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A. Border Related News Media

Vic Toews, Canada public safety minister, requests policy review on border boating Watertown Daily Times – July 27, 2011

Canada's public safety minister has requested a review of his nation's policies that prevent aliens — primarily U.S. boaters — from freely riding through the Canadian portion of the St. Lawrence River. "He's asked for an explanation" from the Canada Border Services Agency, said Michael Patton, spokesman for Vic Toews. "And we'll look at it from there to see if it makes sense." The review was first reported in the Ottawa Citizen, in a story that chronicled the international spat between the two friendly nations. The saga began when Roy M. Anderson, a Baldwinsville resident, was fined \$1,000 for fishing in Canadian waters without having checked into Canada. But Mr. Anderson, like most north country anglers, did not believe he had to check in, so long as he wasn't anchored. That's the difference between American and Canadian policies, Mr. Patton said. "What the minister has done is, he's asked the CBSA for an explanation to say, 'Why the difference?'" Mr. Patton said. Mr. Toews made the request late last week. American and Canadian border officials have sought, fruitlessly, to persuade the CBSA to change tack and allow Americans to fish in Canadian waters, as long as they're not anchored. In rejecting the requests, the CBSA has argued that it's just following its regulations. And after a review of those regulations, they can be tweaked, Mr. Patton said. Though he wasn't sure the precise avenue of change, he said that it would not require legislation. "I don't know how it would get done legislatively," he said.

Owens, Canadian Plan Border Rule Effort Watertown Daily Times – July 28, 2011

The debate over customs reporting requirements for boaters on the U.S.-Canadian border may soon play out in each nation's capital. Rep. William L. Owens, D-Plattsburgh, and a Canadian member of Parliament from Leeds, Ontario, said Wednesday that they are pursuing legislative and regulatory changes to ensure that private boaters who visit the neighboring country's waters do not have to report to authorities as long as they do not anchor or tie up their boats. Mr. Owens and Member of Parliament Gordon Brown told reporters in a conference call that they view their moves as taking the countries back to the policy that boaters generally understood before May 30, when Roy M. Anderson of Thousand Island Park was fined \$1,000 and had his boat searched by officers who said he broke the law by not reporting an unanchored fishing visit to the Gananoque Narrows. Mr. Anderson eventually was refunded all but \$1 of the money. Mr. Brown said authorities decided the \$1 fine was warranted because Mr. Anderson was technically in violation of the law. "What happened to Mr. Anderson has put some real tension on the river," Mr. Owens said. "We want to encourage tourism along the river." Mr. Owens introduced legislation this week, which goes to the House Ways and Means Committee. He said he is seeking cosponsors but is willing to back off from legislation if both governments appear to be moving toward regulations that free boaters from the reporting requirement. A change in Canadian policy might spur the United States to move as well, Mr. Owen said. Mr. Brown, who has been working with Canadian Safety Minister Vic Toews, said the issue may be resolved in Canada without legislation. "It's all under review now," he said. Matching legislation or regulations would resolve differences in how the countries handle reporting for boaters. Customs and Border Protection in the United States has maintained since the controversy began that Canadians fishing in U.S. waters, as Mr. Anderson did in Canada, are not required to report at all. But the Canadian government has said with equal certainty that different rules apply to the north. The government did, however, revise the policy to allow for reporting by cell phone from boats. Otherwise, boaters had to visit a reporting

station in Canada, then go back out to the waters they intended to visit. In essence, the Canadian position has been that reporting to customs has nothing to do with whether a boat is anchored or tied to another vessel, for instance - a distinction that U.S. Customs and Border Protection has made repeatedly. Differing rules might raise issues through the 1909 Boundary Waters Treaty, in which Canada and the United States pledged free and open navigation along the shared waterway, with no regulations that discriminate against the other country. Mr. Brown said the lawmakers' efforts could skirt that issue. "We're working to ensure that it's harmonized on both sides," Mr. Brown said. Mr. Brown visited with Mr. Owens in his Capitol Hill office Wednesday.

OBPA Discusses Bridge Access, Bylaw Changes
Watertown Daily Times – July 29, 2011

The Ogdensburg Bridge and Port Authority is trying to make it easier for border employees to get to work on time. "We want to issue a card for U.S. Immigration and the U.S. Customs and Border Protection agents so they don't have to wait at tollbooths," said Frederick J. Carter, chairman of the OBPA board of directors, at Monday's Governance Committee meeting. Employees at border stations are issued a pass that gets them waved through toll booths at the Ogdensburg-Prescott International Bridge. When an employee reaches the toll collector, they are identified and passed through. The problem is that sometimes employees have to wait in line for paying customers to get through the tollbooth before they can pass. "Some people are late to work because they have to wait," said OBPA Assistant Treasurer Steven J. Barlow. "We have to come up with a way to get our border workers through the gate," Mr. Carter said. The policy change OBPA officials are considering would give border employees individual cards to allow them to bypass the tollbooths. The current policy does not discriminate whether employees are using free passage for work-related purposes or for personal use. "A lot of our workers don't show up in uniform," said Assistant Accountant Deborah J. Abel. "It's a matter of control." "I think we have more control if our employees have (their own individual) card," Mr. Barlow said. "We can find out who uses their card when." The committee voted to pass on the changes to the full board of directors, which meets Aug. 3. The committee took up the issue because some employees were late for work after waiting in lines at the tollbooths, Mr. Barlow said. The debate comes at a time when the OBPA is moving to end a policy that allows current and former Bridge and Port Authority board members and their spouses to cross the bridge for free. "I think it is unfair to take passes away from the board," Mr. Carter said. "This is our only perk. We have no other compensation or reimbursement." The committee also discussed whether the OBPA is required to pay into the Public Work Enforcement Fund, which is collected by the state Department of Labor to cover the expenses of labor law enforcement. As a public benefit corporation, the OBPA may be required to pay 0.1 percent of any contract for construction or improvements. "This policy is on the books, and moving forward we must comply with state law," said OBPA Executive Director Wade A. Davis. "I don't think we're mandated to do this," Mr. Carter said before the committee voted to delay action until consulting an attorney. Committee members also discussed removing portions of bylaws that grant employees automatic annual cost-of-living increases, passing changes that would put control of future raises into the hands of the board of directors, as well as changes to the equipment rental policy and performance measurements.

\$1.25 million in border development money on way
Plattsburgh Press Republican - July 27, 2011

The Northern Border Regional Commission has announced a new round of funding for economically strapped Canadian border regions of New York, Vermont, New Hampshire and Maine. The commission plans Aug. 1 to begin accepting applications for the money and to announce how it will award the \$1.25 million available by Sept. 30. Last year, the NBRC awarded seven grants, totaling \$1.3 million to the four states. The commission says eligible projects must develop the infrastructure of the region; assist in providing job skills and employment related education; or provide basic health care and other public services for areas that are severely economically distressed.

Canada's Opposition Leader Takes Medical Leave
Pittsburgh Post-Gazette - July 26, 2011

Jack Layton, the Canadian opposition leader and chief of the labor-backed New Democratic Party, said Monday that he was taking medical leave. Mr. Layton, whose party unexpectedly swept the results in Quebec and finished second in the national elections in May to become the official opposition, had been undergoing treatment for prostate cancer during the campaign. He revealed on Monday that he had developed a second kind of cancer, although he offered no details. He also underwent hip surgery recently. The party said it would appoint an interim leader. The New Democrats, a movement with socialist roots, historically has had a lock on third place in national elections. But in May, it won 103 seats in Parliament, well above its previous record of 43, and the Liberals finished in third place for the first time with 34 seats. Prime Minister Stephen Harper's Conservative Party, with 166 seats, has well more than it needs for control.

The Northern Border Regional Commission, created by Congress to boost economic growth in Northern New York and New England, is slated for a budget cut in the House while some other development commissions would see increases
Watertown Daily Times – July 23, 2011

The Northern Border Regional Commission, created by Congress three years ago to boost the economy in Northern New York and New England, has such a small budget it can't afford a website, its chairman says. Now it may have to brace for an even smaller budget in 2012, while the commissions it was framed after — the Appalachian Regional Commission and the Delta Regional Authority — see a slight increase in funds. That is one result of a spending bill for energy and water programs the House passed last week. Funding for the Northern Border Commission was set at \$1.35 million for the fiscal year beginning Oct. 1, down from \$1.49 million this year. The Obama administration requested \$1.5 million. The much larger and more established Appalachian Regional Commission was slated for \$68.4 million, or \$137,000 more than this year. The Delta Authority was targeted for a slight increase, from \$11.6 million to \$11.7 million. The chairman of the Northern Border Commission, Sanford Blitz, said in a telephone interview this week that the commission had escaped a cut in this year's budget, which was not true of all federal regional development organizations. So the treatment among commissions may even out, he said. But Mr. Blitz also said the funding available meets only a fraction of the applications the commission receives. A total of seven grants were made last year, including funding for water and sewer projects in St. Lawrence and Lewis counties, out of 46 applications. "There's a great need for these kinds of grants," Mr. Blitz said. The commission distributed \$1.3 million in grants last year, he said. Mr. Blitz said officials throughout the region clearly know about the help the commission can offer, even though it operates on something of a shoestring; the commission has no website, and a phone number listed on one Internet business directory goes to Mr. Blitz's personal phone. So far, the prospect of cuts is not raising much fuss in Washington. Rep. Peter Welch, D-Vt., has been a lead supporter since the commission's inception, but his office was not aware of the proposed cut when contacted by the Watertown Daily Times. The Senate has yet to bring its version to committee. The commission's funding is but a crumb compared with the \$30 million in annual funds Congress authorized when it created the commission in the 2008 Farm Bill. Its creation followed prodding by Northeast lawmakers including former Rep. John M. McHugh, R-Pierrepont Manor, and Sen. Charles E. Schumer, D-N.Y. Although Congress authorized the program in 2008, it did not approve money for it until the following year, and Mr. Blitz was not confirmed as chairman until 2010.

Canadian businesses may be best bet for Massena GM site
Watertown Daily Times – July 24, 2011

Canadian businesses needing an American presence could be key to the General Motors Powertrain site's economic future, according to officials from the environmental trust that owns the site. The Revitalizing Auto Communities Environmental Response Trust, or RACER, assumed ownership of the Massena site and 88 other former GM sites across the country in April. RACER is charged with completing remediation and ultimately selling off dozens of former GM properties left behind after the bankruptcy of the company. A U.S. Bankruptcy Court approved the \$773 million trust earlier this year. Each former GM site has its own assets, according to RACER'S deputy redevelopment manager, Patricia Spitzley. And in Massena, that asset is its proximity to the

Canadian border and the Seaway International Bridge adjacent to the site. "It seems to RACER that a really good fit is to look over to our Canadian neighbors," Ms. Spitzley said. Since RACER took over, Ms. Spitzley said, a few parties have approached her with a "preliminary interest" in redeveloping the site. "We've had a large number interested in our sites," Ms. Spitzley said. "I have spoken to two or three people in the last month that are interested in the Massena site." Landing a Canadian defense industry could be one use of the site, she said. "We met with a Canadian consulate in Detroit, and we got a name of their counterpart in this area to look at international business," Ms. Spitzley said. "There is a need, particularly on the international side, where Canadian companies want to do defense work, and the United States requires them to have a United States presence." Since April, the RACER Trust has sold off three of the 89 properties, in Parma and Loraine, Ohio, and in Wyoming, Mich. Several other properties nationwide are in the process of being sold, Ms. Spitzley said. To purchase the property, an interested buyer must meet a set of criteria, including a potential for job creation. The proposal also must fit with the needs of Massena, the St. Regis Mohawk Tribe, St. Lawrence County and the state, she said. "We've got a number of folks who are interested. We have to make sure they meet all the criteria," she said. "We are encouraged and confident that we are going to get some very good proposals for the site." Cleanup at the Environmental Protection Agency Superfund site can continue as the site is developed. Remediation is not expected to be complete until 2016, but portions of the site can be sold off before the cleanup of the whole site is complete, Ms. Spitzley said. Portions of the 270-acre site already are clean and can be developed in the near term.

Canada prime minister plays mini-golf near Buffalo **Buffalo News - July 27, 2011**

It's not every day that the leader of a foreign nation stops by to play a round of miniature golf. Canadian Prime Minister Stephen Harper and more than a dozen guests dropped by Tuesday evening at the Broadway Driving Range and Miniature Golf Course in Depew, outside Buffalo. Owner Tom Straus tells YNN cable news that he was notified a day earlier that an important dignitary planned to play at his course. Straus said the prime minister paid for his entire group's round of golf. He also stopped to pose for pictures with other customers. Straus told the station that Harper was in the Buffalo area on personal business and was traveling with family members.

BASS Considering 2012 Tournament **Watertown Daily Times – July 28, 2011**

Officials with the New York State BASS Chapter Federation were so impressed with last Sunday's fishing tournament at the Massena Intake that they're already in preliminary talks with the Greater Massena Chamber of Commerce about staging it again in 2012. "It was the first one (in Massena) for the New York BASS Federation. Talks have already started for next year. We don't have signed contracts, but we're in the preliminary talks about bringing them back for next year. They want to make it their big event for next year," Greater Massena Chamber of Commerce Executive Director Michael J. Gleason said. He said 144 people from states such as New York, New Jersey, Vermont and Pennsylvania manned 72 boats to take part in the tournament, which began before the crack of dawn on Sunday. They started putting their boats into the St. Lawrence River at 4:30 a.m. and by 6 a.m. the tournament was ready to get underway. They were back in by 2 p.m. for weigh-in, hoping to take home a share of the \$20,000 prize money. The format randomly paired boaters and non-boaters, with two anglers per boat, on an eight-hour clock. Each angler was allowed to weigh in their five biggest fish for the day with the boater winner earning a guaranteed \$2,500 and the non-boater \$1,500. The largest bass was 5 1/2 pounds, and the total weight was 18.6 pounds for five big fish, according to Mr. Gleason. "They're catching some big fish out there. We know that the fishing is good," he said. The anglers were restricted to U.S. waters during the day. "They didn't fish in Canadian water. The Canadians waters were off limits," Mr. Gleason said, estimating that Canada lost out on more than \$14,000 in license money - \$100 a shot multiplied by 144 anglers. The tournament was a boost for local businesses, he said. Some of the anglers came in early, and the participants took part in a meeting Saturday at the St. Lawrence Centre mall. Some of these guys came in Wednesday and stayed through Sunday. The majority came Friday night and stayed two nights

and spent a couple of days fishing on the river," he said. Sunday's tournament was organized by the chamber, with the town of Massena providing funding from their casino gaming compact money to pay the sponsorship fee to have it staged here. Now, Mr. Gleason said, the talks have already started for having another larger tournament in Massena next year. "They like that facility. They're talking about coming back earlier in the year and bringing 100 boats. That was good news," he said.

Characters of War of 1812 coming to life this weekend in Lewiston
Niagara Falls Gazette - July 24, 2011

Nearly every community in Western New York has a cadre of amateur and unofficial historians dedicated to exploring and clarifying their hometown's past. Leave it to the Village of Lewiston to turn theirs into art. This weekend the Lewiston Council on the Arts will present the latest installment in its "Marble Orchard" franchise with a free program of in-character monologues about the local personalities involved in the burning of the settlement during the War of 1812. The presentations on Saturday evening and Sunday afternoon, entitled "The Spirits of 1812," will take place in the Hennepin Park Gazebo at 4th and Center streets, and might be considered less a history lesson than a ruthlessly-researched theatrical production. A cross-section of Lewiston's residents, circa 1813, will gather to explain themselves, their times and that curious attempt by the United States to invade Canada. Each of the accurately-costumed actors is a modern-day resident of Niagara County, and the intended effect is a back-from-the-dead narrative to better explain the village's remarkable history to the populace and tourists of Lewiston, 2011. And you thought Lewiston was all about antiques, restaurants and Artpark. Written primarily by Arts Council members Tim Henderson and Eva Nicklas, with considerable input from Lewiston Library genealogist Michelle Kratts and others, the show is structured around personalities, most notably that of peacemaker Chief Sacarissa, "Tuscarora chief of the Turtle Clan." Played by Jay Clause, he brings Native American wisdom and music to his narrative, as well as the obscure story behind the rescue by the Tuscarora of Lewiston's settlers while their town was burning at the hands of the British and the Mohawk tribe, particularly instructive since the Chief is well-known in Lewiston although his biography is not. According to auteur Nicklas, it was librarian Kratts who "not only kept us honest, but discovered Sacarissa about three years ago. The Odd Fellows Hall in the Opera House on Center Street is named for him, but no one knew his story." They will after this weekend, as well as that of Sophia, fiancée of British general Isaac Brock; Alexander Millar of the "Mudball Heroes", a band of patriotic American hoodlums who shot mud balls at passing British ships; and the bawdy saloonkeeper Catherine Hustler, who inspired a character in a James Fennimore Cooper book and claims that, by mixing up a drink in her 8th Street tavern and stirring it with a rooster feather, she invented the cocktail. There are others, each with a story to tell. This is the 18th installment in the "Marble Orchard" series, which has been extended to include historic walks and macabre "ghost walks," in addition to the Lewiston Council on the Arts' program of arts festivals, concerts and gallery exhibitions. The "Marble Orchard" scripts are rewritten every year to highlight various aspects of history and the assortment of local legends buried in Lewiston's "marble orchards," which is a euphemism for graveyards. The cast includes about a dozen members whose soliloquies were written to match their talents; 16 year-old Kelsey Jeffs', for example, will include a song. The public's fascination for "living history" long ago superseded its appetite for textbook history, and many would likely not be aware of the fascinating tales and collections of heroes, villains and eccentrics of a place like Lewiston without this sort of human-interest theater. One could read about the War of 1812 or hear it explained to him by a "local" whose house burned to the ground during the war. This short, evocative and well-researched piece of theater serves Lewiston — a community with layer after layer of history — very well.

N.Y. risks loss of funding from EPA
Buffalo News – July 26, 2011

New York State would lose all of its federal environmental funding for fiscal 2012 -- a figure that would likely surpass three-quarters of a billion dollars -- under a spending bill heading toward passage in the House this week. And it's all because the state and the shipping industry are at loggerheads over how to keep invasive species out of the Great Lakes. At issue is a stringent new state standard for the cleanliness of the ballast water stored inside the hulls of ships to keep them balanced -- water that tends to harbor invasive species, which find a

new home when the ballast gets dumped. An Ohio congressman, arguing that no shipper can possibly meet New York's new ballast water standard, amended that spending bill to try to get New York to change its rules. Under the amendment, any state that imposes ballast water standards that are tougher than the federal government's will lose all its Environmental Protection Agency funding. Rep. Steven C. LaTourette, a Republican, acknowledged in an interview that his proposal was aimed at New York's new ballast water standards and the state officials who support them. "It was designed to get their attention," LaTourette said. If New York's standards were to take effect as scheduled in August 2013, he said, "ships would effectively be barred from using the St. Lawrence Seaway, and the economic impact would be crippling." But that's not at all how Rep. Louise M. Slaughter, D-Fairport, sees things. LaTourette's bill "would bar New York State from receiving any restoration funding from the EPA and leave the Great Lakes to be overrun by private polluters and the invasive species they have delivered from overseas," Slaughter said on the House floor. "Any bill that stands up for foreign shipping magnates but won't provide a cent to help Americans should never see the light of day and will never receive my vote," she added. Environmentalists said LaTourette's amendment is unlikely to survive a House-Senate conference on the spending bill to which it's attached. And LaTourette himself said on the House floor that he was open to changes in the amendment. But with the spending bill including the amendment likely to pass the House, the stakes remain huge for New York. It's impossible to know how much environmental funding New York would get in fiscal 2012, which begins Oct. 1, if LaTourette hadn't proposed his amendment, just because the EPA hasn't issued its grants for that year yet. But in fiscal 2009, the last year for which full federal figures are available, the EPA spent \$868.6 million in New York. Grants to the state's clean water revolving fund received the majority of that money -- \$507.9 million -- while grants for cleaner drinking water totaled \$123.2 million. Beyond that, New York received EPA money to help clean up Lake Erie and Lake Ontario, to eliminate radon from buildings and to fund a host of other environmental initiatives. LaTourette said his intention was not to bar New York from getting that kind of money in 2012, but rather to stop the state from destroying the Great Lakes shipping industry by imposing an impossible standard. Steven A. Fisher, executive director of the American Great Lakes Ports Association, said LaTourette's concerns are well-founded. The New York proposal "would shut down every New York port, costing hundreds of thousands of jobs" in the Great Lakes and metropolitan New York, Fisher said. "It would also make it impossible for any commerce to come through the St. Lawrence Seaway." Shippers make that case because the New York standards are 100 times more stringent than pending international ballast water standards for existing ships -- and 1,000 times more stringent for new ships. From spinning ballast water to filtering it to exposing it to ultraviolet light, inventors have developed numerous ways of eliminating zebra mussels and other unwanted creatures from ballast water. But the shipping industry argues that none of those existing technologies is effective enough to make ballast water as clean as New York is demanding. And in May, the EPA's Science Advisory Board agreed, saying that "wholly new systems would need to be developed in order to meet more stringent proposed standards." That's no great concern, though, to environmentalists, who insist that technology always gets developed to meet new environmental challenges. "Standards that are as strong as possible need to be in place to drive the technology," said Jeff Skelding, campaign director of the Healing Our Waters -- Great Lakes Coalition. The U.S. Coast Guard is proposing to impose standards that are similar to New York's, but later in the decade, said Jennifer Nalbone, director of navigation and invasive species at Buffalo-based Great Lakes United. And both would be far stronger than the pending international standards, she added. The Department of Environmental Conservation, which developed the New York standards in 2008 while David A. Paterson was governor, declined to comment on LaTourette's amendment. Shipping interests insisted that New York's effort was hugely dangerous. In a letter on the LaTourette proposal, the International Longshoremen's Association said New York's rules would "cut the United States off from international and even domestic commerce, threatening hundreds of thousands of jobs for American families." But environmentalists worry that LaTourette's proposal not only puts huge pressure on New York, but also will scare other states out of imposing tough new efforts to crack down on invasive species. "It puts states in a lose-lose situation," Skelding said. "It effectively forces them to go backwards on ballast water protection."

State Senators Denounce Environmental Amendment
Watertown Daily Times – July 27, 2011

A group of 10 state senators, including Patricia A. Ritchie, R-Heuvelton, and Joseph A. Griffo, R-Rome, has denounced a proposed amendment to the House GOP's environmental spending bill that would strip New York of "hundreds of millions" of dollars in federal funding for adopting stricter ballast cleanup rules. The amendment - which was added last week to the Department of the Interior, Environment and Related Appropriations Act, or HR 2584, by Rep. Steven C. LaTourette, R-Ohio, - prohibits the federal Environmental Protection Agency from sending funds to states that enact ballast water management regulations that exceed federal standards or International Maritime Organization (IMO) guidelines. In a letter dated July 21 to Rep. Peter King, R-Long Island, state senators urged action against Mr. LaTourette's amendment which "severely penalizes our state for its efforts to stop invasive species," "Rep. LaTourette's move clearly was aimed at New York, which has been at the forefront of efforts to protect the St. Lawrence River, Lake Ontario and Lake Erie from the threat of invasive species — dozens of which may already have entered the country through Seaway ballast discharges, threatening the environment, the critical sport fisheries and the economy of this region," the letter reads.

A vote on the environmental spending bill, which also cuts funding for several environmental conservation programs, is expected later this week. Ballast water, which allows ships to maintain stability during transits, is believed to be a major source of the introduction of foreign invasive species, such as zebra mussels and round gobies. New York's ballast standards - approved by the state Department of Environmental Conservation in 2008 - require ship operators to retrofit their vessels by 2013 with the most modern technology available to kill organisms in ballast tanks. While the new standards earned the praise of environmental advocacy groups, opponents - including St. Lawrence Seaway officials, shipping companies and the Canadian government - have argued that the requirement would "cripple" the Seaway's shipping industry. "If Great Lakes states have to comply with the New York standard, ships would effectively be barred from using the St. Lawrence Seaway and the economic impact would be crippling," Mr. LaTourette said in a news release. "We should not reward states like New York with federal money when they're jeopardizing the entire Great Lakes economy." He said one standard should apply to all states and that New York's ballast law, which is "100 times more stringent than current standards," is "scientifically unsupportable." However, Jennifer J. Caddick, executive director of Save the River, an environmental group based in Clayton, argues that New York is simply stepping up to the plate to protect its waters with stricter standards because the federal government has failed to do so. Ms. Caddick said the state also has postponed the requirement's initial effective date of 2012 by a full year to give shippers more time to comply and even provided them with a list of available technologies that would allow them to meet the new standards. "I think it's an issue with money. The state of New York has been very flexible with the shipping companies," she said.

House votes to speed decision on oil pipeline Buffalo News - July 26, 2011

The House voted Tuesday to speed up a decision by the Obama administration on a contentious plan to send oil from western Canada to the Texas Gulf Coast. By a 279-147 vote, lawmakers endorsed a Nov. 1 deadline for the State Department to decide whether to approve the \$7 billion project. A Canadian company wants to build a 1,900-mile pipeline to carry crude oil extracted from tar sands in Alberta, Canada, to refineries in Texas. Rep. Fred Upton, R-Mich., chairman of the House Energy and Commerce Committee, said the proposed Keystone XL pipeline would create thousands of jobs and help cut nearly \$4-a-gallon prices at the gas pump. If the United States does not act soon, the oil is likely to go to China or other countries, Upton said. "Are we going to stand by and watch China receive imports from our ally while we are forced to rely on imports from unstable countries? I sure hope not," Upton said. Environmental groups say the pipeline would bring "dirty oil" that requires huge amounts of energy to extract and could cause an ecological disaster in case of a spill. The pipeline planned by Calgary-based TransCanada would travel through Montana, South Dakota, Nebraska, Kansas and Oklahoma before reaching refineries in Houston and Port Arthur, Texas. The project would double the capacity of an existing pipeline from Canada, and supporters say it could significantly reduce U.S. dependence on Middle Eastern oil. The State Department has authority over the pipeline because it crosses an international boundary. The Obama administration calls the House bill unnecessary. Officials have pledged to decide on the project by the end of the year. The State Department is expected to complete an environmental analysis next

month, and officials have scheduled a series of public meetings this fall in affected states. Project opponents contend an earlier report by the State Department glossed over crucial issues such as pipeline safety and the risks posed by the proposed route over the massive Ogallala Aquifer, which supplies drinking water to people in eight states. Opponents point to a July 1 spill in Montana's Yellowstone River as an example of the dangers pipelines pose. A 12-inch ExxonMobil Corp. pipeline ruptured beneath the river, spilling an estimated 50,000 gallons. The cause has not been determined. "While the pipeline disaster on the Yellowstone River in Montana is still unfolding, we should not approve a pipeline that isn't needed, will raise gas prices and threatens drinking water and other resources from the Great Plains to Texas," said Susan Casey-Lefkowitz, international program director of the Natural Resources Defense Council. The bill now heads to the Democratic-controlled Senate, where it is unlikely to pass.

B. Border Communications CBSA Fact Sheet

July 2011

Simplified cell phone reporting for private boaters

While the law has not changed, the Canada Border Services Agency (CBSA) has modernized its reporting requirements for pleasure craft entering Canadian waters, in an effort to make it easier for private boaters to comply with reporting requirements.

Requirement to Report

All recreational boaters are required to present themselves upon their arrival in Canada as per the *Customs Act* (CA) and *Immigration and Refugee Protection Act* (IRPA). This includes all foreign boaters entering Canada, as well as private boaters who depart Canada and enter foreign waters, and subsequently return to Canada.

This obligation exists regardless of their activities while outside of Canada or their planned activities while in Canada. Arrival in Canada occurs when the pleasure craft crosses the international boundary into Canadian waters.

This provision applies regardless of whether or not boaters drop anchor, land, enter an inland tributary or moor alongside another vessel while in foreign waters.

The only exception to the above applies to vessels that are 'in-transit' through Canada. In order to be considered "in-transit" the vessel must be proceeding directly from one point outside of Canada to another point outside of Canada. In-transit movement must be continuous, uninterrupted and without delays or stopovers. Such movement could be for reasons of the shortest route, requirement of deep waters, evading obstacles such as bridges, etc.

Revised Reporting Arrangements

Certain private boaters may now present themselves to the CBSA by calling the Telephone Reporting Centre (TRC) from their cellular telephones from the location at which they enter Canadian waters. The following groups of individuals may report by cellular phone:

- Canadian citizens and permanent residents who have not landed on U.S. soil; and
- U.S. citizens and permanent residents who do not plan on landing on Canadian soil.

Owners/operators of private boats that are strictly weaving in and out of Canadian waters but are not in transit, will be required to call the TRC only once at the time of their initial entry into Canadian waters. If this activity changes, i.e., the vessel docks in Canada or takes on new persons or goods while in foreign waters, the boater must report directly to a designated marine reporting site and call the TRC upon their arrival in Canada.

All other private boaters, including those without cellular telephones, must proceed directly to a designated marine telephone reporting site and place a call to the TRC in order to obtain CBSA clearance. This includes all vessels carrying foreign nationals (other than U.S. citizens or permanent residents).

Calling the Telephone Reporting Centre

Upon entering Canadian waters, private boaters who qualify can present themselves to the CBSA by calling the Telephone Reporting Centre (TRC) at 1-888-226-7277. As noted above, all other private boaters, including vessels carrying foreign nationals (other than U.S. citizens or permanent residents), must proceed directly to a designated marine telephone reporting site and place a call to the TRC in order to obtain CBSA clearance.

Should the TRC's 1-888 service not be available, operators must call the nearest TRC directly. Long distance charges may apply.

Lansdowne	613-659-4576
Hamilton	905-679-2073
Windsor	519-967-4320
Victoria	250-363-0222

When pleasure craft operators call the TRC, they will be required to answer a few questions regarding their trip, passengers onboard the vessel, and their declarations. It is the responsibility of the owner/operator to ensure all those onboard have [proper identification](#). After recording the information provided, the border services officer (BSO) at the TRC will make a decision on whether a verification or examination is required or not. If no examination is necessary, the officer at the TRC will provide a report number to the owner/operator. The receipt of this report number will constitute release and approval for entry into Canada.

If a verification or examination is to be conducted, the BSO at the TRC will advise the owner/operator to proceed to the closest reporting site and to ensure that all goods and passengers remain onboard until the verification team arrives. A report number will be provided by a BSO following the verification process. Owners/operators should keep their report number available during their entire stay in Canada.

Failure to Report

Failure to report may result in detention, seizure or forfeiture of the vessel and/or monetary penalties. The minimum fine for failing to report to the CBSA upon entry to Canada is C\$1,000.

Following enforcement action, all persons have the right to appeal the penalty. An independent third party reviews the elements of the seizure/action and will render a decision. To appeal a seizure or penalty, individuals must send a written submission to the Recourse Directorate of the CBSA. Consult the [Disagreements, review and appeals](#) section for more information. The appeal must be filed within 90 days of the penalty action.

Advanced Reporting Arrangements

NEXUS members can provide advance notice to the CBSA at least 30 minutes (minimum) and up to four hours (maximum) prior to arriving in Canada by calling the NEXUS Telephone Reporting Centre at 1-866-99-NEXUS (1-866-996-3987).

CANPASS members are required to provide advance notification to the CBSA at least 30 minutes (minimum) and up to four hours (maximum) prior to arriving in Canada by calling the TRC at 1-888-CANPASS (1-888-226-7277)

The CBSA is reviewing its reporting arrangements for participants in large events, such as fishing derbies, and is considering options to facilitate a more streamlined approach in these cases.

CBSA advises travellers to plan ahead

Northern Ontario Region, July 27, 2011 — The Canada Border Services Agency (CBSA) reminds travellers to plan their border crossing to avoid delays during the upcoming Civic Holiday weekend.

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

Fort Frances port of entry: peak traffic volumes are anticipated between 8 a.m. and 7 p.m. on July 30, when border wait times may exceed 45 minutes.

Travellers in Northwestern Ontario may also choose to enter Canada via the **Rainy River port of entry**, where peak traffic volumes are anticipated between 4 p.m. and 7 p.m. on July 31, and between 2 p.m. and 7 p.m. on August 1.

Pigeon River port of entry: peak traffic volumes are anticipated between 3 p.m. and 9 p.m. on August 1, when border wait times may exceed 30 minutes.

Sault Ste. Marie port of entry: peak traffic volumes are anticipated between 11 a.m. and 8 p.m. on July 28, when border wait times may exceed 60 minutes; between 5 p.m. and 11 p.m. on July 29, between 10 a.m. and 3 p.m. on July 30, and between 3 p.m. and 9 p.m. on August 1, when border wait times may exceed 45 minutes.

Lansdowne port of entry: peak traffic volumes are anticipated between 10 a.m. and 10 p.m. on July 29, 30, 31 and August 1, when border wait times may exceed 45 minutes.

Travellers can also enter Canada via the **Cornwall port of entry** (peak traffic volumes are anticipated to be between 10 a.m. and 9 p.m. on July 29, 30, 31 and August 1) or the **Prescott port of entry** (anticipated traffic volumes are anticipated between 10 a.m. and 8 p.m. on August 1). Please note that due to construction at the Prescott port of entry, our traffic volume capacity has been reduced with only two primary inspection lanes in operation.

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

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

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CBP Advise Travelers to Prepare For a Busy Holiday Weekend

(Wednesday, July 27, 2011)

Buffalo, N.Y. - U.S. Customs and Border Protection reminds travelers planning cross border trips over the next weekend to make sure they have the proper documents and to plan for a possible increase in traffic throughout the weekend because of the Canadian Civic Holiday on Monday, August 1st. CBP officials want to inform the traveling public that there are a number of steps that can be taken to facilitate their arrival into the United States.

Travelers should check traffic conditions at the four border crossings within the Buffalo/Niagara region and select the crossing that is least congested. Travelers can easily obtain current border traffic conditions by calling the Niagara Falls Bridge Commission's toll free number at **1-800-715-6722** or by visiting any of the following websites: ([CBP](#)) ([CBSA-ASFC](#)) ([NITTEC](#)) ([PEACEBRIDGE](#)) or ([NIAGARAFALLSBRIDGES](#))

Travelers should familiarize themselves with the "Know Before You Go" section of the CBP website and consult the border wait times page ([Know Before You Go](#)) ([Wait Times - Airport and Border](#)). Wait time information is updated hourly and is useful in identifying periods of light traffic/short waits. Travelers should have their approved travel documents available for inspection and be prepared to declare all items acquired outside, or being imported into, the U.S.

In compliance with the Western Hemisphere Travel Initiative implemented June 1, 2009, all travelers, including U.S. and Canadian citizens, need to present an approved travel document to enter the U.S. by land and sea. These documents include a valid Passport, U.S. Passport Card, Trusted Traveler card (NEXUS, SENTRI or FAST) or an Enhanced Driver's License. Children under the age of 16 can present an original or copy of their birth certificate. Please visit the WHTI website for additional information ([GETYOUHOME](#))

WHTI compliant, Radio Frequency Identification enabled documents help reduce the time it takes to process travelers at the border. No personal identification information is stored on the RFID chip embedded in the cards – only a series of ones and zeros that points to information in a secure CBP database. WHTI document requirements for air travel have been in effect since January 2007.

WHTI is the joint Department of State-Department of Homeland Security plan that implemented a key 9/11 Commission recommendation to establish document requirements for travelers entering the United States who were previously exempt, including citizens of the U.S., Canada and Bermuda.

CBP strongly encourages travelers to obtain a RFID enabled travel document such as a U.S. Passport Card, Enhanced Driver's License/Enhanced Identification Card or Trusted Traveler Program card (NEXUS, SENTRI or FAST/EXPRES) to expedite their entry and make crossing the border more efficient.

CBP also reminds U.S. lawful permanent residents that the I-551 form (green card) is acceptable for land and sea travel into the U.S.

Frequent cross-border travelers are encouraged to participate in the NEXUS program, which allows pre-screened, low-risk travelers to proceed with little or no delay into the United States and Canada. Application forms are available on the Canada Border Services Agency website and travelers can apply online. Additionally, NEXUS information is available toll-free at **1-866-NEXUS 26 (1-866-639-8726)**. ([CBSA-ASFC](#)) ([CBP](#))

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.

Global Entry Now Available at Pre-Clearance Airports

(Tuesday, July 26, 2011)

Washington – U.S. Customs and Border Protection announced today that Global Entry kiosks are now available at CBP preclearance at Vancouver International Airport and Ottawa's MacDonal-Cartier Airport, and will be available at Montreal's Trudeau International Airport and Toronto's Lester B. Pearson International Airport by September.

The placement of Global Entry kiosks at Canadian preclearance locations is part of the integration of the Global Entry and NEXUS Trusted Traveler programs.

The integration of the Global Entry and NEXUS programs began in December 2010, when CBP published a Federal Register Notice announcing that NEXUS members could participate in Global Entry. With the deployment of Global Entry kiosks to Canadian preclearance, Global Entry members will be able to take advantage of the program when returning home from Canada. NEXUS members, who have Global Entry benefits, have the option of using either the Global Entry or NEXUS kiosks in preclearance.

“Having Global Entry kiosks at CBP preclearance sites in Canada is another step we are taking to facilitate Global Entry and NEXUS members traveling into the U.S.,” said Office of Field Operations Assistant Commissioner Thomas S. Winkowski. “Trusted traveler members will now be able to enjoy this benefit as CBP officers concentrate on those travelers who we know less about and who may pose a risk to our homeland.”

Global Entry is a voluntary pilot program that streamlines the international arrivals process for pre-approved travelers through use of self service kiosks located at 20 major U.S. airports. The pilot program is an alternative to regular passport processing procedures, allowing members to bypass the regular line, and currently reduces average wait times by 70 percent. To date, Global Entry members have used the kiosks more than one million times.

Global Entry is available to U.S. citizens and U.S lawful permanent residents, as well as Mexican nationals. Citizens of the Netherlands may also apply under a special reciprocal arrangement that links Global Entry with the Dutch Privium program in Amsterdam. Canadian citizens and residents may participate in Global Entry through membership in the NEXUS program.

Applications to Global Entry must first be submitted online. ([Global Entry](#)) A non-refundable fee of \$100 is also collected via the website for a five year membership. Applicants must then complete an in-person interview, at any of the Global Entry enrollment centers, where fingerprints are collected.

Once enrolled in the pilot program, Global Entry members may proceed directly to the kiosks in the inspection services area. At the kiosk, members insert their passport or lawful permanent resident card into a document reader, provide digital fingerprints for comparison with fingerprints on file, answer customs declaration questions on the kiosk’s touch-screen, and then present a transaction receipt to CBP officers before leaving the inspection area.

Preclearance offers a convenience to travelers arriving in the U.S. by completing all customs, immigration and agriculture inspections prior to arriving at a U.S. port of entry. When pre-cleared passengers arrive in the U.S. they can use domestic terminals and/or connect to their domestic flights without further processing.

For a complete list of available locations, pilot program requirements and eligibility, or more information on other CBP trusted traveler programs, please visit their websites. ([CBP Travel Spotlight](#)) ([Global Entry](#))

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.

Owens Introduces Legislation to Waive Reporting Requirements on U.S. – Canadian Waterways MP Brown to Continue Working to Address Situation in Canada

Washington, Jul 27 - Congressman Bill Owens (NY-23) and Canadian Member of Parliament Gordon Brown (Leeds-Grenville) provided an update today on their continuing action to work to waive the reporting requirement for boaters who do not anchor or dock in shared waters between Canada and the United States. Congressman Bill Owens introduced legislation Tuesday that would waive this reporting requirement for Canadian boaters that do not anchor or dock in American waters. If passed, the legislation would not take effect until identical legislation is passed in Canada for American boaters.

“For more than a century, the economic development of our border communities has depended on a common sense relationship between the United States and Canada,” Owens said. ***“It is critical to the continued economic recovery of the region that the reporting requirements for boaters and fishermen on both sides of the border are clear and easy to understand, allowing boaters from both nations to enjoy shared waterways. I would like to***

thank MP Brown for his work on this issue and for his understanding of the economic implications involved here.”

“Since the end of May, I have been working with our officials and the Minister’s office to try to find a solution to the confusion that exists between our two country’s rules,” said MP Brown.
“Though some changes were made to simplify the opportunities for reporting in Canada, I am pleased to note that Public Safety Minister Vic Toews just announced that the department will be reviewing the regulations. For my part I will continue to encourage the department and the Minister to harmonize the regulations with that of our U.S. friends so that boaters will face the same rules on both sides of the border.”

The legislation being crafted by Congressman Owens and MP Brown is in reaction to a May 30th incident that has created confusion regarding the Canadian government’s enforcement of a policy that requires boaters – even those who do not anchor or dock -- to report their presence to Canadian law enforcement. The incident involved a seasonal resident of Thousand Island Park who had his vessel boarded by a Canadian Border Services Agency officer and was issued a \$1,000 fine for not first reporting his entry into Canadian waters to the Canadian authorities. The decades-long lack of enforcement of this requirement led American boaters in the region to believe they could recreate freely without reporting.

As the situation developed in the following weeks, confusion built among American boaters, threatening tourism in the region. The Canadian government later announced that while they were reducing the fine for the American citizen involved in the incident from \$1,000 to \$1 and would allow American boaters to report to Canadian law enforcement from their cell phones, there would be no technical changes to the law and American boaters would still have to report to Canadian law enforcement when they enter Canadian waters.

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Slaughter Bashes Legislation that Would Ban Funding for Great Lakes

“Today’s bill would bar New York State from receiving any restoration funding from the EPA, and leave the Great Lakes to be overrun by private polluters and invasive species”

WASHINGTON – Congresswoman Louise Slaughter (NY-28), Ranking Member of the House Rules Committee and Co-Chair of the Great Lakes Task Force, today defended the Great Lakes from a Republican provision that would ban our state from receiving any funding for the Lakes putting millions of dollars and the health of the Lakes at risk.

While speaking on the Interior Appropriations bill, Slaughter bashed a provision inserted in the bill that would punish New York for its regulatory standards to keep invasive species out of the Great Lakes.

In part she said:

“Twenty percent of the freshwater on this planet resides in the Great Lakes. Most of us who reside around the Great Lakes believe it is our responsibility to take of them and pass them on to future generations. But in recent years the Great Lakes have been damaged by pollution and invasive species carried to our waters by foreign vessels. We have allowed that. New York, of course being closest to the Atlantic Ocean and St. Lawrence Seaway, New York has enacted stronger laws against dumping ballast and this bill punishes us for doing that...Today’s bill would bar New York State from receiving any restoration funding from the EPA, and leave the Great Lakes to be overrun by private polluters and the invasive species they have delivered from overseas. Any bill that stands up for foreign shipping magnates but won’t provide a cent to help Americans should never see the light of day, and will never receive my vote.”

Her full remarks are included below.

[Video of her statement is available here.](#)

An amendment inserted in the Interior Appropriations Bill would prohibit Great Lakes states from receiving any Great Lakes Restoration funding from the Environmental Protection Agency (EPA) if they have stricter regulations regarding ballast water dumping than national standards. New York State, which has some of the strictest ballast water regulations in the nation, would be disproportionately affected by this amendment.

Large ships traveling through the Great Lakes typically carry large amounts of ballast water taken on in waters from one region, like the Atlantic Ocean, and then discharged at the next port of call, in the Great Lakes. Because the ballast water discharged typically contains bacteria, viruses, animals and plants, this is the primary way invasive species to be introduced into the Great Lakes disrupting our natural ecosystem.

Once introduced aquatic invasive species are very rarely eradicated, and extremely difficult to control. They feed on and out-compete native fish and other aquatic wildlife, foul beaches, degrade fisheries, clog water intake pipes and other infrastructure, disrupt the food chain, and contaminate drinking water.

Aquatic invasive species cost the region's citizens, businesses, utilities and cities at least \$200 million annually in damages. These costs are only expected to rise over time if strong protections are not put in place to stop the next invasion.

For this reason, New York has proudly stood at the forefront of developing protective ballast discharge standards and is clearly threatened by today's legislation since the state has set tougher standards and timelines.

At risk is funding from the Great Lakes Restoration Initiative and federal programs that provide for clean drinking water and the cleanup of brownfield sites.

The Interior Appropriations bill is expected to be voted on this week.

Slaughter serves a Co-Chair of the Great Lakes Task Force, a bipartisan and bicameral organization of lawmakers dedicated to improving economic and environmental health of the Great Lakes. She was instrumental in ensuring \$475 million in federal funding for the GLRI in FY 2010, testifying in front of the House Budget Committee and organizing her colleagues to support adequate funding. Through their efforts, GLRI is expected to receive an additional \$300 million in FY2011, and \$475 million each year for the three years following that. [For her testimony in front of the House Budget Committee in March 2009, click here.](#)

Slaughter's Remarks

M. Speaker,

In these tough times, we must make choices that reflect our values, and our belief that we solve our toughest problems through shared sacrifice and working together. Unfortunately, today we consider yet another bill that is devoid of these values. Once again, today's legislation places the burden on the American people while rewarding special interests and the lobbyists who walk these halls.

One of the many riders inserted into the bill will effectively open up a million acres of national forest and other public land around Grand Canyon National Park to new uranium mining claims. Democrats have concerns about maintaining the integrity of the Grand Canyon and the effect of uranium mining on water quality, not to mention the spectacle of auctioning off a national treasure with the proceeds going to mostly foreign-owned entities, including Russia's state atomic energy corporation and South Korea's state-owned utility.

At the same time, the majority proposes crippling cuts to the EPA that will gut programs that protect our air and water. I can think of few more important responsibilities than making sure that when a child goes to the kitchen sink, the water coming out is safe. If our nation cannot protect these most basic of life necessities, then we have indeed fallen far.

Today's bill would also prohibit the use of government money to add animals to the endangered species list, but allows the use of government money to take species off that very same list. This policy change threatens the Endangered Species Act, and the environmental protections that come with it.

The misguided priorities in this bill would directly impact my district and the citizens I'm elected to represent. My colleague is right about that, but not just them. Twenty percent of the freshwater on this planet resides in the Great Lakes. Most of us who reside around the Great Lakes believe it is our responsibility to take of them and pass them on to future generations. In recent years the Great Lakes have been damaged by pollution and invasive species carried to our

waters by foreign vessels. We have allowed that. New York, of course being closest to the Atlantic Ocean and St. Lawrence Seaway, New York has enacted stronger laws against dumping ballast and this bill punishes us for doing that.

These invasive species are damaging not just an ecosystem, but a way of life for the Great Lake communities that line the shore and as well endangering our fresh water. The EPA has come to the aid of these communities by dedicating funding to restore the Great Lakes. However, today's bill would bar New York State from receiving any restoration funding from the EPA, and leave the Great Lakes to be overrun by private polluters and the invasive species they have delivered from overseas. Any bill that stands up for foreign shipping magnates but won't provide a cent to help Americans should never see the light of day, and will never receive my vote.

Today's legislation also harms the arts. If today's bill takes effect, the National Endowment for the Arts will have lost 20 percent of its funding in two years. These cuts target a program that works. In FY 2010, we invested \$167.5 million into the NEA for the purpose of providing funding to non-profits arts organizations. The funding created \$166.2 billion in total economic activity, supported 5.7 million jobs, and generated \$12.6 billion in tax revenue to the United States Treasury and that does not count what goes into state and local treasuries. Today's legislation targets a program that is proven to create jobs, and contribute to economic and cultural well being of our nation. You would think the Majority would invest more into a program as successful as the NEA, yet here we are cutting their budget again. But no, here they are cutting the budget once again.

Our country is blessed with stunning natural beauty and a wealth of natural resources that are unparalleled anywhere in the world. But in one final swipe at our national interest, today's bill cuts the budget for the Land and Water Conservation Fund by a whopping 78 percent. The Land and Water Conservation Fund ensures that our national treasurers will be here for our children and grandchildren - a mission that apparently deserves 78 percent less money than it did a year before. A cut like this says all you need to know about the priorities of the Majority and the special interests being served.

If getting our fiscal house in order is truly about shared sacrifice, this bill does not reflect it. We could have started by asking oil and gas companies to pay their fair share, after profiting so richly from resources found on American soil. Instead, the Majority rejected an amendment that would have asked oil and gas companies to pay a little bit more so that our nation can fund programs to clean up the most polluted lands in our country. The Majority will not even allow this amendment to receive a vote on the floor.

Today's bill asks nothing of the companies that are making record profits, and instead cuts the programs, services and agencies that serve the American people and protect our environment for future generations.

M. Speaker, a bill like this does not reflect our values, and is not up to the standard the American people expect and deserve. It puts special interests over our general welfare and it fails to invest in our future. We can and we should do better.

I reserve the balance of my time.

Congresswoman Kathy Hochul Fights To Protect WNY Natural Resources

Jul 28, 2011 Issues: [Local Issues](#)

WASHINGTON, DC – Yesterday, Congresswoman Kathy Hochul fought to protect many of Western New York's precious natural resources. In amendments to the Interior and Environment Appropriations Bill, Hochul supported restoring \$85 million in funding to the Great Lakes Restoration Initiative (GLRI) and over \$8 million in funding to National Heritage Areas (NHAs).

“Western New York's natural resources are treasures that we must protect,” said Congresswoman Hochul. “The continued health of Lake Erie and other Western New York waters is of critical importance to our economy, especially our tourism, recreation and fishing industries. Countless jobs depend upon us having a continued supply of safe and reliable water, and I am proud to have continued my commitment to preserve, protect and promote these priceless resources.”

Among its other priorities, the Great Lakes Restoration Initiative works to stop the spread of invasive Asian Carp.

Upstate New York contains four National Heritage Areas, two of which are in the 26th Congressional District. The Erie Canalway National Heritage Corridor runs all the way from North Tonawanda to Medina to Brockport and further east, and the Niagara Falls National Heritage Area covers the area surrounding Niagara Falls.

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- C. Editorials/Columns**
- D. Citizens Views (write-in letters)**