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REPORT:

A. Border Related News Media

Border officials defend policy Watertown Daily Times – June 30, 2011

A two-hour tour. That's what boaters in Henderson Harbor will have to take just to check in to Canada because of newly enforced regulations. The price tag for such a trip in gasoline is about \$50. The trip from Henderson Harbor to Kingston, Ontario, the nearest 24-hour check-in point, will cost so much that some boat captains there say they won't bring their fishing tours across the international border anymore, for fear of regulations that had been ignored for decades, but could cost a \$1,000, on-the-spot fine from the Canada Border Services Agency. "I'm not going to go there anymore," said Fred M. Kusik, the operator of Shady Lady Sport Fishing Charters in Henderson Harbor. "It's totally unrealistic, and it's going to cripple the industry."

Those were among the complaints about the rules at a meeting among Canadian officials and American ship captains that took place at the Antique Boat Museum. The regulations, which Canadian officials say have been in place for decades, state that American boaters who travel into Canadian waters must first check in at a specific point in Canada, use a phone to call border agents, announce their presence, their birth date, how long they'll stay and get a specific authorization number. That will apply even to fishing tours, so operators will have to bring their clients to Canada with them when they check in. Boat captains and tourism officials who attended the meeting called the regulations onerous and unnecessary, and said they were blind sided by the rules after decades of not knowing. Canadian representatives, meanwhile, maintained that the rules aren't new, and that Canadians face similar regulations when coming into American waters. Mark Pergunas, the chief of operations at the Lansdowne port of entry for the Canada Border Services Agency, explained that the regulations, while imperfect, were intended to keep his nation safe from smuggled goods and terrorism. "It's not wonderful, as someone who is burning gas and daylight. But it's not half as bad as people thought. It's reasonably manageable," he said, while acknowledging that the trip from Henderson Harbor to Kingston would be difficult. Mr. Pergunas explained some mitigating factors that he said made the rules less restrictive than they seem at first blush. For example, a fishing tour captain can call Canadian border agents from America the night before an expedition with information about their clients. They'll have to go back the morning of the trip, too, but calling the night before would speed the process, Mr. Pergunas said. And border agents could alert the

fishing guide the night before if one of the clients won't be allowed into Canadian waters. Reasons for not allowing an American into Canadian water could include a previous driving while intoxicated conviction, Mr. Pergunas said, though if it was a youthful indiscretion on the record of an older person, agents could use personal judgement. They're the same regulations that people face when crossing a bridge into Canada, he said. Mr. Pergunas also explained that trawling — dropping fishing lines into the water while the boat is still in motion — is also not permitted unless boaters check in. Boaters with mechanical difficulties that didn't intend to stop, however, will not be punished for not checking in, he said. "Our system mirrors the United States system very closely," Mr. Pergunas said. "All we're saying is... you have to come talk to us first." Chris Kealey, a spokesman for the Canada Border Services Agency, declined comment on the regulations and the case of Roy Anderson, a 22-year-old Baldwinsville resident whose case brought to light the previously ignored rules. He claimed inaccuracies in reporting on the matter, but would not elaborate. Gary DeYoung, the Thousand Islands International Tourism Council director of tourism, echoed sentiments among many in the room that they weren't aware of the possible \$1,000 fine for not checking in. "These are things people have done for years," he said. A spokesman for Vic Toews, Canada's minister of public safety, said last week that a spate of smuggling had led the nation to more stridently enforce its regulations. And while the regulations have irked American officials and caused something of an international incident, the Canadian officials who attended the Clayton meeting were on the law enforcement side, so there was little they could say or do to signal that the regulations could see a wholesale change. Even the presence of the story in the media could buffet the Thousand Islands region tourism industry. "How attractive is it to come to a place where you have to do this?" Mr. DeYoung said.

Border chief will review boat incident
Watertown Daily Times - Jun 30, 2011

The head of Canada Border Services Agency has agreed to review an incident in which a Thousand Island Park resident had his boat seized by agency officers while fishing in Canadian waters off Gananoque, Ontario. Sen. Charles E. Schumer announced Wednesday that, at his urging, Luc Portelance, president of the Canadian agency, has launched a review of the incident by the agency's Recourse Directorate, Appeals Division. Under review are the actions of officers when they boarded, searched and seized the boat of Roy M. Anderson, Baldwinsville, as he and a friend fished unanchored on the St. Lawrence River on May 30. Mr. Anderson was immediately fined \$1,000, which he paid by credit card to get his boat released. He was allegedly told that, if he could not pay the fine, he would be handcuffed and forced to lie on his stomach while his boat was towed to Canada, where he could face a penalty of up to \$25,000. Mr. Anderson said he was fishing under the common belief that, as long as his boat was not anchored or otherwise ashore in Canada, he was not required to report his presence in the country to Canadian customs. Sen. Schumer said in a prepared statement that the expectations of fishermen near the Canadian border needs to be made clearer, including whether they need to report their presence at a port of entry or whether they are considered to be in Canadian waters even if they are not anchored. "The Canadian Border Services Agency's review of Mr. Anderson's case is a step in the right direction," Sen. Schumer said. "I still have concerns about fishing near the border and look forward to working with officials on both sides of the border to ensure that the St. Lawrence remains a friendly spot for local anglers and tourists alike." Mr. Portelance's letter in response to Sen. Schumer's request for a review states that requirements for those entering Canada "have not changed recently." He said boat operators are responsible for reporting themselves, their crew and passengers to a telephone reporting center at a designated site in Canada. He wrote that failure to do so could result in detention, seizure or forfeiture of the boat, as well as monetary penalties, although officers "will apply discretion in their decision making."

Canada officer phones boater
Watertown Daily Times - June 25, 2011

Roy M. Anderson may have thought his brush with the law in Canada was over when his boat was seized and he had to pay a \$1,000 fine for straying into Canadian waters without checking in at customs. But after he told the Watertown Daily Times his story, and the newspaper started asking questions of Canadian authorities, Mr. Anderson received a message on his phone — from the Canada Border Services Agency officer who had nabbed him in the first place. "He wanted to know if I had any questions, and to call him if I did. So I did," Mr. Anderson, 22, said in a telephone interview Friday. That unusual call is the

latest wrinkle in a story that began with one fisherman in the Gananoque Narrows on May 30 and has blossomed into an international incident involving a U.S. congressman, a U.S. senator, the office of Gov. Andrew M. Cuomo and the Canadian ambassador to the United States. The officer's call, made a day or two after the Times made inquiries, indicates the trouble the incident has caused the Canada Border Services Agency, even though officials stand by their assertion that U.S. citizens may not idle their boats in Canadian waters for any reason, anchored or not, without reporting to customs officers. Mr. Anderson said he was surprised to hear from the officer, who had told him he could be handcuffed and forced to lie face down, asked him personal questions about when he was last in contact with drugs and what his father does for a living, and "ripped the boat apart" searching for contraband that wasn't there. When Mr. Anderson asked during the incident whether he was being arrested, the officer said, "We don't know yet," he recalled. To receive a call from the same agent, then, made an impression. "I was shocked. I never heard of anything like that," Mr. Anderson said. When he called the officer back, Mr. Anderson said, he asked the agent to clarify the Canadian law because Mr. Anderson and north country boaters in general have long believed they could boat in Canadian waters freely unless they set anchor. "He said you can't even be in Canada," Mr. Anderson said. Mr. Anderson said the officer sounded nervous on the phone and "kept saying he was directed to do this." He said the officer said nothing to harass him, however. Mr. Anderson told the story to Rep. William L. Owens, D-Plattsburgh, with whom he spoke earlier this week. "I find that most unusual," Mr. Owens, a lawyer, told the Times. He likened it to a police officer or a judge calling someone who has received a speeding ticket. Mr. Owens said the officer's call, taken with other facts such as a lack of evidence of a broader crackdown, suggests Mr. Anderson's experience may have been an example of an agent overstepping in his interpretation of the law. The congressman has been awaiting a response from the Canadian Embassy for several days and as of Friday afternoon had received no official word. But the Canadian ambassador to the United States, Gary Doer, has been traveling, a spokeswoman at the Embassy said earlier this week. Sen. Charles E. Schumer, D-N.Y., also has made inquiries with Canadian authorities. Mr. Anderson said he also received a call from the Canada Border Services Agency on Friday about the process for appealing his case. He said he intends to do that, perhaps through a letter from Mr. Owens, and wants his \$1,000 refunded — something Mr. Cuomo's office requested earlier this week. "I have to try," Mr. Anderson said. In the meantime, he said, he has no plans to visit Canada and his father has advised him to watch what he says, lest the family not be allowed to visit Canada anymore. A spokesman for Vic Toews, the Canadian minister of public safety, said that Mr. Toews would not comment on the specifics of whether Mr. Anderson deserved the fine, because he did not want to tip the scales of the appeals process. Mr. Toews was lobbied directly by a New York official who asked for an explanation of the incident and a refund of the money. "Certainly, the kerfuffle is of concern," said Michael J. Patton, Mr. Toews's spokesman. "Because of the issues around smuggling, there's increased enforcement. There's more guys out to see who's on the water than ever before. It wouldn't be an issue before because they weren't running around looking for guys. Now they are." As Mr. Anderson sorts out his case, information from U.S. and Canada customs illustrate more clearly how the countries' policies differ. While in Canada, U.S. boaters who fish from unanchored vessels are on notice they are subject to heavy fines and seizure of their vessels, the same is not true of Canadians fishing in U.S. waters. On the U.S. side, a boat must be anchored or docked, for instance, to require a report to customs, said Stephanie Malin, a spokeswoman for U.S. Customs and Border Patrol.

Border-crossing rules in spotlight
Buffalo News – June 26, 2011

An arrest and fine of a young boater in St. Lawrence River waters prompted much discussion of procedures for fishing international border waters. On May 30, Roy M. Anderson, 22, a seasonal resident of the Thousand Islands with a non-resident Ontario fishing license, was stopped by Canadian Customs and made to pay a penalty. That incident, and reports in a Watertown and regional paper, prompted area anglers to question proper procedures. A call to the Canada Border Services Agency resulted in some basic assessments of procedures. For decades, area fishermen have crossed into Canadian waters along Lake Erie, the Niagara River and Lake Ontario. Most fishermen understood that to go ashore, anchor in a port, or take any passengers on board, one must contact Canada Customs. But, in fact, agency spokesman Chris Kealey stated that a U.S. vessel can travel through Canadian waters "in transit" from one U.S. port to another. But if that vessel stops to go ashore, anchor, or even fish with a current province license, that boater must first report to Canada officials through the Can Pass system. Kealey notes that this reporting

system has been in place for at least 25 years as a matter of government security. State and U.S. legislators question this, but, for now, the reporting procedure is in place with possible fines that could be \$25,000. For a New York State resident to legally fish in Ontario waters, according to this regulation, one must call (888) CAN PASS (226-7277) before each fishing trip. Some U.S. officials believe this formal procedure, if enforced to the letter, could be damaging to tourism across New York State. To view the Canadian rules on fishing border waters, go to cbsa.gc.ca.

NY, Canadian police to boost patrols along border **Buffalo News - June 30, 2011**

New York State Police and Canadian law enforcement are planning stepped-up traffic safety patrols at several busy border crossings during the national holiday weekends in both nations. State Police Superintendent Joseph D'Amico says the effort starts Friday - Canada Day - and continues through Monday, the Fourth of July. The traffic safety program is called "Safety Without Borders." D'Amico says state troopers and provincial police in Ontario and Quebec will intensify patrols near international crossings in Buffalo, Niagara Falls, the Thousands Islands and Champlain, just north of Plattsburgh. Those are among the nation's busiest border crossings. Officers will be on the lookout for speeders, impaired drivers and motorists using cellphones while driving. A similar program was held at border crossings in the Niagara Falls and Champlain regions on April 22.

Border Intelligence Center Request Made **Daily Courier-Observer - June 30, 2011**

In an attempt to try and fight drugs from being smuggled into the United States, Senator Charles E. Schumer is setting up a Northern Border Intelligence Center. Mr. Schumer wants to put the center at the vacant Lockwood Army Reserve Center in Franklin County. Mr. Schumer sent a letter to Army Secretary John M. McHugh Tuesday requesting to use the vacant facility for the intelligence center. The five-acre secure army center in Malone was closed September 2010 and officially designated as excess land by the Army. It is located about 15 miles from the Canadian border. "Securing our northern border is absolutely essential to keeping drugs and other contraband out of North Country communities," Mr. Schumer said in a news release. "The unused Lockwood facility is the perfect place." Mr. Schumer addressed border security in an email. He showed concern that only 32 of the 4,000 miles across the U.S. northern border are secure. "The bottom line is smugglers are using new tactics to get their drugs across the border, and we need all of the law enforcement resources we can get to fight back," Mr. Schumer wrote. Franklin County District Attorney Derek E. Champagne says this center will offer an organized point to start stopping drug crime. "We are only seizing 1 to 5 percent of drugs coming from Canada," Mr. Champagne said. And many smugglers admit to making several other trips across the border, he said. The center will also come at a lower cost than renting a new building. If the Army can give up the building, it will save the county on overhead and rent expenses, he said. The center would allow for combined efforts between the Franklin County District Attorney's Office, Department of Homeland Security, U.S. Border Patrol, National Guard and the St. Regis Mohawk Tribal Police among other local police forces. Mr. Champagne expects 12 to 16 investigators to work out of the Lockwood Facility. Three analysts will also be there; one analyst will study license plates picked up by police vehicles, he said. In May, Border Patrol Commissioner Alan Bersin said ground radar will become operational in November to try and catch low-flying aircraft smuggling drugs across the border. "We have not seen aircraft," Mr. Champagne said. "But that is because we don't have the radar." Lt. Col. Anne Edgecomb, a spokeswoman for the Secretary of the Army, said in an email the letter has yet to reach his desk and might not until after the holiday. Ms. Edgecomb said it is not uncommon for letters from Congress to go public before they are received. Another way investigators plan to fight smuggling is through Border Enforcement Security Taskforces (BEST). These Massena-based forces are expected to go operational by October and will allow agents to pursue drug traffickers into Canada, according to a statement by Mr. Schumer. Mr. Schumer's office wrote this team will work from the DHS headquarters in Massena and coordinate joint responses from one location to track and apprehend illegal cross border activity, addressing previous concerns that federal agencies and state and local law enforcement along the Northern Border were working at cross-purposes.

Woman survives 100-foot plunge off Buffalo bridge

Buffalo News - June 28, 2011

Authorities say a woman apparently trying to commit suicide has survived a 100-foot plunge off the Buffalo, N.Y., bridge linking the U.S. and Canada. The Buffalo News reports that the woman was seen pacing on the walkway of the Peace Bridge late Monday morning before removing her shoes and jumping into the Niagara River. A U.S. Coast Guard crew stationed about two miles south of the bridge used a 25-foot boat to reach the area within minutes. They found the woman floating and pulled her into the boat. She was taken to shore and handed over to an ambulance crew who took her to a Buffalo hospital. The woman, said to be in her 30s, is reported in stable condition. Her name hasn't been released.

Norampac bringing \$430M plant to the Falls The Niagara Gazette - June 28, 2011

The construction of a new \$430 million manufacturing plant in Niagara Falls will move forward next month thanks to a hefty financial boost from the state of New York. Gov. Andrew Cuomo's office announced Monday the approval of an incentive package worth \$142 million to support the construction of a new paper mill next to the existing Norampac facility on Packard Road. The deal announced by the governor includes \$60 million in brownfield tax credits, 10 megawatts of hydropower from the New York Power Authority, \$5 million in Empire Zone tax credits, \$3.5 million in state-funded energy efficiency assistance and \$500,000 in the form of a utility infrastructure grant from National Grid. The project partners also will be eligible for various resources through the Niagara County employment and training program and the Niagara Falls Water Board. "Norampac's decision to invest and create jobs in Niagara County speaks volumes about New York state's commitment to attracting and retaining business," Cuomo said in a release issued Monday. With the incentive package in place, company officials say they expect to begin construction on the new plant in July. The facility will be built next to the existing Norampac facility which currently employs 138 people. The company expects another 108 jobs to be added once the new plant is operational. The project is expected to bring as many as 200 construction workers to the site during construction. Mayor Paul Dyster called it a "red letter day" in the history of Niagara Falls development, hailing the project as one of the largest investments of its kind in the city in recent decades. "I think it's an indication that, not only in terms of our tourism economy downtown, but in our industrial economy, we are turning the corner in the city of Niagara Falls," he said. The project came together over a period of about four years with help from the Niagara County Industrial Development Agency, the power authority and various state economic development agencies. "The Norampac expansion is a perfect example of the effective results from the packaging of hydropower with other state and local incentives to attract significant investment to the region and put people to work," said power authority President and Chief Executive Officer Richard Kessel. "It all comes together with this initiative." Norampac is a division of Cascades, Inc., a company that has been producing packaging and tissue products since 1964. Cascades has more than 100 locations in North America and Europe, employing more than 11,000 employees. The company's Norampac division oversees operations at 37 facilities in the United States and Canada, including the Niagara Falls site and three others in New York. Based in Quebec, Norampac is the largest containerboard producer in Canada with nearly 5,000 employees. The Falls project is being developed under a partnership between Norampac, Jamestown Container, the Montreal-based bank, Caisse de depot et placement du Quebec and another industrial partner that was not identified by company officials. The group of partners formed a separate company, Greenpac, LLC, for the purpose of constructing the new facility on Packard Road. The partners say the new Greenpac site will manufacture lightweight linerboard made from 100 percent recycled fibers and will be home to the largest containerboard production machine of its kind in North America, a unit that will be capable of producing 540,000 short tons of product each year. Full production is slated to begin in summer of 2013. "The Greenpac mill will include numerous technological advances, making it a unique project of its kind in North America," said Alain Lemaire, president and chief executive officer of Cascades.

Canadian holidays mean business for local shops Plattsburgh Press Republican - June 27, 2011

Saint-Jean-Baptiste Day kicked off the summer holidays for Quebec this past weekend, bringing many Canadians to the Plattsburgh area. The main border crossing in Champlain had traffic backed up for miles on the Canadian side Friday. Traffic on Route 3 and Upper Cornelia Street in Plattsburgh over the weekend was heavy with cars carrying Canadian plates.

FAVORABLE EXCHANGE - The exchange rate, which makes the Canadian dollar worth \$1.01 in the United States, according to yahoo.com, continued to bring a strong Canadian presence for some businesses over the weekend. "I think with the favorable exchange rate, we've seen a lot more Canadians (this year)," General Trading Company owner Sue Coffey said. She said the combination of the holiday and graduation weekend locally was very good for her business Saturday. The exchange rate wasn't the only thing that brought Canadian customers over the border, however; sales-tax rates did as well. Ivy Howard of Montreal said the lower taxes on purchases in New York is a draw for her any time she takes a trip to Plattsburgh. She was here shopping with Benoit Barrette of Montreal.

DIVERSITY OF GOODS - "There are things here we can't find in Canada," Barrette said. He and Howard are fans of Yankee Candle, which now has a store in Plattsburgh, because, they say, similar stores in Quebec sell products that don't compare, for higher prices. Barrette said the liquor stores in the North Country are also a draw because they offer a greater variety than those in Quebec, which mainly sell wines. Mousseau said the cheaper prices in the United States are also a major reason local liquor stores see the business they do. General Trading Company is one business that sells products that can't be found in Quebec. "We have some things, like Brighton Jewelry, that we have some very strong Canadian customers of," Coffey said. "It's something that they can't buy in Quebec, so they stop specifically at our store."

SLOWER THAN HOPED - But for all of the businesses that did see an influx of customers, there were those on the opposite end of the spectrum. Arnie's Restaurant owner Arnie Pavone said his business didn't see as many Canadian customers as he expected, and he isn't sure if they will be out in full force for next weekend's Canada Day holiday, either. L&M Liquor was in the same boat, said sales clerk Michael Mousseau. "I wouldn't say it's stellar or anything," Mousseau. "I think weather concerns have had a lot to do with that."

SUMMER BUSINESS - Between June 24 and Sept. 5 of this year, there are more than two weeks of Canadian and Quebec holidays, including the two-week Construction Holiday, which falls during the last two weeks of July. Coffey said all of the summer holidays are a busy time for her store, and she knows the Construction Holiday is an especially big time for Canadian visits. Pavone agreed. "That seems to be when we get the most of them," he said. "We have a good turnout." He attributes the business to a proximity to the border during harsh economic times and to the availability of local camping. But whatever the reason, Canadian customers continue to be crucial for Pavone and other business owners. "It's an important part of our business — no doubt about it," he said.

Mail for Canada accepted Buffalo News - June 28, 2011

The U. S. Postal Service is again accepting mail for Canada, starting today. The post office stopped accepting most mail bound for Canada on June 18 because of labor problems in that country. The Canadian government has passed legislation requiring Canada Post employees to return to work. The post office said Monday that mail held by the U. S. Postal Service since the work stoppage began is being released and transported to Canada in stages. There will be some delays in service due to the large volume of mail that was being held.

Shaw Festival puts together a strong season to celebrate Rochester Democrat & Chronicle – June 25, 2011

The village of Niagara-on-the-Lake, Ontario, dubbed the prettiest town in Canada, is home to the world-renowned Shaw Festival, which focuses on producing and presenting the work of George Bernard Shaw (1856-1950) and other playwrights working anywhere in the world during Shaw's lifetime, as well as those who currently write about that era. The 2011 season is a very special one: The festival is celebrating its 50th season. In its first season, "Salute to Shaw" had two plays, Don Juan and Candida, performed in the Assembly Room of the historic Court House, which had been converted into a small theater. Over the next few decades, the audiences grew and the company toured both the United States and Canada. Today,

performances take place from April through October in four theaters. The flagship theater is the Festival Theatre, an 856-seat space that was dedicated by Queen Elizabeth II in 1973. Within that complex is the new Studio Theatre, an intimate 200-seat venue. The 1840-built Court House Theatre now has a 327-seat auditorium, while the Royal George Theatre was originally built as a vaudeville house to entertain troops during World War I. All four theaters are within walking distance of each other. The 50th season includes *Candida* as a nod to that first year. It also includes *My Fair Lady*, the first time the festival has produced the play based on Shaw's *Pygmalion*. J.M. Barrie's *The Admirable Crichton*, last produced at Shaw 25 years ago, has its place on the schedule with a "fresh, fantastical approach," says festival spokeswoman Odette Yazbeck. "We've also taken one of Shaw's lesser known and more difficult plays, *On the Rocks*, and given it to contemporary writer Michael Healey. What Healey has given us is a fresh remix, while retaining the same humor and veracity in Shaw's original text," Yazbeck says. "Audiences have responded to all these choices, and the rest of the playbill very enthusiastically," she says. The festival also has produced a commemorative book, *Shaw Festival, The First 50 Years*.

Public input sought for Falls center **Buffalo News - June 27, 2011**

The public will have a chance this week to provide input on the much-anticipated Underground Railroad Interpretive Center planned for the 1863 U. S. Customs House. Public forums to discuss potential themes for the historical center will be held from 6 to 8 p. m. Tuesday and Wednesday in Earl W. Brydges Public Library, 1425 Main St. Officials hope the center will highlight the region's connection to the Underground Railroad, in which slaves fled the South for freedom in Canada. Harriet Tubman is thought to have crossed into Canada over the Niagara River's former Suspension Bridge. Renovation of the Customs House and the planning of the Underground Railroad center comprise the first phase of the three-step, \$44 million project to turn the Customs House near the Whirlpool International Bridge into an international transportation hub. "It's going to be a world-class, incredible interpretive center," said Kevin Cottrell, the city's project manager for the center. "The premise is heritage tourism, but at same time, the premise has always been, 'How do you lure the visitor into the city core?'" Cottrell and Bill Bradberry, chairman of the 17-member Niagara Falls Underground Railroad Heritage Area Commission, hope the public session will stimulate community members with historical ties to come forward and share their stories and ideas. Bradberry used the example of the Cataract Hotel in the Falls, which he said hosted 19th century plantation owners and their servants when the owners wanted to get a break from the Southern heat. "There's not even a popsicle stick in the ground to identify or to mark this very important place," Bradberry said. "It's really very important that we discover that information, preserve that information and begin to interpret that information as it relates to our history." Bradberry said the history includes people of all colors, citing the area's Quaker population as a group that lobbied leaders for an end to slavery. "The area is just ripe with relevant history that led up to the development of the Civil War," Bradberry said. "I suspect that we will have . . . people who originally may have fled the deep South and gone up into Canada, and they don't even know that they have this history." Consulting firms have been hired to help research and compile the region's history as it relates to the Underground Railroad. That consultant will fact-check the research until it is "bulletproof," Bradberry said. A previous dispute arose after someone questioned whether Tubman actually crossed into Canada at the former Suspension Bridge at the city's edge. The public meetings are part of the first phase of the Underground Railroad center. Development of a management plan and the design and creation of exhibits will follow the current step, Cottrell said. Cottrell said he hopes visitors of the exhibit will be able to walk halfway across the Whirlpool Bridge and view the terrain Tubman saw on her journey to freedom. "That is the one thing I know needs to happen," he said. "That's exciting." Cottrell and Bradberry called the meetings a way for residents to become directly involved in the center's development. "Whether they have questions and answers, we're interested to see the entire community take advantage of this unique opportunity to discuss our real history and share with the rest of the world," Bradberry said.

Schumer backs making Lake Ontario a no-discharge zone **Rochester Democrat & Chronicle - June 27, 2011**

Standing on the sand at sunny Durand-Eastman beach, U.S. Sen. Charles Schumer today lent his support to a proposal to ban all waste discharges from boats in Lake Ontario. Discharge of untreated waste from

on-board toilets is already banned in Lake Ontario and other New York water bodies. A proposal by the state Department of Environmental Conservation would eliminate the discharge of treated wastes, which can lead to release not just of human wastes and pathogens but the chemicals used to treat them. The DEC request that Lake Ontario be made a no-discharge zone is pending before the U.S. Environmental Protection Agency, which must approve the designation. "I have a message for the EPA in Rochester, in New York City and in Washington, D.C. — get moving, fellas, and get it done now," said Schumer, New York's Democratic senior senator. The Erie Canal was similarly made a no-discharge zone last year. Schumer, who held a news conference at the popular city beach during the noon hour, said eliminating the discharges would protect boaters, anglers and beachgoers. "It's not something you want your kids to be swimming in," Schumer said.

B. **Border Communications**

Reminder to summer travellers from U.S. Customs and Border Protection and the Canada Border Services Agency

Ottawa, Ontario , June 29, 2011 – This summer travel season, U.S. Customs and Border Protection (CBP) and the Canada Border Services Agency (CBSA) have joined efforts to remind summer travellers of document requirements to travel into both countries. The two agencies want to educate travellers about these requirements to make their travel experience during the busy summer season a more enjoyable one.

CBP reminds travellers:

- The Western Hemisphere Travel Initiative (WHTI) requires U.S. and Canadian citizens, age 16 and older, to present a valid, acceptable travel document that denotes both identity and citizenship when entering the U.S. by land or sea. U.S. and Canadian citizens under age 16 may present a birth certificate or alternative proof of citizenship when entering by land or sea.
- WHTI-compliant documents for entry into the United States at land and sea ports include:
 - U.S. or Canadian passports;
 - Trusted traveller card (NEXUS, SENTRI, or FAST/EXPRES);
 - U.S. passport card;
 - State- or province-issued enhanced driver's licenses (when and where available). For more information, visit the WHTI Web site. (GetYouHome.gov).
- A radio frequency identification- (RFID) enabled travel document, such as a U.S. passport card, enhanced driver's license/enhanced identification card or trusted traveller program card, expedites entry and makes crossing the border more efficient.
- Other programs that facilitate the entry process for international travellers coming into the country to visit, study or conduct legitimate business include trusted traveller programs, such as SENTRI, NEXUS and Global Entry. For more information about these programs, visit www.cbp.gov.

The CBSA reminds travellers:

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

Travelling by Air?

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

Travelling by Boat?

- Boat owners/operators are responsible for reporting themselves, their crew and their passengers to a telephone reporting centre (TRC) upon arrival in Canada by calling 1-888-226-7277 from a dedicated land line at selected marinas and other locations. Failure to do so may result in detention, seizure or forfeiture of the conveyance and/or monetary penalties. For more information on arriving by recreational boat, visit <http://cbsa-asfc.gc.ca/publications/pub/bsf5061-eng.html>.
- NEXUS members can provide advance notice to the CBSA at least 30 minutes (minimum) and up to four hours (maximum) prior to arriving in Canada by calling the NEXUS telephone reporting centre (TRC) at 1-866-99-NEXUS (1-866-996-3987).

Other Useful Information:

- Visitors to Canada should be aware of the requirements to import a firearm into Canada. Many weapons are considered prohibited and are therefore not allowed into Canada. All travellers must declare any firearms and weapons in their possession when they are seeking entry to Canada. Anyone who does not declare them upon arrival can face prosecution, and the firearms and the vehicle used to carry them may be seized.
- Visit www.cbsa.gc.ca for more information, including entry requirements into Canada for non-Canadians, and to download a copy of *I Declare*, a detailed publication describing what to expect when bringing goods into Canada.
- Canadians returning home and visitors to Canada are reminded that they can plan their border crossing to avoid peak times, and

that they should check Canada-bound border wait times via the [CBSA Web site](#) and on [Twitter](#).

For more information, visit www.CBP.gov or www.cbsa.gc.ca.

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Busy border crossings commencing on Canada Day and July 4 long weekend

Niagara Falls/Windsor, Ontario , June 27, 2011 – Summer means increased cross-border traffic with the vacation season kick-off on the July 1 to 4 long weekend. On average, weekend traffic volumes during July and August are significantly higher than weekends during the spring and fall.

Last year, heavier than normal Canada-bound traveller volumes were experienced on Friday from 3 p.m. to midnight, Saturday from 11 a.m. to midnight and Sunday from 11 a.m. to midnight. It is anticipated that border crossings into Canada will be busier this coming Thursday through Monday, with both Americans and Canadians taking advantage of the long weekend.

"We are making every effort to minimize delays at our border crossings this July long weekend by maximizing our resources with additional staff," said Rick Comerford, Regional Director General, Canada Border Services Agency (CBSA) Southern Ontario Region. "However, as there will be some peak periods when traffic volumes will be heavy, we are asking travellers to plan ahead, allow for extra travel time, cross at the least busy border crossing and avoid peak travel periods when possible."

For general border questions, contact our Border Information Service at 1-800-461-9999 for calls within Canada, or 204-983-3500 or 506-636-5064 for calls outside of Canada (long distance charges will apply). Anyone with information about suspicious cross-border activity is encouraged to call the CBSA Border Watch toll-free line at 1-888-502-9060.

Be patient. The CBSA wishes you happy travels and a safe return to Canada.

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CBP in Buffalo Advise Travelers, Prepare For Busy Holiday Weekend

(Monday, June 27, 2011)

Buffalo, N.Y. - U.S. Customs and Border Protection (CBP) Field Operations reminds travelers planning cross-border trips over the next Holiday weekend (Canada Day, July 1 and U.S. Independence Day, July 4) to make sure they have the proper documents and to plan for a possible increase in traffic. 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 Web sites: ([CBP](#)) ([CBSA](#)) ([Nittec](#)) ([Peace Bridge](#)) ([Niagara Falls Bridges](#))

Travelers should familiarize themselves with the "Know Before You Go" section of the CBP Web Site 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 (WHTI) 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. For more information, please visit the WHTI Web site. ([WHTI](#))

WHTI compliant, RFID 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 radio frequency identification (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 and CBP Web sites. For more information, please visit the CBSA and CBP Web sites. ([CBSA](#)) ([CBP](#)) Additionally, NEXUS information is available toll-free at 1-866-NEXUS 26 (1-866) 639-8726).

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.

Congressman Higgins Says Fed Agencies Moving Toward Smaller Peace Bridge Plaza

Today Congressman Brian Higgins (NY-27) confirmed federal agencies involved in Peace Bridge expansion project are moving toward consensus on a reduced footprint for the U.S. Plaza. The news comes after Congressman Higgins' call on Wednesday afternoon with U.S. Customs and Border Protection Commissioner Alan Bersin. In April Congressman Higgins [wrote](#) to Customs and Border Protection (CBP) requesting an expedited effort on the Peace Bridge construction project including consideration of a reduced footprint for the American plaza.

“The direct engagement of the U.S. government in the process and a consensus on a reduced Peace Bridge plaza puts real steam behind what we see as the first phase of creating the increased capacity so critical to the Western New York – Southern Ontario economic relationship,” said Congressman Higgins, a member of the House of Representatives Committees on Homeland Security and Foreign Affairs. “This is a way forward that brings certainty to the neighborhood, adds predictability for travelers and could mean shovels in the ground significantly sooner.”

In March, when Congressman Higgins [met with United States Secretary of Transportation](#) Ray LaHood to discuss the Peace Bridge, the USDOT made it clear the project was a priority.

Discussions are currently underway on a smaller plaza that would continue to provide 7 additional inspection booths, as proposed by the Peace Bridge expansion project, but do so on a smaller footprint that reduces the proposed new plaza by 12 acres and reduces the residence acquisition to only one property.

In addition the smaller plaza design would accommodate the potential future incorporation of initial screenings on the Canadian side of the border, also known as pre-inspection, not to be confused with pre-clearance or shared border management, an issue [confirmed “dead”](#) by U.S. Homeland Security Secretary Napolitano. Better joint border coordination was one of the items outlined in [“Beyond the Borders”](#) following a [meeting](#) between U.S. President Obama and Canadian Prime Minister Harper in February.

The Peace Bridge Authority (PBA) is also supportive of the proposed smaller plaza concepts and is willing to advance them swiftly. The smaller plaza would cost significantly less and the project would be funded by the PBA directly.

"With our work on Buffalo's waterfront we have witnessed the great progress that can happen with incremental achievements that are continually moving the ball forward," added Higgins. "This step toward a smaller plaza brings us closer toward our much larger goal -- because the Western New York economy and the jobs directly linked to our cross border efficiency can't afford to wait."



FOR IMMEDIATE RELEASE:
For further information contact:

June 30, 2011
Matt Davison, Director of Communications
905.994.3677 or 716.884.8748
mnd@peacebridge.com

STATEMENT REGARDING POTENTIAL REDUCED PLAZA CONCEPT

The approval and support of U.S. Customs and Border Protection Commissioner Alan Bersin is integral to the eventual achievement of real, attainable, and financially viable improvements at the Peace Bridge corridor. By signaling his willingness to consider and advance the implementation of innovative border management solutions at our crossing, the federal government has effectively provided a new path forward for this very challenging project.

The Authority welcomes the opportunity to move ahead with a plaza design concept that meets the goals of congestion-relief and enhanced security and will do so following official written concurrence from the Department of Homeland Security and the General Services Administration, which is expected shortly. Needless to say, this is a very positive development for the prospects of Peace Bridge port enhancement and will lead to much activity in the coming months.

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Buffalo and Fort Erie Public Bridge Authority
1 Peace Bridge Plaza, Buffalo, NY 14213-2494
100 Queen Street, Fort Erie, ON L2A 3S6
Phone: 905-871-1608 or 716-884-6744 Fax: 716-884-2089 or 905-871-9940
www.peacebridge.com

□ Facebook: /PeaceBridge □ Twitter: @PeaceBridgeAuth □
□ YouTube: /PeaceBridgeAuthority □ Traffic: Mobile.PeaceBridge.Com □

FOR IMMEDIATE RELEASE: June 28, 2011

**SCHUMER, OWENS PUSH TO ESTABLISH NORTHERN BORDER SECURITY
INTELLIGENCE CENTER AT LOCKWOOD ARMY RESERVE FACILITY – MOVE WOULD
BRING NEW JOBS AND BOOST HOMELAND SECURITY**

In Letter To Army Secretary John McHugh, Schumer & Owens Ask Army To Transfer Title To Franklin County

So That Federal, State, & Local Law Enforcement Can Create Security Center

In Former Lockwood Army Reserve Center, Homeland Security, DEA, Border Patrol, National Guard And Other Law Enforcement Agencies Could Coordinate Anti-Drug Trafficking Effort

Schumer, Owens: This Facility Would Make Franklin County And New York Safer

Today, U.S. Senator Charles E. Schumer and Congressman Bill Owens wrote a letter to Army Secretary John McHugh, urging the Army to transfer the title of the former Lockwood Army Reserve Center to Franklin County, clearing the way for the establishment of a Northern Border Intelligence Center. The Franklin County District Attorney, along with federal, state, and local law enforcement, have been seeking to establish the center in order to better coordinate their efforts to fight drug smuggling and cross-border criminal activities.

“Securing our northern border is absolutely essential to keeping drugs and other contraband out of North Country communities,” said Senator Schumer. “The unused Lockwood facility is the perfect place to house a Northern Border Intelligence Center that will allow federal, state, and local law enforcement to band together in the fight against drug smuggling and crime. This intelligence center will improve information sharing and coordination among the many groups dedicated to protecting our shared border with Canada.”

“As co-chair of the Congressional Northern Border Caucus, I believe it is critical that we continue to support local law enforcement in their fight against illicit cross-border trafficking by giving them the tools they need to do their job,” said Congressman Owens. “This center will help to make the area safer and allow law abiding citizens to contribute to the robust trade relationship we have with our neighbors to the north, creating jobs and bolstering economic development in the process.”

The proposed Northern Border Intelligence Center in Franklin County would involve the application of personnel and technology to enhance border security and to minimize drug trafficking across the northern border. This intelligence center would allow for collaborative work and communication between the Franklin County District Attorney’s Office, officers and agents of the Drug Enforcement Agency, Homeland Security Investigations, United States Border Patrol, New York State National Guard, New York State Police, Malone, Saranac Lake, Tupper Lake Police Departments and the St Regis Mohawk Tribal Police, along with the State of New York and Franklin County. Schumer states that establishing a Northern Border Intelligence Center will greatly help to coordinate efforts in dealing with cross-border criminal activities that directly impact the safety and security of the northern New York region.

Canada is a significant source for illicit drugs like MDMA, ecstasy and high potency marijuana, that are then consumed in the U.S. Often these drugs enter via New York’s northern border. In such an environment, where traffic flow is spread across vast expanses of border, Schumer notes that it is critical to rely on intelligence, information-sharing, and strong partnerships with federal, state, local, and tribal law enforcement agencies, to maximize resources and success. Schumer states that the vacant Lockwood Army Reserve Center would be the perfect location for this new law enforcement center.

According to statistics from media reports and the Department of Homeland Security, drug smuggling from Canada into the United States is on the rise. Last year, there were more than 24,000 arrests across Upstate New York related to the possession of illicit drugs, an average per-county increase of 84% from 2001. Schumer believes that these figures demand a series of border security solutions designed to identify, investigate, and interdict drug traffickers who travel by land, air, and sea. Schumer’s push to establish a Northern Border Intelligence Center in Franklin County is the latest piece of a comprehensive strategy to secure the U.S.-Canadian border.

In February, Schumer joined colleagues from other states along the northern border in a letter to Secretary Napolitano, asking that DHS begin utilizing military-grade radar technology along the border in order to detect low-flying planes that are commonly used to smuggle drugs. Schumer cited a report detailing the 24,000 drug-related arrests of adults in 2010 as well as an increase in the number of drugs being seized at border checkpoints as clear evidence that more must be done to combat this alarming problem. Last month, Napolitano said she intended to improve our ability to catch low-flying aircraft by integrating military radar feeds used by Canada with our Air and Marine Operations Command Center. At a May hearing on border security chaired by Schumer, Customs and Border Patrol Commissioner Alan Bersin stated that the radar feed should be operational by November 2011, greatly enhancing our ability to detect and stop low-flying planes that might be loaded down with drugs.

Schumer and Owens also helped create a Massena-based border security enforcement team in neighboring St. Lawrence County. Immigrations and Customs Enforcement operates a series of Border Enforcement Security Task Forces (BEST). The teams will consist of personnel from ICE, CBP, tribal police, local, state, and Canadian law enforcement working in concert to improve overall border security. Given the success of the BEST team in the Buffalo/Niagara region, Schumer and Owens pushed for and successfully secured DHS’ commitment to establish a BEST team to be based in Massena, NY. At a hearing on Northern Border issues, Schumer asked ICE Director Morton to establish the team as quickly as possible, given the growing drug abuse problem in Upstate New York. In response to Schumer’s request, the Director stated that ICE plans to have implemented the team by October of 2011.

A copy of Senator Schumer and Congressman Owens' letter to Army Secretary McHugh appears below:

Dear Secretary McHugh,

We write to request your assistance in helping to convert the Lockwood Army Reserve Center in Malone, NY to a Northern Border Cooperative Operations Center. We know you are familiar with the property, which lies in the heart of the 23rd Congressional District. As you may know, the Reserve Center was closed in September, 2010 and was officially deemed excess property by the United States Army Reserve.

In recent months the Franklin County District Attorney's Office, who operates a Border Narcotics task force which includes officers and agents of the Drug Enforcement Agency, Homeland Security Investigations, United States Border Patrol, New York State National Guard, New York State Police, Malone, Saranac Lake, Tupper Lake Police Departments and the St Regis Mohawk Tribal Police, along with the State of New York and Franklin County, have expressed interest in establishing a Northern Border Intelligence Center to help coordinate efforts in dealing with smuggling and other cross border criminal activities that directly impact the safety and security of the northern New York region. The vacant Lockwood Army Reserve Center would be the perfect location for this new law enforcement center.

Our understanding is that the property is under the control of the Army Real Property office. We would appreciate your assistance in getting the title to the property transferred to Franklin County, so that it could be used to help protect our northern border, our state, and country from criminal organizations intent on exploiting the northern border region of New York State in order to facilitate the smuggling of contraband, narcotics and aliens.

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FOR IMMEDIATE RELEASE: June 29, 2011

SCHUMER SECURES REVIEW OF LOCAL FISHERMAN'S BOAT SEIZURE; CANADIAN BORDER SERVICE AGENCY PRESIDENT ORDERS INVESTIGATION INTO CASE

Upon Schumer's Urging, CBSA Agrees to Review Recent Costly Boat Seizure of NY Fishermen

Schumer, Chairman of US Subcommittee on Immigration, Refugees and Border Security, Aims to Maintain A Safe Border That Encourages Tourism, Commerce

Schumer: CBSA's Review of Mr. Anderson's Boat Seizure Is A Step In Right Direction

Today, Senator Charles E. Schumer announced the President of the Canada Border Services Agency has agreed to review a recent incident in which Thousand Island Park resident Roy Anderson was fishing in the Gananoque Narrows when his boat was boarded and seized by the Agency. According to reports, Mr. Anderson had entered Canadian waters, and found out contrary to his understanding of Canadian law, that he was in violation of the duties and obligations of New York fishermen in Canadian waters, even though he was not anchored or otherwise on the Canadian shore. The fisherman had been previously checked by both Ontario Provincial Police and Canadian game wardens, who had explained to him that, as long as he was not anchored or on Canadian shores, he was not in violation of the law. Mr. Anderson's boat was seized and he was required to immediately pay a \$1,000 fine to get his boat back. In a personal letter, President of CBSA Luc Portelance revealed that Mr. Anderson's case is being reviewed by the agency's Recourse Directorate, Appeals Division. The CBSA intends to resolve Mr. Anderson's case in a mutually satisfactory manner, which Schumer hopes will include a full reimbursement of the fine. Schumer states that this review is a step in the right direction, and will continue to push for fair and satisfactory results.

"The Canada Border Services Agency's review of Mr. Anderson's case is a step in the right direction," said Schumer. "I still have concerns about fishing near the border, and look forward to working with officials on both sides of the border to ensure that the St. Lawrence remains a friendly spot for local anglers and tourists alike. I am pleased this investigation is moving forward, and am eager to prevent incidents like this from occurring in the future."

Recently, Schumer received news of an incident in which Roy M. Anderson, of Thousand Island Park, was fishing at a spot in the Gananoque Narrows with a friend, when his boat was boarded and seized by Canadian Border Services Agency officers. Officers came aboard his boat and checked his Canadian fishing license, which he always carries, and checked for outstanding criminal warrants, of which there were none. But when Mr. Anderson was asked if he had reported his presence in Canada at a port of entry, which he had not, his boat was seized and he was required to pay a \$1,000 fine to get it back. Mr. Anderson was not aware of this requirement and was not given an opportunity to bring his actions into compliance with Canadian law. Schumer called for a prompt review of CBSA's policies and procedures both as to his individual case and for future similarly-situated cases.

Schumer notes that without clear guidance, American fishermen can be in violation of Canadian law without any knowledge or any illegal intent. Moving forward, Schumer notes that the expectations of those fishing near the Canadian border must be made publicly clearer, including the need to report presence at ports of entry, whether boats are anchored or otherwise on shore.

A copy of the letter from CBSA President Portelance to Senator Schumer appears below:

Dear Senator Schumer,

Thank you for your correspondence of June 20, 2011, outlining your concerns pertaining to the recent seizure and associated terms of release for a boat owned by your constituent Mr. Roy E. Anderson.

Like you, I agree that we are privileged to enjoy an excellent collaborative relationship between our respective governments, and between the United States Customs and Border Protection (CBP) and the Canada Border Services Agency (CBSA). CBP Commissioner Bersin and I speak regularly to advance efforts and address issues of mutual concern related to the Canada/United States border. Our most recent success has been the implementation of joint CBSA-CBP Bi-National Port Operations Committees at key ports of entry, where our respective local management teams meet regularly to discuss and address local operational matters.

In terms of Canadian law, our requirements remain closely harmonized with those of the United States and I can assure you that they have not changed recently. Boat owners/operators are responsible for reporting themselves, their crew and passengers to a telephone reporting centre upon arrival at a designated site in Canada. Failure to do so may result in detention, seizure or forfeiture of the conveyance and/or monetary penalties. Our officers will apply discretion in their decision making.

Mr. Anderson's case is being reviewed by our Recourse Directorate, Appeals Division, which is responsible for conducting impartial reviews of CBSA actions. An adjudicator has already initiated contact with Mr. Anderson and based on the circumstances surrounding this case, we look forward to a mutually satisfactory resolution in the very near future.

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FOR IMMEDIATE RELEASE: June 27, 2011

**SCHUMER: DUMPING SEWAGE & CHEMICALS OFF ROCHESTER'S SHORE
COULD PUT SWIMMERS AND BEACHGOERS AT RISK – CALLS ON FEDS TO
CREATE NO-DISCHARGE ZONE TO KEEP LAKE ONTARIO CLEAN**

*Unsafe Water Kept Beaches Closed For A Combined 74 Days Last Year – Schumer Calls On Feds To
Grant New York's Request To Prevent Sewage and Chemical Dumping Off Of Rochester's Shore*

*As Beaches Open For Summer Season, Schumer Pushing For "No-Discharge Zone" That Has
Reduced Pollution In Other New York Waterways*

Schumer: Boaters, Beachgoers & Businesses Agree – Stop Dumping & Keep Our Coastline Clean

Today, U.S. Senator Charles E. Schumer announced a new push to clean up Lake Ontario's waters near Rochester's shore. Currently the New York Department of Environmental Conservation is seeking to create a "no-discharge zone" that would prohibit boats from dumping sewage and other potentially harmful chemicals into the waters offshore, a practice which can add pathogens and other toxins to the water. Establishing the zone would require the federal Environmental Protection Agency (EPA) to grant the request, and could greatly improve the water quality for summer beachgoers and swimmers, as well as boaters who anchor near the coast to swim.

Last year, Ontario Beach was closed for over half of the swimming season, while Durand Eastman Beach was closed for 32 days of its 51-day long season due to poor water quality. In preparation for the request, the state of New York has helped fund the establishment of 28 of the 37 pump-out stations now located along the Lake Ontario coastline, making it easy and affordable for boaters to discharge their sewage and

chemicals in a clean and environmentally-safe manner. The day after Durand Eastman opened to the public, Schumer announced that he is calling on the EPA to grant the state's request to establish a no-discharge zone as quickly as possible, so that summer beachgoers can swim in clean water, free from bacteria and other potential toxins. Senator Schumer was joined by local boaters and marina owners as he announced his push to secure approval for the no-discharge zone.

“As we enter another summer swimming season and beach-goers flock to New York's Lake Ontario beaches, it is imperative that we take the necessary steps to safeguard their health and protect the Lake's marine life and habitats,” Schumer said. “Boaters and beachgoers agree - a No Discharge Zone is critical to keep our shoreline clean, and I urge the EPA to put human health and water quality first and swiftly establish a no-discharge zone.”

The Federal Clean Water Act allows states to request the EPA to establish a No Discharge Zone (NDZ) which is an area of a waterbody or an entire waterbody into which the discharge of sewage, treated or untreated, from all vessels is completely prohibited. Discharge of raw sewage is already prohibited in Lake Ontario and in all in-land waterways and in-land lakes, but chemically treated sewage can still currently be dumped into the lake. States can have all or portions of their waters designated as a no discharge zone for vessel sewage for a variety of reasons. A No Discharge Zone may be designated to protect special aquatic habitats or species and to safeguard human health. A NDZ can also be designated to protect aquatic habitats when the state demonstrates availability of adequate and reasonably available pumpout or dump station facilities for the safe and sanitary removal and treatment of sewage.

Schumer is pushing for Lake Ontario to be designated as a No Discharge Zone, as it is imperative to take the necessary steps to safeguard the health of beach-goers and swimmers as well as to protect the Lake's marine life and habitats from pathogens, endocrine disrupters, and toxins such as formaldehyde, phenols and chlorine that are found in even treated waste. . Currently boaters can discharge chemically treated waste anywhere in Lake Ontario, including just a few feet off shore. Schumer notes that boaters support his push for the NDZ designation, because the health of Lake Ontario is a paramount concern when fishing or recreating on the lake.

“On behalf of the Oak Orchard Yacht Club, the citizens of northern Orleans County and myself, as a concerned individual, the thought of anything less than this regulation to maintain the integrity of Lake Ontario is totally unacceptable,” said Ted Anderson, Commodore Oak Orchard Yacht Club. “As a life-long resident and I might say enjoyer of our lake, I have seen it develop and grow nearly exponentially in population use for water supply, recreation and leisure time activities. Environmental stress and degradation are all too often factors which accompany such growth and must be diligently dealt with to be minimized. The Lake Ontario NDZ is a necessary act to keep the Ecosystem one which will be of value for current and future generations.”

The Canadian government has already set more comprehensive safety standards to protect the health of swimmers and marine life along the Canadian Lake Ontario Coastal Waters. Specifically, in 2001 the Canadian government enacted the Canadian Shipping Act that effectively created a prohibition on discharging any waste within 1 mile of Canada's Lake Ontario shoreline and a ban on discharging untreated waste as far as 3 miles from shore since even treated wastecan still deliver pathogens and toxins to local waters. Schumer argues that U.S. beach goers should clearly have the same protections as their Canadian neighbors on the other side of Lake Ontario.

Schumer notes that the DEC has taken all the appropriate steps to make Lake Ontario a NDZ. As required under the Federal Clean Water Act, the DEC first certified that a No Discharge Zone is needed to protect human and ecological health and demonstrated that there are enough existing shoreline pump out centers to meet boaters needs. The DEC has worked over the years to help fund more pump-put locations, and there are now 37 located across the Lake Ontario coastline, most of which are available to boaters for free or for a nominal charge. The DEC filed their application with the EPA on May 9th, but thus far the EPA has only acknowledged receipt, and has not yet started the consideration process which involves a public comment period.

Schumer points out that swimming season has begun and this NDZ designation is critical to the health of swimmers, beachgoers, and marine life alike. He notes that in the last year, the two established beaches in Monroe County, New York, Ontario Beach and Durand Eastman Beach were closed 42 of 81 days (52% of the season) and 32 of 51 days (39% of the season) respectively due to poor water quality.

Lake Ontario is last in the chain of Great Lakes that straddle the border between Canada and the United States and is the dominating natural asset in this region. Currently there are ten municipal water supplies that draw water from Lake Ontario, serving more than 760,000 people in New York State. Moreover, as part of the Great Lakes System, Lake Ontario is one component of a reservoir that contains 95% of the fresh surface water in the United States and is the largest single reservoir on earth. Lake Ontario is also a major economic driver and its harbors embayments, creeks, and wetlands host numerous commercial and recreational activities such as shipping, fishing, boating, and tourism, in addition to supporting a remarkable diversity of wildlife and fish spawning areas.

A copy of Senator Schumer's letter to EPA Administrator Jackson appears below:

Dear EPA Administrator Jackson,

I write in support of the creation of a Vessel No-Discharge Zone (NDZ) along the United State's Lake Ontario Coastal Waters. As we enter another summer swimming season and beach-goers flock to New York's Lake Ontario beaches, it is imperative that we take the necessary steps to safeguard their health and protect the Lake's marine life and habitats from pathogens, endocrine disrupters, and toxins such as formaldehyde, phenols and chlorine.

A No-Discharge Zone is an area in which it is prohibited for vessels to discharge sewage into the water. Establishing a Lake Ontario NDZ will limit a source of waste and chemicals that exacerbate current poor water quality conditions that typical result in numerous beach closures each year. For example, last year the two established beaches in Monroe County, New York, Ontario Beach and Durand Eastman Beach, were closed 42 of 81 days (52% of the season) and 32 of 51 days (39% of the season) respectively due to poor water quality.

Moreover, the establishment of an NDZ along the U.S. Lake Ontario Coastal Waters would better align U.S. standards with the stricter rules enforced by Canada in areas of the lake bordering Canada. Specifically, in 2001 the Canadian government enacted the Canadian Shipping Act that effectively created a prohibition on discharging any waste within 1 mile of Canada's Lake Ontario shoreline and a ban on discharging untreated waste as far as 3 miles from shore since even treated waste can still deliver pathogens and toxins to local waters. U.S. beach goers should have the same protections as their Canadian neighbors on the other side of Lake Ontario.

The New York State Department of Environmental Conservation (DEC) recently certified to the U.S. Environmental Protection Agency (EPA) under a provision in the U.S. Clean Water Act that there is a need to establish a Lake Ontario NDZ as an additional level of protection to safeguard human and ecological health. In addition, funding provided through New York's Clean Vessel Assistance grant program helps support more than three dozen shoreline pump-out stations currently available to accept vessel waste and safely accommodate boaters' needs. Indeed boaters and beach-goers alike that use these waters have a vested interest in protecting these environmentally sensitive near shore areas.

The DEC's NDZ application was submitted to the EPA on May 9th, however, I understand the EPA has not yet acted on this application nor established the public comment period required prior to EPA approval. In light of the approaching swimming season and the number of Lake Ontario beaches that will open this month, I respectfully request timely consideration of this matter. Please feel free to contact my Washington, D.C. office at 202-224-6542 should you have any questions or need additional information.

Sincerely,

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Hinchey Unveils New Legislation to Help Create Southern Tier Manufacturing Jobs

Monday, 27 June 2011 12:53

Binghamton, NY -- At VMR Electronics in Binghamton today, Congressman Maurice Hinchey (D-NY) outlined his new legislation designed to help boost the Southern Tier economy by creating manufacturing jobs. Hinchey announced that he is introducing the Buy American Enhancement Act which would require that at least 75 percent of each good or material purchased by the federal government must be made in America. Current practice only provides for a 50 percent content requirement.

"It's a basic principle: American tax dollars should not be spent to create jobs in Beijing when they can be spent to create jobs in Binghamton," said Hinchey. "When the federal government wants to buy an airplane from a company like Boeing, current law requires that only 50 percent of the components in that airplane need to be made in America. The bill I'm introducing would bump up that requirement so that at least 75 percent of the components are made in America. That's going to boost up companies like VMR Electronics in Binghamton, which manufactures wiring components for airplanes, so that they can create more jobs right here in America."

"Congressman Hinchey is right on the mark with this legislation," said Mark Kelly, Vice President and Cofounder of VMR Electronics. "It would help create jobs up and down the supply chain and it would open up new markets for companies like ours. It would also help us to remain competitive with commercial and industrial manufacturing in China so that we can continue creating jobs here in the Southern Tier."

Hinchey's bill would also create a new disclosure provision to help American-based businesses understand when federal agencies are having trouble locating products that meet Buy American Act standards. Current law allows federal agencies to apply for an exemption when a needed product is not already manufactured in America. Hinchey's bill would require that federal agencies publicly disclose through their websites when they apply for these exemptions, allowing American companies to come forward with the desired products. The Department of Transportation already does this.

Hinchey's legislation would also close a major loophole that allows federal agencies to get around current Buy American laws by using indirect contracts. The congressman had success with a similar provision, which was signed into law earlier this year. It closed the loophole for solar energy contracts signed by the Department of Defense, requiring companies subcontracting for the department of defense to use American-made solar panels. The Buy American Enhancement Act would expand on this provision by closing the loophole across all technologies and federal agencies.

Hinchey also said the United States must fundamentally reassess its trade policy in order to level the playing field for domestic manufacturers. The congressman is continuing to push for a renegotiation of unfair trade deals that force American workers to compete against low wages and poor environmental standards in third world countries. He is also calling for the United States to impose trade penalties on China until it ends the currency manipulation that puts American made goods at a disadvantage.

Hinchev has opposed unfair trade deals like the North American Free Trade Agreement (NAFTA) and the Central American Free Trade Agreement (CAFTA) because they cause the exportation of U.S. jobs out of the country. He is a cosponsor of the Trade Reform, Accountability, Development and Employment Act (TRADE Act), which would require a comprehensive review of major trade agreements on the books, ensure that environmental labor and human rights standards are addressed in future agreements, and give Congress the authority it needs to assert its proper constitutional role in the trade negotiating process by significantly limiting future fast-track authority.

In the previous session of Congress, Hinchev worked to pass the Currency Reform for Fair Trade Act (H.R. 2378), which allows the president to retaliate against China's fundamentally undervalued currency by imposing tariffs to level the playing field. The legislation died in the U.S. Senate.

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

C. Editorials/Columns

WNY deserves security funding - Senate needs to join House and make region eligible for anti-terrorism grants Buffalo News - June 30, 2011

Rep. Brian Higgins' important efforts to ensure that Buffalo Niagara is eligible for millions in federal homeland security funding has rightfully won bipartisan support in the House. Now it's time for the Senate to act. The Department of Homeland Security excluded Buffalo from the Urban Area Security Initiative grant program for the current fiscal year and plans to do the same for fiscal year 2012, which begins Oct. 1. An amendment by Higgins would restore the region's eligibility for funding next year. Last year, the Buffalo area received \$5.5 million under that program, which provides local law enforcement with communications equipment and training to respond to homeland security emergencies. Higgins, D-Buffalo, argued that Buffalo and other smaller regions should not be eliminated from the program simply because of federal budget limitations. The House vote was a model of bipartisanship. The amendment by Democrat Higgins passed in the Republican House by a vote of 273 to 150. The Senate is expected to start work soon on the Homeland Security Appropriation bill. When it does, senators should include language maintaining Urban Area Security Initiative eligibility for smaller urban areas, including Buffalo. Homeland Security wanted to limit the grants to large metro areas, dropping the smaller areas because they rank lower in terms of security risk. That ranking is based on population, population density, specific characteristics that could increase the risk of a terror attack, proximity to critical national infrastructure and the potential economic impact of an attack. Excluding those smaller regions from the Homeland Security program despite the risks they face was unconscionable. The Buffalo Niagara region is home to four international road bridges and the Niagara Power Project, the state's largest electricity producer, not to mention the Lackawanna Six al-Qaida terrorist cell. This region sits along two of the Great Lakes, the world's largest supply of fresh water. We are within 500 miles of roughly 55 percent of the U. S. population and 62 percent of the Canadian population. That information should have been enough to persuade the Department of Homeland Security to provide funding. But because \$780 million was cut from the program, Home-land Security reduced by nearly half the number of regions receiving the anti-terrorism money. Besides Buffalo, the amendment would make Rochester, Syracuse and Albany eligible for the funding in 2012. Thanks to Higgins and the support of Kathleen C. Hochul, D-Hamburg, and Louise M. Slaughter, D-Fairport, and members from California, Oregon, Florida and Minnesota, among others, these smaller communities could be once again eligible for funding. The Senate should follow course, including the language keeping the Urban Area Security Commission eligibility for all 64 urban areas. The nation is facing a fiscal crisis, but public safety must come first.

D. Citizens Views (write-in letters)

Boarding indicative of new attitude on river Watertown Daily Times – June 28, 2011

The Watertown Times is to be commended for its excellent coverage of the new border war on the St. Lawrence River, which resulted in the boarding and seizure of a young man's fishing boat in the Gananoque Narrows by two agents of the Canadian Border Services Agency, despite the fact that he had a valid Canadian fishing license and he was less than a quarter mile inside Canadian waters doing what the residents of both countries have done since the pirates were overcome 300 years ago. I hope you will pursue the unanswered questions remaining:

- The names of the two Canadian agents and the specific charges in the complaint which caused them to charge \$1,000 to reclaim the boat.
- The citation of law requiring a report to Canadian port authorities when a boater crosses the unmarked mid-river border with no intention or evidence of landing.
- The explanation of the minister who oversees the Border Services Agency as to the specifics in this case, including any extenuating circumstances to explain the agents' actions.
- The required procedure for boats on the river that may cross the unmarked border because of fishing with a license, adverse wind or other conditions.

Since the events of 9-11, there have been a large number of invasive incidents along the river which have discouraged recreational boaters. My neighbors made it a summertime ritual to cross from Morristown to Brockville on Saturdays to buy produce and crafts at the farmers markets, visit Tate's bakery for breakfast, shopping and schmoozing with our Canadian neighbors. The new heavy-handed, officious attitudes of customs and border agents from both countries were accepted with a shrug at first, then with impatience and finally with a boycott attitude. Both sides still cross the border regularly in automobiles, but the draconian attitude on the river — "Prepare to be boarded, we can seize your boat, your credit card or your runabout" — has hurt everyone except the officers who abuse their power. To my knowledge, smugglers and illegal fishers and reckless boaters continue, but neither border patrol can show a record of success in apprehending suspected terrorists by terrorizing boaters. So keep your reporters on this story. It's huge. - *Jim Doyle-Morristown*

Boat incidents show Canada's intentions Watertown Daily Times – June 28, 2011

Someone is asleep at the wheel, or should I say helm? Boaters from the U.S. cannot travel in Canadian waters unless they are going to a Canadian port. If you are traveling in Canadian waters, don't stop your boat for whatever reason or you will receive a \$1,000 fine. Whatever you do, don't throw out your anchor, as this too will surely result in a fine. If you go to a Canadian port, only the captain can get off the boat and call in. Then, when the captain gets back to the boat, the crew can get off. If, when the boat lands and someone has to use the bathroom before the captain returns, it will cost you a \$100 fine. Now, let's look at the other side. Canadian boats travel freely through our waters, they land at towns on the water, they stay overnight and shop at the stores and eat at the restaurants. They anchor off and land on Potters Beach every weekend. Should they check in? Yes. Do they? Customs closes at the Cape and Clayton at 7:30 p.m. Now, some of my best friends are Canadian. I think it's shameful that this situation is going to stop us from considering any boat trips into Canadian waters. I really feel that the Canadian government doesn't want us over there. - *Ed Eves-Cape Vincent*

Won't fish in Canada Watertown Daily Times – June 30, 2011

I am so annoyed by the fisherman's arrest/fine by Canadian border agents. Then to have our State Department side with Canada, I believe is absurd. Many fishermen carry two licenses (New York state and Canadian). I haven't met a terrorist state fisherman for some time. Our State Department needs to tell me how I check in with Canadian authorities prior to fishing in Canadian waters, especially after I launch on the American side. Is there anyone in our State Department who has a clue? If this isn't resolved, I, for

one, will not buy a Canadian license and will probably cancel future fishing trips (that's travel, lodging, meals, etc). That will really help the economy. Possibly we should organize every boat owner on the St. Lawrence to invade Canada on the 4th of July? - *Dave Bero - Frankfort*