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## **REPORT:**

### **A. Border Related News Media**

**GAO sounds alarm over northern border security**  
**Pittsburgh Tribune Review - February 2, 2011**

Americans face a high risk of terrorist activity along the U.S.-Canadian border, where less than 1 percent of the 4,000-mile stretch is adequately protected, according to a government report released Tuesday. "To me, this report is absolutely alarming," said Sen. Joe Lieberman, a Connecticut independent and chairman of the Senate Homeland Security Committee, which released the report. At a news conference on Capitol Hill, Lieberman said the northern border, which extends from Washington state to Maine, is providing "easy passage into America by extremists, terrorists and criminals whose purpose clearly is to harm the American people." The

report said the northern border, a quarter of which adjoins federal or tribal lands, poses a higher risk to public safety than the U.S.-Mexico border. Lieberman said the northern border is nearly twice as long and is lined with large population centers that make it harder to detect criminal activity. In addition, he said, Canada has more Islamist extremist groups than Mexico does. "It is not too much to ask that our government be able to at least detect all illegal entries along the border, so we can get this information into the hands of law enforcement agencies that can then make the arrests," Lieberman said. He added that the report by the Government Accountability Office, the watchdog arm of Congress, should be "an urgent call for action." However, Rep. Rick Larsen, a Washington state Democrat whose district includes about 100 miles of the northern border, said it's wrong to imply that the border "is just being left open for people to walk across with impunity -- that's just not the case." "I think Senator Lieberman needs to get out more," Larsen said. "To imply either that our border with Canada is undefended or unsafe does not at all recognize the cooperation that occurs every day between local, state and federal law enforcement and their partners in Canada." The report found that only 32 miles of the 4,000-mile border "had reached an acceptable level of security." It said federal officials had the capability to detect illegal border crossings along only 1,007 miles of the border. The report criticized federal agencies for not doing enough to cooperate with each other and to share intelligence information. Sen. Carl Levin, D-Mich., said he fears that border security in Detroit has been hindered because of a lack of cooperation among agencies in Michigan. "Any failure to coordinate efforts between agencies that weakens security on the northern border is totally unacceptable," he said. Last year, the federal government spent nearly \$3 billion to crack down on illegal activity along the border, making about 6,000 arrests and intercepting nearly 40,000 pounds of illegal drugs. But the report said the government's not doing enough. The report suggested greater federal oversight to reduce "potential exploitation by terrorists, alien smuggling, trafficking of illicit drugs and other contraband and criminal activity." But it concluded that trying to secure the border would be "a daunting task." Sen. Susan Collins of Maine, the ranking Republican on the Homeland Security Committee, said large amounts of methamphetamine are entering the United States from Canada. And with so much focus on securing the U.S.-Mexico border, she said, terrorists will look to the north to gain entry to the country, looking for "the weak link" in the system. "It is very clear from this report that the United States remains very vulnerable," said Collins, whose state includes 600 miles of the border. "It is truly shocking that we have total control of 32 miles of a 4,000 mile border. ... There is a great deal of work to be done."

**Cash crunch delays 2nd bridge update - Lewiston-Queenston project put on hold**  
**Buffalo News - February 2, 2011**

The federal cash crunch that's delaying the Peace Bridge plaza reconstruction also has put on hold a \$117 million modernization of the American plaza at the Lewiston-Queenston Bridge. Now that the Department of Homeland Security has stopped funding border construction projects because of budget concerns, the modernization work in Lewiston has been put off indefinitely, Lew Holloway, general manager of the Niagara Falls Bridge Commission, said Tuesday. "The best information we've been given is that it will be five to 10 years" before the federal government can fund the project, Holloway said. Officials at the Niagara Falls Bridge Commission had hoped to begin design work on the plaza project next year, in hopes that it would be completed by 2015. While the bridge commission planned to commit \$50 million to the project, the rest of the money for the project would have to come from the federal government, Holloway said. The planned modernization included construction of 60,000 square feet of warehouse space, up from 15,300 square feet at the current facility, along with the demolition of all existing facilities and the construction of new toll lanes, inspection lanes and an administration building. A similar \$78

million project recently was completed on the Canadian side of the bridge. Paid for by the Canadian government and toll revenues, the Queenston facility includes 100,000 square feet of warehouse space. That means travelers will notice a stark contrast between facilities on the two sides of the border. "We have a state-of-the-art border crossing on the Canadian side, and on the U. S. side, we have very limited facilities," Holloway said. Built in 1962, the U. S. plaza at Lewiston has insufficient facilities for processing buses and numerous other shortcomings that can lengthen border processing times. "It's an outdated, inefficient port," Holloway said. That may be the case, but the Lewiston facility is in the same bind as every other U. S. border crossing where improvements are needed. That's because last week, a Department of Homeland Security official confirmed that the department was not planning on funding any border construction projects for the foreseeable future. "These projects . . . require a significant investment by multiple federal agencies and the respective port authorities," a Customs and Border Protection official said in an e-mail. "At this time, funding for such projects is not secured for our current fiscal plan." But that's not going to stop the Niagara Falls Bridge Commission from continuing its fight for federal funding. "Given the multibillion-dollar, binational trade that passes over the commission's three bridges each year, as well as the local impact of tourism and shopping for people on both sides of the border, funding for this project is crucial," said Patrick D. Brown, chairman of the bridge commission. "Talking, working and devising ways to make this happen continues to be the best way to go to maintain safe and efficient operations," he added.

**Report: Ogdensburg bridge condition 'satisfactory'**  
**Watertown Daily Times – January 31, 2011**

An inspection of the Ogdensburg-Prescott International Bridge identified several areas in need of improvement, but no immediate safety concerns. The inspection was performed in August by Modjeski and Masters, an accredited bridge engineering firm from Poughkeepsie, as required by state Department of Transportation and National Bridge Inspection Standards. Its report said the bridge is in "satisfactory to good condition" without "any deficiencies that required immediate attention." However, an executive summary highlighted seven areas in need of improvement, including the grid deck, paint system, main cables and suspenders, anchorages, structural steel, hand cables and the approach roadway. Most of the issues centered on minor corrosion of exposed metal in portions of the cables and steel where paint had deteriorated.

**NY man pleads guilty to killing Canadian woman**  
**Buffalo News - February 1, 2011**

A former truck driver has pleaded guilty in a Canadian court to murdering a Quebec stripper whose remains were uncovered in a gravel pit near the killer's northern New York home. The Montreal Gazette reports that 32-year-old Adam Morris of Malone pleaded guilty last week in Quebec Superior Court to second-degree murder in the 2004 slaying of Nathalie Fournier (NA'-tuh-lee for-NYAYE'). He was sentenced to life in prison, and is eligible for parole after 12 years. In 2008, Adams confessed to New York State Police that he had strangled the 28-year-old Ste.

Catherine, Quebec resident after picking her up from the bar where she worked in October 2004. He told police he then drove his tanker truck into New York with her body still inside before burying the body at a gravel pit near his home.

**Brown elected chairman of bridge commission**  
**Buffalo News - February 3, 2011**

Patrick D. Brown, a certified public accountant and partner in Brown&Company here, has been elected to a one-year term as chairman of the eight-member Niagara Falls Bridge Commission. The commission owns and operates the Rainbow, Whirlpool Rapids and Lewiston-Queenston bridges across the Niagara River. Appointed to the commission in 2007, Brown served most recently as its vice chairman. Michael J. Goodale, of Grimsby, Ont., was elected vice chairman; Ernest K. Smith, of Niagara Falls, Ont., secretary; and Thomas G. Pryce, of Youngstown and Niagara Falls, N. Y., treasurer. Other members of the commission are Linda M. DiPasquale, of Buffalo and Wheatfield; Janice A. Thomson, of Niagara-on-the-Lake, Ont.; Norma J. Higgs, of Niagara Falls, N. Y.; and Kenneth E. Loucks, of Sauble Beach, Ont. The four U. S. commissioners serve at the pleasure of the governor of New York, and the four Canadian members at the pleasure of the premier of Ontario. The commission is self-supporting, largely through bridge tolls and private-sector tenant leases. The commission builds and maintains all facilities for customs and immigration functions on both sides of the international border.

**T.I. Bridge Authority elects officers for 2011**  
**Watertown Daily Times – January 29, 2011**

Members of the Thousand Islands Bridge Authority's board of directors re-elected Robert V.R. Barnard, Cape Vincent, and Francis C. Garrett, Adams, as chairman and vice chairman, respectively, for 2011. Mr. Barnard was first appointed to the board in 1980 and Mr. Garrett has served since 1991. Roger J. Forgues, Cornwall, Ontario, was re-elected secretary-treasurer, while the remaining four members — Patrick J. Simpson, Alexandria Bay; Glenn A. Lafave, Brownville, and John M. Kroon and Sheila A. Tremblay, both of Cornwall, Ontario — were elected assistant secretary-treasurers.

**New head at Empire State Development**  
**Plattsburgh Press Republican - February 3, 2011**

Former Business Council of New York State President and CEO Kenneth Adams has been appointed president and CEO of Empire State Development Corp. Gov. Andrew Cuomo appointed Adams as part of his plan to change the leadership structure at the corporation through separation of the CEO and chairperson roles. STRONG VOICE - Cuomo said that with Adams as president and CEO, Empire State Development will fuel New York-based innovation, create jobs and transform the state into a world-class center for business and new ideas. "As I said in my State of the State address, we need a strong voice to help say that New York is 'open for business.' A fast-growing and forward-thinking economy begins with changing the state's business climate to attract and maintain cutting-edge companies," he said. "Ken is clearly the right person at the right time for New

York." Adams succeeds Dennis Mullen, whom Cuomo described as "a tireless advocate for business, marketing and growth for our state."

**DUTIES** - Adams will also serve as commissioner of the New York Department of Economic Development. In his new role, Adams will work closely with Lt. Gov. Robert Duffy to implement Regional Economic Development councils across the state. Adams was also recently named to Cuomo's Task Force on Mandate Relief, tasked with finding ways to reduce the costs of mandated programs, identify mandates that are ineffective and outdated and determine how school districts and local governments can have greater ability to control expenses.

**QUALIFICATIONS** - Adams has been at the helm of the Business Council since 2006. He led its almost 2,500 members in a mission to create economic growth, good jobs and strong communities across the state. Before that, he was president of the Brooklyn Chamber of Commerce and director of the MetroTech Business Improvement District in downtown Brooklyn. He was the founding executive director of New York Cares, the city's leading volunteer organization, from 1988 to 1994. A chairperson for Empire State Development Corp. will be chosen to bring a specific understanding of the issues facing economic development in Upstate New York.

**LOCAL RAVES** - North Country Chamber of Commerce President Garry Douglas said Cuomo made an excellent choice. "I couldn't be happier in terms of having someone who understands business and who already has a strong relationship with economic-development interests across the state. "Ken Adams has been a friend and colleague for years, and already has a strong relationship with our chamber and our economic-development strategies for the North Country, having participated in several of our annual strategic-planning retreats in recent years," Douglas said. "He's knowledgeable, dynamic and has the right mix of strategic thinking and practicality to help New York enhance its posture and effectiveness when it comes to economic development. "I can't think of anyone I would more look forward to working with to help make things happen during challenging times."

### **Foreign Trade Zone changes proposed by JCIDA**

**Watertown Daily Times – February 4, 2011**

The Jefferson County Industrial Development Agency will submit an application to change the county's Foreign Trade Zone. Once that application is received by the Foreign-Trade Zones Board, businesses in the county's Corporate Park and Watertown's City Center Industrial Park may apply to make delayed or reduced duty payments on foreign goods. If they're used as a part in a larger product and the product is shipped overseas, no duties are required. Imports are shipped directly to the company, instead of waiting at a port. The agency's board of directors agreed to the application during its meeting Thursday morning. The Foreign-Trade Zones Board probably will take six months to review the request, said David J. Zembiec, JCIDA's deputy chief executive officer. "The supply chain is a lot more global," he said. "And Jefferson County companies are exporting a lot more product." In the application, JCIDA will include the property at the Watertown International Airport, Dexter. Most jet fuel is refined offshore, Mr. Zembiec said. "If the fuel comes from a Foreign Trade Zone, there will be no duty or excise tax to buy the jet fuel to fly to Canada," he said. Businesses inside the zones must have stricter security and document inventory based on where supplies come from and where products are sent. But with a usage-based site, which the changes would bring, adding businesses at other sites would be much easier, coming in a two- or three-month time frame, Mr. Zembiec said. The county's older Industrial Park, next to the corporate park on Coffeen Street Road, New York Air Brake property in the city and the former Dexter sulfite mill are in the zone. The sulfite mill will be removed. The zone was set up in 1984. Under this update, which is the first, the Jefferson County zone

would include more than 500 acres. It has an allotment of up to 2,000 acres. No businesses in the county now take advantage of benefits from the trade zone. They would have to enroll in the program and follow certain requirements from U.S. Customs and Border Protection. "Several of our businesses can't get supplies in the U.S.," JCIDA CEO Donald C. Alexander said. "If we can help two or three companies become more successful, then why not?" In other business, the board agreed to:

- Allow Mr. Alexander to pursue measures in the contract with CFM Food Distributors Inc., including receiving payment on loans, having the grants and loans returned or having the land at the Jefferson County Corporate Park returned.
- Extend an interest-only payment period with Curtis Furniture Co., Evans Mills, another six months.

### **Bids received for boat tours below Falls** **Buffalo News - February 1, 2011**

A deadline to submit proposals to operate boat tours from the Canadian shore below Niagara Falls passed Monday, but the number of bidders and the names of companies that submitted proposals will remain secret for now. Niagara Parks Commission Chairwoman Fay Booker said the commission does not plan to release details about the proposals at least until after the commission has made its recommendation for what company should operate the tours. "Once we finish the evaluation process, we'll probably be able to do a bit of a summary report in terms of how many bids came in and who the recommended proponent is," Booker said. The Maid of the Mist Steamboat Co. has held a contract to lease land on the Ontario shoreline to store and dock tour boats for decades with no competition. Ontario's minister of tourism in late 2009 ordered that the lease be opened to competitive bidding. The decision to seek competing proposals came after months of criticism of the way the Niagara Parks Commission renegotiated its contract with the company. The Parks Commission in August issued an 82-page "request for proposals" to operate boat tours below the falls. The deadline to submit proposals, which had been extended several times, was 4 p. m. Monday. Booker on Monday said the proposals had been taken to a "secure location" and will be reviewed by a group of evaluators who will work independently. The evaluators will later meet and make a recommendation to the Parks Commission, Booker said. The commission is responsible for negotiating the terms of a contract and submitting it to the Ontario minister of tourism. The final decision, Booker said, will be in the hands of the provincial government. Booker said she expects a recommendation for a tour operator will be made sometime in the spring but said the commission is "adamant" that the evaluators have enough time to review the submissions. "We will not overly rush the evaluation process," Booker said. Companies that submitted bid proposals were required to sign a nondisclosure agreement that they would not make public comments about the bidding process. It is the first time in the Maid of the Mist's history that the Ontario parks agency has bid out the contract. A spokesman for the Maid of the Mist, Tim Ruddy, said he could not respond to questions regarding the bidding process. However, he said the company expects to operate boat tours on both the Canadian and American sides of the Niagara River during the 2011 season. Booker also said the Niagara Parks Commission does not expect the bidding process to affect the 2011 season. "I would expect the

current company will continue for the 2011 season,” Booker said. “The actual turnover date, that’s part of what the proponents were supposed to speak to in their proposals, so I don’t know what a potential turnover date will be.” The Maid of the Mist Corp. holds a separate 40-year license with the New York State Office of Parks, Recreation and Historic Preservation to operate its boat tours from the American side of the river. However, the company stores its boats on the Canadian side. It is not clear how the Canadian bidding process could affect the company’s contract with New York State if it no longer held the right to store boats on the Ontario side.

**Third annual War of 1812 Symposium set  
Watertown Daily Times – February 1, 2011**

Ogdensburg's role in the War of 1812 will be the subject of a series of public discussions. The third annual War of 1812 Symposium April 29 and 30 will take place at the Freight House Restaurant, 20 Market St., and is sponsored by the Fort La Presentation Association. Association President Barbara J. O'Keefe said the symposia have been eye-openers. "People don't know their own history," she said. Mrs. O'Keefe said the event "is a vibrant forum of scholars from both sides of the border presenting informative seminars to an enthusiastic audience of academics, history buffs and re-enactors." The cost of the symposium is \$100 for the Saturday seminars and after-dinner speaker, including a light continental breakfast, a buffet lunch and a sit-down dinner. The Friday evening meet-and-greet is \$10. Seminar details and registration instructions are on the Fort La Presentation Association's website, [www.fort1749.org](http://www.fort1749.org).

**Report backs massive Canadian oil sands pipeline  
The Associated Press – February 4, 2011**

A proposed oil pipeline from Canada to the U.S. Gulf Coast could substantially reduce U.S. dependency on oil from the Middle East and other regions, according to a report commissioned by the Obama administration. The study suggests the 1,900-mile pipeline, coupled with a reduction in overall U.S. oil demand, "could essentially eliminate Middle East crude imports longer term." The \$7 billion project would carry crude oil extracted from tar sands in Alberta, Canada, to refineries in Texas. The report, prepared by a Massachusetts firm at the request of the U.S. Energy Department, was completed Dec. 23 and made public this week, as President Barack Obama prepares to meet with Canadian Prime Minister Stephen Harper on Friday at the White House. The project's developer, Calgary-based TransCanada, hailed the report by EnSys Energy & Systems Inc. The so-called Keystone XL pipeline — which doubles the capacity of an existing pipeline from Canada — is projected to produce more than 500,000 barrels a day of crude oil derived from formations of sand, clay and water in western Canada. "This study supports what we have been saying for some time — that Keystone XL will improve U.S. energy security and reduce dependence on foreign oil from the Middle East and Venezuela," TransCanada CEO Russ Girling said in a statement. "Keystone XL will also create 20,000 high-paying jobs for American families and inject \$20 billion into the U.S. economy." Environmental groups pointed to another aspect of the report that said the United States could likely meet its demand for oil even if the pipeline extension is not built. "Why rush a decision to build a giant pipeline that will be with us for the next 50 years?" asked Liz Barratt-Brown, a senior attorney for the Natural Resources

Defense Council. "Aren't there other alternatives for our fuels that we can, and must, find in this time period?" The Natural Resources Defense Council and other groups call the pipeline an ecological disaster waiting to happen and say the so-called tar sands produce "dirty" oil that requires huge amounts of energy to extract. They said Obama should push Harper to ensure that oil from tar sands does not endanger the public health. As the project's largest potential customer, the United States has "the right and the responsibility to be pushing the Canadians on the production of this dirty oil," said Barratt-Brown. Activists plan to gather across from the White House on Friday to protest the pipeline project. Obama and Harper are expected to talk about clean energy, although it is not certain whether the tar sands pipeline will be on the agenda. Secretary of State Hillary Rodham Clinton must grant a permit allowing the pipeline to cross the U.S.-Canadian border before TransCanada can proceed. Clinton said in October she was "inclined" to approve the project but has since backed off those remarks. Lawmakers from both parties have written to the State Department for and against the pipeline, which would travel through Montana, South Dakota, Nebraska, Kansas and Oklahoma before reaching Texas. Some of the strongest opposition is in Nebraska, where the state's two U.S. senators have raised sharp questions. The pipeline would travel over parts of the massive Ogallala aquifer, which supplies drinking water to about 2 million people in Nebraska and seven other states and supports irrigation. A spokeswoman for the Canadian Embassy declined to comment Thursday.

## **B. Border Communications**

### **PM and U.S. President Obama announce shared vision for perimeter security and economic competitiveness between Canada and the United States**

*Leaders also create bilateral Regulatory Cooperation Council (RCC) to reduce red tape for businesses*

4 February 2011  
Washington, D.C.

Prime Minister Stephen Harper and U.S. President Barack Obama today issued a Declaration on a Shared Vision for Perimeter Security and Economic Competitiveness. The Declaration establishes a new long-term partnership that will accelerate the legitimate flows of people and goods between both countries, while strengthening security and economic competitiveness. The two leaders also announced the creation of a U.S.-Canada Regulatory Cooperation Council (RCC) and received the Second Report to Leaders on the U.S.-Canada Clean Energy Dialogue (CED).

"This Declaration demonstrates the continued commitment of Canada and the United States to ensuring our common security, while supporting economic competitiveness, job creation and prosperity within a secure environment," said the Prime Minister. "It builds on the remarkable security partnership between Canada and the United States that has helped keep our borders open to legitimate trade and

travellers, and closed to criminal and terrorist elements.”

The Declaration will focus on four areas of co-operation: addressing threats early; trade facilitation, economic growth and jobs; integrated cross-border law enforcement; and critical infrastructure and cyber-security.

Canada and the U.S. will develop a joint action plan on perimeter security and economic competitiveness that will set out a range of initiatives in the four key areas to improve both countries’ ability to manage security risks, while facilitating the flow of people, goods and services.

A “Beyond the Border Working Group” composed of representatives from both governments will be established to implement and oversee work on the action plan.

“The Canada-U.S. partnership on security and economic competitiveness must evolve continually if we are to stay strong and address future security and commercial concerns,” added the Prime Minister. “This declaration sets the stage for more effective, long-term collaboration in these areas. It also respects the sovereignty of both countries and the privacy of our citizens.”

In addition to the Declaration, the two leaders also announced the creation of a United States-Canada Regulatory Cooperation Council (RCC) that will reduce red tape by making regulations in a range of sectors more compatible and less burdensome in both countries – which is especially important for small businesses.

“The review of these rules is an exceptional opportunity to break down regulatory barriers and prevent new ones from being introduced,” added the Prime Minister. “The main goal is to make it easier for Canadian and American firms to do business on both sides of our shared border, leading to more jobs and growth in both Canada and the U.S.”

Increased regulatory co-operation between Canada and the U.S. is expected to generate economic opportunities on both sides of the border, while improving the ability of regulatory agencies in both countries to achieve their objectives.

Prime Minister Harper and President Obama also received the Second Report to Leaders on the Clean Energy Dialogue (CED) which lays out progress achieved in 20 joint projects in such areas as solar energy, advanced biofuels, and carbon capture and storage. The purpose of the CED, which was announced in February 2009 by the two leaders, is to enhance collaboration between Canada and the U.S. on the development of clean energy technologies aimed at reducing greenhouse gases and combating climate change.

For more information on these initiatives, please visit the Prime Minister’s website [www.pm.gc.ca](http://www.pm.gc.ca)

# **Beyond the Border: a shared vision for perimeter security and economic competitiveness**

*A declaration by the Prime Minister of Canada and the President of the United States of America*

4 February 2011  
Ottawa, Ontario

Canada and the United States are staunch allies, vital economic partners, and steadfast friends. We share common values, deep links among our citizens, and deeply rooted ties. The extensive mobility of people, goods, capital, and information between our two countries has helped ensure that our societies remain open, democratic, and prosperous.

To preserve and extend the benefits our close relationship has helped bring to Canadians and Americans alike, we intend to pursue a perimeter approach to security, working together within, at, and away from the borders of our two countries to enhance our security and accelerate the legitimate flow of people, goods, and services between our two countries. We intend to do so in partnership, and in ways that support economic competitiveness, job creation, and prosperity.

We have advanced our prosperity through the *Canada-U.S. Free Trade Agreement* and the *North American Free Trade Agreement*. Over \$250 billion of direct investment by each country in the other, and bilateral trade of more than half-a-trillion dollars a year in goods and services create and sustain millions of jobs in both our countries. At the Canada-U.S. border, nearly one million dollars in goods and services cross every minute, as well as 300,000 people every day, who cross for business, pleasure, or to maintain family ties.

Canada and the United States share a long history of cooperation in defending our values and freedoms. We stand together to confront threats to our collective security as partners in the North Atlantic Treaty Organization. We work shoulder-to-shoulder in the defence of both our nations through the North American Aerospace Defence Command (NORAD).

We share responsibility for the safety, security, and resilience of Canada and of the United States in an increasingly integrated and globalized world. We intend to address security threats at the earliest point possible in a manner that respects privacy, civil liberties, and human rights.

## **I. Principles**

We intend to work together in cooperation and partnership to develop, implement, manage, and monitor security initiatives, standards, and practices to fulfill our vision. We recognize that our efforts should accelerate job creation and economic growth through trade facilitation at our borders and contribute directly to the economic security and well-being of both Canada and the United States.

We intend to strengthen our resilience – our ability to mitigate, respond to, and recover from disruptions. Success depends on readiness at all levels of our governments, within our communities, and among private sector owners and operators of our infrastructure, systems, and networks. We rely on secure communications and transportation networks, including our civil aviation system, and we intend to work together to make them resilient enough to continue operating in the face of a natural disaster or attack.

We expect to use a risk management approach where compatible, interoperable, and – where possible – joint measures and technology should proportionately and effectively address the threats we share. Effective risk management should enable us to accelerate legitimate flows of people and goods into Canada and the United States and across our common border, while enhancing the physical security and economic competitiveness of our countries.

We build on the efforts of many partners – from police and other emergency workers to our armed forces – who continue to safeguard us from the complex threats we face.

We also recognize that cooperation across air, land, and maritime domains, as well as in space and cyberspace, our enduring bi-national defence relationship, and military support for civilian authorities engaged in disaster response efforts and critical infrastructure protection, have all contributed significantly to the security of our populations.

We recognize that greater sharing of information will strengthen our ability to achieve the goals of this vision.

We intend to work together to engage with all levels of government and with communities, non-governmental organizations, and the private sector, as well as with our citizens, on innovative approaches to security and competitiveness.

We value and respect our separate constitutional and legal frameworks that protect privacy, civil liberties, and human rights and provide for appropriate recourse and redress.

We recognize the sovereign right of each country to act independently in its own interest and in accordance with its laws.

We expect to work together with third countries and with international organizations, and intend to facilitate security sector reform and capacity building around the globe, to enhance standards that contribute to our overall security.

## **Key Areas of Cooperation**

### ***Addressing Threats Early***

Collaborating to address threats before they reach our shores, we expect to develop a common understanding of the threat environment through improved intelligence and information sharing, as well as joint threat assessments to support informed risk management decisions.

We intend to develop an integrated strategy that would enable us to meet the threats and hazards that both our nations face, including natural disasters and man-made threats, including terrorism.

We expect to continue strengthening our health security partnership, through existing mechanisms for cooperation on health emergencies, and by further enhancing our collective preparedness and response capacity to a range of health security threats, including influenza pandemics.

We intend to work together to uncover and disrupt threats that endanger the security of both Canada and the United States and to establish those agreements or policies necessary to ensure timely sharing of information for combined efforts to counter the threats. We intend to ensure we have the ability to support one another as we

prepare for, withstand, and rapidly recover from disruptions. We intend to make the *Agreement Between the Government of Canada and the Government of the United States of America on Emergency Management Cooperation*, updated in 2008, a cornerstone of these efforts.

To increase security, counter fraud, and improve efficiency, we intend to work together to establish and verify the identities of travellers and conduct screening at the earliest possible opportunity. We intend to work toward common technical standards for the collection, transmission, and matching of biometrics that enable the sharing of information on travellers in real time. This collaboration should facilitate combined Canadian and United States screening efforts and strengthen methods of threat notification.

In order to promote mobility between our two countries, we expect to work towards an integrated Canada-United States entry-exit system, including work towards the exchange of relevant entry information in the land environment so that documented entry into one country serves to verify exit from the other country.

We intend to cooperate to identify, prevent, and counter violent extremism in our two countries. By working cooperatively on research, sharing best practices, and emphasizing community-based and community-driven efforts, we will have a better understanding of this threat and an increased ability to address it effectively.

We intend to formulate jointly Canada-United States privacy protection principles that should inform and guide our work in relation to facilities, operations, programs, and other initiatives contemplated by this *Declaration*.

We intend to work together to promote the principles of human rights, privacy, and civil liberties as essential to the rule of law and effective management of our perimeter.

### ***Trade Facilitation, Economic Growth, and Jobs***

We intend to pursue creative and effective solutions to manage the flow of traffic between Canada and the United States. We will focus investment in modern infrastructure and technology at our busiest land ports of entry, which are essential to our economic well-being.

We will strive to ensure that our border crossings have the capacity to support the volume of commercial and passenger traffic inherent to economic growth and job creation on both sides of the border.

To enhance our risk management practices, we intend to continue planning together, organizing bi-national port of entry committees to coordinate planning and funding, building, expanding or modernizing shared border management facilities and border infrastructure where appropriate, and using information technology solutions.

We intend to look for opportunities to integrate our efforts and where practicable, to work together to develop joint facilities and programs – within and beyond Canada and the United States – to increase efficiency and effectiveness for both security and trade.

We aim to build on the success of current joint programs by expanding trusted traveller and trader programs, harmonizing existing programs, and automating processes at the land border to increase efficiency.

We will look for ways to reduce the cost of conducting legitimate business across the border by implementing, where practicable, common practices and streamlined procedures for customs processing and regulatory compliance.

We intend to work towards developing an integrated cargo security strategy that ensures compatible screening methods for goods and cargo before they depart foreign ports bound for Canada or the United States, so that once they enter the territory of either we can, together, accelerate subsequent crossings at land ports of entry between our two countries.

We recognize the importance of the *Canada-U.S. Framework for the movement of Goods and People across the Border During and Following an Emergency*, agreed to in 2009. It underscores the importance of coordinated, cooperative, and timely border management decision making to mitigate the impacts of disruptions on our citizens and economies.

### ***Integrated Cross-border Law Enforcement***

We intend to build on existing bilateral law enforcement programs to develop the next generation of integrated cross-border law enforcement operations that leverage

cross-designated officers and resources to jointly identify, assess, and interdict persons and organizations involved in transnational crime.

We intend to seek further opportunities to pursue national security and transnational crime investigations together to maximize our ability to tackle the serious security threats that these organizations and individuals present.

We intend to improve the sharing among our law enforcement agencies of relevant information to better identify serious offenders and violent criminals on both sides of the border.

### ***Critical Infrastructure and Cybersecurity***

We intend to work together to prevent, respond to, and recover from physical and cyber disruptions of critical infrastructure and to implement a comprehensive cross-border approach to strengthen the resilience of our critical and cyber infrastructure with strong cross-border engagement.

Canada and the United States benefit from shared critical and cyber infrastructure. Our countries intend to strengthen cybersecurity to protect vital government and critical digital infrastructure of national importance, and to make cyberspace safer for all our citizens.

We intend to work together to defend and protect our use of air, land, sea, space, and cyberspace, and enhance the security of our integrated transportation and communications networks.

## **II. Implementation and Oversight**

Canada and the United States intend to establish a Beyond the Border Working Group (BBWG) composed of representatives from the appropriate departments and offices of our respective federal governments.

Responsibility for ensuring inter-agency coordination will rest with the Prime Minister and the President and their respective officials.

We intend for the BBWG to report to their respective Leaders in the coming months, and after a period of consultation, with a joint Plan of Action to realize the goals of this declaration, that would, where appropriate, rely upon existing bilateral border-related groups, for implementation.

The BBWG will report on the implementation of this declaration to Leaders on an annual basis. The mandate of the BBWG will be reviewed after three years.

## **Statement on regulatory cooperation**

4 February 2011  
Ottawa, Ontario

Today, President Barack Obama and Prime Minister Stephen Harper have directed the creation of a United States-Canada Regulatory Cooperation Council (RCC), composed of senior regulatory, trade, and foreign affairs officials from both governments. In recognition of our \$1 trillion annual trade and investment relationship, the RCC has a two-year mandate to work together to promote economic growth, job creation, and benefits to our consumers and businesses through increased regulatory transparency and coordination.

They have directed that the first meeting of the RCC be convened within 90 days by the relevant agencies in Canada and the United States.

The Prime Minister and the President have taken this initiative because they believe that their citizens deserve smarter, more effective approaches to regulation that enhance the economic competitiveness and well-being of the United States and Canada, while maintaining high standards of public health and safety and environmental protection. Improving regulatory cooperation and adopting compatible approaches will lead to greater prosperity on both sides of the border and will in no way diminish the sovereignty of either Canada or the United States or the ability of either country to carry out its regulatory functions according to its domestic and legal policy requirements.

The President and the Prime Minister both recognize the crucial importance of such regulatory cooperation as the U.S. and Canadian economies pull out of the recession and confront the challenges of improving productivity and keeping a competitive edge.

They also believe that regulatory cooperation can spur economic growth in each country; fuel job creation; lower costs for consumers, producers, and governments; and particularly help small and medium-sized businesses. Canada and the United States intend to eliminate unnecessary burdens on cross-border trade, reduce costs, foster cross-border investment, and promote certainty for businesses and the public by coordinating, simplifying and ensuring the compatibility of regulations, where feasible.

The United States and Canada are committed to working through the RCC to provide early notice of regulations with potential effects across our shared border, to strengthen the analytic basis of regulations, and to help make regulations more compatible.

Building on ongoing cooperation, both countries intend to work through the RCC to

determine sectors on which to focus its work that are characterized by high levels of integration, significant growth potential, and rapidly evolving technologies.

Both countries are committed to evidence-based, predictable, cost-effective regulatory approaches carefully targeted to enable businesses to continue to innovate and grow.

The Prime Minister and the President believe that the United States and Canada must work together to make their economies stronger and more competitive, while meeting their fundamental responsibilities to protect the safety and welfare of their citizens.

## **U.S.-Canada Clean Energy Dialogue**

4 February 2011  
Ottawa, Ontario

On February 4, 2011 Prime Minister Stephen Harper and U.S. President Barack Obama were presented with the Second Report to Leaders on the U.S.-Canada Clean Energy Dialogue (CED).

### **What is the Clean Energy Dialogue?**

The U.S.-Canada Clean Energy Dialogue (CED) was announced in February 2009 by Prime Minister Harper and President Obama, when the President visited Canada on his first official international visit. The purpose of the CED is to enhance collaboration between Canada and the U.S. on the development of clean energy technologies aimed at reducing greenhouse gases and combating climate change.

Collaboration under the CED, which is being led by the Honourable Peter Kent, Minister of the Environment, and the Honourable Steven Chu, Secretary of the U.S. Department of Energy, is being advanced by three joint working groups focused on:

- Advancing clean energy research and development.
- Promoting the development and deployment of clean energy technologies, particularly carbon capture and storage.
- Building a more efficient electricity grid based on clean and renewable energy.

A Clean Energy Dialogue Action Plan, developed by the joint Canada-U.S. working groups, outlines 20 recommendations for joint work in these three areas. The recommendations fall within four broad types of activities:

- strategic demonstration projects
- alignment of key regulatory standards
- collaborative research and development
- public awareness and outreach

The Action Plan was informed by the collective expertise of Canadian and American government officials, private sector leaders, academic and not-for-profit experts who were consulted at a CED Roundtable meeting in Washington, DC in June 2009.

### **Second Report to Leaders:**

The Second Report to Leaders highlights progress that has been achieved since the release of the first report in September 2009 on twenty joint projects taking place under the Clean Energy Dialogue Action Plan in such areas as solar energy, advanced biofuels, and carbon capture and storage.

Notable achievements include:

#### *Carbon Capture and Sequestration working group*

The Carbon Capture and Sequestration (CCS) working group has established a number of initiatives that will further enable the rapid development and deployment of CCS in the U.S. and Canada. **Key accomplishments** to date include: the identification of priority areas for collaborative research on next generation CCS technologies, expansion of the work on the International Energy Agency (IEA) Weyburn-Midale demonstration project, and research to develop a knowledge-sharing framework for collaboration on CCS demonstration projects, as well as research in the area of regulatory issues for Canada-U.S. CCS projects.

#### *Electricity Grid working group*

The Electricity Grid working group is focused on bilateral collaboration to facilitate the long-term transition to a modernized electricity system. **Key accomplishments** to date include: hosting events aimed at improving training and recruitment issues in the electricity sector, research to identify potential resources and markets for increased clean electricity trade between Canada and the U.S., as well as research on the potential of power storage and the identification of market barriers to making more efficient use of storage.

#### *Research and Development (R&D) working group*

The R&D working group aims to facilitate greater cross-border R&D collaboration by connecting Canadian and U.S. experts and institutions in priority areas, including future-generation biofuels, clean engines/vehicles and energy efficiency. **Key accomplishments** to date include: a Memorandum of Understanding to support cooperative R&D to develop materials and manufacturing processes for lightweight, energy efficient vehicles and clean energy production, a cooperative agreement to facilitate collaborative research on algal biofuels aimed at yielding improved productivity and harvesting methods, and collaboration with the U.S. Department of Energy on energy system modelling efforts, as well as work to develop a Clean Energy Research, Development and Demonstration Framework.

## Next Steps:

The next steps are to continue to implement the Action Plan commitments and explore a path forward for collaboration. Canada and the United States will continue to deepen coordination aimed at advancing the development of clean energy technologies in a way that reflects the economic integration of our two countries. A second Clean Energy Dialogue roundtable meeting with key stakeholders is planned for early 2011. The purpose of the meeting will be to take stock of progress and discuss new clean energy opportunities that could be pursued jointly.

## Congressman Higgins Comments on US, Canada Border Agreement

Congressman Brian Higgins (NY-27), a member of the House Committees on Homeland Security and Foreign Affairs, released the following statement in response to today's meeting between U.S. President Barack Obama and Canadian Prime Minister Stephen Harper related to northern border issues:

"I applaud the news of a concentrated and coordinated approach to shared border issues between the U.S. and Canada. This corridor, which sees a daily exchange of \$1.5 billion in goods, has long been a critical link to national economic growth.

"Today's announcement of a renewed focus on infrastructure once again put the impetus on the need for Peace Bridge expansion. Increased capacity along the border produces the dual benefit of reducing bottlenecks and backups which are currently stretching our security efforts thin while encouraging a predictable flow of people and commerce mutually beneficial to our countries."

"For Western New Yorkers and Southern Ontarians crossing the border has long been as seamless as crossing the street to a neighbor's house. We treasure our proximity and must work to preserve this close bi-national relationship as we seek to keep both nations safe."

The "Shared Vision" document released by the President and Prime Minister Friday, not to be confused with previously considered plans for official "Shared Border Management, which has been ruled out by both the Bush and Obama Administrations due to inconsistent security and civil liberties policies, renews the relationship between US and Canada suggesting:

- The organization of bi-national port of entry committees to coordinate planning and funding, building, expanding or modernizing shared border management facilities and border infrastructure;
- That the countries "focus investment in modern infrastructure and technology at our busiest land ports of entry, which are essential to our economic wellbeing;"
- The establishment of a "Beyond the Border Working Group (BBWG)" composed of representatives from the appropriate departments and offices of our respective federal governments [to implement the plans of the document].

Last week Congressman Higgins [sent a letter](#) to President Obama stressing the need for Peace Bridge expansion to fulfill national goals, outlined by the President in the State of the Union Address, pursuing job creation, export expansion and infrastructure investment. Congressman Higgins, whose Western New York district includes the existing Peace Bridge and borders Southern Ontario, remains a [vocal advocate](#) for Peace Bridge expansion.

Additional Information:

- [Statement on Regulatory Cooperation](#)
- [Beyond the Border: A Shared Vision for Perimeter Security and Economic Competitiveness](#)
- A Declaration by the President of the United States of America and the Prime Minister of Canada

## **Second NEXUS Lane opening at Canada Border Services Agency plaza**

**Buffalo, New York/Fort Erie, Ontario, January 28, 2011** – The Canada Border Services Agency (CBSA) and the Buffalo and Fort Erie Public Bridge Authority (PBA) today announced the installation of a second NEXUS lane within the Peace Bridge CBSA plaza. This new NEXUS lane will provide additional expedited processing opportunities during busy commuter times and other peak travel events at the crossing.

"Locating another NEXUS lane at the Peace Bridge is a welcome enhancement and certainly improves our ability to facilitate frequent travel between Canada and the United States," said Authority Chairman Ken Schoetz. "As the bridge is the busiest NEXUS corridor in the region, with nearly 300,000 expedited crossings per year, this move is a tangible demonstration of CBSA's commitment to helping us make the border work better."

The equipment in the additional NEXUS lane was installed in inspection lane number two beside the existing NEXUS lane, and will be made available for high-volume traffic periods such as regional sporting events, commuter periods, and traffic during Lake Erie summer cottage season. The original dedicated NEXUS lane remains open during regular hours (seven days a week, 8 a.m. to 8 p.m. / 10 p.m. for Buffalo Sabres home games).

The NEXUS program is a bi-national program jointly administered by the CBSA and the U.S. Customs and Border Protection (U.S. CBP) for low-risk, pre-approved travellers into Canada and the United States. The program provides members with access to expedited processing at designated ports of entry in the air and marine modes as well at land border crossings, through dedicated processing lanes. For more information on the NEXUS program, visit [www.nexus.gc.ca](http://www.nexus.gc.ca) or [www.peacebridge.com/NEXUS](http://www.peacebridge.com/NEXUS).

The Buffalo and Fort Erie Public Bridge Authority, a bi-national bridge authority, has owned and operated the Peace Bridge since 1933. The bridge, which was opened to

traffic in 1927, spans the Niagara River between Fort Erie, Ontario, and Buffalo, New York, and is a key international border crossing.

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## **CBSA announces creation of new southern Ontario region**

**Ottawa, Ontario, January, 31, 2011** – The Canada Border Services Agency (CBSA) today announced administrative changes to its operations in southern Ontario. Effective April 1, 2011, the CBSA will amalgamate its two regions in Windsor/St. Clair and Niagara Falls/Ft. Erie.

This change will not impact border operations and all ports of entry and services offered will remain. The principle change is that the administration of the regional headquarters offices will be consolidated into one regional office located in Fort Erie.

The amalgamation at the CBSA is part of the Government of Canada's Strategic Review Initiative which regularly reviews its programs to ensure that they are effective and efficient, that they respond to the priorities of Canadians, and that they are in line with core federal responsibilities. Strategic reviews ensure that resources are allocated to programs that are of a high priority for Canadians.

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## **Owens, Rehberg to Co-Chair Bipartisan House Northern Border Caucus**

Washington, Feb 1 - WASHINGTON, D.C. - Congressmen Denny Rehberg (MT-AL) and Bill Owens (NY-23) announced today that they will serve together as co-chairs of the House Northern Border Caucus, a congressional organization of House Members formed to educate Congress and direct legislation on issues facing states along the Canadian border.

"Northern Border communities have a strong relationship with Canada that is critical to the success of job creation efforts along the border and throughout the nation," said Owens. "Cross-border trade accounts for a tremendous amount of economic development in New York's North Country, and I look forward to working with Congressman Rehberg and the rest of the Northern Border Caucus to highlight issues facing communities along the Canadian border and to promote the secure movement of people and goods."

"Montana's 545-mile border with Canada is the longest in the lower 48 states, so our relationships and policies along that border require a dedicated effort in Congress," said Rehberg, who also co-chaired the caucus last Congress. "When folks in Washington talk about securing our borders, they're usually not talking about the 4,000 miles we share with Canada – but they should. Our northern border has a key role in national trade, transportation, environmental, immigration and security issues. That's what this caucus is all about and I'm pleased to be able to share this responsibility with Congressman Bill Owens."

# # #

# Rep. Louise M. Slaughter

Ranking Member, House Committee on Rules  
Representing New York's 28<sup>th</sup> District

FOR IMMEDIATE RELEASE  
Thursday, February 3, 2011

MEDIA CONTACT  
Victoria Dillon (202) 225-2888

## Slaughter Asks President Obama to Address Future of Bridges, High-Speed Rail during Prime Minister Harper's Visit to Washington

### *Slaughter Pushes for Progress on Lewiston-Queenston and Peace Bridges*

Rochester, NY – Congresswoman Louise Slaughter (NY-28) today wrote to President Obama asking him to discuss the future of the Lewiston-Queenston and Peace Bridges ahead of his meeting with Canadian Prime Minister Stephen Harper tomorrow. Noting that the United States and Canada share both the longest undefended border as well as the largest bilateral trade relationship in the world, she argued that the Lewiston-Queenston Bridge is in desperate need of funding while the U.S and Canada should again consider sharing security responsibilities at Buffalo's Peace Bridge.

**“In Western New York we are acutely aware of the need to strengthen our border security while maintaining a free flow of goods across the border and a strong economic relationship. I ask for your help to invest in the Lewiston plaza reconstruction so that we can grow trade and expand our economic opportunities,” Slaughter wrote to Obama.**

**In regard to the Peace Bridge, Slaughter said, “As you review our shared border security and look at ways to integrate our security resources I ask that you consider land pre-clearance and Shared Border Management.”**

Slaughter has been the leading advocate for high-speed rail construction that would stretch across Upstate New York and today also asked Obama to speak with Harper about the development of high-speed passenger rail that would connect Niagara Falls, NY to Plattsburg through Niagara Falls, Ontario, Toronto and Montreal. With the development of rail across Upstate New York and into Canada, trade would increase trade between the two

nations and improve the economy of cities in New York, Ontario and Quebec.

**Slaughter wrote, “High-Speed Rail between the U.S. and Canada is critical to the economic development of the region. It will act as an international gateway tying together knowledge hubs like Montreal, Toronto and New York City with the skilled and talented labor of Buffalo, Rochester and Niagara Falls. Investing now would also create much needed jobs for thousands of workers throughout New York. According to the Capital District Transportation Authority, high-speed rail will bring 12,000 new jobs to New York State.”**

A copy of her letter is below.

February 3, 2011

President Barack Obama  
The White House  
1600 Pennsylvania Avenue, NW  
Washington, DC 20500

Dear President Obama:

I am pleased to hear that you will be meeting with Canadian Prime Minister Stephen Harper on Friday, February 4, 2011. The United State and Canada share the longest border between two countries as well as the largest bilateral trade relationship in the world. It is critical to our economic and national security interests that we maintain a close and productive relationship with Canada.

It is my understanding that among the topics that you will discuss with the Prime Minister is authorizing a comprehensive shared review of border security. In Western New York we are acutely aware of the need to strengthen our border security while maintaining a free flow of goods across the border and a strong economic relationship.

Key pillars in the U.S.-Canada relationship are the Lewiston-Queenston Bridge in Niagara County, NY and the Peace Bridge in Buffalo, NY. The Peace Bridge serves as the second busiest passenger vehicle crossing and third busiest commercial crossing on our shared border. The Peace Bridge carries \$20 billion of trade annually between the United States and Canada. Yet congestion related to infrastructure constraints and customs processes has been a serious problem since the mid 1990s, and has worsened since September 11, 2001. The economic ramifications of congestion and new customs rules cannot be overstated; the Ontario Chamber of Commerce estimates that border delays are costing the US and Canadian economies over CDN \$13.6 billion annually.

In December 2001, in order to address the emerging security and traffic issues arising from 9/11, Canada and the United States agreed to the Smart Border Declaration. The Declaration's aim is to enhance the security of the US-Canada border, while facilitating the flow of low-risk people and goods. Under that Declaration, the two governments agreed on

December 17, 2004 to issue a framework to put land pre-clearance in place at the Peace Bridge. The pre-clearance pilot, called Shared Border Management (SBM) would involve the relocation of all United States primary and secondary border operations for both commercial and passenger traffic from Buffalo, NY to Fort Erie, Canada. A reciprocal relationship would take place in Alexandria Bay, NY, the 10<sup>th</sup> busiest crossing along our Northern Border.

Unfortunately, negotiations for SBM were cut off by then Homeland Security Secretary Michael Chertoff, and they have not been re-opened. I believe that SBM, or an alternative land pre-clearance program on the northern border would make infinite sense at the Peace Bridge, and would provide a way to successfully integrate our border security with Canada's. At the Peace Bridge a land pre-clearance program would allow for the long-delayed Peace Bridge Expansion Project to move forward without the construction of a \$230 million security plaza on the U.S. side of the border, saving considerable construction costs. At a minimum the U.S. should work to establish a pre-processing capability for commercial vehicles which would provide a safe way to immediately alleviate chronic congestion experienced at the border crossing each day. As you review our shared border security and look at ways to integrate our security resources I ask that you consider land pre-clearance and SBM.

In addition to land pre-clearance, I request your attention to the required reconstruction of the Lewiston-Queenston Bridge U.S. Plaza at the Lewiston, New York Land Port of Entry (LPOE). The outdated U.S. Plaza was built in the 1960s and by U.S. Customs and Border Protection's (CBP) own estimate the plaza facilities fail to meet CBP's safety and operational requirements in this post-9/11 era. The obsolete plaza facilities also create a bottleneck, hampering the efficient flow of trade over the Lewiston-Queenston Bridge which is the fourth-busiest U.S.-Canadian commercial land border crossing. Over \$26 billion in trade passes each year through the Niagara Frontier with the Lewiston-Queenston Bridge accounting for over 44% of the commercial traffic. Together with the Whirlpool Rapids and Rainbow Bridges, these bridges accommodate roughly 6.4 million vehicles each year between the United States and Canada and an estimated half million Canadian and American jobs depend on the exports that cross these bridges.

While the Canadian Government has contributed \$78 million to modernize its Queenston Plaza with state-of-the-art inspection facilities and ten automobile and five truck inspection lanes to safely expedite commerce, the U.S. plaza in Lewiston still only has six car lanes, four truck lanes, and outdated and inefficient CBP inspection facilities. I have held meetings and met with CBP and the Niagara Falls Bridge Commission (NFBC) to push for the funding of this important project. The NFBC is not looking for a handout and is willing to contribute to fund the requirement renovations. Considering the billions in trade and hundreds of thousands of jobs that rely on an efficient flow of commerce over the Lewiston-Queenston Bridge, federal support for this project is critical and in our long-term economic interests. I ask for your help to invest in the Lewiston plaza reconstruction so that we can grow trade and expand our economic opportunities.

Finally, High-Speed Rail (HSR) between the U.S. and Canada is critical to the economic development of the region. HSR will act as an international gateway tying together knowledge hubs like Montreal, Toronto and New York City with the skilled and talented

labor of Buffalo, Rochester and Niagara Falls. Investing now would also create much needed jobs for thousands of workers throughout New York. According to the Capital District Transportation Authority, high-speed rail will bring 12,000 new jobs to New York State.

In Upstate New York alone, 3,500 workers are employed by 30 companies that manufacture railroad equipment. Together these companies bring in more than \$750 million in annual sales. Another 11,000 Upstate workers are employed by businesses that produce and distribute goods to sectors that are heavily relied upon by the railroad industry. High speed rail will not only benefit travelers, but the thousands of employees who will build our high speed rail network.

These issues are critical to protecting our shared national security interests, while facilitating trade and commerce across the border and limiting adverse effects on local communities. I hope that you give them strong consideration as you continue to work with Prime Minister Harper and the Canadian government on strengthening our border security and our unique economic relationship.

Sincerely,

Louise M. Slaughter  
Member of Congress

###

United States House of Representatives  
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(202) 225-3615 phone • (202) 225-7822 fax • [www.louise.house.gov](http://www.louise.house.gov)

**GAO: Border Security** - Enhanced DHS Oversight and Assessment of Interagency Coordination Is Needed for the Northern Border - <http://www.gao.gov/new.items/d1197.pdf>

**US Government Issues Notice of Proposed Rulemaking to Broaden the Mandate for Electronic On-Board Recorders in Interstate Trucking Industry**

## **Will Canada Follow?**

**TORONTO - On the heels of its recent release of proposed changes to the US federal hours of service standard for drivers of heavy trucks, the US Federal Motor Carrier Safety Administration (FMCSA) today released its long-awaited notice of proposed rulemaking (NPRM) on electronic on-board recorders (EOBRs) to monitor their drivers' compliance with federal hours of service regulations. And, no one should be surprised that the NPRM proposes a broader EOBR mandate. There have been several indications that a broader mandate was coming and that's exactly what was announced today. (In April 2010, FMCSA issued a notice of final rule that mandated EOBRs for interstate carriers with serious hours of service compliance issues. Many groups and some in the industry in the US said at the time that the rule, which was developed by the previous administration, was not broad enough.)**

**Under today's NPRM, FMCSA proposes to amend the Federal Motor Carrier Safety Regulations (FMCSRs) to require all motor carriers (including Canadian carriers) currently required to maintain Records of Duty Status (logbooks) for hours of service record keeping to use EOBRs to monitor their drivers' compliance with the hours of service regulations. FMCSA estimates that about half a million motor carriers will be affected by the NPRM.**

**In addition, the NPRM also proposes that carriers using EOBRs be exempt from having to retain supporting documentation such as delivery and toll receipts as is the case under the rules governing the paper log system.**

**In Canada, the federation representing the provincial trucking associations, the Canadian Trucking Alliance (CTA), has for several years supported the introduction of a broad EOBR mandate -- subject to certain conditions -- in order to create a level playing field in terms of compliance. A government working group reporting to the Council of Deputy Ministers Responsible for Transportation and Highway Safety has been established and is charged with developing Canada's EOBR rules. David Bradley, CEO of CTA, says, "with the release of the NPRM, work will clearly have to be accelerated in Canada."**

**"There are many important issues yet to be resolved, not the least of which is the all-important enforcement policies that will accompany an EOBR rule in the US and in Canada. If we are going to build a new sidewalk, we need to build it where people are going to walk."**

**The FMCSA plans to provide carriers with three years to invest in and install EOBRs from the date the final rule comes into force.**

## Governor Cuomo Delivers Budget Message in Amherst -

<http://www.governor.ny.gov/press/020411governorcuomobudgetmessageamherst>

Embassy: Canada's Foreign Policy Newsweekly - <http://www.embassymag.ca/>

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### C. Editorials/Columns

**FIXING THE FALLS: Inspiration is right across the border - By Mark Scheer**  
**The Niagara Gazette - January 30, 2011**

Credit the idea for this week's Sunday centerpiece to Frank Croisdale, founder of the group Niagara Rises. I was chatting with him about our plans for the ongoing series on economic development when he mentioned Queen Street in Niagara Falls, Ont. Frank described it as a street not unlike, say, Main Street, in Niagara Falls, N.Y. The strip had lost a lot of its luster and had more empty storefronts than filled ones. As Frank told it, some people came along with an idea to rebuild Queen Street's vitality by, well, basically giving away some of the empty space. My colleague Nick Mattera, who is spending the next couple of weeks looking at what goes on from an economic development standpoint in Ontario, talked with some of the people behind Queen Street's revitalization this week. It turns out, Croisdale's description was accurate. There is a body known as the Historic Niagara Development Inc., that bought up dozens of abandoned parcels on Queen Street and started giving them away to artists and such. That was in 2008. Today, the street is alive with businesses and activity and the original investors are now starting to charge eager entrepreneurs who want a crack at some of that action. Why aren't more things like this happening here? As Croisdale pointed out, the powers-that-be on our side of the border should be finding creative ways to use the programs and incentives that are available to lure the right kind of people and businesses to specific areas, say like Main Street. Niagara Rises, a grassroots group that is working to keep local college graduates in the area and lure former residents back, maintains that a healthy place to focus might be the younger, educated people attending local colleges and universities like Niagara. Croisdale would like to see more programs made available that might entice college grads to invest in an older home in Niagara Falls or take a chance on opening a business in one of the empty storefronts on Main Street or Pine Avenue or Niagara Street. It seems hard to argue against, doesn't it? What happens so often around here is the blame game. There will be an administration or a councilmember or a senator or someone who will get tagged for falling down on this job. We're with Frank. Let's stop pointing fingers and let's fix it. Let's make the programs and the incentives and the investment dollars we have to offer as productive as possible as quickly as possible. Queen Street, while by no means a be-all, end-all solution, is at least one example of a possible path to follow. Follow us along next week as we continue to look at some of the things that have helped Canada enjoys the type of success the American side of the Falls continues to envy, year after year. We look forward to hearing from you on any and all development related subjects.

**D. Citizens Views (write-in letters)**