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REPORT:

A. Border Related News Media

Owens: Shared Massena port-of-entry option moving forward Watertown Daily Times - September 1, 2011

The Canadian government has informed the U.S. government it's ready to discuss siting a shared port of entry in Massena, according to Rep. William L. Owens. Until 2009, the Canadian customs booths at the Seaway International Bridge crossing were on Cornwall Island, which is part of the Akwesasne Mohawk Reservation. When the Canadian government made a move to arm its customs officers, protests from the Mohawks closed the bridge for six weeks and prompted the checkpoint to be temporarily moved to Cornwall, Ontario. Since then, the Canadian government has considered four options for the future of its customs booth: creating a shared port of entry in Massena, making the temporary station permanent, returning to the island or closing down the bridge. Mr. Owens, D-Plattsburgh, said the shared port of entry option took a step forward this summer. "A month to six weeks ago, we were notified that the Canadian government had put in a formal inquiry to the (U.S.) State Department," he said. "That is the first step in this process. Because it's going to be located on U.S. soil, the Canadian government made an inquiry, which then starts the process to do a co-location on U.S. soil,"

The inquiry to the State Department is indicative of the interest in a shared port of entry, Mr. Owens said. "That's the most significant thing that's happened in this process because it means the governments are actually on it," he said. "When you send a formal inquiry, you're not doing that blind; you've already had some conversation." A shared port of entry would enhance border security and protect the region's economy, Mr. Owens said. "It eliminates the potential for us to have another shutdown at the border," Mr. Owens said. "The Mohawk community likes this idea as well. We really have all three groups behind this idea. The biggest boon to us is it prevents a potential shut down in the future." But any customs relocation is still at least a year away, according to Natalie Glister, a Canada Border Services Agency spokesperson. "In August 2011, the CBSA determined that we would remain at the current interim location for at least another year," Ms. Glister noted in an email. The CBSA is still mulling all four options, but is shifting away from the possibility of returning to Cornwall Island, Ms. Glister noted. She declined comment on any inquiry the CBSA had submitted to the U.S. State Department. "It is not a practice of the CBSA to comment on statements/reports made by others," she noted. Sen. Charles E. Schumer is continuing to advocate the shared port-of-entry option. "We must secure our borders and stamp out smuggling in a way that is smart, tough and effective, while not eliminating much needed cross-border commerce," Mr. Schumer noted in a prepared statement. "Shutting down a vital border crossing like the Seaway International Bridge is a bad idea that should be jettisoned, but establishing a shared Canadian-American port of entry in Massena is a great idea that would improve our security while removing impediments to cross border travel that cost our businesses much-needed revenue."

New lanes to ease travel on Rainbow, Peace bridges Buffalo News - August 31, 2011

Crossing the Peace Bridge in Buffalo and Rainbow Bridge in Niagara Falls is getting a bit easier for those with the proper travel documents. A "Ready Lane" will be opened on both bridges during certain days and times to help expedite travel. The new lane, part of an initiative from U. S. Customs and Border Protection, is intended for travelers with one of the following documents: enhanced driver's license, U. S. passport card, new

permanent resident card or a trusted traveler card such as a NEXUS, SENTRI or FAST card. The lanes will be open Monday through Thursday at both bridges, from 2 to 6 p. m. on the Peace Bridge and 3 to 7 p. m. on the Rainbow Bridge.

Security on rise nationwide for 9/11 anniversary
Buffalo News - August 31, 2011

The federal government is escalating security around the country in preparation for the 10th anniversary of the 9/11 terrorist attacks and conducting confidential briefings with state and local law enforcement organizations. But officials say there is no specific indication that a terror plot against the U.S. is under way. Americans can expect more security at airports, mass transit stations, U.S. borders, government buildings and major athletic events over the next month, said an intelligence official who spoke anonymously to discuss sensitive security matters. The FBI and Homeland Security Department have been briefing state and local law enforcement agencies on potential terror threats to the U.S. and ways to increase security in their communities. The briefings are routine, and security has been enhanced for other major events in the past decade. But the significance of the 10-year anniversary of the worst terror attacks on U.S. soil is not lost on security officials, who fear that someone with terrorist sympathies might see 9/11 as an opportunity to make a statement. "It's been a long buildup as we approach the anniversary of 9/11," said Sean Duggan, assistant chief at the Scottsdale, Ariz., Police Department. Duggan said his department gets daily updates from the FBI and Homeland Security Department. But over the past two months, the focus has been on the 10th anniversary of the terror hijackings. "We know this is a significant date," Duggan said. "Other than taking physical precautions, we have not been briefed on any specific threat other than the obvious - knowing what this date means in our history." Events are planned around the country to commemorate the nearly 3,000 people killed in the 2001 attacks. "While there is currently no specific or credible threat, appropriate and prudent security measures are ready to detect and prevent plots against the United States should they emerge," Homeland Security Department spokesman Matt Chandler said. President Barack Obama said earlier this month that the threat of a plot by a lone terrorist is particularly troublesome. "The risk that we're especially concerned over right now is the lone-wolf terrorist, somebody with a single weapon being able to carry out wide-scale massacres of the sort that we saw in Norway recently," Obama said. In July, 69 people at a youth camp in Norway were shot to death. Authorities said a white supremacist carried out the attack with the purpose of saving Norway and the rest of Europe from Muslims and multiculturalism. "You know, when you've got one person who is deranged or driven by a hateful ideology, they can do a lot of damage, and it's a lot harder to trace those lone-wolf operators," Obama said. Some of the first information gleaned from Osama bin Laden's compound after he was killed in May indicated that, as recently as February 2010, al-Qaida considered plans to attack the U.S. on the 10th anniversary of the 9/11 attacks. But counterterrorism officials said they believe the planning never got beyond the initial phase and had no recent intelligence pointing to an active plot. One idea outlined in handwritten notes pulled from bin Laden's Pakistani hideout was to tamper with an unspecified U.S. rail track so that a train would fall off the track at a valley or a bridge, according to a joint FBI and Homeland Security Department bulletin to law enforcement officials around the country. The al-Qaida planners noted that if they attacked a train by tilting it, the plan would only succeed once because the tilting would be spotted the next time. Even before the raid, intelligence officials for years have warned that al-Qaida is interested in attacking major U.S. cities on holidays, anniversaries - including the anniversary of the 9/11 attacks - and other dates that are uniquely American. White House spokesman Clark Stevens, asked about the briefings, said the president's homeland security and counterterrorism adviser, John Brennan, has had senior-level meetings over the past four months about threats to the U.S. and appropriate responses leading up to the anniversary. "These senior-level reviews of our security posture will continue through the 9/11 anniversary and beyond, in order to ensure the federal government remains fully prepared to take whatever steps are necessary to mitigate any potential attacks," Stevens said in a statement.

NAFTA Surface Trade Rises 11 Percent
The Journal of Commerce Online – August 30, 2011

The dollar value of U.S. surface trade with Canada and Mexico rose 11 percent in June to \$77.5 billion, the Bureau of Transportation Statistics said Tuesday. That's a 52.7 percent increase from June 2009, when the economic recovery was just beginning, and a 4.6 percent increase over June 2008 — the previous high mark. The June figures reflect increased international trade this year with customers and suppliers on both sides of the U.S. border, despite a faltering domestic economy. Trucking companies such as FedEx Freight, Swift Transportation and Averitt Express are expanding on both sides of the U.S. border as freight flow increases. Canadian companies such as TransForce and Purolator are expanding in the U.S. to capture more cross-border business. U.S.-Canada surface trade reached \$46.1 billion in June, a 9.7 percent year-over-year increase, and U.S.-Mexico trade hit \$31.4 billion, a 12.8 percent increase. The value of NAFTA trade increased only 0.3 percent, however, from May. Since April, that value has increased 5 percent, and it is up 14.5 percent since January. In June, 85.5 percent of U.S. trade by value with Canada and Mexico moved via land — truck, rail and pipeline — 10.3 percent by vessel, and 4.2 percent by air. The value of U.S. exports increased slightly faster than that of imports, rising 11.8 percent year-over-year compared with a 10.3 percent increase for imports. Trucks accounted for 70 percent of that freight by value, or \$53.9 billion. Railroads handled \$12.5 billion in cross-border trade, and \$7.4 billion moved by pipeline.

Canada economy shrinks
Buffalo News - September 1, 2011

Canada's economy shrank in the second quarter for the first time since the recession two years ago, as a high dollar boosted imports and curbed exports, while natural disasters interrupted energy and automobile production. Gross domestic product fell at a 0.4 percent annualized pace during the April-June period following a 3.6 percent gain in the first three months of the year, Statistics Canada said Wednesday. Economists surveyed by Bloomberg forecast no growth in the quarter, based on the median of 23 responses, with nine calling for an expansion and six for a contraction. The world's 10th largest economy joined Japan in shrinking in the second quarter, reflecting weakness in the United States and Europe, its biggest trading partners.

Magna invests US\$439M in electric car research
Buffalo News - August 29, 2011

Magna International Inc. is spending US\$439 million to research and develop electric vehicle technology in Ontario. Economic Development Minister Sandra Pupatello and Magna said Monday that the province will contribute US\$49 million to help fund 19 research and development projects over the next six years. The projects include developing concept electric cars, parts for hybrid vehicles, metallic components, alternative energy and ways to improve fuel efficiency. The province said the plan will create 728 jobs and also help protect about 1,300 jobs at Magna's factories in Ontario. Earlier this month, Toyota announced that the hybrid version of its popular RAV4 sport utility vehicle would be manufactured in Woodstock, Ontario. Magna shares were up CA\$1.42, or nearly 4 percent, at CA\$37.04 in trading Monday on the Toronto Stock Exchange.

Ford stamping plant faces layoffs
Buffalo News - August 29, 2011

The impending shutdown of a Ford Motor Co. factory in Ontario will soon hit home in Hamburg, with previously announced layoffs taking effect. Ford will close an assembly plant near St. Thomas, Ont., in about two weeks. As a result, Ford's stamping plant on Route 5, which supplies the St. Thomas facility with stamped metal parts, will begin laying off workers Sept. 12, said Patrick Radtke, president and chairman of Local 897, United Auto Workers. About 150 hourly workers at the Hamburg plant will be laid off, while about 500 hourly workers will remain. That was the same number of layoffs Ford notified the state Department of Labor about in June, said a Ford spokeswoman. Radtke said the hourly workers who will be affected by the layoffs are responding in different ways. Some are hoping they will be called back to work soon, while others are signing up to transfer to jobs at Ford plants in Louisville, Ky., and Chicago. Under the UAW's contract, laid-off workers are eligible for a combination of state unemployment benefits and supplemental benefits from the company. The

exact percentage could not be obtained Monday. The closing of Ford's St. Thomas plant, about 160 miles from Buffalo, has been anticipated for about two years. The site, which employs 1,200 people, makes the Ford Crown Victoria and Lincoln Town Car. Production of the Town Car was scheduled to end Monday, said Lauren More, a Ford spokeswoman. In November 2009, Ford confirmed the St. Thomas plant would close in the third quarter of 2011. A Ford executive at the time said the vehicles made there were no longer required in the automaker's product portfolio and that no replacement product could be identified. The St. Thomas plant's portfolio also included the Mercury Grand Marquis, before the vehicle was phased out. Ford is working with local officials to find a buyer for the Ontario facility, More said. While the St. Thomas plant is closing, the Hamburg plant continues to supply metal parts to another key customer, a Ford assembly plant in Oakville, Ont., that produces the Ford Edge and Flex and the Lincoln MKX and MKZ. Radtke said the Oakville plant's production is going strong, helping offset the impact of losing the St. Thomas plant. No new products have been announced for the Hamburg plant that would fill the void created by the St. Thomas plant's closing. The UAW and Ford are in the midst of contract talks. Whether new work for the Hamburg plant will emerge from the negotiations remains to be seen. The layoffs are coming as American Axle & Manufacturing, another part of the region's automotive manufacturing industry, has announced it will close its Cheektowaga plant in February, eliminating 86 jobs. Meanwhile, General Motors' Town of Tonawanda engine plant is preparing for two new engine lines that are expected to bolster its employment.

The stars come out for Toronto film fest Buffalo News - September 2, 2011

If you're a follower of film, Christmas comes in September. That's when the world's largest and arguably most important film festival unspools in Canada's biggest city. And unlike Cannes, which is the only event that can rival its star power and prestige, the Toronto International Film Festival is open to the public. So it's a great excuse to visit the movie-mad metropolis just over the border. Because the annual fest is scheduled for the second week of September in a major media market, Toronto has become a base camp for filmmakers hoping to climb the mountain of movie acclaim. Many of the year-end Oscar contenders debut there. Last year, "The King's Speech" cleared its throat in Toronto before stepping onto the world stage. Three years ago, when festival attendees voted for their favorite entry, the final answer was an unheralded film called "Slumdog Millionaire." In previous years, the festival prizewinners included "Hotel Rwanda," "Whale Rider," "Amelie" and "American Beauty." Ticket packages for this year's event, which opens Thursday and runs through Sept. 18, are now available by phone or online at tiff.net. The festival's 300 films include the world premiere of "Moneyball," a baseball drama starring Brad Pitt; "Butter," a state-fair comedy starring Jennifer Garner and Hugh Jackman; Francis Ford Coppola's murder-mystery "Twixt"; a high-octane thriller called "Drive," starring Ryan Gosling, Carey Mulligan and Albert Brooks; Madonna's royal romance "W. E."; George Clooney's political drama "The Ides of March"; and Cameron Crowe's documentary "Pearl Jam Twenty." The festival opens with the David Guggenheim documentary on rock band U2, "The Sky Down"; it closes with the British spy drama "Page Eight," starring Rachel Weisz, Bill Nighy and Ralph Fiennes. The public can buy tickets to individual screenings, wait in "rush" lines for last-minute tickets or choose from several kinds of multiticket passes. When bought in packages, individual tickets average about \$10 apiece (in the roughly equivalent Canadian and U. S. currencies). During the festival, cosmopolitan Toronto is besieged by beautiful people. As chronicled on the front pages of the city's four daily newspapers, the stars come out for movie premieres, parties and news conferences, and they're easier for fans to access than in Hollywood or New York. Much of the mingling happens in the fashionable Yorkville district, about two miles north of the Lake Ontario waterfront and the iconic CN Tower. You can spot the famous faces in the tree-shaded cafes, or see them entering and exiting their limousines in front of the Yorkville hotels. If you've got sufficient nerve (and maybe a fake lanyard) to breeze through the lobby of the Four Seasons hotel, the elevators are a great place for star-gazing. That's where I've stood shoulder-to-shoulder with Keanu Reeves, Johnny Knoxville, Salma Hayek and Heath Ledger. (No, not all at the same time.) Yorkville used to be the focus for the film screenings as well, but last year the center of activity moved to the downtown entertainment district. That's where the festival opened its new administrative headquarters, in a facility called the Bell Lightbox. It's a condo tower, film museum and theater complex built on a block that was donated by the Reitman family (as in "Ghostbusters" director Ivan and

his son Jason, who filmed "Up In the Air" in St. Louis). From now through the end of the festival, the museum at the Bell Lightbox has an exhibit on the life and legacy of Italian director Federico Fellini.

- For more information about the Toronto International Film Festival, visit the official web-site at tiff.net.

Great Lakes, Mississippi River split sought to cut off Asian carp Syracuse Post-Standard - August 31, 2011

Six attorneys general in the Great Lakes region called for a multi-state coalition Wednesday that would push the federal government to protect the lakes from invasive species such as Asian carp by cutting off their artificial link to the Mississippi River basin. In a letter obtained by The Associated Press, the officials invited colleagues in 27 other states to join a lobbying campaign to separate the two watersheds, contending they have as much to lose as the Great Lakes do from migration of aquatic plants and animals that can do billions in economic damage and starve out native species. "We have Asian carp coming into Lake Michigan and zebra mussels moving out of the Great Lakes and into the heart of our country, both of which are like poison to the ecology of our waters," Michigan Attorney General Bill Schuette said. "This is not just a Great Lakes issue. By working together, we hope to put pressure on the federal government to act before it's too late." Also signing the appeal were attorneys general from Minnesota, New York, Ohio, Pennsylvania and Wisconsin. It was being sent to their counterparts across the Mississippi basin as well as Western states such as Nevada, where Lake Mead and other waterways have been infested by zebra mussels believed to have been transported from the Great Lakes by unwitting recreational boaters. Five of the Great Lakes states are suing the Army Corps over its operation of a Chicago-area waterway network that creates an artificial pathway between Lake Michigan and the Illinois River, a Mississippi River tributary. Bighead and silver carp, natives of Asia, have advanced up both rivers and are in Chicago Sanitary and Ship Canal, where the Army Corps operates electric barriers about 25 miles from Lake Michigan to prevent species migration. DNA from the carp has been detected beyond the barriers, raising fears that some of the large, voracious fish might be getting through, although just one has been caught. The Army Corps and other agencies are studying the barriers' effectiveness and monitoring the waterways for the presence of carp while conducting a long-range study of how best to prevent species migrations between the two drainage basins. Among the options is severing the link created more than a century ago by reversing the flow of the Chicago River and constructing the canal. But the study isn't scheduled for completion until 2015, and it could take many additional years to reconstruct the waterway. In their lawsuit, the states demand a quicker timetable. Schuette said the attorneys general weren't asking their colleagues in other states to join the lawsuit, but to help ratchet up the pressure on the Army Corps. "They can work with their congressional delegation, use their contacts with the Army Corps, with their governors," he said. "We need to turn up the heat." Asian carp have attracted wide attention because of their size — up to 4 feet long and 100 pounds — and destructive potential. Biologists say if they become established in the Great Lakes, they could a \$7 billion-a-year fishing industry by gobbling up tiny plants and animals on which the entire food chain depends. But zebra and quagga mussels have already ravaged the lakes, and the Army Corps this summer released a list of 40 other invasive species with a high potential of slipping between the Mississippi and Great Lakes basins. Of those, 30 threaten to enter the Mississippi watershed. "Invasive species ... are a potential hazard to every waterway and every state in the country," Pennsylvania Attorney General Linda Kelly said. Spokeswoman Jacqueline Tate said the Army Corps had not seen the attorneys generals' letter and had no immediate comment. Officials with the Corps have said repeatedly they could not speed up the study because of the complex scientific and engineering issues involved. It's examining dozens of potential aquatic pathways, not just the Chicago area.

Chu suggests US support for Canada oil pipeline Buffalo News - September 1, 2011

Canada's status as a close U.S. ally should boost a plan to pipe oil from western Canada to the Gulf of Mexico, U.S. Energy Secretary Steven Chu said in comments that signaled support for the massive \$7 billion pipeline. "It's certainly true that having Canada as a supplier for our oil is much more comforting than to have other countries supply our oil," Chu said in a TV interview this week that will be aired later this month. Technology used to extract oil from tar sands such as those in Alberta, Canada are improving dramatically, Chu said,

making such projects less risky to the environment. The proposed Keystone XL pipeline "is not perfect, but it's a trade-off," Chu said. U.S. officials will have to weigh the benefit of a reliable supply of oil from a friendly country against environmental concerns raised by a possible spill, he said. Chu's comments are the latest sign that the Obama administration appears likely to back the 1,700-mile pipeline, which would carry crude oil extracted from tar sands in Alberta, Canada, and bring it to refineries in Texas. The pipeline would travel through Montana, South Dakota, Nebraska, Kansas and Oklahoma. The State Department said in a report last week that the project is unlikely to cause significant environmental problems during construction or operation. Calgary-based TransCanada, which would operate the pipeline, says it would be built to strict environmental standards, including 57 conditions above those required by law. The company and project supporters on both sides of the border say it would create tens of thousands of jobs and significantly reduce U.S. dependence on Middle Eastern oil. Despite those reassurances, the project has become a flashpoint for environmental groups, who say the pipeline would bring "dirty oil" that requires huge amounts of energy to extract and could cause an ecological disaster in case of a spill. Opponents have urged President Barack Obama to block the project as a sign he is serious about reducing greenhouse gas emissions blamed for global warming. Environmental activists, including actress Daryl Hannah and NASA scientist James Hansen, have been arrested in ongoing protests outside the White House the past two weeks. Chu's interview with the "energyNOW!" TV show is set to air in mid-September on Bloomberg Television.

State dept. Gives environmental approval to controversial U.S.- Canada oil pipeline
Pittsburgh Post-Gazette - August 27, 2011

The proposed Keystone XL oil pipeline from Canada to the Texas Gulf Coast would not pose "significant impacts" on the environment, the State Department concluded, removing a major barrier to construction of the \$7 billion project. The 1,700-mile-long pipeline has become a deeply fraught issue in part because the oil would be extracted from oil sands in Alberta, Canada. Oil sands are an unconventional source of crude oil that needs to be mined from the earth, which environmentalists say would lead to the destruction of vast swaths of Alberta's forests and pollution of waterways. The conclusion caps a final environmental statement the State Department published Friday as part of its review, required because the pipeline crosses a national border. But the final environmental impact statement is not the last word on the project. The State Department needs now to determine whether Keystone XL is "in the national interest," which would entail consideration of economic, diplomatic and energy security concerns, as well as public input from hearings to be held along the proposed pipeline corridor. A final decision on the permit is expected by year's end. The final assessment "is not a rubber stamp for the project," Assistant Secretary of State Kerri-Ann Jones in the Bureau of Oceans and International Environmental and Scientific Affairs said in a telephone press conference Friday. "The permit is not approved until the rest of the process is completed." Still, Keystone XL's supporters said the State Department decision catapulted the project toward eventual approval. "We believe that this is a major step forward," said Michael Whatley, executive vice president for the Consumer Energy Alliance, an oil and gas advocacy group, "but clearly is not the last step." The final decision threatens to turn into a political liability for President Barack Obama, whatever the outcome. If the administration fails to issue a permit, it could bolster Republican and corporate claims that Mr. Obama has failed in job creation. Business has poured millions of dollars into information and lobbying campaigns asserting that the pipeline will create hundreds of thousands of construction jobs in the Midwest and secure oil from a friendly, democratic neighbor -- the Canadian crude displacing oil from places such as Venezuela and Saudi Arabia. If the administration does issue the permit, it risks alienating the environmental base that helped bring Mr. Obama to power in 2008, and whose campaign energy and money the president desperately needs in 2012. This week, more than 300 activists have been arrested in front of the White House for protesting against the pipeline. "It's hard to point to any one issue as a litmus test," said Sierra Club President Michael Brune. "But I have to say this will be the most important environmental decision the president will make between now and the election." Environmentalists also contend that tar sands extraction releases more greenhouse gases than pumping conventional crude oil would. Midwesterners are also concerned that Keystone would pass through the Ogallala aquifer in Nebraska, the region's main source of drinking water. "I am tremendously disappointed that running the pipeline through the [aquifer] continues to be the State Department's preferred route," said Sen. Mike Johanns, R-Neb. "The State

Department is now one step away from giving the green light to a project that could have grave consequences for our state." The final environmental impact statement revises and builds on two other, more preliminary assessments that the State Department has issued over the past year, both of which were sharply criticized by the Environmental Protection Agency and environmental groups. Environmentalists said this final version fails to address concerns that the EPA and others brought up with the earlier analyses, such as a thorough review of alternate routes avoiding the Ogallala aquifer and a study of the possible corrosive effects of the highly viscous oil sands crude on pipelines. The State Department's Ms. Jones said the final statement takes into account more than 50 new standards the pipeline builder has agreed to that would exceed the requirements for building an oil pipeline.

State Department report favors U.S.-Canada pipeline
Goerie.com – August 27, 2011

The State Department on Friday removed a major roadblock to a planned \$7 billion oil pipeline from western Canada to the Texas coast in a report that said the project is unlikely to cause significant environmental problems during construction or operation. The thousand-page report on the proposed 1,700-mile Keystone XL pipeline said no significant problems have emerged since a similar report was issued in 2010. Calgary-based TransCanada wants to build a massive pipeline to carry crude oil extracted from tar sands in Alberta to refineries in Texas.

B. Border Communications

Minister Baird Marks Next Step in Making Trade and Travel over Canada-U.S. Border Easier

(No. 249 - August 29, 2011 - 2:15 p.m. ET) Foreign Affairs Minister John Baird today delivered on a pledge to Canadians to release two reports summarizing consultations on the Shared Vision for Perimeter Security and Economic Competitiveness.

"Canadians recently gave our government a strong mandate to focus on the economy and secure Canada's recovery," said Minister Baird. "Speeding up legitimate trade and travel between Canada and the U.S. is important in that regard, and I want to thank people who took the time to provide us with so much thoughtful input."

The reports summarize public input received on two important issues: regulatory cooperation between the two countries and security and trade across the shared border.

In total, the Government of Canada received input from more than 1,000 Canadians and almost 200 submissions from groups and organizations, including business groups, provinces and territories, municipalities, organized labour, civil society groups, academics and think tanks. Both sets of consultations were conducted in spring and summer 2011.

"These are important issues for Canada and Canadians, and the response we received certainly reflects that," said Minister Baird. "This feedback will help ensure Canada's interests are protected as we move forward."

Prime Minister Stephen Harper and U.S. President Barack Obama announced the Shared Vision for Perimeter Security and Economic Competitiveness and the creation of a Regulatory Cooperation Council on February 4, 2011. Senior officials from both countries are currently in discussions to develop joint action plans for the shared border vision and the Regulatory Cooperation Council. Both plans are expected to be released in the near future once details are finalized.

The consultation summary reports and further information on the Shared Vision for Perimeter Security and Economic Competitiveness are available online at www.borderactionplan.gc.ca.

Labour Day long weekend travel reminder from the Canada Border Services Agency

Ottawa, Ontario, August 31, 2011 – This Labour Day long weekend, the Canada Border Services Agency (CBSA) reminds travellers of document requirements to cross the border. The Agency wants to educate travellers about these requirements to make their travel experience a more enjoyable one.

The CBSA reminds travellers:

- [Canadian entry requirements](#) have not changed as a result of the U.S. Western Hemisphere Travel Initiative.
- Canadians returning home (including children) are encouraged to carry proper identification to assist in confirming their legal right to enter Canada. A passport is not mandatory for entry into Canada, but it is a preferable piece of identification. Other acceptable identification includes an enhanced driver's license, a birth certificate with accompanying photo ID such as a regular driver's license, a permanent residence card, a citizenship card, a certificate of Indian Status or a NEXUS card or Free and Secure Trade (FAST) card when travelling by land or boat.
- U.S. citizens do not need to carry a passport to enter Canada; however, they should carry proof of citizenship (such as a birth certificate) as well as photo identification.

Travelling by air?

- Prior to arriving in Canada by air, all travellers are provided with a Declaration form (Form E311). Be sure to fill it out accurately and keep it in an accessible place until a border services officer asks you for it as you exit the secure area of the airport.

Travelling by boat?

- The CBSA has modernized its reporting requirements for pleasure crafts entering Canadian waters, in an effort to make it easier for private boaters to comply with reporting requirements. For information on cell phone reporting for private boaters, consult the [Simplified cell phone reporting for private boaters](#) page .
- NEXUS members can provide advance notice to the CBSA at least 30 minutes (minimum) and up to four hours (maximum) prior to arriving in Canada by calling the NEXUS telephone reporting centre (TRC) at 1-866-99-NEXUS (1-866-996-3987).

Other useful information:

- Visitors to Canada should be aware of the requirements to import a firearm into Canada. Many weapons are considered prohibited and are therefore not allowed into Canada. All travellers must declare any firearms and weapons in their possession when they are seeking entry to Canada. Anyone who does not declare them upon arrival can face prosecution, and the firearms and the vehicle used to carry them may be seized.
- Visit the CBSA Web site for more information, including entry requirements into Canada for non-Canadians, and to download a copy of [I Declare](#), a detailed publication describing what to expect when bringing goods into Canada.

Canadians returning home and visitors to Canada are reminded that they can plan their border crossing to avoid peak times, and that they should check Canada-bound border wait times on the [CBSA Web site](#) and on [Twitter](#).

For more information, visit www.cbsa.gc.ca/traveltips.

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CBSA advises travellers to plan ahead

Ottawa, Ontario, September 1, 2011 – The Canada Border Services Agency (CBSA) reminds travellers to plan their border crossing to avoid delays during the upcoming Labour Day weekend.

In anticipation of higher traffic volumes and limits to the volume of traffic that can be processed at some ports of entry this weekend, travellers are advised to consider the potential for delays at the following ports of entry for the following dates and times:

Fort Frances port of entry: peak traffic volumes are anticipated between 10 a.m. and 11 p.m. on September 1; between 7 a.m. and 11 p.m. on September 2; between 7 a.m. and 9 p.m. on September 3 and between 12 p.m. and 7 p.m. on September 5, when border wait times may exceed 30 minutes.

Travellers in Northwestern Ontario may also choose to enter Canada via the **Rainy River port of entry**, where peak traffic volumes are anticipated between 4 p.m. and 9 p.m. on September 4 and September 5, when border wait times may exceed 30 minutes.

Pigeon River port of entry: peak traffic volumes are anticipated between 6 p.m. and 8 p.m. on September 4, and from 6 p.m. to 8 p.m. on September 5 when border wait times may exceed 30 minutes.

Sault Ste. Marie port of entry: peak traffic volumes are anticipated between 12 p.m. and 8 p.m. on September 1 and between 12 p.m. and 11 p.m. on September 2 when border wait times may exceed 60 minutes. Peak times are also expected between 11 a.m. and 5 p.m. on September 3; between 6 p.m. and 8 p.m. on September 4 and between 12 p.m. and 11 p.m. on September 5, when border wait times may exceed 45 minutes.

Lansdowne port of entry: peak traffic volumes are anticipated between 1 p.m. and 5 p.m. on September 2; between 5 p.m. and 9 p.m. on September 3; between 2 p.m. and 7 p.m. on September 4 and between 2 p.m. and 8 p.m. on September 5, when border wait times may exceed 60 minutes.

Travellers may also enter Canada via the **Prescott port of entry** where anticipated traffic volumes are anticipated between 11 a.m. and 2 p.m. on September 1; between 9 a.m. and 8 p.m. on September 2; and between 10 a.m. and 11 p.m. on September 3, 4 and 5; when border wait times may exceed 30 minutes. Please note that due to construction at the Prescott port of entry, our traffic volume capacity has been reduced with only two primary inspection lanes in operation.

Travellers can enter Canada via the **Cornwall port of entry** where peak traffic volumes are anticipated to be between 10 a.m. and 10 p.m. on September 1, 2, 3, 4 and 5 when border wait times may exceed 45 minutes.

Peak traffic volume information and anticipated border wait times are based on historical data. The CBSA anticipates an increase in traffic this weekend from previous years based on traffic volume trends to date in 2011. The forecasted traffic volumes may vary from one port of entry to another depending on numerous factors, including weather conditions.

For more information on border wait times and for instructions on how to receive Twitter messages for border wait times at some ports of entry, visit the CBSA Web site at www.cbsa.gc.ca. You can also visit the Government of Canada Wireless Portal through your Web-enabled mobile device at www.wap.gc.ca or www.gc.ca.

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CBP Unveils "Ready Lane"

August 30, 2011

BUFFALO, NY – U.S. Customs and Border Protection (CBP) Field Operations announces a new initiative to expedite the entry of travelers possessing Western Hemisphere Travel Initiative (WHTI),

Radio Frequency Identification (RFID) technology-enabled travel documents at the Peace Bridge and Rainbow Bridge ports of entry.

Since the implementation of WHTI, travelers have been required to present secure travel documents that denote citizenship and identity when entering or re-entering the United States from within the Western Hemisphere. As of August 22, 2011, CBP has dedicated a separate or "Ready Lane" at the Peace Bridge and Rainbow Bridge ports of entry for travelers entering the U.S. with a RFID-enabled card.

These documents include:

- Trusted Traveler cards such as NEXUS, SENTRI or FAST cards
- Enhanced Driver's Licenses (EDL) or Enhanced Identification Card
- U.S. Passport Cards
- New Permanent Resident Cards

The new Ready Lane at the Peace Bridge is open from 2 p.m. until 6 p.m., and Rainbow Bridge from 3 p.m. until 7 p.m. The Ready Lane is operational Monday through Thursday at each location. CBP will monitor the success of the lane and may expand the hours of operation as needed to meet the demand for usage. The CBP border wait time web site has been updated to inform travelers of the specific lane number at each Bridge used for the Ready Lane. <http://apps.cbp.gov/bwt/>

In order to use this dedicated lane, all adult passengers, over the age of 16, must present one of the approved RFID-enabled travel cards.

Travelers using the Ready Lane are reminded of three simple steps to follow as they approach a U.S. land port of entry with their RFID-enabled travel card:

- Stop at the beginning of the lane and prepare to slowly approach the booth when clear.
- With their travel cards removed from its protective sleeve, passengers should hold them up, with the flat front face of the card toward a window on the driver's side. The RFID-enabled cards will be read automatically while the vehicle proceeds slowly to the inspection booth.
- Stop at the inspection booth and be prepared to present the cards for all travelers in the vehicle to the CBP Officer.

CBP continues to strongly encourage travelers to obtain RFID-enabled identification to expedite their entry and to help make the borders more efficient.

The WHTI upgrades, which include new software, hardware and the development of vicinity RFID secure technology, were implemented as part of the statutory mandates of the Intelligence Reform

and Terrorism Prevention ACT (IRTPA) of 2004. No personally identifiable information is stored on the RFID chip.

For more information, please visit www.GetYouHome.gov or www.CBP.gov.

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U.S. Customs and Border Protection (CBP) is the unified border agency within the Department of Homeland Security responsible for the management, control, and protection of our Nation's borders at and between the official ports of entry. CBP is charged with keeping terrorists and terrorist weapons out of the country while enforcing hundreds of U.S. laws.

Schumer, Gillibrand Announce Over \$160,000 Coming To Port Of Oswego To Beef Up Port Security, Surveillance, And Improve Emergency Preparedness

Schumer, Gillibrand Announce Port of Oswego Authority Set To Receive Over \$160,000 For Port Security From U.S. Department of Homeland Security's Federal Emergency Management Agency

August 25, 2011

Today, Senators Charles Schumer and Kirsten Gillibrand announced that the Port of Oswego Authority is set to receive \$160,400 through the Port Security Grant Program administered by the Federal Emergency Management Agency (FEMA). This funding will be used to build and install a 17 camera Integrated Surveillance System at the Port of Oswego Authority. This surveillance system will be accessible to all levels of law enforcement involving the Oswego Harbor, and will help the U.S. port prepare for local and national emergencies. Schumer and Gillibrand applaud FEMA for the selection of Port of Oswego Authority for this grant program.

"I fought hard to secure this homeland security money because I know the important role the Oswego port plays in Central New York as an economic and job-creating hub," said Senator Schumer. "This investment in a high-tech Integrated Surveillance System at the Oswego Port, accessible to all levels of law enforcement, is a major step towards increasing safety and emergency preparedness in Oswego Harbor. This funding comes at a crucial time and this award helps ensure that the port will remain safe and secure in the event of a local or national emergency."

"We need to keep our ports safe and secure, and this is the right investment for the Port of Oswego," Senator Gillibrand said. "These federal dollars will support our local law enforcement, giving them more of the tools and resources to protect this incredibly important business hub for our state, and keep our families safe."

The Port Security Grant Program funding for the Port of Oswego Authority will be used to build a server and install a 17 camera unit Integrated Surveillance System for the Oswego Harbor. This high-tech surveillance system will be detection and IT based and controlled by radio transmitters, and its data will be accessible by all law enforcement including Customs and Border Patrol, the Coast Guard, and the Oswego Police Department. This investment will also benefit the Oswego Police by adding public safety measures on the waterfront and shoreline.

The Port of Oswego is the first U.S. port of call and deepwater port on the Great Lakes from the St. Lawrence Seaway. Located on Lake Ontario on route to the interior of North America, the Port is accessible from any international port in the world. The Port of Oswego's strategic location at the crossroads of the Northeastern North American shipping market, puts it less than 350 miles from 60 million people. Schumer and Gillibrand note that extending that reach to 750 miles puts the Port in the proximity of half of the United

States and Canadian population, and half of the business and manufacturing facilities, making the Port of Owego Authority a critical area to protect.

In FY 2011, the Port Security Grant Program (PSGP) provides \$235,029,000 for transportation infrastructure security activities to implement Area Maritime Transportation Security Plans and facility security plans among port authorities, facility operators, and State and local government agencies required to provide port security services. The purpose of the FY 2011 PSGP is to support increased port-wide risk management; enhanced domain awareness; conduct training and exercises; expansion of port recovery and resiliency capabilities; and further capabilities to prevent, detect, respond to, and recover from attacks involving improvised explosive devices (IEDs) and other non-conventional weapons.

AUGUST 31, 2011

BUFFALO, NY

New York woman sentenced on drug conspiracy charges

BUFFALO, N.Y. – A New York woman was sentenced to five years in prison for distributing a controlled substance following an investigation by U.S. Immigration and Customs Enforcement's (ICE) Homeland Security Investigations (HSI).

Brianne Aguinaga, 31, of Buffalo, was one of more than 15 individuals engaged in distributing ecstasy pills that had been imported from Canada. Twelve other members of this drug conspiracy have already pleaded guilty and have been sentenced.

The sentence was announced by U.S. Attorney William J. Hochul, Jr., Western District of New York, and James C. Spero, special agent in charge of HSI in Buffalo.

This case was prosecuted by Assistant U.S. Attorney Mary Catherine Baumgarten.

You may also visit us on [Facebook](#), [Twitter](#) and [YouTube](#), or access this news release on your [mobile device](#).

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NEXUS is designed to expedite the border clearance process for low-risk, pre-approved travellers into Canada and the United States. <http://www.cbsa-asfc.gc.ca/prog/nexus/menu-eng.html>

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

C. Editorials/Columns

Robert Samuelson: Say yes to Canadian oil sands - By Robert Samuelson Buffalo News - August 31, 2011

When it comes to energy, America is lucky to be next to Canada, whose proven oil reserves are estimated by Oil and Gas Journal at 175 billion barrels. This ranks just behind Saudi Arabia (260 billion) and Venezuela (211 billion) and ahead of Iran (137 billion) and Iraq (115 billion). True, about 97 percent of Canada's reserves consist of Alberta's controversial oil sands, but new technologies and high oil prices have made them economically viable. Expanded production can provide the U. S. market with a source of secure oil for decades. We would be crazy to turn our back on this. In a global oil market repeatedly threatened by wars, revolutions, and natural and man-made disasters, having dependable suppliers is no mean feat. We already import about half of our oil, and Canada is our largest supplier, with about 25 percent of imports. But its conventional fields are declining. Only oil sands can fill the gap. Will we encourage this? Do we say yes to oil sands? Or do we increase our exposure to unstable world oil markets? Those are the central questions raised by the proposed \$7 billion Keystone XL pipeline connecting Alberta's oil sands to U. S. refineries on the Texas Gulf Coast. The pipeline requires White House approval, and environmentalists adamantly oppose it. To be sure, there are

dangers. Pipelines do crack; there are spills. Susan Casey-Lefkowitz of the Natural Resources Defense Council reminds us of recent spills of about 1 million gallons into the Kalamazoo River in Michigan and about 40,000 gallons into the Yellowstone River in Montana. Moreover, converting into oil the “bitumen” found in oil sands is messy. Some processes have required up to two barrels of water for every barrel of oil. Because energy use is also high, so are greenhouse gases. On a per-barrel basis, emissions have sometimes been double and triple that of standard oil production. Environmentalists are outraged. For President Obama to approve the pipeline would be regarded by his environmental supporters as a complete betrayal. Actually, the reality is more complex. If Obama rejects the pipeline, he would — perversely — increase greenhouse gas emissions. Canada has made clear that it will proceed with oil sands development regardless of the American decision. If the United States doesn’t want the oil, China and other Asian countries do. Pipelines would be built to the West Coast. Transporting the oil by tanker to Asia would almost certainly create more emissions than moving it by pipeline to closer U. S. markets. Next, oil sands’ greenhouse gases are exaggerated. Despite high emissions during production, most emissions from oil stem from burning the fuel, not extracting and refining it. When all emissions — from recovery to combustion — are compared, oil sands’ disadvantage shrinks dramatically. Various studies put it between 5 percent and 23 percent. By all logic, the administration’s Keystone decision should be a snap. Obama wants job creation. Well, TransCanada, the pipeline’s sponsor, says the project should result in 20,000 construction and manufacturing jobs. Most would be American, because 80 percent of the 1,661-mile pipeline would be in the United States. Continued development of oil sands would also help the U. S. economy; hundreds of American companies sell oil services in Canada. The United States and Canada are each other’s largest trading partners and closest allies. Oil markets are subtly changing, as more countries — led by China — seek preferential access to scarce global supplies. In the future, security of supply may matter as much as price. The more we can reduce oil demand and increase supply stability, the better off we’ll be. On oil sands, we should just say “yes.”

GLYNN: Critics fail to understand high-speed rail plan
The Niagara Gazette - August 31, 2011

A veteran CSX employee arguing with friends at a Lewiston restaurant was lambasting the ambitious plans for a high-speed rail service in Western New York. “Can you imagine a (passenger) train coming into the Niagara Falls Amtrak Station at 110 miles per hour?” he said, referring to the current facility in the shadows of the overpass on Hyde Park Boulevard, off Lockport Road. It would indeed be difficult to keep that train on the track, as CSX crews experienced with derailments should know. That, however, is not part of the plan. While the state Department of Transportation has supported passenger train speeds of 110 mph on the CSX-owned line between Schenectady and this region, no one is proposing to maintain that speed for the 22-mile stretch between downtown Buffalo and Niagara Falls. There’s no question, however, the rail service into the falls could be vastly improved. Contrary to the naysayers, if the high-speed system ever comes to Buffalo, better rail service to the Cataract City could bring a steady stream of visitors to the \$40 million International Railway Station and Intermodal Transportation Center at the Whirlpool Bridge in the North End. At present, the rail service here is hardly the type that either the Greater Buffalo Convention and Visitors Bureau or the Niagara Tourism and Convention Corp. can justifiably market. Yes, it’s true; Amtrak brings only a fraction of tourists to the Falls. That could change dramatically in the long-term with extended daily runs between the two cities and a shuttle service — perhaps using a scenic trolley fleet — to carry visitors between the new train station and the Niagara Falls State Park. In addition, Buffalo is host to countless convention and conference delegates every year and many of them would relish the chance to spend a day sightseeing in Niagara, without the hassle of heavy traffic and parking fees. It’s important to note too that officials on both sides of the border have been studying the possibility of improving the rail connection between Canada and the U.S., a concrete effort to establish the Toronto-Western New York mega-region.

SUNY ESF professor: Great Lakes Compact makes sure NY takes care of its precious water
Syracuse Post-Standard - August 28, 2011

Gov. Andrew Cuomo just signed legislation implementing the Great Lakes-St. Lawrence River basin Water Resources Compact for New York state. The compact is an agreement among all eight Great Lakes states and two Canadian provinces that restricts large amounts of Great Lakes water from being moved outside the Great Lakes watershed if use is over 100,000 gallons per day. So what does this mean to the average New York resident? And how much of New York state does this affect in terms of consumptive water use? First, we should recognize that the Great Lakes — for us this means Lakes Erie and Ontario and connecting water bodies like the Niagara and St. Lawrence Rivers — is the largest freshwater source in the world. So we need to take care of it, as there are other regions in North America and around the world that would love to use this water. Second, the Great Lakes watershed — where surface water drains into the Great Lakes — covers about half of New York state, including all the Finger Lakes drainage. So this compact will affect residents and communities in the upper half of New York state. The largest users of Great Lakes water are, in rough order: public utilities for cooling, public water supplies, industrial processing and agricultural irrigation. Third, because we are restricting out-of-basin water transfers and consuming uses, the compact obligates us to conserve and use water wisely within the basin. In other words, you can't tell somebody outside the basin you can't have it and then proceed to waste the resource within. Before the compact legislation was signed into law, the Great Lakes Advisory Council (which advises the governor and state Legislature on Great Lakes issues) developed a set of recommendations on how the council thought the Compact should be implemented. These can be seen in their entirety on the state Department of Environmental Conservation website (click here for the link). These recommendations include:

- How to set up a permit program for large out of basin water users:
- How to keep track of consumable water usage.
- What science is needed to maintain a picture of a Great Lakes water budget — that is, what is coming in and what is going out.
- What is needed to set up water conservation programs statewide and locally.
- Program administrative and funding recommendations.

What is most significant to me, besides setting up this regulatory program through the DEC for permitting and registering large water users, is that developing water conservation measures will have long-range benefits for New York state residents and businesses. These include:

- Potentially reducing usage levels and water loss in municipal water systems;
- Encouraging water conservation in agricultural operations;
- Encouraging businesses to be more water efficient; and
- Possibly encouraging utilities to use more water or recycled cooling water.

There are some other outstanding issues that still need to be addressed by New York state agencies and the Great Lakes Basin Advisory Council. These include such issues as how to finance repairs to municipal water supplies. Special water uses, such as water bottling companies and hydraulic fracturing water being trucked out-of-basin, will have to be addressed. Other states like Michigan, Minnesota, and Illinois are also on their way to implementing the compact with similar measures as New York state. New York State can now say it is doing its part in managing and conserving Great Lakes water resources. - ***Richard Smardon, Ph.D., is professor of environmental studies at the State University College of Environmental Science and Forestry in Syracuse, and is chair of the New York State Great Lakes Basin Advisory Council.***

D. Citizens Views (write-in letters)