

## **Summary:**

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

#### **Security/Transportation:**

- **Plan to screen trucks may ease Peace Bridge traffic**
- **Study: Seaway generated \$33 bil in revenue in 2010**
- **Hoyt appointed to board of Peace Bridge Authority**
- **Harper Sibley places bid for ferry**
- **Pair from Ottawa sentenced over illegal vehicle**

#### **Business/Trade:**

- **Canada objects to 'Buy American' in US jobs bill**
- **Development report recommends new outlook, closer ties to Canada**
- **Waterfront Vision Faces Market Study**

#### **Culture/Tourism:**

- **Wallenda meets Canadian officials**
- **Buffalo's heritage takes center stage**

#### **Environment:**

- **House bill would hurt state's efforts with Great Lakes**

### **B. Border Communications**

- **International Trade Minister Ed Fast Visits Washington to Promote Vital Importance of Canada-U.S. Trade and Defend Canadian Interests**
- **Statement by International Trade Minister Ed Fast on Proposed "Buy American" Provisions in American Jobs Act**
- **Schumer Announces: Homeland Security Secretary Confirms That Peace Bridge Pre-Screening Will Move Forward When U.S.-Canadian Border Deal Is Announced**
- **Testimony of Secretary Janet Napolitano before the United States Senate Committee on the Judiciary**
- **Senator Bill attempts to block HOS rewrite**
- **Embassy: Canada's Foreign Policy Newsweekly**

### **C. Editorials/Columns**

- **Glimmer of hope at Peace Bridge**

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

- **Demand more details about border plan**

## **REPORT:**

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

#### **Plan to screen trucks may ease Peace Bridge traffic Buffalo News - October 19, 2011**

Prescreening of Buffalo-bound truck traffic in Fort Erie, Ont., will begin soon, Homeland Security Secretary Janet Napolitano said Wednesday, while Rep. Brian Higgins indicated that move could be the first step toward reviving plans for a new Peace Bridge. At a Senate Judiciary Committee hearing in Washington, Sen. Charles E. Schumer asked Napolitano whether the prescreening of U.S.-bound truck traffic would begin soon at the Peace Bridge, and her reply was, "Yes." She said her department is looking to do pre-inspections on the Canadian side of the border at other congested northern border crossings as well. "We really are very interested in how we can expedite the free flow of goods on both borders, northern and southern, and looking at ways where we can do pre-inspections, if not actual pre-clearance, on the Canadian side and to facilitate that into some of the smaller areas on to the U.S. side," Napolitano said. "So you've clearly got our attention, we've been working on this," she told the senator. Schumer, Higgins and other members of the Western New York congressional delegation have been pushing for months for a plan for prescreening most truck traffic on the Canadian side of the border. The idea was revived once it became clear that federal funding was lacking for a huge, \$350 million expanded Peace Bridge plaza in Buffalo -- a plan that had been fiercely fought by residents of the neighborhoods near the bridge. Schumer, who announced earlier this month that the pre-inspection plan was in the works and that it would be unveiled in November, said he was delighted with Napolitano's comments. "The Peace Bridge's clogged arteries are about to undergo bypass surgery," said Schumer, D-N.Y. "Moving this traffic to the Canadian side will be a shot in the arm for tourism, businesses throughout Western New York and our overall economy. No longer will tourists and trucks be stuck for eons in smog-creating lines as they try to cross the bridge." Higgins, D-Buffalo, described the pending plan as a "lite" version of shared border management, an earlier proposal for moving all U.S. customs clearance activity to the Canadian side of the bridge. That plan fell apart because Canadian law would not allow U.S. agents to carry guns in Canada and because of other concerns. Under the new plan, trucks would be screened first on the Canadian side, while anything with potentially questionable cargo would be inspected more closely in Buffalo, as would passenger traffic. "It's not shared border management -- it's half of it," Higgins said. "But with this, we could proceed with plans for a smaller American plaza." And once plans for a new plaza are in place, that could lead to a revival of an effort to build a new Peace Bridge, Higgins said at a meeting of The Buffalo News editorial board. "Once the plaza is done, we can focus on the bridge," Higgins said, adding he does not plan to let the matter drop. Given that New York has to find a way to replace the Tappan Zee Bridge over the Hudson River north of New York City -- a \$6 billion project -- Higgins said the state may want to combine that effort with other infrastructure projects, perhaps funding it all through a bond act. Buffalo has a convincing argument for a new Peace Bridge, he said. "The larger issue is the economic viability of Western New York," he said, adding he still believes additional capacity is needed at the Niagara River crossing. Ford Motor Co. recently committed to expansion at its Buffalo Stamping Plant in Hamburg because of its proximity to Ford facilities in Southern Ontario. But congestion at the bridge remains a concern, Higgins said, and officials on both sides of the border must make every effort to expedite travel between Buffalo and metropolitan Toronto. "With a new bridge and a more efficient flow of traffic, [Canadians] will more readily make that trip," he said. Higgins has pressed Customs and Border Protection Commissioner Alan Bersin and Secretary of State Hillary Rodham Clinton to move forward on a deal with the Canadian government that would allow the pre-inspection of trucks to go forward. And last month, Sen. Kirsten Gillibrand, D-N.Y., joined Higgins, Rep. Louise M. Slaughter, D-Fairport, and Rep. Kathleen C. Hochul, D-Amherst, in writing to Bersin to urge him to work to complete the pre-screening plan. But not until Wednesday did Napolitano announce such a plan was in the works. "Today, Secretary Napolitano confirmed that all of our hard work is paying off," Schumer said.

**Study: Seaway generated \$33 bil in revenue in 2010**

## **Watertown Daily Times – October 19, 2011**

Commerce on the binational Great Lakes-St. Lawrence Seaway navigation system has generated nearly 227,000 jobs in the U.S. and Canada and more than \$33 billion in business revenue in 2010, according to a recent economic study. A total of 322.1 million metric tons of cargo — including grain, iron ore, coal, iron and steel products and specialty cargoes such as wind turbine components — was handled by more than 100 U.S. and Canadian ports and marine terminals along the 2,300-mile inland waterway, the study found. More than 900 firms providing maritime services at 32 larger ports on the system were interviewed by economic consultants with Martin Associates, of Lancaster, Pa., for the study conducted on behalf of the shipping industry and policymakers in the U.S. and Canadian governments. “Not only is marine transportation the single most fuel-efficient and cost-effective way to haul goods from one place to another, but it also supports hundreds of thousands of essential jobs and generates billions of dollars in economic activity,” U.S. Transportation Secretary Ray LaHood said Tuesday in a news release after the report was made public. Of the 226,833 jobs supported by the navigation system, 92,923 jobs were directly generated by maritime and port activity. These dockworkers, crane operators, ship crew, steamship agents, freight forwarders, stevedores and workers with railroad and trucking companies transporting the cargo to and from the system made a total of \$4.4 billion in income — earning an average annual salary of \$47,000. The study found that 29,671 more jobs were created in the U.S. than in Canada by maritime activity on the Great Lakes Seaway. Maritime businesses collectively spent \$6.4 billion in their local economies and federal, state/provincial and local governments collected a total of \$4.6 billion in tax revenue through shipping activity along the system in 2010. “The economic benefits of Great Lakes Seaway shipping are far-reaching,” said Terence F. Bowles, head of the Canadian St. Lawrence Seaway Management Corp., adding that North American farmers, steel producers, construction firms, food manufacturers and power generators depend on the 164 million metric tons of goods and machinery transported by ships to keep their businesses running.

### **Hoyt appointed to board of Peace Bridge Authority Buffalo News - October 18, 2011**

Sam Hoyt, regional president for economic development of Empire State Development Corp., was named to the Peace Bridge Authority board Monday. Hoyt was elected to serve as the board’s vice chairman by a vote of the binational board’s members. State Department of Transportation Commissioner Joan McDonald appointed Hoyt. He’s considered an at-will appointment, serving at the pleasure of the DOT commissioner. Hoyt, a former Assembly member, replaces Kenneth A. Schoetz, who had served on the Buffalo and Fort Erie Public Bridge Authority since 2003. Hoyt served for almost 20 years as the Assembly representative for the district that includes the Peace Bridge. During that time, he pushed for the state to merge the Niagara Falls Bridge Commission and the Peace Bridge Authority, and to make joint appointments to the two agencies as an interim step to-ward a unified, regional approach to cross-border transportation.

### **Harper Sibley places bid for ferry Rochester Democrat & Chronicle – October 18, 2011**

A return of ferry service at the Port of Rochester next year remains on track, a local entrepreneur said, confirming he has placed an offer on a ship. "I'm still trying for next spring," Harper Sibley said Monday. Sibley is trying to have a passenger-only ferry operational between Rochester and Toronto in mid-May 2012. Initial discussions with the city and Toronto Port Authority envisioned an operation much smaller than the prior, high-speed ferry, with a heavy focus on excursions. Sibley has said he is looking at 150-passenger ships, whereas the fast ferry had room for 774 people plus vehicles. He declined to elaborate on his plans until he has the ship under contract. Ferry service had a brief but unforgettable run in Rochester in 2004 and 2005, first as a private venture then as a city-backed endeavor. Both efforts failed and lost millions in taxpayer dollars. Sibley, whose ancestors founded Western Union, is the managing director of Valentine's Resort and Marina in Harbour Island, the Bahamas. He moved back to Rochester last December to focus on the ferry venture, and had a self-imposed deadline of mid-October to have secured a ship and financing in order to realistically pursue a 2012

startup. Mark Gregor, the city's port development manager, said in an email that he was not aware of any new information being received by the city from Sibley. Messages left with the Toronto Port Authority were not immediately returned.

**Pair from Ottawa sentenced over illegal vehicle**  
**Watertown Daily Times – October 15, 2011**

A father and son from Canada who tried to bring an illegal vehicle into the United States in March 2010 were sentenced Wednesday in U.S. District Court, Syracuse, to a week's time served in custody and a \$1,500 fine each. Timofey Tolochkov, 31, and his father, Leonid Tolotchkov, 53, both of Ottawa, pleaded guilty June 6 to making the false statements March 4, 2010, to U.S. Immigration and Customs Enforcement officers as they tried to get a right-hand-drive Nissan Skyline through the Wellesley Island port of entry. The vehicle did not comply with the Imported Vehicle Safety Compliance Act enacted by Congress in 1988 and therefore was prohibited from entering the United States. According to court documents, Timofey Tolochkov had sold his 1994 vehicle for \$6,500 over the Internet and was going to a Watertown shopping center to meet a vehicle transport that would then take the vehicle to its buyer in Florida. The two men had arrived at the port of entry within minutes of each other, but both told officers that they were traveling to Watertown alone to shop. An inspector, noting the similar names and matching addresses, obtained an admission that the pair were traveling together and the elder Mr. Tolotchkov was to give his son a ride back to Canada after the vehicle was delivered.

**Canada objects to 'Buy American' in US jobs bill**  
**Buffalo News - October 18, 2011**

Canada's trade minister said Tuesday he's concerned about comments by the U.S. ambassador to Canada defending the "Buy American" provisions in President Barack Obama's jobs bill. Similar provisions in a bill two years ago became a major irritant in trade relations between the United States and Canada, its largest trading partner. In a speech Tuesday, Ambassador David Jacobson said the "Buy American" provisions are necessary if parts of the bill have any chance of passage through a fractious U.S. Congress. Jacobson said the bill ultimately will be good for both countries and that Canada should "take the bad with the good." Canada has been seeking an exemption to the proposal that includes a requirement that all iron, steel and manufactured goods used in public buildings or public works be supplied by U.S. firms. Canada fought for and ultimately won an exemption from the "Buy American" provisions included in the \$787 billion U.S. economic stimulus bill in 2009, where U.S.-made steel and other manufactured goods were favored in government-funded building projects. In a statement issued later Tuesday, Canadian Trade Minister Ed Fast said the ambassador's view was a concern and that trade-restrictive measures hurt both countries. "History has shown that in times of severe economic challenge, the global economy is revived by lowering trade barriers, and that raising them will have the opposite effect," Fast said. Jacobson said Obama had to include the "Buy American" provisions. "In case you haven't noticed, it's not so easy for him to get things through Congress," Jacobson said. "So he had to make a tough call. He had to introduce a bill that had some chance of passing. Hence the 'Buy America' provision. If the bill doesn't pass, the U.S. economy - and the Canadian economy with it - continue to suffer."

**Development report recommends new outlook, closer ties to Canada**  
**Buffalo News - October 21, 2011**

A new approach to economic development, closer ties with elected officials in Canada and a more effective effort to match worker skills with the needs of New York employers top the list of recommendations compiled in the wake of the Accelerate Upstate conference this summer in Buffalo. The Buffalo Niagara Partnership is releasing its 12-page report today in an attempt to influence the agenda for economic development efforts across the state. The report also urges the state to commit more funds to programs dedicated to providing financing to fledgling technology companies and to invest in transportation projects to speed border crossings and complete the Route 219 highway project in New York. The report grew out of the two-day conference that the Partnership hosted in early August, which drew 250 business, community and political leaders in an effort to

develop an economic development plan for upstate New York that was workable, given downstate's political dominance in Albany. "It's taking what had been major redevelopment issues and finding new people to help them get addressed," said Andrew J. Rudnick, the Partnership's president. "We were determined to keep Accelerate Upstate from being just another conversation." Among the specific recommendations included in the report are:

- Allowing a 2 percent utility surcharge that took effect in 2009, costing residents and businesses an estimated \$600 million, to expire in 2014.
- Streamlining the state's environmental impact assessment process.
- Urging Gov. Andrew M. Cuomo to convene a panel to study health care quality and seek cost saving that was formed in 2007 but has yet to meet.
- Restore state funding for the extension of the Route 219 expressway as part of a new north-south Continental One highway.
- Speed up completion of a new Peace Bridge plaza, including preclearance of U. S.-bound trucks in Canada, with a goal of reducing the maximum wait at border crossings to 15 minutes.
- Urged Cuomo to meet with Ontario's premier after the upcoming Canadian elections to set the stage for a binational economic development summit with leaders of New York, Ontario and Quebec.
- Have regional Chambers of Commerce study the job skills that local workers will need in the future, with the state convening a summit of business and education leaders to discuss ways to better link the state's primary and secondary schools, as well as its colleges and universities, with the needs of business. Reform work force investment boards to better match the skills workers need locally.
- Expand the new \$25 million fund created to provide funding for early-stage technology companies, which often struggle to find adequate financing to develop their inventions and discoveries into commercially viable products.
- Have the state launch a "sister city" program to better link upstate and downstate communities that have complementary industries. The report called for expanded efforts to encourage downstate firms to locate back office facilities upstate.

The report also called for continued efforts to protect the state's fresh water resources, including the Great Lakes. Some of the concepts included in the Accelerate Upstate report also are being discussed at the Western New York Regional Development Council, which is preparing a strategic economic development plan that is scheduled to be released Tuesday, and at the Partnership, which produces an annual regional agenda of economic and development priorities. "Accelerate Upstate is a little broader, geographically, but there obviously are themes that cross: money, talent," Rudnick said. "We're trying to weave these recommendations into a lot of things that are happening now."

### **Waterfront Vision Faces Market Study** **Watertown Daily Times – October 20, 2011**

Ogdensburg planners have heard what people would like to see on the city's vacant industrial sites along the waterfront. Now they are trying to find out whether it is possible to build that vision. Two representatives of consulting firm Vita Nuova LLC., Newton, Conn., are in Ogdensburg this week to conduct a market feasibility study on behalf of the city. "The Brownfields Opportunity Area involves coming up with a vision," said Neil W. Pariser, a development consultant with the firm. "We're here to see if there is a market for that vision." Mr. Pariser and fellow Vita Nuova consultant Richard E. Stoltz arrived in Ogdensburg Tuesday to conduct interviews with residents.

"We arrived yesterday, and 90 percent of the interviews haven't happened yet," said Mr. Stoltz. "We've set up to meet with public and private figures, business and cultural leaders. We have people coming from Canada." The consultants' findings will be combined with census and economic data being processed at the company's offices to give a comprehensive picture of what types of waterfront development Ogdensburg will be able to support. "We're here to take the pulse of the city," said Mr. Pariser. "We want to get a broad cross-section of people to tell us what they see as pluses and minuses here." The study is being funded with a U.S. Environmental Protection Agency grant. "By going through and thinking about what is realistic, we're starting our development from a better place," said John C. Buckholz, a program manager in the city's planning office. The consultants

agreed that the feasibility study will help those interested in building on Ogdensburg's former industrial sites. "This will provide developers with the justification to spend their money building in Ogdensburg," said Mr. Stoltz. "This gives the city a leg up." The marketing study follows a series of public workshops that solicited opinion on what people wanted to see built in several sites along the waterfront. Participants expressed their desire to see more residential, commercial and recreational options built there. Mr. Stoltz and Mr. Pariser think that Ogdensburg is a desirable place to build. "Ogdensburg is a city, and there is life here," said Mr. Pariser. "I've been very impressed. There are tremendous natural resources like the river. There are several universities in close proximity, and you are only 45 miles away from the capital of Canada. Ogdensburg is unique." "You have properties along the river that are sizable here," said Mr. Stoltz. "That is a huge benefit for developers. Most places we work with have small parcels for redevelopment." The consultants hope to have their study complete in early December. Then the city planners will take the study and incorporate it into policies they are drafting to direct development along the waterfront. "We will have a better idea what is feasible going forward," said interim Director of Planning and Development Andrea L. Smith. "We've talked about moving toward implementation; this is the next step."

### **Wallenda meets Canadian officials** **Buffalo News - October 20, 2011**

Nik Wallenda doesn't lack confidence when it comes to wire-walking across Niagara Falls. But the fearless stuntman is now staring down what some see as a more difficult task: persuading Canadian officials to let him do it. Wallenda on Thursday took the first step toward walking that tightrope when he met with two Canadian lawmakers who are leading the charge for Canadian approval despite the concerns of the Niagara Parks Commission. "Now that the walk has a green light on the American side, our effort to get it approved on the Canadian side is in full effect," Winston Simone, Wallenda's manager, said at a news conference in the Seneca Niagara Casino and Hotel. That effort took Wallenda across the border Thursday to meet with Niagara Falls, Ont., Mayor Jim Diodati and Kim Craitor, a member of the Ontario Parliament, who both gave their "unconditional support" to Wallenda. The two informed Wallenda that he should request a meeting with the Niagara Parks Commission to make his pitch. "We're happy to send that letter and be a part of the process," Simone said. "Hopefully, we'll be up within a month." Wallenda hopes to perform the stunt in June. While Gov. Andrew M. Cuomo last month signed a bill permitting Wallenda to walk across the falls, the parks commission in Canada must give its approval. Officials there have been skeptical of the idea, citing safety and environmental concerns. Wallenda met with Fay Booker, general manager of the Niagara Parks Commission, in August, when she told the 32-year-old risk-taker he would need to present a formal plan to the board. While Wallenda has formulated that plan, he had been waiting for Ontario provincial elections to finish before presenting it. Thursday, he hinted that the outcome of those elections might help his cause. "We're thrilled to death with the outcome, for sure," Wallenda said. "The people that we've been dealing with that were huge supporters, all got re-elected -- the ones that we were hoping would." Craitor was re-elected this month, and Tourism Minister Michael Chan was recently reappointed as minister of tourism and culture. As tourism minister, Chan potentially could overrule a Parks Commission denial of Wallenda's request, though interim Parks Commission Chairwoman Janice Thompson said that hasn't happened in recent memory. Though Craitor has said the Parks Commission is an "independent body," he also currently serves as parliamentary assistant to Chan. "I hope he has the ear of the minister," said Bob Gale, a former Parks Commission member who believes the board should let Wallenda make his case. "I think they've got to listen to [Craitor and Diodati] because they've got a pulse of what's going on over here." Diodati has supported the wire walk as something that would draw tourists. "According to Mayor Diodati, there's overwhelming support of the public on the Canadian side and they just have to, like over here, transport that," said State Sen. George D. Maziarz, R-Newfane, who sponsored a Senate bill to overrule New York's ban on stunting. "Once politics get involved, it's about the money, and what it can bring," Wallenda told The Buffalo News. "There's no question -- this could bring [plenty of] dollars." What happens if, ultimately, Wallenda doesn't get approval in Canada? "We've looked at some places, but until we get a 'no,' it's not a 'no,' so we're going to keep pushing forward and believing we're going to do this," Wallenda said.

**Buffalo's heritage takes center stage**  
**Buffalo News - October 17, 2011**

Buffalo is accustomed to hosting large conferences, but there's something special about the one that begins Wednesday and runs for four days. For the first time, the annual conference put on by the Washington, D.C.-based National Trust for Historic Preservation, the nation's pre-eminent preservation organization, is coming to Buffalo. Hosting the National Preservation Conference -- and the recognition that comes with it -- is seen as a sign that Buffalo has arrived as a leading destination for late 19th and early 20th century architecture. "Every city is looking for an edge, for its story to tell, and this is Buffalo's," said Ed Healy, vice president of marketing for Visit Buffalo Niagara. "This amazing collection of American architecture is our point of difference. "All of this has, in a sense, been given the Good Housekeeping Seal of Approval by the National Trust." Buffalo's chance to bask in the spotlight is also seen as a validation of preservationists who over the decades -- from the suites to the streets -- have acted to preserve Buffalo's historic legacy for future generations. That includes protecting a number of the city's most celebrated buildings from the wrecking ball, including the Guaranty Building and Shea's Performing Arts Center, which will be featured attractions at the conference. "There are a lot of people who I believe should be given kudos for the work they did to keep these buildings intact and to find new uses for them, and allow people like me to come along and market them," Healy said. More than 2,000 people from all 50 states and beyond are expected when the four-day conference, titled "Alternating Currents," begins. They will be attending 46 distinct tours to see Buffalo's most iconic structures, including Adler and Sullivan's Guaranty Building, Frank Lloyd Wright's Darwin Martin House Complex, the Richardson Olmsted Complex and the Central Terminal, but also area churches, neighborhoods, parks, grain elevators and regional destinations. Some events are even starting unofficially today, including an all-day trip to Canada to explore Ontario's industrial heritage, making the 65th annual conference the first to be binational. Other sessions include Wright and the Darwin Martin family, the rejuvenation of Medina, preservation successes in Rochester and a tour of Buffalo's East and West sides. Wednesday, dozens of sessions and meetings include "Taming White Elephants: Adapting the Buffalo Central Terminal and Richardson Olmsted Complex"; "Architecture Meets Landscape Design at the Botanical Gardens and Graycliff"; "Frank Lloyd Wright & Walter Davidson: A conversation in the (Davidson) House" and; "Hidden from Sight: Honoring the Native American People." There also will be a bicycle tour of the city led by blogger David Torke. The keynote address will be given at 4 p.m. Wednesday in Shea's by James Howard Kuntsler, a leading proponent of "New Urbanism." "We certainly have more field sessions and educational sessions that we've had in recent conferences," said Valecia Crisafulli, the National Trust's vice president of partnerships. "I've told a lot of people they will be visiting a living laboratory for a wide range of preservation issues, from community revitalization to the remarkable architecture." Monica Pellegrino Faix, project coordinator for the Richardson Olmsted Complex, said about 500 people responded to the 90 spots available for six public tours. The public also will have a chance to see the inside of the recently completed partial renovation of the former administration building's first floor Thursday as part of the "Museums by Moonlight" event. Faix said requests came from as far as Toronto, Massachusetts and Ohio. "We certainly recognize the demand, and will have to work on addressing how we would be able to accommodate future access in a building still owned by the state," Faix said. The Darwin Martin House Complex also is ready for the expected onslaught of visitors. The first fully restored furnished room in the Martin House has been completed under the supervision of Hamilton Houston Lownie Architects, which has guided the project since 1992. The only room with translucent paint glazes on the plaster, as well as regilding of the masonry mortar, was completed less than a week ago. "It's been decades since we've had a completed space in the Martin House, with the furniture, finishes, light fixtures and artwork all in place," said Mary F. Roberts, chief operating officer of the Martin House Restoration Corp. The onsite cost of registration for non-Trust members is \$625, up from the \$425 "early bird" price. There are also added costs for tours and events. A number of events, both free and for a price, are open to the public. For a complete rundown, go to [www.preservationbuffaloniagara.org](http://www.preservationbuffaloniagara.org). On BuffaloNews.com: Mark Sommer will host an interactive discussion at 10:15 a.m. with Mark Croce, owner of Statler Towers.

**House bill would hurt state's efforts with Great Lakes**  
**Buffalo News - October 15, 2011**

A bill moving quickly through the House would undermine New York's tough new regulations aimed at preventing invasive species from entering the Great Lakes. The measure exempts ballast water — the water kept in the hulls of ships to keep them balanced, and the main repository for alien invaders like the zebra mussel — from the federal Clean Water Act and any tougher state regulations. Lakes experts blame the zebra mussel for damaging the food supply that Lake Erie's sport fish depend on. If the bill becomes law, international standards that environmentalists decry as too weak would be the main barrier between invasive species and the Great Lakes. The House Transportation and Infrastructure Committee passed that measure by voice vote on Thursday, prompting environmentalists to cry foul on Friday. "This bill derails recent progress made to develop a strong national policy to stop invasive species from entering the Great Lakes," said Andy Buchsbaum, director of the National Wildlife Federation-Great Lakes Program Office. "The obligation to establish standards to protect water quality, the obligation to provide for public input, and states rights are all erased." But the bill's main sponsor, Rep. Frank LoBiondo, R-N.J., said the states' ability to set separate ballast water standards was doing grave damage to the shipping industry and hurting the economic recovery. New York's proposed ballast water standards are 100 times more stringent than pending international ballast water standards for existing ships — and 1,000 times more stringent for new ships — prompting the shipping industry to complain that the technology doesn't exist to meet the new rules. In wake of complaints from the shipping industry, the Cuomo administration has indicated that changes in the ballast water proposals may be in the offing. "It may be impractical, given the technology available," said Rep. Brian Higgins, D-Buffalo, regarding the New York proposal. Given New York's willingness to adjust the standards, LoBiondo's legislation goes way too far, said Jennifer Nalbene, director of navigation and invasive species for Great Lakes United. The measure is expected to go to the House floor shortly; LoBiondo argues it's necessary to prevent over-regulation that could cripple shipping. But Nalbene took a contrary view. "The lakes would not be inundated with zebra mussels if there was too much regulation," she said.

## **B. Border Communications**

# **International Trade Minister Ed Fast Visits Washington to Promote Vital Importance of Canada-U.S. Trade and Defend Canadian Interests**

*In these challenging economic times, there is no better American job-creator than trade with Canada and vice versa, says Minister Fast*

**(No. 308 – October 18, 2011 – 8:30 p.m. ET)** The Honourable Ed Fast, Minister of International Trade and Minister for the Asia-Pacific Gateway, today concluded a productive two-day visit to Washington to reinforce the vital importance of a strong Canada-U.S. relationship that benefits Canadians and Americans alike. His trade visit to Washington included talks with his counterpart, United States Trade Representative Ron Kirk, as well as other government officials.

"History shows that deeper and stronger trade ties are key to the global economic recovery. Free and open trade ties between the U.S. and Canada are fundamental to improving the prosperity of Americans and Canadians alike," said Minister Fast.

"Our government's top priority is to create jobs, increase prosperity and protect and strengthen the financial security of Canadians. Broadening and expanding access to the U.S. market is a key part of our government's job-creating, pro-trade plan."

In their face-to-face talks, both Minister Fast and U.S. Trade Representative Kirk expressed the view that strengthening the Canada-U.S. friendship will bring greater prosperity to both countries, and that in these challenging economic times governments must work together to address common challenges.

"The importance of the Canada-U.S. trade relationship, and the jobs and prosperity it supports on both sides of our shared border, couldn't be clearer," said Minister Fast. "All told, the jobs of over eight million Americans depend on trade with Canada, just as over two million Canadian jobs depend on trade with the U.S."

Minister Fast met with Senator David Vitter, Ranking Member, Transportation and Infrastructure Subcommittee, Senate Committee on Environment and Public Works, and Senator John Thune, Ranking Member, Subcommittee on International Trade, Customs, and Global Competitiveness, Senate Committee on Finance.

Minister Fast also met with leaders of U.S. business associations, including the Coalition of Service Industries, the U.S. Chamber of Commerce, the National Foreign Trade Council, the American Farm Bureau Federation and the Canadian American Business Council, as well as the Washington representative of Canadian Manufacturers & Exporters.

"I look forward to a sustained engagement with our American friends which will continue to help long-term prosperity and economic growth to our countries' mutual benefit," concluded Minister Fast. "In my meetings here in Washington, our American friends and I shared the sentiment that we must do our part to ensure that the Canada-U.S. relationship, which is the envy of the world, gets even stronger as we go forward together in these challenging times."

About \$1.8 billion in goods and services cross the border between Canada and the United States every day, or about \$1.2 million every minute. Over 4,500 Canadian-owned businesses in 17,000 U.S. locations directly employ over half a million Americans.

- 30 -

## **Statement by International Trade Minister Ed Fast on Proposed "Buy American" Provisions in American Jobs Act**

**(No. 307 - October 18, 2011 - 6:20 p.m. ET)** The Honourable Ed Fast, Minister of International Trade and Minister for the Asia-Pacific Gateway, today issued the following statement on the proposed "Buy American" provisions in the American Jobs Act:

"We welcome U.S. Ambassador David Jacobson's assurances that no new taxes on cargo that enters the United States from Canada will be forthcoming. We also share his view that the Canada-U.S. trading relationship is the best on Earth.

"However, the view reflected in the Ambassador's comments, which seek to justify the 'Buy American' provisions in the proposed American Jobs Act, is of concern.

"History has shown that in times of severe economic challenge, the global economy is revived by lowering trade barriers, and that raising them will have the opposite effect.

"The Obama administration has in the past recognized that deepened trade is win-win for both our countries. In particular, Canada was deliberately provided an exemption in 2010 to the 'Buy American' provisions that were proposed at that time. Trade-restrictive measures between our two countries were recognized as wrong then, and they remain wrong now.

"With over eight million Americans depending on trade with Canada and over two million Canadian jobs depending on trade with the United States, trade-restrictive policies hurt us both.

"In these challenging times, there is simply no better American job creator than trade with Canada, and vice versa. And the best way to do that is through free and open trade.

"Our government is committed to continuing to stand up for Canadian interests by ensuring taxes are low and trade is open and free, because we know that low taxes and more trade is the best way to create and protect jobs, and grow our economy. Our efforts in this regard will continue."

**FOR IMMEDIATE RELEASE:**  
October 19, 2011

**CONTACT:** Matt House  
(202) 224-7433

## **SCHUMER ANNOUNCES: HOMELAND SECURITY SECRETARY CONFIRMS THAT PEACE BRIDGE PRESCREENING WILL MOVE FORWARD WHEN U.S.-CANADIAN BORDER DEAL IS ANNOUNCED**

*Schumer Has Relentlessly Pushed State Department And CBP To Secure Necessary Agreements To Clear The Way On Peace Bridge For Prescreening at Of Commercial Trucks On The Canadian Side*

*Today, At A Senate Judiciary Committee Hearing, Secretary Napolitano Confirms That Prescreening Of Trucks At Peace Bridge Would Be Part of Northern Border Pact*

*Schumer: We're On The Brink Of A Major Step Forward in Commerce and Security at the Peace Bridge*

Today, Homeland Security Secretary Janet Napolitano confirmed to U.S. Senator Charles E. Schumer that a pending agreement the U.S. and Canada on border management set to be announced in the next few weeks will include an agreement that will allow the prescreening of all U.S.-bound truck traffic on the Canadian side of the border. Schumer has relentlessly pressed Customs and Border Protection Commissioner Alan Bersin and Secretary of State Clinton to include the Peace Bridge prescreening process in the major agreement being negotiated between the U.S. and Canada on border management policies. Today, Secretary Napolitano confirmed that the new international border policy, set to be announced in several weeks, will allow prescreening of incoming commercial truck traffic on the Canadian side of the border.

“The Peace Bridge’s clogged arteries are about to undergo bypass surgery,” said Schumer. “Today, Secretary Napolitano confirmed that all of our hard work is paying off, and that the border agreement set to be released next month will clear the way for prescreening on the Canadian side of the border. Moving this traffic to the Canadian side will be a shot in the arm for tourism, businesses throughout Western New York and our overall economy. No longer will tourists and trucks be stuck for eons in smog-creating lines as they try to cross the bridge.”

A number of legal arrangements must be agreed upon by both countries before the prescreening can begin, and until recently, progress towards those agreements had been slow. Both border agencies must agree on the type of authority that American border agents will have in prescreening, how they will work with their Canadian counterparts, and a clear list of the responsibilities for each agency. Today, Secretary Napolitano confirmed that the 32-point plan for shared border management between the U.S. and Canada will include agreements that will facilitate prescreening of all U.S.-bound commercial truck traffic at the Peace Bridge. Previously, years of effort to forge shared border management protocols and systems ended in frustration and failure.

Schumer was a prime champion of the shared border management efforts and, once that effort stalled, has long pushed to move prescreening of U.S.-bound truck traffic to the Canadian side of the border in order to alleviate huge delays that have put a serious damper on international commerce and tourism.

At a hearing on the northern border in May chaired by Schumer, the Senator pointed out to Customs and Border Protection Commissioner Alan Bersin that the Peace Bridge is the third busiest commercial crossing in the nation, handling over \$30 billion in commerce between the United States and Canada each year. The Lewiston Queenston crossing comes in just behind the Peace Bridge, as the fourth busiest crossing. Schumer, in response to concerns from community and business leaders in western New York who have experienced serious delays in both crossing the border and receiving their products coming from Canada, pressed the Department of Homeland Security to do more to alleviate these delays.

In subsequent conversations with Schumer, Commissioner Bersin responded to Schumer’s advocacy for better cross border integration by informing the Senator that Customs and Border Protection could prescreen all incoming truck traffic on the Canadian side. Moving the prescreening process to the Canadian side of the border will mean that any new Peace Bridge plaza on the American side could be much smaller. A more efficient prescreening process in Canada will result in fewer delays for truckers carrying goods into the United States, for tourists, and for day visitors seeking to take in Sabres or Bills games, or to dine at New York restaurants. It would greatly improve commerce between businesses on both sides of the border. Currently, 100% of all trucks must go through a congested screening process on the American side of the border. Under the plan set to be announced next month, 90% would be fully cleared on the Canadian side, with approximately 10% requiring additional screening in the United States. Suspicious vehicles entering the U.S.

will be flagged as they came onto American soil, and made to undergo additional screening at the U.S. Port of Entry before entry could be permitted.

After the announcement, the Peace Bridge Authority (PBA) could potentially move forward with a plan for a smaller, \$60 million plaza renovation that would be completed without additional federal funds. The plan takes up a much smaller area of land, covering 8 properties (7 of which are already owned by the PBA) rather than the 88 required by other plans. The proposal could support 12 to 13 primary inspection booths for trucks, an increase from the current number of 7, an additional 6 or 7 car inspection booths bringing the total to 17 or 18, and include 2 x-ray booths to replace an inadequate mobile unit. The plan also calls for a new Customs commercial building to increase the security of the plaza. Schumer has not endorsed a specific proposal for the plaza, but believes that establishing prescreening on the Canadian side of the border will lend itself to greater flexibility and options for a new Peace Bridge plaza.

###

## **Testimony of Secretary Janet Napolitano before the United States Senate Committee on the Judiciary - [http://www.dhs.gov/ynews/testimony/20111019- napolitano-mission-areas.shtm](http://www.dhs.gov/ynews/testimony/20111019-napolitano-mission-areas.shtm)**

### **Senator Bill attempts to block HOS rewrite**

A U.S. Senator has introduced a measure to block the Dept. of Transportation's pending new federal hours-of-service rule.

Senator Kelly Ayotte (New Hampshire, R) offered the measure as an amendment to the 2012 transportation appropriations bill, which would cut off funds to enforce or implement the new rule.

"This is yet another heavy-handed federal regulation that would disrupt business operations and increase costs for the trucking industry and consumers, and New Hampshire's truckers are rightfully concerned about the impact of these changes," Ayotte said in a statement.

The bill is the latest move by legislators against the proposed revision to the rules. Top ranking Republicans such as House Speaker John Boehner, Ohio, and Majority Leader Eric Cantor, Va. recently asked the White House to drop the rewrite and keep the current rule in place.

The new rule, which observers say will cut allowable daily driving time and include additional mandatory rest periods, is scheduled to be published Oct. 28. However, with just a week to go, reports suggest that rule has still not been sent by the DOT to the White House Office of Management and Budget for vetting.

In response, DOT Secretary Ray LaHood sent a letter to Ayotte urging her to drop the motion, reports Transport Topics.

"The final rule, if put in jeopardy, potentially undermines the entire regulatory process," he said in his letter.

Meanwhile, the newly-elected chairman of the American Trucking Associations promised to use his platform to fight any changes to the current rules.

Speaking at the ATA's annual conference this week, Dan England, chairman of C. R. England, said that oppositions could a legal challenge if necessary.

© 2011, Canadian Trucking Alliance

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

## **C. Editorials/Columns**

**Glimmer of hope at Peace Bridge**  
**Buffalo News - October 18, 2011**

Maybe it really is true that good things come to those who wait. In Buffalo, we've been waiting and waiting and waiting for something to happen with the Peace Bridge. Work has been stalled because the bridge might have killed birds and fish, because the larger Customs plaza required would have caused too much disruption in Buffalo, because there was no way to accomplish shared border management, because it is easier to do nothing than it is to do something. But, now, a key stumbling block may be about to vanish and, with it, yet another. The result could be to clear the way for construction of a new plaza and, dare we think it, eventual construction of a new bridge. Right here in Buffalo. The development is a pending agreement—all but done, to hear Sen. Charles E. Schumer, D-N. Y., tellit—to implement a modified form of shared border management on the Canadian side of the Peace Bridge. Under the plan, truck traffic would be inspected in Fort Erie, Ont., before crossing the bridge to Buffalo. Only about 10 percent of the trucks would require inspection on this side of the border, meaning that a much smaller plaza than previously envisioned could be built. That would ease neighborhood concerns and, because no federal funds would be required for a smaller plaza, give the Public Bridge Authority a lot more leeway to proceed with the project. Once the plaza is constructed, attention could turn to building a new bridge. Details on the plan are sketchy, but Schumer's willingness to speak publicly of it suggests that this development is going to occur and that it will allow this long-delayed project to move forward. Shared border management was discussed—and shelved—during the Bush administration. There were many intractable problems, including the weapons carried by American Customs agents and the desire of the U. S. government to be able to detain motorists who approached U.S. Customs but then are turned around. How those issues have been resolved is, as yet, undisclosed, so there could still be flies in the ointment. But the promise is there. We supported both the construction of a grand new bridge and the larger plaza, but the plaza only because it was needed to inspect trucks. Shared border management was always the better option and it is as pleasing as it is surprising to see it revived after having been buried twice. We'll look forward to hearing the details and then, we hope, to the day the digging begins.

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

**Demand more details about border plan**  
**Watertown Daily Times – October 18, 2011**

In regard to the article about the environmental impact statement on border fencing, the Sierra Club is deeply concerned about the plans described in the draft Programmatic Environmental Impact Statement for the entire northern border that Customs and Border Protection (CBP) has released. This document covers “from Maine to Washington, up to 100 miles into the United States from the border with Canada and around the Great Lakes,” but what it is that CBP plans to do there is mostly left up to the imagination. At the Oct. 4 public hearing in Massena almost no information about CBP's plans was provided. The EIS draft states that they may decide to build new facilities, forward operating bases, surveillance towers, roads and fences, but what these would look like and where they would go were not explained. How can the public have input if we do not know whether a forward operating base will be built in a Detroit industrial park or in Glacier National Park? The Sierra Club has contacted CBP, requesting an extension of the public comment period, more public meetings, and an amended document that provides more information about what they actually plan to do. Of course, the EIS will be irrelevant if House bill 1505 becomes law. It would waive 36 laws from the Endangered Species Act to the Native American Graves Protection and Repatriation Act on federal lands within 100 miles of the Canadian and Mexican borders if it becomes law. Then CBP could do whatever it wanted to, with no regard for either the law or the public. Residents of the 100-mile- wide border zone should demand answers about what exactly Customs and Border Protection plans to do in and around their communities. To build walls on the southern border CBP initiated over 400 land condemnation suits, dynamited mountainsides in a wilderness area and tore apart endangered species habitat. Hopefully they do not plan on repeating this along the northern border, but so long as CBP refuses to provide any details, we have no way of knowing. It is also important to contact members of Congress, and ask them to stand up for their constituents by calling on CBP to spell out exactly what it is that

they intend to do. More importantly, members of Congress should vigorously oppose HR 1505 and ensure that in upholding immigration laws CBP obeys all of our nation's laws. - ***Scott Nicol - McAllen, Texas - The writer is Borderlands Team co-chair, Sierra Club.***