle and WSDOT on emergency response planning.

Les Reardanz from the Whatcom Transportation Authority detailed how Washington state allocated \$9 million for FIFA preparations, with a portion going to fan zone cities. He emphasized resource coordination and the need for strategic planning spanning cross-border transportation corridors.

Richard Johnson from Bellair Charters called for public-private collaboration, noting that private operators are ready to scale but lack funding.

The session also explored ideas like bus manifests, pedestrian pathways at Peace Arch, mobile processing, and anti-trafficking training. Panelists agreed that regional coordination, traveler education, and investment are key to delivering a seamless border experience and setting a model for future international events.

Emergency Management Planning

Briefing on Cross-Border Emergency Management Planning

- *Stacey McClain, Assistant Director of Operations, Washington State Emergency Management Division*
- *Ian Cunnings, Senior Director, Regional Operations, BC Ministry of Emergency Management and Climate Readiness (virtual)*
- *Matt Klein, Deputy Director, Whatcom County Sheriff's Office Division of Emergency Management*
- *Moderator: Brandon Hardenbrook, Deputy Director, PNWER*

This session focused on strengthening mutual aid and emergency coordination across the U.S.-Canada border in preparation for the FIFA World Cup. Stacey McClain opened with an overview of three key mutual aid platforms: the Washington Mutual Aid System (WAMAS), the Emergency Management Assistance Compact (EMAC), and the Pacific Northwest Emergency Management Arrangement (PNEMA).

Ian Cunnings highlighted PNEMA as an international agreement involving U.S. states and Canadian provinces/territories, including Washington, Oregon, Idaho, Alaska, British Columbia, and Yukon. He detailed how PNEMA has been used effectively during major events such as the 2010 Winter Olympics and the 2021 atmospheric river flooding. That event led to improvements, including collaboration with NOAA to provide British Columbia with weekly weather reports.

Matt Klein discussed ongoing cross-border planning efforts for FIFA, focusing on two main challenges: managing increased border traffic and ensuring effective communication across different systems. He emphasized the complications of self-rerouting by travelers during peak season and the potential disruptions this could cause. Tools like “Know Before You Go” were cited as essential for guiding travelers and minimizing strain on infrastructure.

The session closed with a call for continued collaboration and early identification of resource gaps. Participants emphasized the value of workshops like this to uncover challenges and develop solutions. The cross-border partnerships fostered through organizations like PNWER are seen as crucial for a successful and resilient FIFA response.

Looking Ahead to FIFA in the PNW

- *Dylan Deane-Boyle, CEO, Visit Bellingham*
- *U.S. Representative Rick Larsen (virtual)*

Dylan Deane-Boyle, Executive Director of Visit Bellingham, highlighted the region's strong tourism economy and its strategic preparations for the 2026 FIFA World Cup. In 2024, Whatcom County welcomed 3.49 million visitors and saw \$775 million in visitor spending, making it the fifth-highest county for tourism spending in Washington despite its smaller population. The tourism sector supports 7,700 jobs locally.



L-R: Rep. Richards, Deane-Boyle, Sen. Shewmake.

Deane-Boyle also detailed plans for the Bellingham Fan Zone, which has now been officially included in the broader FIFA Seattle initiative—the first World Cup to feature officially sanctioned fan zones. These zones are designed to provide safe, celebratory gathering spaces for fans, with a broader goal of fostering community pride and encouraging future tourism. Bellingham will host screenings for at least six matches, including one featuring the U.S. National Team. The city is leading coordination efforts with FIFA Seattle, focusing on safety, outreach, sponsorship, and mobilizing volunteers.

Congressman Rick Larsen reinforced the importance of cross-border collaboration with Canada, emphasizing its impact on Washington's trade-dependent economy. He expressed concerns about the effects of tariffs and diplomatic tensions on tourism. Larsen sees the FIFA World Cup as a catalyst for long-term regional improvements, particularly at the U.S.-Canada border.

When asked about federal funding, Larsen noted that current efforts are centered on ensuring security at FIFA venues, equating the event to hosting 78 Super Bowls. He also touched on upcoming bipartisan surface transportation bill reauthorization efforts and encouraged local stakeholders to submit infrastructure priorities to their congressional representatives to help secure federal investment. Overall, Bellingham is mobilizing civic resources and energy to maximize the opportunity FIFA presents.

Cross-Border Emergency Communication and Interoperability Between Local/State/Provincial and Federal Agencies

- *Adam Wasserman, Washington State Emergency Management Division*

Adam Wasserman emphasized that Washington's existing emergency communication systems are effective and won't be overhauled for FIFA-related events. Instead, efforts are focused on scaling current plans to manage higher call volumes and coordination needs, while allowing local agencies to operate as usual.

A key priority is ensuring clear, consistent public messaging. Agencies aim to avoid conflicting alerts and are working to support multiple languages, including using AI tools for language detection in 911 calls. Officials expect an increase in non-emergency calls—such as inquiries about tickets—and are preparing routing strategies and identifying 211 as a supplemental call center for general information.

Security coordination for foreign dignitaries is also underway, connecting consulates with state patrol. On a regional level, Washington is securing emergency communication support from neighboring states like Idaho and Alaska.

Infrastructure concerns—especially around cellular capacity—were also addressed. Planners are in discussions with service providers about boosting coverage and deploying rapid fixes during outages. The state is also exploring the use of satellite communication tools like Starlink and low-Earth orbit (LEO) systems, with T-Mobile already testing satellite texting.



Adam Wasserman discusses emergency communications systems.

Wasserman reinforced the importance of public awareness on emergency contact options: Call if you can, text if you can't. This approach helps preserve bandwidth during high-demand events. Finally, while Washington hasn't yet received extensive feedback from FIFA on global best practices, officials hope to integrate proven solutions as guidance becomes available. Wasserman ended by emphasizing that they do not want to reinvent the wheel. Emergency communications will remain the same and will instead be scaled to handle the increased demand during FIFA.

Tabletop Exercise

- *Facilitator: Casey Broom, Preparedness Section Manager, WA EMD*
- *Stacey McClain, Assistant Director for Operations, WA EMD*
- *Ian Cunnings, Senior Director, Regional Operations, BC Ministry of Emergency Management and Climate Readiness*
- *Bryce Bengco, A/Director, Pacific Highway District, Canada Border Services Agency*
- *Rahul Coelho, Director, Metro Vancouver, Canada Border Services Agency*
- *U.S. Customs and Border Protection*

The Washington State Emergency Management Division (WA EMD) facilitated a cross-border emergency incident tabletop exercise to analyze coordination procedures, communication plans and areas for improvement between emergency management teams and other agencies if an event were to take place during FIFA.

Module 1 examined the immediate response and notification procedures conducted by U.S. Customs and Border Protection (CBP) and Canada Border Services Agency (CBSA). Participants explained how

their respective agencies would coordinate with their cross-border counterparts and established how local officials request state and federal resources.

Module 2 addressed information sharing and security coordination between local, state/provincial, and federal coordination teams. Participants discussed procedures that ensure the U.S.-Canada port of entry remains safe and operational, and travelers know where to go if traffic is diverted elsewhere.



Attendees participate in the emergency incident workshop.

Module 3 focused on the unified public messaging campaign shared by local, state and federal agencies in response to an emergency incident. Participants discussed how they can coordinate on a joint information system to ensure the general public is receiving information from a trusted source. Current initiatives are underway to consolidate crisis communications plans and assemble an emergency communications plan including apps, social media presence and emergency management systems.

Participants emphasized that this conversation is ongoing. Regular meetings through PNEMA, cross-border training workshops, Project North Star, the Pacific Northwest Regional Emergency Management Advisory Committees (REMAC), and PNWER enable emergency management teams, border officials and planners to facilitate continued cross-border coordination ahead of and beyond FIFA 2026.

Participating Organizations

- ASPR/HHS
- Altagas | ALA Energy
- American Logistics Aid Network
- BC Emergency Management & Climate Readiness
- BC Ministry of Tourism, Arts, Culture and Sport
- BC Ministry of Transportation & Transit
- Bellair Charters
- Border Policy Research Institute/WWU
- Canada Border Services Agency
- Centurion Trucking
- CISA
- City of Bellingham
- City of Blaine
- Climate Rail Alliance
- Columbia Strategic Consulting Group
- Consul General of Canada to the U.S in Seattle
- CT Solutions
- E-Comm 911
- EDASC
- FEMA
- FIFA 2026
- Government of Canada
- InterVISTAS
- King County Office of Emergency Management
- Ledcor
- Marine Exchange of Puget Sound
- NOAA/National Weather Service
- Office of U.S. Rep. Larsen
- Office of U.S. Senator Murray
- Office of U.S. Senator Cantwell
- Oliver Wyman Vector
- Oregon Department of Emergency Management
- PacifiCan
- Pierce County Department of Emergency Management
- Port of Bellingham
- Pacific Northwest Economic Region
- Public Safety Canada
- Rail Passengers Association
- Skagit Tourism Bureau
- Skagit Transit Snohomish County Department of Emergency Management
- Solutionary Rail
- Sound Transit
- Transport Action British Columbia
- Transport Canada
- Transportation Security Administration
- U.S. Border Patrol
- U.S. Consulate General Vancouver
- U.S. Customs and Border Protection
- U.S. Department of Homeland Security
- U.S. Department of Transportation
- U.S. Coast Guard
- U.S. Secret Service
- Vancouver Fraser Port Authority
- Visit Bellingham
- Visit Seattle
- WA Department of Ecology
- WA Emergency Management Division
- WA House of Representatives
- WA Physicians for Social Responsibility
- WA State Department of Health
- WA Public Ports Association
- WA State Department of Transportation
- Washington State Senate
- WWU
- Whatcom County Sheriff's Office
- Whatcom County Executive's Office
- Whatcom Transportation Authority
- Whatcom Working Waterfront Coalition
- WSP USA