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REPORT:

A. Border Related News Media

Secretary says preclearance is in the works Buffalo News - January 31, 2012

The federal government is working hard on the possibility of preclearing U. S.-bound cargo on the Canadian side of the Peace Bridge, Homeland Security Secretary Janet Napolitano said Monday. Asked about the preclearance issue at an appearance at the National Press Club, Napolitano declined to say when her department would announce a preclearance pilot project, or whether the Peace Bridge would be a contender for that experimental effort. However, she said, her department was moving toward expanding preclearance of cargo in Canada. "The issue with the Peace Bridge is one that's associated with that, but that's something we're working on very hard with the authorities there," she said. The United States already has cargo preclearance—"basically doing the whole customs process abroad"—in several locations around the world, she said. Preclearance of cargo is one of the key concepts in the "Beyond the Border" agreement announced last month between the United States and Canada. The Buffalo Niagara Partnership and local lawmakers have been pushing for the Peace Bridge to be the pilot project for preclearance at the Canadian border. But at the time of the Beyond the Border announcement in early December, Sen. Charles E. Schumer, D-N. Y., indicated it was likely that a smaller border crossing, with less traffic, would be chosen for the pilot project. Napolitano spoke on the preclearance issue after delivering her annual "State of America's Homeland Security" address, in which she drew a clear line between efficient border crossings and economic growth. "Simply put, our homeland security and our economic security go hand in hand," she said in her speech. "Security measures should, to the greatest extent possible, be designed to facilitate the safe and efficient movement of people and goods while securing our critical infrastructure."

Battle lines drawn to save air base - Hochul leads charge as Border Protection enters debate for possible additional role

Buffalo News - January 31, 2012

Rep. Kathleen C. Hochul said Thursday that her case to save the Niagara Falls Air Reserve Station from possible closure got stronger upon learning that U.S. Customs and Border Protection could build a new facility at the base for as many as 100 border security agents. But federal officials have not committed to the plan. "Customs and Border Protection looked at the facility as a possible location as a Border Protection station. However, at this point in time, the funds do not exist to pursue the project," said agency spokeswoman Jenny Burke. The Border Protection project was greenlighted by the Air Force Reserve Command but has not been approved by the Pentagon, according to a base spokeswoman. Fabien Levy, a spokesman for Hochul, said that the Border Protection plan has been labeled a "priority project" but that the Department of Homeland Security has not yet had its budget approved for the fiscal year beginning Oct. 1. Hochul is confident the project would help make the base attractive to federal officials. "It's another compelling reason of why we want to save the base," the Amherst Democrat said at an afternoon news conference. "The Department of Homeland Security

sees the value, we see the value, and the people who work here see and know the value." The plan would include a K-9 unit and detention facility, and accommodate 75 to 100 border agents, base officials said. "It's one of the goals we have to make it more of a federal campus," said Col. Jim S. McCready, commander of Niagara's 107th Airlift Wing. "We're trying to bring more diversity, to make it more interwoven, to make it hard to come in and just shut this place down." Approval by the Air Force Reserve Command is considered a "first step," with Pentagon approval to follow. "It's expected to definitely pass, but it still has to go through that process," Levy said. The Army Corps of Engineers would then do environmental testing, Levy said, before a preliminary permit is issued to begin construction. A timeline for the project is uncertain. Other efforts to bolster the Niagara air base include transferring a military processing center from downtown Buffalo, and two recent Army Reserve and Army National Guard construction projects on the campus. Hochul said the base was "ripe" for new cybersecurity missions. "But, just like other things, everyone's fighting for that," McCready said. "What we're trying to do is have proactive discussions if the base gets hit - how we can better sell the product." Defense Secretary Leon E. Panetta last week asked Congress to approve a new base-closure commission, and the Air Force said that it would retire 65 of the kind of transport planes that are based in the Falls. Panetta hopes to cut the defense budget by \$487 billion over a decade, and a reduction in the number of C-130 transport planes could mean a cut in the number of planes and jobs at the Niagara base. "We have no intelligence, at this moment, that the base is on the chopping block," Hochul said. "All we're doing is being proactive." The base has 12 of the C-130 cargo planes, and was the only reserve base in the nation flying C-130 cargo planes to survive a 2005 base-closing process. The Niagara Military Affairs Council, which previously led the fight to save the base, made the case in 2005 that the government would actually spend more money by closing the base than keeping it open. Council leaders are meeting with officials in Washington, D.C. The council also won the 2005 fight because commissioners wanted to keep cargo planes in the Northeast for homeland defense and disaster-response missions. This time around, Hochul and base officials are selling the reserve station as "critical" to the nation's defense -its aircraft and personnel flew more than 1,500 missions in Afghanistan and Iraq last year - while crucial for dealing with national disasters and local emergencies. "It's a better bang for your buck," McCready said, pointing out that his base is able to make the planes available more quickly because it has two units - the 914th and 107th airlift wings - servicing the planes. As Niagara County's largest employer, the base has more than 3,000 workers. Seven years ago, local, state and federal officials were joined by lobbyists and members of the community in pushing the government to keep the base open. McCready said that outpouring of support made a difference, recalling how when five base-closure commissioners visited the base then, community members lined up along Packard Road from the Interstate 190 exit near the base. Hochul said the area's congressional delegation has planned for a fight "to the bitter end." "We are mounting a united, full-court press to protect this base," she said. "This is just too important to let go."

**Truckers gear up for new Canadian manifest rules - System
similar to one in place on U.S. side
Buffalo News - January 27, 2012**

The countdown has begun for commercial carriers hauling goods into Canada. By November, they will have to electronically transmit information about their cargo and where it's going ahead of their arrival at the border. Carriers crossing the border into New York have been required to do this since May 2007, and now the Canada Border Services Agency has begun putting in place its program, called the Advanced Commercial Information eManifest program. Carriers not complying by November will be denied entry into Canada, and fines will be levied starting in May 2013 for those showing up at the border without the advance notice. Voluntary phase begins - Since the Nov. 1 start of the year-long voluntary phase, more than 400 highway carriers have begun electronically transmitting eManifest data, said Luc Labelle, information officer for the Canada Border Services Agency. "Being an early adopter will allow businesses to benefit from more time to fine-tune business processes and correct problems before requirements become mandatory and regulations come into force," Labelle said. Some 397 carriers have opened eManifest portal business accounts, Labelle said. The eManifest portal is a secure, Internet-based transmission option the CBSA developed to help small-to medium-sized businesses during the transition from paper reporting to pre-arrival electronic data transmission. Canada's border authorities said the program will enhance their ability to detect unknown and high-risk shipments before

they arrive at the border while more quickly processing the low-risk trade. It also should streamline inspections on the Canadian side of the border, like the U.S. program did on its side. "The impact in Canada will be similar to what we experienced in the U.S.," said Peace Bridge General Manager Ron Rienas. "We have a much better plaza situation in Canada, so we do not anticipate any impacts on bridge traffic." The electronic manifest system in the United States, the Automated Commercial Environment program, was designed to improve inspections while also alleviating truck delays at the border caused by paperwork snarls. Before the U.S. program, a truck could arrive unprepared at the Peace Bridge. The driver would park the truck in the secondary inspection area and then sort out the paperwork before getting cleared by Customs officials, Rienas said. Sometimes that would mean a truck would sit for an extended period of time, he said. Now that does not happen at all, and it is rare when Customs inspectors have to order a truck back to Canada, he said.

Different impacts - There will be a number of impacts with the new Canadian requirement. "Previously, trucks arriving would spend very little time at the primary booth as they would be immediately referred to secondary to park and to get their paper work in order," Rienas said. "Now, more time is actually spent at the primary booth. "But the rate of referral to secondary is much lower," he said. "That is why the PBA has placed such an emphasis on additional inspection booths, because while we do not have as many trucks parking in secondary, the additional time spent at the primary booth means that we continue to have congestion on the bridge and back-ups into Canada." Rienas added, "The huge positive is that not as much plaza space is required for secondary parking, and the number of trucks and duration of stay in secondary is much reduced leading to less idling and lower emissions."

Fewer delays - Brian Kimmins, owner of Buffalo Transport Co., said the U.S. program eased delays on the Buffalo side of the border crossing used by his 21 trucks. His company hauled some 50 million pounds of freight to and from Canada last year. "It takes the delay out of the border-crossing experience," Kimmins said. Kimmins saw an immediate impact when U.S. Customs and Border Protection required manifest data to be electronically submitted one hour before arrival at the border. "If there's a problem with a shipment, it allows the customer, the shipper and the carrier to be proactive and resolve it before the truck hits the bridge," Kimmins said. "A lot of times, it's a phone call or a fax, all happening as the truck is traveling to the border." Learning how to transmit the data electronically is not hard. "It's like anything else new you have to learn. Once you learn it, it's a piece of cake," Kimmins said. Kimmins hasn't begun transmitting his trucks' cargo information to Canadian customs officials yet, but he said he plans to begin doing so soon. MSR eCustoms, a Buffalo software company, helped trucking companies comply with the U.S. requirement for electronic manifests and will assist those looking for help complying with the Canadian program. For many companies, because they participate in the U.S. program, the learning curve will not be steep. "This time around, perhaps the challenges are not going to be as great," said Alfred Hille, marketing manager for the company. "Basically, the two systems are the same in concept," Hille said. "They have to perform the same function, but there are differences. Some things on the Canadian side are peculiar to Canada." Using the government portal to transmit cargo data may be sufficient for the "mom-and-pop" companies crossing the border a few times a month, he said. For the big carriers doing 10 to 50 or more shipments a day, eCustoms's software will help them save and manage data and set up templates if they're shipping the same products. The company's software also lets clients harmonize data for shipments going into and out of both countries. "If you're doing hundreds of shipments a year, then software is the way to go," Hille said. "If you're a small shop, the government has portals and you could go there." The cost of complying with the electronic manifest rules are not high, he said. "The government gets what it wants, better security at the border, and businesses get what they want, greater efficiency," he said. "If you do everything correctly, and you have a good record, you can sail through the border quite easily," Hille said. "It does speed things up. "If the data you send is not correct, or you arrive at the wrong time, then that slows things down. It's getting to know the system and playing by the rules of the system."

Canadian executive to boost 'mega-region' idea here
Buffalo News - January 26, 2012

Neil D. Fraser is president of Medtronic of Canada Ltd., headquartered outside of Toronto, about a two-hour drive from Buffalo. But instead of thinking of Toronto and Buffalo as being far apart from each other, he says,

the two areas could benefit from creating connections based on their strengths. Fraser, who will be keynote speaker at Wednesday's World Trade Celebration in Buffalo, said he has been intrigued by the writings of Richard Florida, the director of the Martin Prosperity Institute at the University of Toronto and a former Buffalo resident. "[Florida] has been encouraging us to think of this as a region, rather than two cities separated by a border," Fraser said. Florida has praised the economic potential of a "mega-region" stretching from Toronto to Rochester. Fraser hails the research and development potential of institutions like the University of Toronto, as well as the ability to commercialize ideas in the U. S. market. "Buffalo is the gateway to the largest economy in the world," he said. The World Trade Celebration typically features a keynote speaker from the manufacturing sector. With the growth of Buffalo Niagara's medical corridor and related companies, a speaker with a connection to the medical products industry was a natural fit, said Christopher Johnston, president of World Trade Center Buffalo Niagara. The Innovation Center, in a former Trico Products facility in downtown Buffalo, is filled with emerging companies focused on life sciences and biotechnology. The presence of many R&D-minded companies nearby in Canada creates opportunities for Buffalo-area businesses to cultivate relationships with them, Johnston said. About 100 miles from Buffalo, the Kitchener-Waterloo- Cambridge, Ont., area has grown into a high-tech hub known as Canada's Technology Triangle. The Canadian government uses a tax incentive program called Scientific Research and Experimental Development to encourage companies to set up R&D operations, said Ashica Ambu, a research analyst with the WTCBN. The program annually provides about \$4 billion in tax credits to qualified applicants. Fraser brings a cross-border viewpoint to the WTCBN event. Medtronic of Canada was formed in 1968, as the first subsidiary of Minnesota-based Medtronic outside the United States. Medtronic was founded in 1949 and has a Buffalo connection involving pacemakers. A Medtronic co-founder, Palmer Hermundslie, flew his own plane to Buffalo to meet with Dr. William Chardack and Wilson Greatbatch. They signed a contract giving Medtronic exclusive rights to produce and market the Chardack-Greatbatch implantable pulse generator. Medtronic in its 2011 fiscal year reported net income of \$3 billion on sales of about \$16 billion. Fraser joined Medtronic in 1984 and was named president eight years ago. He previously worked for Alcan Canada Products and Procter & Gamble. Aside from Fraser's Medtronic background, his resume includes the patented invention of what became Liquid Spic and Span; introducing aluminium cans in Canada; and initiating curbside recycling programs in Ontario and Quebec with Environment Ministries. He sees a common thread in those pursuits. "That's the kind of thing I enjoy: leading change," Fraser said. "I come from both a technical and business background. I'm sort of interested in the interface of business and technology."

Gisel thinks locally as Rich acts globally
Buffalo News - January 29, 2012

William G. Gisel Jr. joined Rich Products Corp. 30 years ago. He has ascended the leadership ranks as the Buffalo-based family-owned business has blossomed into a \$2.9 billion food products company. Gisel, 59, named Rich's chief executive officer in 2006, has just implemented a new global organizational structure, with five regional business units, that reflects Rich's reach. Gisel talked about Rich's international expansion and its sales outlook:

Q:How has Rich grown into the company it has become?

A: I think our strategy can really be looked at in two different dimensions. One is a really strong belief that emanates from [chairman] Bob Rich Jr. that we need to be a diversified company. He is a fundamental believer in the value of diversification. That manifests itself in terms of our product line. We have a very broad range of product categories that we're involved in. Most people in Buffalo really don't have a full appreciation for how many different things we're involved in from a food standpoint. We're the largest shrimp processor in the country. We're the largest meatball processor in the country. Other meat products, value-added bakery, desserts, appetizers, and so forth. The other part of it is the geographic diversification. And [Bob Rich Jr.] really was the primary impetus back in the '80s for us to push hard to develop our international business. And that was at a time when the U. S. markets were growing very rapidly and a lot of other food companies were figuring, "This is good, we'll just ride the wave here."...And I think now we're in a wonderful position because we're very well entrenched in many of these emerging markets, whereas many other U. S. food companies have not taken step one.

Q:How do you make inroads in a new country?

A: There are no shortcuts. Our strategy as a company is around customer intimacy. We talk about this global structure or a global company—it's really a misnomer, because the real strength of our strategy and our business is being really good at the local level. And that doesn't mean we bring Buffalo-envisioned products to a bakery in Mumbai or Monterrey or Singapore. It means we have to understand the specific requirements they have in Mumbai, Monterrey or Singapore and have the capabilities to meet those specific requirements. . . . The other thing that we think is a really important element of our model is, that we believe very strongly in foreign nationals playing large roles in our business in these places. We do not have a big [expatriate] population in the company. Most of the top tier and second tier and third tier leaders and managers in these companies are local nationals who have grown up and developed in our business.

Q: Where do the Buffalo offices fit in?

A: Buffalo is our global headquarters and it is the epicenter. All of the major functional groups have a corporate functional presence here in Buffalo. So whether it's research and development, finance, human resources, information technology, operations, et cetera, what their role is in this model is one, to set standards and define what best practices look like in any functional area. And then provide support out to any of these regions, whether it's a U. S. region or across the world. The third thing, and perhaps the most important new role they play is, to facilitate more collaboration across the regions. Because really the essence of this structure is to be able to help the local organizations do a better job supporting their local customers. If we don't do that, then this global stuff is just nice cocktail party talk.

Q: Will you add more jobs at the headquarters?

A: We can see almost categorically that as we grow as a company, and as these regions and other countries grow, that we attract more professionals to Buffalo to help fulfill this role of support and facilitation and development. So we've had several hundred new positions over the last number of years coming into these corporate functional areas to help us to support the global growth of the business.

Q:What is your outlook on sales?

A: We talk about the advantages of this multinational footprint that we have. But two-thirds of our business is still in the United States and Canada, and still a critical marketplace for us is between the U. S. and Canada. We are seeing signs of resurgence in some of the key markets that we operate in in the U. S. and Canada, which is encouraging. It's fragile and it's not huge, but it feels a little bit like, OK, we've reached bottom we're starting to see a little comeback, whether it be in the restaurants and the food service segment or in some of these other areas. Europe is a big variable. If Europe has a major calamity, that's going to have an implication directly on the U. S. marketplace, it's going to affect our economy and therefore our business here. But it's also going to have an impact on Asia, because markets like China rely pretty heavily on Europe as a destination for their products, so it will affect growth there, too.

Q: Rich sells products in 100 countries. How does the company manage its presence in so many places?

A: Really the question comes down to, how do we maintain this consistent competitiveness across such a broad basis? It really comes down to three factors. The first one, which is largely underappreciated in many parts of industry, is the family ownership. It allows us to maintain a longer-term perspective on the business, which is really critical, because we're not in a position where we're twisting the business to achieve certain quarterly results. We're looking at the flow of the business, along with the [Rich family] shareholders, over a longer period of time, with an eye toward maintaining consistent growth and vitality and strength. The second is a consistent clear strategy that is all about being really close to local customers. . . . And so we know that that trumps everything else, that local response and support. That [third] part of this is, we have a belief that organizational excellence is the only sustainable competitive advantage. We can develop interesting new products all day long, and we do, we can come up with new ideas and technologies. But over time those things can be matched, copied, what have you. No one can really match our organizational capabilities.

U.S. hoping to avoid disruptions as they await Canadian Maid of the Mist decision
The Niagara Gazette - January 29, 2012

Deliberations in Canada over the future of the Maid of the Mist sightseeing boats at Niagara Falls are being closely watched in the U.S., where elected and tourism officials want to avoid disruptions to an iconic draw that

brings millions of tourists to the Falls each year. The double-decker boats ferry people from both sides of the Niagara River to the base of the Horseshoe Falls under separate agreements with New York state and Ontario, Canada. The tours have run continuously since 1846. The Niagara Parks Commission, an arm of the Ontario government that controls the land and buildings around the Canadian falls, approved a 25-year contract with the Maid of the Mist Steamship Co. in 2008. But the lack of competition for the deal drew criticism, so the commission called for bids from competing boat tour operators for the first time. The multimillion-dollar bids are under review; the commission is expected to make its recommendation to Ontario's tourism minister in February, though at one point it had anticipated choosing a company by the end of last year. "It's a very, very complex, detailed process," said the parks commission's interim chairwoman, Janice Thomson. "We're happy that it's thorough because it's a decision that's very important." She declined to say how many bids were submitted. The effect that a change in operations in Canada would have on the tour boat business across the river is unclear. Among concerns is whether a new company would allow the Maid of the Mist to continue to store its boats on the Canadian shore in the offseason. Space is short on the U.S. side. Sen. Charles Schumer has asked Ontario Premier Dalton McGuinty to ensure that the Maid of the Mist continue to have access to the Canadian docks and storage regardless of what happens to the Canadian lease, because it would be impossible to build dry docks on the American side. "I respectfully request that you take every effort to ensure that the final proposal does not exclude the ability to continue an American-based tour service," Schumer wrote. And Sen. Kirsten Gillibrand also has sought assurances for the American business, which provides 150 seasonal jobs. The Maid of the Mist Corp. has a 40-year contract through 2042 with New York state. "As you make decisions on continuing the current contract or beginning work with a new company, I want to stress that you make every effort to maintain U.S. jobs and uphold the quality of service," Gillibrand wrote in a letter to Thomson. Thomson said the request for proposals had only to do with the land lease on the Canadian shore and declined to say whether the potential effects on the American business were part of the commission's discussions. Whoever wins the contract will pay a base annual rent of \$5.5 million, said commission spokesman Tony Baldinelli. He declined to discuss other terms. The previous 21-year lease required a rent of 15 percent of gross revenue. The contract with New York's Office of Parks, Recreation and Historic Preservation, based on factors including gross revenues, gift shop sales and passenger counts, brought in about \$1.5 million last year, New York parks spokesman Peter Brancato said. Maid of the Mist spokesman Tim Ruddy declined to comment on the situation, citing a nondisclosure agreement included in the request for proposals. The Maid of the Mist tours attract more than 2 million passengers yearly. They bring in a regular celebrity clientele that has included Marilyn Monroe, Princess Diana and former President Jimmy Carter. Hundreds of riders at a time don blue plastic ponchos to protect them from the drenching mist as captains maneuver the boats through swirling whitewater to within 300 feet of the walls of water crashing down from 170 feet above. The Glynn family has owned the company since 1971. Niagara Tourism and Convention Corp. President John Percy and Niagara Falls Mayor Paul Dyster praised the Glynn's stewardship of the tourist draw and urged Canadian authorities to maintain continuity. "For decades, the Maid of the Mist has been synonymous with excellence and has offered tremendous levels of customer service," Percy said.

Wallenda makes another appeal to Canadians **Buffalo News - February 2, 2012**

Nik Wallenda on Thursday made yet another plea to the Canadian officials who previously denied his plan to walk a wire from the United States to Canada this summer. He won't know until Feb. 15 whether his third appeal will be a charm. "[We're] positive," said Wallenda's manager Winston Simone. "They were happy to hear that everything was thought out so thoroughly." Wallenda, his safety coordinator Terry Troffer and other associates met with Parks Commission General Manager Fay Booker, an engineer and a Canadian police official in Canada. The stuntman gave an in-depth description of his wire-walking plan, in which a two-inch-wide cable would be lowered by helicopter and rigged from Goat Island on the U.S. side to Table Rock in Ontario using winches. In November, Wallenda had made only a 10-minute presentation before the Parks Commission board, which denied his attempt on safety and preservation grounds. Thursday, though, he also had a one-on-one meeting with Parks Commission Chairwoman Janice Thomson, who has been the harshest critic of the wire-walking plan. "It was in minute details, every aspect of engineering and speaking to the safety [of

the walk]," Simone said of the presentation. Following the Parks Commission denial, Ontario Tourism Minister Michael Chan met with Wallenda and encouraged Thursday's meeting between Wallenda and the Parks Commission. He added, though, that the final decision rests with the Parks Commission, which will vote on the issue Feb. 15, according to a spokesman. Other sources have suggested the decision might ultimately be made by Ontario Premier Dalton McGuinty. A U.S.-to-Canada wire walk appears to be Wallenda's only option; New York Parks officials recently said they would not permit a walk solely over the American Falls. Wallenda had hoped that could be a backup plan.

Battle of Queenston Heights in War of 1812 to be re-enacted
Buffalo News - January 29, 2012

An energetic group of volunteers is gearing up to re-enact the Battle of Queenston Heights, the first major engagement of the War of 1812 to be fought along the Niagara Frontier. The Queenston Heights re-enactment is one of several events planned this year in the Lewiston area to commemorate the war between the United States and Great Britain that led to the burning of today's Niagara-on-the-Lake, Fort Niagara, Lewiston, Black Rock, Buffalo, part of today's City of Toronto and other communities in 1813-14. Despite the huge loss of property and human casualties, most authorities agree that the war ended in a stalemate. The U. S. and Great Britain never again made war against one another. Neither of the two major combatants lost any of its territory to the other, but the hopes of American Indians for their own independent nation in the western United States were ended. The Historical Association of Lewiston, which is supporting many of this year's commemorations, already has produced the spectacular and hugely successful "Flames Through Lewiston" reenactment of the fateful events of Dec. 19, 1813, when terrorized village residents fled their burning village in their nightclothes, with British forces in hot pursuit. The timely intervention of a band of friendly Tuscarora Indians enabled most of them to escape. That re-enactment took place last Dec. 17, complete with musket fire and bonfires lighting Center Street as villagers made their escape. Information on various other War of 1812 commemorative events is available from the historical association website at historiclewiston.org. Among the most ambitious of the events will be the bicentennial commemoration and reenactment of the Battle of Queenston Heights that will be presented Oct. 12-14 in Lewiston's Academy Park and in Queenston, Ont., just across the Niagara River in Canada. On the morning of Oct. 13, 1812, American Maj. Gen. Stephen Van Rensselaer led a force of 300 soldiers and 300 members of the militia in an attack on Queenston Heights. He believed the British position was vulnerable because the concentration of troops there seemed to be smaller than at other locations along the "enemy" side of the Niagara River. His contingent of militia could be compared roughly with today's National Guard, though unpaid, largely untrained and undersupplied, and somewhat reluctant to invade foreign territory. The American invaders seized the high ground, only to be challenged by British Maj. Gen. Isaac Brock, who arrived by horseback from nearby Fort George. An American sniper fatally shot the general, and his troops were beaten back down the hill. But then, British Maj. Gen. Roger Hale Sheaffe arrived from Fort George with reinforcements and the Americans were quickly defeated. Thus, the British won the battle but they lost Brock, a gifted commander who is memorialized to this day by a 185-foot-tall monument near the battle site and whose name is preserved at many locations in Canada. The current monument was built between 1853 and 1856 and is the second such structure to occupy the battlefield after an earlier one was destroyed in an explosion in 1840. Other significant engagements include the capture of Fort Niagara and the battles of Lake Erie, Chippawa and Lundy's Lane, and the burning of Black Rock and Buffalo. The American government declared war on Great Britain in 1812 because of trade restrictions imposed by the British during their war against the French, Britain's seizure of American merchant sailors on the high seas, and British support of American Indian tribes against U. S. expansion in North America. Many Canadian and American Indians sided with the British during the war. The signing of the Treaty of Ghent on Dec. 24, 1814, in Ghent, Belgium, led to the end of the war, restoring the original boundary between the United States and Canada while making no provision for an independent nation of American Indians.

Crossing to freedom
Buffalo News - January 27, 2012

When WNEB Buffalo/Toronto decided to tell the story of William Still, it was focusing on one of the lesser-known heroes of the Underground Railroad, the movement that ushered as many as 40,000 fugitive slaves to freedom in the mid-1800s through a network of secret routes and safe houses. Yet "Underground Railroad: The William Still Story" speaks to more than the courage and determination of one man. It reveals Canada's critical role in helping its neighbors achieve freedom. "It's great to be able to tell a story that has a Canadian angle," said Gordon Henderson, founder of Toronto's 90th Parallel Productions, which produced the documentary in association with WNEB Buffalo/Toronto and Rogers Broadcasting. "Many think that when slaves crossed the Mason-Dixon line they were safe, but after the Fugitive Slave Act [of 1850], they weren't safe. Canada then became essential." The "William Still Story" debuts at 10 p.m. Feb. 6 on WNEB-TV and in Public Broadcasting Station markets across the United States. It is being paired with a radio series that begins next week. "The Underground Railroad on the Niagara Frontier," a six-part radio series, highlights the contributions of Western New York and Southern Ontario. The radio pieces will begin running Sunday on WNEB-FM 94.5 at 2 p.m., continuing each day through Friday. On WNEB-AM 970, the series begins Monday at 6:30 and 8:30 a.m. and 12:30 p.m. and repeats each day at those times through Feb. 6. "The radio component will highlight the extraordinary contributions of individuals and communities including Lewiston and Niagara Falls," said John Grant, WNEB's chief program officer. The \$550,000 project was funded in part by Canadian National Railway, Rogers Cable Network, Canada Media Fund and Rogers Documentary Fund. It marks the first time WNEB has paired a radio series with a national television production, said Grant.

The Still diaries - When we started reading the diaries of William Still, we discovered one of the best records of the Underground Railroad we could imagine," said Grant. "Some of his stories -- especially him meeting his brother -- give me goose bumps. What are the odds of sitting across the table from a stranger, listening to that stranger tell his story, and then realizing that stranger is your brother?" Still, an African-American who painstakingly chronicled the passage of hundreds of slaves along the Underground Railroad, did not just keep written records. He got his hands dirty. "This is as rich a story as I know," said Henderson, executive producer. "This guy kept on fighting into his old age. He saw injustice and wanted to do something about it. Then he goes and becomes a very wealthy man." In 1850, cotton was the South's dominant cash crop, and 1.8 million of the 2.5 million slaves in this country -- almost 75 percent -- were involved in its production. At that time, the unofficial border separating slave states from free states followed the Mason-Dixon Line, forming part of the borders of Pennsylvania, Maryland, Delaware, and West Virginia (which then was part of Virginia). By 1860, as many as 100,000 slaves had escaped to freedom using the Underground Railroad to travel north. Philadelphia became a critical passage point along the freedom trail. Still, who was born in New Jersey, moved to Philadelphia at age 26. He was an ambitious man who taught himself to read and to write. When he died in 1902, the New York Times called him "The Father of the Underground Railroad." At one point Still is believed to have helped as many as 60 slaves a month to escape from their runaway points in the South, said James Horton, an American Studies and History professor from George Washington University who appears in the film. The story is told through re-enactments, expert interviews and vintage photographs. Still is portrayed by Toronto actor Dion Johnstone, who had considerable experience on stage at the Stratford Shakespeare Festival. "There was great worry and gnashing of teeth over what PBS calls 'direct address,' or William Still speaking directly to camera," Henderson explained. "Usually on PBS documentaries, no one speaks to camera. It's voiceover. "I accept the fact that [direct address] can be cheesy, but I felt that Dion Johnstone could pull it off. He's an actor at [the Stratford Shakespeare Festival], and if he can get the cadence of Shakespeare, he should be able to get the cadence of William Still." Johnstone has spent the last seven seasons at Stratford, playing several "young hero" roles, including Orlando in "As You Like It" and Caliban opposite Christopher Plummer in "The Tempest" in 2010.

In his own words - To prepare for his role, Johnstone studied Still's journals. He described the writing as very Shakespearean in terms of imagery and phrasing. "What he did was to record whom he came in contact with, where they were coming from, their family members, what aliases they were going to take on, and where they were traveling to," said Johnstone over the phone from his Toronto home. "It was very dangerous information to have logged anywhere." The narrative in the documentary mirrors word for word the original diaries, according to Johnstone. "Still did not want these stories to be lost," the actor said. "In his mind, the slaves were great heroes who struggled very hard to create the life we have now. It is very important that we remember where we came from." The expert commentary of historian Bryan Prince in the film is noteworthy because

Prince descended from fugitive slaves who helped found the Buxton Settlement in southwest Ontario. Fifty miles northeast of Detroit, Buxton was once Canada's largest fugitive slave settlement. "My ancestors were slaves who came to Canada, so I've always had a passion for researching history," said Prince. "When we think of the Underground Railroad, we have the vision of the kindly Quakers helping these poor slaves [and] the torture it must have been to leave familiar surroundings, to leave family members behind." Prince, 60, is a farmer with a passion for history. He grows corn, soybeans and wheat, and on rainy days heads for a library to do research. His wife, Shannon, has curated the Buxton Museum since 1999. "It really wasn't until 'Roots' came on television that I was hooked on history and wanted to know my family history," said Prince. "So I went to every gray-haired person I could find and asked them their stories. Over and over people said they did not know. That's when I started going to the library." Executive producer Henderson began his career as parliamentary correspondent for Global Television Network. He was also senior producer of the acclaimed CBC/Radio-Canada 32-hour series "Canada: A People's History."

Collaborative effort - In creating his production team for the "William Still Story," Henderson hired Peter Twist, whom he hailed as a "wild re-enactor." "We kick around history," said Henderson. "His house is full of uniforms. His knowledge of history is terrific. His film credit could have been five different things." Henderson also credited director, producer and writer Laine Drewery. "In this day and age of reality and ratings, it's good that PBS and WNET allow you to tell stories like this," said Henderson. "It's very, very difficult to produce these documentaries these days." A web component on historical sites, museums and organizations related to the Underground Railroad and Black History in Western New York and Southern Ontario is at www.wned.org. A companion website for the documentary is featured on pbs.org.

**Battle over New York ballast rules may come to an end soon, says head of U.S. Seaway
Watertown Daily Times – February 3, 2012**

The head of the St. Lawrence Seaway Development Corp. believes Gov. Andrew M. Cuomo will help the shipping industry fight New York State's "scientifically unachievable" ballast standards. "We met on Tuesday with the Cuomo folks," said U.S. Seaway Administrator Collister W. Johnson Jr. Thursday. "We had a very good conversation. Cuomo ran on 'I'm going to change the culture of New York and we're not going to be the most unfriendly business state in the country.' And I think in respect to this issue, he gets it." Ships carry ballast water to maintain stability during transits. Aiming to keep foreign invasive species out of New York waters, the state Department of Environmental Conservation in 2008 adopted a set of ballast discharge standards that are 100 times stronger than the International Maritime Organization's standards, for ships built before 2013, and 1,000 times stronger for ships built after Jan. 1, 2013. "The International Maritime Organization standard — that's the standard that Canada uses, that's the standard the world uses, that's the standard that everybody uses. But that's not good enough for the state of New York," Mr. Johnson said. "A study was done by leading scientists this summer saying that no way is that standard achievable. The only thing achievable is the IMO standards. Well, that didn't seem to budge the DEC much; science be damned." Last year, the federal Environmental Protection Agency's Science Advisory Board found that New York's strict standard cannot be met by existing ballast water management systems. With a year left until the new purity standards go into effect, Seaway officials and fellow critics — shipping companies, the Canadian government and governors of Indiana, Ohio and Wisconsin — continue to protest the rules that they argue would "shut down" New York's Seaway, the entrance into the greater Great Lakes shipping system. "If you put your rules in and shut down the Seaway what would that mean? That's 72,000 jobs and \$14 billion a year in economic impact," Mr. Johnson said referring to a 2011 economic impact study. The study, conducted by Martin Associates, of Lancaster, Pa., found that Seaway maritime commerce in New York waters supported 72,601 U.S. and Canadian jobs, \$3.8 billion in personal income, \$10.5 billion in business revenue and \$1.4 billion in local, state and federal taxes in 2010 alone. But as far as Great Lakes area environmentalists are concerned, the shipping industry and the Seaway are "getting in the way of doing the right thing." Jennifer J. Caddick, executive director of Save the River, Clayton, said the real problem is the shipping industry's unwillingness to invest in the costly treatment systems — which is said to cost around \$2 million to \$3 million per setup — and failure to acknowledge the value of protecting the state's drinking water. "I certainly hope the governor supports his agencies, supports the DEC and help it protect our waterways," she said. "As far as I can tell, the DEC has been willing to work with industries and

help them with technical issues. And there are mechanisms in the rule that allow ship operators to extend the deadline.” The state has already postponed the requirement’s initial effective date of 2012 by a full year and several shippers have applied for extensions. Ms. Caddick said existing regulations do help limit the introduction of invasive species into the Great Lakes but tougher ballast purity standards are needed to ensure that no unwanted organisms enter the system in the future. Still, Seaway officials seem confident that the current ballast treatment program — which has ballast tanks flushed with salt water outside the Seaway to kill organisms and inspected at Montreal – successfully stops invasive species from entering the Seaway. “The good news is that because of our program – with the flushing and everything – there haven’t been any new invasive species introduced into the system in six years,” Mr. Johnson said “My sense is that we will probably know how the Cuomo administration is going to deal with this fairly quickly.”

International plan will govern Lake Ontario waters
The Niagara Gazette - January 30, 2012

A new plan for controlling Lake Ontario water levels is intended to restore diversity among shoreline plants and animals by permitting greater fluctuations, a U.S.-Canadian treaty organization said Monday. The International Joint Commission said the lake would be allowed to be a few inches higher, on average, in spring and fall than current regulations allow. Similar proposals in recent years were withdrawn after protests from shoreline residents and businesses. The water levels of the lake and the St. Lawrence Seaway are controlled by releases from the Moses-Saunders Dam in Cornwall, Ontario. Environmental groups praised the new plan, which would take steps to restore the lake and river after 60 years of regulations that gave greater weight to shipping, recreation, business and shoreline property than environmental impacts. The International Joint Commission, which has set water levels since the 1950s, must balance many interests that often conflict:

- Hydroelectric power generation depends on the predictable flow of the St. Lawrence River.
- Commercial shippers need Seaway levels deep enough for ocean vessels.
- Lake Ontario landowners want lower levels with minimal fluctuation to prevent erosion.
- Lakeside marshlands rely on a natural cycle of seasonal highs and lows.

"Restoring more natural rhythms of water flows is fundamental to improving the overall health of the Great Lakes-St. Lawrence ecosystem and the communities and economies that depend on it," said Tony Maas of World Wildlife Fund-Canada. Ed Leroux, president of Save Our Sodus on the south shore of the lake near Rochester, said the commission hasn't provided sufficient data and rationale to the public to support its recommendations. "Our concern is that higher highs and lower lows will have the potential for significant economic damage to shoreline communities, especially Sodus Bay," Leroux said. "The projections we've seen for the amount of potential damage are grossly understated." About 2,400 developed properties, including homes, restaurants and marinas worth about \$500 million, are no more than 6.5 feet above the lake's average level and are at risk of flooding in heavy storms, the International Joint Commission found. The new plan could bring additional costs to some property owners, primarily for maintaining and improving shoreline protection structures, the commission said.

Multi-billion dollar, years-long Asian Carp battle plan
The Niagara Gazette – January 31, 2012

A new study in the fight to keep invasive Asian carp from entering the Great Lakes suggests erecting a physical barrier between Lake Michigan and the Mississippi River basin, where evidence of the harmful species has been identified. On Tuesday, results of the study titled “Restoring the Natural Divide” were released by the Great Lakes Commission and the Great Lakes and St. Lawrence Cities Initiative. The report analyzes various engineering options to separate both major watersheds near their confluence in the Chicago area. Previously-installed electronic barriers have failed, and Asian carp were located last year within six miles of the Great Lakes basin. “The study released today makes clear that there are viable solutions to protect the Lakes from this invasive species. Time is a luxury we don’t have. Genetic material from the carp have already been found in the Chicago Area Water System past the electronic barriers, which are currently our only line of defense against the carp,” U.S. Rep. Louise Slaughter, co-chair of the Great Lakes Task Force, said. The proposed multi-billion

dollar undertaking is being viewed by many as a small price to pay. Slaughter immediately followed up Tuesday's news release by urging the Army Corps of Engineers to also look closely at the proposals and hasten its own similar study. The Army report isn't expected to be complete until 2015. Mayor Paul Dyster, who is a member of the board of the Great Lakes and St. Lawrence Cities Initiative, said combating invasive species like the Asian carp is of "critical importance" to Niagara Falls and other Western New York communities with ties to the Great Lakes basin. "The highly invasive Asian carp has the potential to devastate our river and Great Lake sport fishery which would harm our waters and our economy," he said. "We have learned from the past — with the zebra mussel and goby — that invasive species have the power to do great damage to the delicate balance of the Great Lakes system." Why all the fuss? Asian carp are large, prolific and consume vast amounts of food — weighing up to 100 pounds and ranging as long as four feet. Their large size, ravenous appetites and rapid rate of reproduction pose a significant threat to New York's ecosystem, studies have shown. This aggressive invasive species could destroy the Great Lakes fish populations, devastating the \$7 billion recreational fishing industry, tourism industry and the general economic well being of the entire region. With proposals to segregate the watersheds near Chicago coming in around \$5 billion, proponents expect some resistance from industry in that area, but point to far greater potential losses in recreation on the lakes if the carp take over. Current efforts to control the spread of Asian carp include two electrical barriers around Chicago where the Mississippi River links to the Great Lakes through a series of canals. However, these efforts have fallen short, as illustrated by evidence indicating that Asian carp may have migrated past the electrical barrier. The lakes provide recreational opportunities and support shipping, fishing, boating and tourism industries that generate 1.5 million jobs and \$62 billion in wages, Slaughter said. "If they were to invade the Great Lakes basin, they would have a devastating effect on the native ecosystem," Bill Hiltz, an outdoors specialist with the Niagara Tourism and Convention Corp., said. But he said the problem of Asian carp goes beyond the species' effect on the ecosystem. Asian carp are also known to react to the sound of boat engines by leaping out of the water by the hundreds. "That puts boaters in danger when they're moving at any rate of speed," he said, adding the phenomenon has resulted in many documented cases of injury when boaters collide with the airborne fish. "We should have the attitude that we want to keep them all out. Zero tolerance. We don't want any Asian carp in the Great Lakes, period," he said.

Assemblyman wants air monitoring equipment on West Side
Buffalo News - February 1, 2012

The Clean Air Coalition and a state lawmaker this morning announced they want state environmental regulators to place air monitoring equipment on Buffalo's West Side. Assemblyman Sean Ryan, D-Buffalo, joined representatives of the group and some West Side residents to call for the move from Department of Environmental Conservation Commissioner Joseph Martens. Placing monitoring equipment there would allow officials and residents to have data that could be tracked over time, they said during a news conference in Pat Sole Park, located at Massachusetts Avenue and Seventh Street. The request comes amid long-standing concerns about air quality and what are believed to be increased levels of respiratory illnesses in West Side residents, which advocates say is connected to traffic from the Peace Bridge.

B. Border Communications

Minister MacKay delivers the keynote address at the Permanent Joint Board on Defence

NR 12.007 - January 24, 2012

OTTAWA – The Honourable [Peter MacKay](#), Minister of National Defence, will today deliver a keynote address in Ottawa to members of the Permanent Joint Board on Defence (PJBD), the highest-level bilateral defence and security forum between the United States and Canada.

Addressing an audience of prominent senior military officers, government officials and diplomats, [Minister MacKay](#) will speak about the importance of the PJBD forum for Canada's defence relations with the United States. This unique forum, created in 1940, has examined virtually every important joint defence measure undertaken since the end of the Second World War. Today, it continues to serve as a strategic-level consultative body on matters affecting the defence and security of the northern half of the Western Hemisphere.

"The United States is Canada's most important ally and defence partner, and strategic discussion entrench our defence relationship at a critical time," said the Honourable [Peter MacKay](#), Minister of National Defence. "These bilateral meetings have served as a key discussion forum on Canada-U.S. defence relations for more than seven decades."

The agenda for the 228th PJBD meeting on January 25 includes topics such as continental defence and security cooperation, Canadian and U.S. engagement in the Western Hemisphere, and defence cooperation in the Arctic.

"The discussions at the meeting, and the endorsement of military-to-military plans, build on the longstanding, well-entrenched and highly successful defence and security relationship between our two countries," said [Minister MacKay](#). "Our strong defence relationship provides our two nations with greater security by addressing threats to our collective safety, security and defence, and ultimately to our economic well-being."

The documents to be signed on the margins of the meeting include the Civil Assistance Plan (CAP), the Combined Defence Plan (CDP) and an Information Sharing Memorandum of Understanding (MOU). The CAP, which was first signed on February 14, 2008, is to be renewed for two years. The CDP establishes a planning framework between Canada Command, its counterpart U.S. Northern Command, and NORAD for enhanced defence cooperation between Canada and the U.S. should governments require each other's assistance. These arrangements are not unlike Requests for Assistance in response to natural disasters or in the event of a defence emergency.

The Information Sharing MOU updates and formalizes existing arrangements between Canada Command, U.S. Northern Command and NORAD, to identify and provide for ease of sharing information amongst the three organizations.

The PJBD has been in existence for over 70 years and is the highest-level bilateral defence forum between Canada and the U.S. The Canadian and U.S. PJBD co-chairs act in an advisory capacity, reporting directly to the Prime Minister and President, respectively, on matters affecting the defence of the northern half of the Western Hemisphere. The Board meets semi-annually, with hosting duties rotating between the two countries.

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Secretary of Homeland Security Janet Napolitano's 2nd Annual Address on the State of America's Homeland Security: Homeland Security and Economic Security

Release Date: January 30, 2012

Washington, D.C.
The National Press Club
(Remarks as Prepared)

For more information, see [DHS progress in 2011](#).

Thank you for the introduction and warm welcome. It's great to be back at the National Press Club, and I want to thank all of you for coming.

Established nearly nine years ago, the Department of Homeland Security is still a relatively young agency.

Its creation represents one of the most sizable reorganizations within the Federal Government since the Department of War and the Department of the Navy were combined to create the Department of Defense.

Every day, our workforce protects our air, land and sea borders and, increasingly, our cyberspace.

They guard against terrorist attacks from groups like al Qaeda or homegrown extremists. They apprehend human traffickers and other criminals. They protect the President and Vice President; they help thousands of immigrants become new citizens of the United States.

Today, DHS has over 230,000 employees working to ensure the safety and security of the American people, in jobs that range from law enforcement officers and agents to disaster response coordinators, from those who make sure our waterways stay open to those who make sure our skies remain safe.

The men and women of DHS are committed to their mission, and on behalf of the President, I would like to thank every one of them for their service.

As I have said many times, homeland security begins with hometown security.

And as part of our commitment to hometown security, we have worked to get resources out of Washington and into the hands of state and local officials and first responders.

We have made great progress in improving our domestic capabilities to detect and prevent terrorist attacks against our people, our communities and our critical infrastructure.

We have supported our nation's network of 72 fusion centers, increasing our ability to analyze and distribute threat information across the country.

We have invested in training for local law enforcement and first responders of all types in order to increase expertise and capacity at the local level.

We work with a vast array of partners, from local law enforcement to the private sector to community leaders across the country, all of whom are committed to doing their part to help keep America safe.

And we will continue to build upon those efforts.

At the same time, we have worked to protect Americans from natural disasters. Last year our nation saw remarkable examples of resilience grounded in this work.

We saw communities across the country bounce back from a historic number of disasters, from Hurricane Irene along the East Coast to fires in the Southwest, from flooding along the Mississippi and Missouri Rivers, to the devastating tornadoes that hit the Midwest and the South.

The tornado that struck Joplin, Missouri last May leveled countless houses and businesses, destroyed most of the schools, and killed more people than any tornado since 1953.

Yet within days, the school superintendent announced that school would start on time this fall - and it did.

Local health officials announced that the hospital would be rebuilt—and it will be.

And the city manager was drawing up plans to rebuild the city's downtown—which is currently underway.

I could relate similar stories from Alabama to Connecticut, from New England to North Dakota.

As we have seen time and again, Americans are by nature a resilient people. Our role is to be part of the team that fosters that resilience and to strive to continue doing our jobs better and more efficiently.

Our experience over the past several years has made us smarter about the terrorist threats we face and how best to deal with them.

We have learned that we can apply different protocols in different cases, depending on the information we possess about both the individual situation and the threat environment as a whole.

For instance, not every traveler or piece of cargo poses the same level of risk to our security.

The key to evaluating potential risk is information—by sharing and leveraging information we can make informed decisions about how to best mitigate risk.

And the more we know, the better we become at providing security that is seamless and efficient.

We can also free up more time and resources to spend on those threats or individuals we are bound to encounter but may not know much about—the “known unknown.”

Think of it this way—if we have to look for a needle in a haystack, it makes sense to use all of the information we have about the pieces of hay to make the haystack smaller.

This approach not only makes us safer, but it also creates efficiencies within the system for travelers and for businesses. Good, thoughtful, sensible security by its very nature facilitates lawful travel and legitimate commerce.

Simply put, our homeland security and our economic security go hand-in-hand.

Accordingly, security measures should, to the greatest extent possible, be designed to facilitate the safe and efficient movement of people and goods while securing our critical infrastructure.

The movement of people, goods, and ideas has always driven the development of nations and provided opportunities for economic growth and prosperity.

In recent years globalization has brought more diversity to world trade.

Within the American economy, trade with our international partners accounts for roughly one quarter of our GDP.

So, in other words, our economy is dependent on our ability to secure and facilitate the flow of people and goods to and from our shores.

And a crisis or vulnerability in any part of the world has the ability to impact the flow of goods and people thousands of miles away.

A passenger originating in Ghana, or a piece of cargo from Yemen, can threaten a plane bound for the United States.

And massive flooding in Thailand can drive up the global price of computer hard drives, just as an earthquake and tsunami in Japan can grind assembly lines at American auto plants to a halt.

We must therefore continue to look both within and beyond our physical borders and develop strategies that keep America safe from threats that can originate both here at home or on the other side of the world.

As the federal department charged with regulating the flow of people and goods in and out of the country, DHS has been transforming how we approach the relationship between security and trade.

This transition will be a key, ongoing focus for the Department in 2012 as we continue our drive toward a risk-based, information-driven approach to security, where what we know about a piece of cargo or a passenger allows us to better assess its risk, and identify threats at the earliest point possible.

We must recognize that security and efficiency are not mutually exclusive. We can enhance security while decreasing wait times, expediting travel and keeping costs down. And we know we can because we are doing so already.

This year alone, DHS will help facilitate about \$2 trillion in legitimate trade, while enforcing U.S. trade laws that protect the economy, the health, and the safety of the American people.

So how are we strengthening security while expediting trade and travel?

One key way is through trusted traveler and trusted shipper programs.

These programs rely on mutually-agreed upon information sharing which allows us to know more about a traveler or piece of cargo before it begins its journey.

At the same time, these programs provide an economic benefit for the individuals, countries and companies involved by expediting the movement of the goods and people that are critical to their business.

For example, Global Entry is a program that allows us to expedite entry into the U.S. for pre-approved, low-risk air travelers.

More than one million passengers have already joined Global Entry, and President Obama recently announced that we will be expanding the program in 2012 as part of the Administration's efforts to foster travel and tourism.

We have also been expanding TSA Pre[√]TM, a domestic trusted traveler initiative that enhances security by allowing us to focus on passengers we know less about and those who are considered high-risk, while providing expedited screening for travelers who volunteer information about themselves prior to flying.

TSA Pre[√]TM is currently available to U.S. citizens who are members of existing CBP Trusted Traveler programs as well as eligible airline frequent flyers.

TSA Pre[√]TM passengers may be referred to a lane where they will undergo expedited screening, which could include no longer having to remove shoes, laptops, jackets, or belts.

Efforts like TSA Pre[√]TM represent an important evolution in the way we handle airline security, as we shift away from the one-size-fits-all model of passenger screening to one that is risk based.

And what's critical is that both of these initiatives strengthen security while expediting travel for those travelers we know the most about.

We are applying these same concepts in the area of cargo security.

As part of a broader cargo security initiative, we now allow participating shippers to screen air cargo, following strict standards to support the 100 percent screening requirements of the 9/11 Act for cargo transported on passenger aircrafts.

We are also reviewing our foreign partners' cargo screening to determine whether their programs provide a level of security commensurate with U.S. air cargo security standards.

Those who meet these requirements are officially recognized to conduct screening for cargo traveling to the U.S.

We are working with more than 80 countries to prevent the illegal theft or diversion of precursor chemicals that can be used to make Improvised Explosive Devices or IEDs.

Through these efforts we have already seized more than 62 metric tons of these deadly materials.

We are partnering directly with the international trade community to provide expedited cargo processing for companies that undergo extensive vetting and meet strict security criteria.

And just last week, I announced an administration-wide effort on Global Supply Chain Security that builds off these existing programs.

This new strategy represents a whole-of-nation approach to global supply chain systems, with two explicit goals: promoting the efficient and secure movement of goods and fostering resilient supply chain systems.

Our efforts will be guided by three key principles:

We will find smarter and more cost effective ways to address security threats and maximize resources and expertise from across the United States Government;

We will foster an all-of-nation approach to leverage the critical roles played by state, local, tribal and territorial governments, and private sector partners in strengthening supply chains; and

We will enhance our coordination with the international community and international stakeholders who also have key supply chain roles and responsibilities.

Like the aviation system, our physical borders, both land and sea, serve not only as a crucial line of defense when it comes to our security, but also as a critical intersection of international commerce.

The Obama administration has undertaken the most serious and sustained actions to secure our borders in our nation's history. And it is clear from every measure we currently have that this approach is working.

On the Southwest border, illegal immigration attempts, as measured by Border Patrol apprehensions, have decreased 53 percent in the past three years, and are less than 20 percent of what they were at their peak, while seizures of illegal drugs, currency, and weapons are all up.

We have increased the number of Border Patrol agents to more than 21,000, which is more than double the size of the Border Patrol in 2004.

And as we have worked to combat illegal crossings, violent crime in U.S. border communities has remained flat or fallen in the past decade.

We are using technology in new ways – including license plate readers to detect suspicious vehicles, aerial surveillance, and cameras and sensors along the land borders.

These kinds of technologies, combined with increased manpower and infrastructure, give our personnel better awareness of the border environment, so they can more quickly act to resolve potential threats or illegal activity.

We've also invested heavily in infrastructure improvements at our ports of entry, including over \$400 million in Recovery Act funds to modernize older facilities along our Northern border to meet post-9/11 security standards.

We've also expanded our busiest ports along our Southwest border, like San Ysidro and Nogales.

And we are working with our partners across the border. Last year we stepped up coordination with Canada through the Beyond the Border Action Plan to speed inspection of goods like car parts so that factories on both sides of the border can operate more efficiently.

We have continued to work closely with our Mexican counterparts to protect shared critical infrastructure and expand trusted traveler and shipper programs as part of a declaration signed jointly by President Obama and President Calderon.

These efforts are not only speeding legitimate trade, but they are also stopping illegal goods from entering the country—goods that can undermine domestic businesses that play by the rules.

In Fiscal Year 2011, we interdicted goods representing more than \$1.1 billion in Manufacturer's Suggested Retail Price. Further, the value of consumer safety seizures including pharmaceuticals totaled more than \$60 million, representing a 41 percent increase over Fiscal Year 2010.

When it comes to the movement of people, our efforts are not just focused on promoting tourist and business travel to the United States.

We are also enforcing our immigration laws in smart, effective ways designed to protect communities while, to the greatest extent possible under current law, fostering legitimate employment and foreign investment.

The bottom line is that our nation's current immigration laws are sorely outdated and in need of revision.

President Obama views such a revision as both a matter of fairness and as an economic necessity.

While we continue to urge Congress to take up immigration reform, we have acted on clear and common sense priorities when it comes to immigration enforcement under the existing laws.

We have reduced bureaucratic inefficiencies in visa programs - streamlining the path for entrepreneurs who wish to bring their business to America.

We have improved and automated the process for identifying individuals applying for or in possession of a visa who may pose a national security or public safety risk.

We are ending practices that break up American families by shortening how long the spouses and children of American citizens must wait abroad for a US visa that we know they will obtain.

For the first time, we have prioritized our enforcement resources so that we can concentrate first on those individuals who are in our country illegally and who are also committing other crimes.

We are also focusing on the removal of repeat immigration violators and recent border crossers before they enter our country's interior.

This year, we began reviewing the hundreds of thousands of cases languishing on the immigration court docket to speed the removal of criminal aliens while administratively closing cases of those with no criminal record who pose no risk – such as students who were brought here through no fault of their own, or members of the military.

We've also focused on employers who hire illegal labor and, by doing so, unfairly compete with employers who play by the rules.

None of these actions substitute for statutory reforms. But we can, we have, and we will seek to enforce the law in a way that best meets our needs and our ideals.

In today's high tech security and commercial environments, we must also focus beyond just the physical movement of goods and people across our borders.

That is why, in the area of cybersecurity, we are moving to create a secure environment for the flow of cyber commerce and helping support a secure marketplace for the exchange of goods and ideas.

We are deploying the latest tools across the federal government to protect critical systems while sharing timely and actionable security information with public and private sector partners to help them protect their own operations.

Beyond protecting the computer networks of the civilian side of our government, we are leading the effort to protect our nation's critical information infrastructure – the systems and networks that support the financial services industry, the electric power industry, and the telecommunications industry, to name a few.

And we now have dedicated representatives from these and other key economic sectors working at DHS alongside our own cybersecurity experts to prevent, identify, and address cyber incidents.

We continue to work with the private sector, other government national security and law enforcement agencies and the international community to mitigate the risks and reduce the potential for a malicious actor to be successful.

Last year, our Computer Emergency Readiness Team responded to more than 100,000 incident reports, and released more than 5,000 actionable cybersecurity alerts to our federal, state, and private sector partners.

And we are working with our international law enforcement partners to share expertise and resources to combat electronic crimes such as identity and intellectual property theft, network intrusions, and a range of financial crimes.

These efforts are showing results. In the last year alone, the U.S. Secret Service prevented \$5.6 billion in potential losses through financial crime investigations and \$1.5 billion through cyber crime investigations.

At the same time, ICE also disrupted or dismantled more than 140 transnational criminal organizations capable of laundering over \$1 billion in illegal proceeds and illegally exporting 50,000 pieces of controlled technology.

No one understands the need for security more than the business community, where one break in the supply chain can put an entire company at risk.

And in today's world, it is not just big businesses that feel the impact of the global security network. Small businesses are inextricably linked to the larger commercial world—and in many cases are serving as the engines of security innovation.

We want to encourage this innovation. In Fiscal Year 2011, DHS awarded almost 30 percent of our total contracting dollars to small businesses, resulting in more than \$4.2 billion in prime small business contracts.

Our investment in businesses of all sizes is paying off in the development of new security tools.

For example, our new “Commercial First” approach leverages the innovations and development done by industry to support the Department's nuclear and radiological detection equipment needs.

This initiative facilitates interaction among industry, stakeholders, and researchers to develop technology that is better and more cost-effective.

Businesses are also central to rebuilding a community after a disaster or other tragedy strikes. That is why, led by FEMA, we have changed how we work with businesses before, during, and after a catastrophic event.

We have seen that the more we do to make sure we're prepared for a disaster, the faster we will rebound. And that has immense economic consequences.

Last year, we supported 99 major disaster declarations. These included the response to Hurricane Irene that impacted 14 states, record fires in the Southwest, flooding across the central United States, and devastating tornadoes that hit the Midwest and South.

In all of these instances we have shown that we are dedicated to helping communities rebuild after disaster strikes.

One of the many new ways we do this is by awarding contracts to local small businesses and adhering to the principle: hire local, buy local, and help communities get back on their feet.

Last year, I had the honor of attending the opening of the new 9/11 memorial in New York City. That memorial, like the one at the Pentagon and in the fields outside Shanksville, Pennsylvania, stands as a reminder of those we lost and will never forget.

But these memorials must serve another purpose. They must stand as reminders of our need for vigilance in a dangerous world, and as a symbol of our resilience as a nation—a nation that has proven time and again that we will always come back stronger from tragedy and adversity.

We have come a long way over the past year, and over the past ten years since 9/11. We have learned a great deal about how to better secure our country, but we remain aware of how a successful terrorist attack or natural disaster can inflict economic damage beyond its human toll.

Threats against our nation, whether by terrorism or otherwise, continue to exist and evolve. And DHS must continue to evolve as well.

While we resolve to remain ever vigilant against another 9/11 style attack, we also commit ourselves to deploying security measures that promote the movement of goods and people and that build upon our national resilience.

Today, we're bringing new strategies to this effort, not only to confront an ever evolving set of threats, but also to protect and support the economic engine that makes our Nation great.

We will do even more in 2012 and beyond. I want to thank you for your interest and for your continued engagement.

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2012 ice season starts today!

Wednesday, February 1, 2012

Icebergs, bergy bits or growlers. Whatever you call them, these massive chunks of ice – some the size of a small country – all pose a threat for ships transiting the North Atlantic. But thanks to the U.S. Coast Guard's International Ice Patrol and their partners, mariners will have the information they need to stay safe, and out of harm's way.

The U.S. Coast Guard's International Ice Patrol takes over the ice-reporting responsibility from the Canadian Ice Service today, officially marking the start of the 2012 ice season. The Ice Patrol will now be responsible for issuing daily iceberg analysis products, which provides key safety information for mariners transiting in Atlantic waters.

Prior to 2011, the Canadian Ice Service published a daily iceberg analysis for Canadian coastal waters and the International Ice Patrol published a seasonal daily iceberg warning when icebergs threatened transatlantic shipping lanes. Last year, the services combined efforts to produce one daily iceberg analysis to be issued by Ice Patrol during their traditional season – February through July – and to be issued by the Canadian Ice Service for the remainder of the year.

Both the International Ice Patrol and Canadian Ice Service now operate under the North American Ice Service, or NAIS, a unified source of ice information for the U.S. and Canadian governments.

The move to NAIS' unified source of iceberg products was a significant step in improving efficiency. By combining resources and improving effectiveness they have created a one-stop-shop for the maritime community to get critical iceberg information. Both ice services spent considerable effort in harmonizing the iceberg products to provide a seamless transition for the countless mariners that rely on iceberg information for safe navigation in the Atlantic.

The 2012 ice season will be a busy one for the Ice Patrol, and in the upcoming weeks their crews will deploy the first ice reconnaissance detachment of the season to Newfoundland to meet with Canadian partners and conduct initial reconnaissance for the season.

After surveying the iceberg population during their Newfoundland deployment, Ice Patrol members will be able to determine the outlook for the 2012 ice season.

Iceberg reconnaissance is conducted primarily with aircrews from Air Station Elizabeth City, N.C., in an HC-130J Hercules airplane, the perfect platform for their mission. Using the aircrafts specialized sensors, radar and visual observations are employed for iceberg detection and identification.

Last year's ice season was comparatively lighter than previous years, based on the traditional measure of the number of icebergs passing south of latitude 48 degrees north. 2011 also provided distinctive threats to mariners, including an ice island that calved from the Petermann Glacier in August 2010. The ice calving produced several ice island fragments and hundreds of icebergs that traveled south along the coast of Labrador. Fortunately, most remained inshore and deteriorated north of Newfoundland without affecting major transatlantic shipping routes.

Another big part of the 2012 season will be commemorating 100 years since the sinking of RMS Titanic. The International Ice Patrol was established as a direct result of the sinking of RMS Titanic and commemorates the ship every year with a memorial wreath drop over the resting position. This year, in collaboration with the Titanic Historical Society, the Ice Patrol will conduct a special memorial drop of rose petals that were carried by museum visitors through Titanic exhibits.

Over the last century, Ice Patrol has established an enviable safety record – no ship heeding Ice Patrol warnings has ever collided with an iceberg. Ice Patrol strives to maintain that safety record throughout 2012's ice season, with their Canadian Ice Service and National Ice Center partners.

CBP Officers in Buffalo Arrest Man for Possession of Child Pornography

(Friday, January 27, 2012)

Buffalo, N.Y. – U.S. Customs and Border Protection announced the arrest of a Canadian citizen who was found to be in possession of child pornography.

On January 26, CBP officers working at the Peace Bridge in Buffalo, N.Y. encountered 61-year-old Terence Keleher, a Canadian citizen from Guelph, Canada. Keleher indicated that he was destined to visit a friend he met online, but was unable to provide any specific information about the friend or his destination. Due to his inability to provide specific travel information, Keleher was referred to secondary for further inspection.

During the secondary inspection, Keleher stated that he intended to stay in the United States until Monday and then return back to Canada. The inspection revealed that Keleher was in possession of suspected child pornography.

Keleher was subsequently arrested by CBP and turned over to the custody of Homeland Security Investigation agents and faces federal for transportation of child pornography.

U.S. Customs and Border Protection is the unified border agency within the Department of Homeland Security charged with 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.

CBP Officers at Peace Bridge Arrest Male for False Identity

(Tuesday, January 31, 2012)

Buffalo, N.Y. - U.S. Customs and Border Protection (CBP) Field Operations announced the apprehension and arrest of an individual attempting entry into the United States under an assumed identity.

Adama Conde, a 36 year-year-old male citizen of Guinea, was encountered by CBP Officers at the Peace Bridge on January 25th aboard a Greyhound bus. Mr. Conde presented the U.S. passport of a 28-year-old male born in Georgia bearing Conde's photo. CBP Officers later determined that the Guinean citizen used the false identity as a cover due to his being in deportation proceedings from the United States.

Mr. Conde was arraigned in federal court on January 31, and is currently facing charges of False Claim to US Citizenship and Misuse of a Passport.

U.S. Customs and Border Protection is the unified border agency within the Department of Homeland Security charged with 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.

Hochul, Schumer, Gillibrand & Slaughter Push Dept. Of Defense To Preserve Niagara Falls Air Reserve Station's Critical Role In Our National Security & WNY Economy

Contact: Fabien Levy - (202) 225-5265

Jan 27, 2012 Issues: [Fiscal Responsibility](#), [Jobs and Economy](#), [Local Issues](#), [National Security](#), [Veterans](#)

In Light of Dept. Defense Proposal to Retire Aircraft and Make Major Cutbacks at Military Bases, WNY Lawmakers Urge DoD to Keep Niagara Falls Air Reserve Station An Active Player In Nation's Air Force

NFARS Employs 3,500 WNY'ers & Pours Millions into Regional Economy –Base Is Too Critical to WNY & National Security For These Cutbacks

Niagara Falls Air Reserve Station Must Remain Active

NIAGARA FALLS, N.Y. – Today, Representative Hochul, along with Senators Schumer and Gillibrand and Representative Slaughter, called on the Department of Defense to keep the Niagara Falls Air Reserve Station (NFARS) as an active and central player in our nation's Air Force. The lawmakers' push comes in light of a Department of Defense announcement on Thursday that would seek to make major cutbacks at bases across the country in order to slim down the defense budget over the next decade. The Department's announcement highlighted Air Force plans to retire 65 C-130 aircraft cargo planes, like those at the Niagara Falls base, and also raised a longer term proposal to conduct two rounds of military base closures in the next several years. The representatives' letter to Secretary Leon Panetta highlighted that the Niagara Falls Air Reserve Station, with its 3,500 employees and an annual direct economic impact of \$168 million, is too critical to both the nation's military and Western New York's economy to be considered for cutbacks. Hochul, Schumer, Gillibrand, and Slaughter are urging the Defense Department to preserve the Niagara Falls Air Reserve Station's role as a major contributor to our national security, and to search for savings overseas, where the local economy will not be negatively impacted.

“The Niagara Falls Air Reserve Station serves as a crucial part of not only our national security, but the Western New York economy as well,” **said Congresswoman Hochul, a Member of the House Armed Services Committee.** “As the sole military installation in Western New York and the largest employer in Niagara County, the Department of Defense must protect this installation as a key asset in our military efforts. On behalf of my constituents and our local community, I will continue working with the Western New York delegation to ensure this base remains an integral part of our military's long-term strategic plan.”

“Niagara Falls Air Reserve station is as critical to Western New York’s economy as it is to our national security, and we will fight tooth and nail to keep this station in active duty,” **said Senator Schumer.** “The Niagara Falls base is a critical player in our nation’s military readiness and response capability, and provides security along our northern border, all while providing 3,500 jobs to Western New Yorkers and pouring \$168 million directly into Western New York’s economy. These benefits are too massive to ignore, and that is why I’m joining the Western New York delegation in urging Defense Secretary Leon Panetta to avoid cutbacks in Niagara Falls.”

“As the sole military installation in Western New York, we can’t afford to lose Niagara Falls Air Reserve Station,” **said Senator Gillibrand, a Member of the Senate Armed Services Committee.** “In addition to the many missions this base has conducted in Iraq and Afghanistan, they also come to our rescue here at home, especially in the wake of natural disasters that ravaged New York State last year. Closing Niagara Falls Air Reserve Station would devastate the local economy, undermine protection of the northern border, reduce our state’s preparedness, all without providing projected savings.”

“We know how difficult defense cutbacks and BRAC Commissions are because of all the work it took in 2005 to save the base,” **said Congresswoman Slaughter.** “The Niagara Falls Air Base is of immeasurable value to the Western New York community and a vital part of Niagara County’s economy. I’ve said it before and I’ll say it again, the Niagara Falls Air Base deserves to be the crown jewel of the Air Force. I’ve been proud to join my colleagues in conversations about the importance of the Air Base for Western New York and the United States military.”

Hochul, Schumer, Gillibrand, and Slaughter’s push to preserve the Niagara Falls Air Reserve Station’s critical role in our nation’s national security comes after the Pentagon released its budget Thursday, and revealed a proposal for major cutbacks at military bases across the country, and plans for additional rounds of Base Realignment and Closure Commission in the next several years. These measures, including a reduction in Air Force cargo planes, are aimed at reducing the Department of Defense’s budget over the next decade. The Niagara Falls Air Reserve Station is home to 12 such airlift planes, which the Department of Defense is considering eliminating, and the base has been considered for closure in previous rounds of base-closures commission. Previously, however, efforts by federal lawmakers including Senator Schumer and Congresswoman Slaughter, in conjunction with those of local residents and NIMAC, highlighted that closing NFARS would not achieve projected savings and that it plays too critical a role in the nation’s military mission for such cutbacks to occur.

The Representatives highlighted in their letter to Secretary Leon Panetta that as the largest employer in Niagara County and a major presence in Western New York, the Reserve Station has an annual direct economic impact of \$168 million and over 3,500 jobs in Western New York. They are therefore pushing to highlight as they have done in the past, that the Niagara Falls base is the backbone of the Western New York, and potential military cutbacks would be too harmful to the local economy, while not achieving satisfactory savings for the DOD.

The Niagara Falls Air Reserve Station has played a critical role in our nation’s security in recent years, further highlighting the need for the Department of Defense to find its savings overseas or in ways that does not negatively impact the Western New York economy. NFARS is the single military installation in Western New York, providing support for our border region, the state and the country. Last year alone, NFARS conducted over 1,500 missions in both Iraq and Afghanistan, and also provided critical air ambulance and other life-saving services in response to Hurricane Irene, Tropical Storm Lee, and the earthquake in Haiti in 2010. Also, the base plays day-to-day roles in supporting Air Force requirements, missions and other operations overseas.

A copy of the lawmakers’ letter to Secretary Panetta appears below:

January 27, 2012

*The Honorable Leon E. Panetta
Secretary of Defense
1000 Defense Pentagon
Washington, DC 20301*

Dear Secretary Panetta:

In light of the Defense Department’s (DOD) recently announced force restructuring, we write today to emphasize the importance of the Niagara Falls Air Reserve Station (NFARS), including the 914th Airlift Wing and 107th Airlift Wing. While we recognize the need for the DOD to cut costs, we believe that restructuring decisions must be strategically designed to ensure our regional and national security, while also recognizing the economic impact military installations have on our local communities.

NFARS is the single military installation in Western New York, providing support for our border region, the state and the country. In 2011 NFARS conducted over 1,500 missions in both Iraq and Afghanistan. Additionally, in recent years they have provided critical aeromedevac and resupply missions in response to Hurricane Irene, Tropical Storm Lee, and the devastating

earthquake in Haiti in 2010. The base also continues to serve vital day-to-day roles in the Continental United States for Air Mobility Command in addition to supporting Air Expeditionary Forces requirements overseas, contingency operations and other missions associated with the projection of U.S. presence overseas.

At a time when our nation must work to reduce the national deficit, it is important that we identify the most efficient and timely ways to do so. As retired Air Force Chief of Staff General Fogleman stated in a recent article, the Air Force should leverage its Reserve and Guard Components more rather than less to achieve increased cost efficiencies.

Specifically for NFARS, it is important to note that past attempts to reduce NFARS footprint in Western New York have failed because it is not cost effective. In 2005, after an exhaustive examination of the facts, the BRAC commission concluded that it would take over a quarter of a century before the DOD would see any cost savings from closing NFARS. In fact, the BRAC examination demonstrated that alleged saving that would be achieved by closing Niagara was not accurate, and that the federal government would actually save money by keeping the local air base open. Since then, the Western New York delegation has worked assiduously to diversify and expand operations at NFARS, making the site even more valuable to the nation's and the military's mission than before. These new additions include a new training center, buildings to house the Military Entrance Processing Station, more sophisticated coordination between base operations and state-of-the-art firing range.

In addition to the NFARS' contributions to our national security, the base also serves as the backbone of our local economy. As the largest employer in Niagara County and a major presence in Western New York, the Reserve Station has an annual direct economic impact of \$168 million and over 3,500 jobs in Western New York. At a time when the President has made economic recovery a top priority, any cuts to NFARS would have a devastating impact on our local community.

We strongly urge you to look for savings abroad within DOD that do not jeopardize troop safety or our nation's security before looking to cut vital installations, such as NFARS, at home. Thank you for your attention to this important matter, and we look forward to working with you during this process.

Sincerely,

Charles E. Schumer
United States Senator

Kirsten E. Gillibrand
United States Senator

Kathleen C. Hochul
Member of Congress

Louise M. Slaughter
Member of Congress

Slaughter Calls for Swift Action to Barricade Asian Carp from the Great Lakes

Urges Colleagues and Army Corps of Engineers for Action in Light of New Study

WASHINGTON – Congresswoman Louise Slaughter (NY-28), Ranking Member of the House Rules Committee and Co-Chair of the Great Lakes Task Force, said that a study released today offers permanent solutions for keeping Asian Carp out of the Great Lakes and called on the Army Corps for swift action.

Today, the Great Lakes Commission and the Great Lakes and St. Lawrence Cities Initiative released findings in "Restoring the Natural Divide", analyzing various engineering options to separate the Great Lakes and Mississippi River basins in the Chicago Area Waterway System to prevent inter-basin movement of harmful aquatic invasive species including Asian carp.

As a leader on Great Lakes issues, Slaughter is encouraging her colleagues in the Great Lakes Task Force to join her in writing to leading officials at the Army Corps of Engineers. The letter urges the Army Corps of Engineers to look closely at today's findings as they simultaneously conduct their own study, the Great Lakes and Mississippi River Interbasin Study (GLMRIS), and calls on the Corps to shorten the timeline for releasing GLMRIS. Army Corps is not scheduled to conclude GLMRIS until late 2015.

"The Great Lakes make up 20 percent of the world's freshwater and it is my belief that we must do everything to protect them. In Western New York we rely on the Great Lakes for fishing, shipping and recreation and the introduction of Asian

carp could be devastating to the lakes' ecosystem and regional economy," said Slaughter, a co-chair of the Congressional Great Lakes Task Force. "The study released today makes clear that there are viable solutions to protect the Lakes from this invasive species. Time is a luxury we don't have. Genetic material from the carp have already been found in the Chicago Area Water System (CAWS) past the electronic barriers, which are currently our only line of defense against the carp. That is why I'm urging today for the Army Corps of Engineers to move quickly on their study of this issue."

Slaughter has noted in the past that once an invasive species such as Asian carp is allowed to take hold in any part of the Great Lakes system, it is only a matter of time until the species spreads to the rest of the lakes.

In a [November letter to House Appropriations Committee leaders](#), Slaughter said, along with other Great Lakes advocates,

"The lakes provide invaluable recreational opportunities and support shipping, fishing, boating and tourism industries that generate 1.5 million jobs and \$62 billion in wages. Restoring the Great Lakes advances our regional strategy to create jobs, stimulate economic development and invest in freshwater resources and waterfront communities."

Congresswoman Slaughter has been the Co-Chair of the Great Lakes Task Force since 2005. The Task Force is a bipartisan organization that cooperates to enhance the economic and environmental health of the Great Lakes. Founded in the mid-1980s, Task Force members work to advocate for policies and programs that enhance our unique natural resource—the Great Lakes.

Buffalo and Fort Erie Public Bridge Authority's "Year in Review"

<http://www.peacebridge.com/docs/Year2011/>

CTA Involved in Kick-off to Key Border Talks in DC

Industry input over the next 6 months will be critical

The Canadian Trucking Alliance had a seat at the table in Washington this week to kick-off the perimeter vision discussions stemming from last year's agreement between Prime Minister Harper and President Obama.

While the discussions remained short on specifics toward achieving the goals outlined in the Harper-Obama announcement, CTA remains positive and optimistic that meetings already scheduled for this winter will begin to put more meat on the policy bones.

"We are slowly starting to see more of the details involved in how both governments intend to arrive at policy decisions; it will be critical over the next six months how governments and industry on both sides of the border share ideas and concerns regarding methods to achieve mutual objectives highlighted in the Beyond the Borders Announcement," said CTA's VP of Customs, Jennifer Fox.

Meetings in New York and Washington State are planned for later this month to build on this week's events in D.C. While details regarding upcoming meetings are fuzzy, CTA is confident that the hard work and decisions required to bring about policy changes cited in the Harper-Obama announcement – such as in-transit movements, mutual recognition of trusted trader programs, FAST cards, pre-inspection, pre-clearance, border inspection fees, RFID, and wood packaging material policy – will be dealt with in more detail in the coming weeks.

"It's clear that government and stakeholders on both sides of the border are working together to implement these important policy changes," said Fox. "It also appears that industry will be under pressure to react to proposals in a swift manner. Participation and input by industry over the next six months regarding these matters will be critical to their success."

Canada Institute News

Welcome back for the February 3 edition of Canada Institute's *News*, our biweekly newsletter that keeps you up-to-date on the activities of the Canada Institute and important events and news concerning the Canada-U.S. relationship.

Many recipients are receiving *News* for the first time. Along with the updated website, we have streamlined our communications in order to reach all those who have expressed interest in our work. Unsubscribe [here](#).

NEWS

Beyond the Border Updates

The first deadlines have passed for the Beyond the Border and Regulatory Cooperation Council Action Plans (links to PDFs of the 2 Action Plans [here](#)). *Embassy Magazine* notes that neither the Canadian nor U.S. government has announced if any deadlines have been met. The Harper-Obama "[February Declaration](#)" expands upon the [principles announced in December](#). As part of the [Beyond the Border Monitor](#), the Canada Institute will next week launch the *Beyond the Border Observer* blog to monitor progress and activity related to the RCC and BTB Action Plans.

OPPORTUNITY

2012 Quebec Junior Scholar Program

The Canada Institute is pleased to announce the 2012 Quebec Junior Scholar Program. Application deadline March 1. See full announcement and application procedures [here](#).

UPCOMING EVENTS

Dependent America? How Canada and Mexico Construct U.S. Power

Tuesday, February 21, 2012, 9:00am-11:00am

Co-sponsored with the [Mexico Institute](#)

In *Dependent America?*, authors [Stephen Clarkson](#) and Matto Mildenberger investigate how U.S. power is a function of its capacity to leverage material and moral support from other countries. They contend that Canada and Mexico are the largest foreign determinants of U.S. power, particularly in economic, security, and global affairs. Read more and RSVP [here](#).

The Risk and Regulation of Deepwater Offshore Drilling

Tuesday, March 6, 2012 (Calgary) – more details and RSVP [here](#)

Wednesday, March 7, 2012 (Washington) – more details and RSVP [here](#)

Launch of the 14th *One Issue Two Voices* with authors [Alexander MacDonald](#) (Cox & Palmer, St. John's) and James Coan (Rice University's [Baker Institute](#), Houston), who will discuss U.S. and Canadian regulation of Atlantic, Gulf, and Arctic offshore exploration and drilling.

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

C. Editorials/Columns

D. Citizens Views (write-in letters)