Presented Recommendations Prior to the CN Forum 2010 Taken from three key published reports

Report #1 A New Bridge for Old Allies
Michael Kergin and Birgit Matthiesen — speaking on this report is Michael Kergin of the University of Ottawa.

Moving toward a Regional Secure Space Initiative would include:

• Harmonization or mutual recognition of cargo and container security programs.
• Initiation of programs for joint training and secondments of Canadian Border Services Agency and Customs Border Protection personnel.
• Increase of SBSA inspectors at foreign ports where CBP inspectors already are located and/or where they could be used as ‘force multipliers’ where CBP are not present.
• Review of legal or operational impediments to IBET, such as establishing synchronized radio frequencies, and the expansion of the number of IBET co-location sites along the border.
• Improvement of Shiprider collaboration by more closely coordinating coast guard and RCMP Great Lakes enforcement and response capabilities.
• Agreement on the list of countries and the expansion of the number of countries eligible for harmonized entry visas established between Canada and the U.S.

Moving toward a secure Joint Transportation Strategy would include:

• Work towards a green transportation supply chain that would reduce wait times, energy costs, and attendant emissions.
• Encourage cross border collaboration for 3P investment into new transportation linkages.
• Commit to provide around the clock staffing by all key border agencies on a 24/7 basis at all of our critical ports of entry.
• Eliminate on a reciprocal basis obsolete rules and regulations, such as cabotage (navigation and transportation between ports of a country), that impede efficient use of carrier and transportation systems.
• Establish a standing Canada-US Transportation Planning Group staffed by officials from Transport Canada and the US Department of Transportation and supplemented by representatives from province/state transportation departments to promote synergies between intended transportation investments on both sides of the border.

More recommendations would include:

• Create a Bi-national Regulatory Council to review all major rulemaking.
• It is recommended that the Council examine draft rules or regulations of significance in either country to assess the impact on the partner’s economy and to determine whether the measure could be rendered more compatible with the partner’s existing regulatory regime.
• Provide real incentives through facilitating accelerated border access to those users who invest in the public/private sector security programs.
• Consider implementing the 25 percent challenge at those crossing points, which like the Windsor/Detroit Gateway, are ready for improved customs processing time.
• Seek agreement with the U.S to establish common trade enforcement principles in order to ensure that goods coming into the common economic space are not subject to competing inspection regimes.
• Work towards one set of professional standards and recognition of North American credentialing.

**Report #2 Finding the Balance: Shared Border of the Future**

Canadian Chamber of Commerce

U.S. Chamber of Commerce Speaking on this report is Adam Salerno, U.S. Chamber of Commerce.

- The Canadian and U.S. governments should mandate their border agencies to work with industry to make sure that the anticipated benefits of trusted shipper programs are realized. To attract greater numbers of participants in trusted shipper programs, governments are encouraged to work with the private sector to deliver further commercial benefits to trusted shippers.
- The Canadian and U.S. governments should commit to put in place a pilot program along the border to expedite the processing of products that are regulated by other government departments, such as qualified low risk food importers from Canada and the United States.
- The Canadian and U.S. governments should enhance their marketing efforts of the NEXUS program to reach a target of 1 million participants. The target number of applicants is ambitious, but it is achievable if more resources for advertising and marketing are available and if key stakeholders are engaged.
- CBSA and CBP should create a formal review process for NEXUS rejections and revocations.
- The Canadian and U.S. governments should expand the NEXUS program to include a voluntary option to handle multiple entries for business travelers who need NAFTA visa approval to enter either country. Under this new program, qualified personnel would need to be accepted into the NEXUS program. The enhanced NEXUS Global Enrollment System database would include both the trusted traveler information and essential visa and approval information needed for multiple entries.
- CBP should expand the Global Entry program for 20 major airports in the United States. Further, CBP should promote mutual recognition between all trusted traveler programs to ensure that a member in one border crossing program is automatically a member in all.
- The Canadian and U.S. governments should continue to fund customs preclearance in Canadian airports and consider expanding the program to more airports, where appropriate.
- The Canadian and U.S. governments should start a land preclearance pilot project at the Buffalo, New York and Fort Erie, Ontario, border crossing.
- The Canadian and U.S. governments should expand and fund rail preclearance or onboard clearance to rail passenger traffic between Montreal and Plattsburg, Toronto and Niagara, and Vancouver and Seattle. A similar process should be put in place for bus passengers and be expanded to more marine ferry services providers.
• The Canadian and U.S governments should start a preclearance process for manufacturers and food processors. CFIA, FDA, and USDA should begin talks on a pilot program to test this concept with a small group of volunteer processors at one port of entry.

• The Canadian and U.S. governments should provide funding to the necessary government departments and agencies to ensure that they put in place the OGD Single Window Initiative in Canada and the International Trade Data System in the United States and mandate Participation from all relevant government departments and agencies.

• As the Canadian and U.S. governments move forward with new electronic advanced reporting requirements for industry, they should work together and take into account the shipment risk and integrated way that their economies work together and give consideration to trusted shippers and traveler.

• The Canadian and U.S. governments should simplify data requirements for domestic in-transit freight movements.

• The Canadian and U.S. governments should launch a private sector driven short sea shipping pilot project in the Great Lakes area under the same entry and clearance requirements as truck and rail modes.

• The Canadian and U.S. governments should put in place an independent, real time, and accurate wait times measurement system at all major border points, modeling it after the U.S. Automated Wait Time Data System.

• The Canadian and U.S. governments should work together to develop accurate staffing models for border services that reflect and respond to demand, including those of other government departments with border mandates to do inspections and offer support services 24/7 at major border crossings.

• Canadian and U.S. border agencies and other departments with border related mandates should provide continuous and effective training for border staff to make sure that they are used more efficiently and according to border crossing demand.

• Canadian and U.S. border agencies should hire part time and seasonal workers at their border crossings, such as retired border or law enforcement officers, who could handle paperwork, document filing, and other non-security related work, allowing the active officers to work in the field.

• The U.S. Congress should pass the PORTS Act, and the Canadian government should follow with similar legislation.

• The Canadian and U.S. governments should put in place a marketing strategy in partnership with key stakeholders that informs the public of the new WHTI rules and matches each traveler segment with the respective travel document, through such pieces of legislations as the Travel Promotion Act.

• The federal, provincial, state, and territorial governments in Canada and the United States should devote the necessary funds to begin offering U.S. approved enhanced drivers licenses and enhanced identification cards.

• The Canadian and U.S. governments should make sure that EDLs, EICs, and Pass Cards are accepted at all border crossings.

• The Canadian and U.S. governments should make Pass Cards compliant documents for air travel between both countries and should begin a process of determining how EDLs and EICs could be further refined to become a compliant document for air travel between our two countries.

• The Canadian and U.S. governments should review the documentation requirements for children written as under age 16 to read the age of 16 and under.

• The Canadian and U.S. governments, border agents and agencies should practice flexibility during the initial implementation stages of the full WHTI, with a strong emphasis on doing it right versus doing it fast.

3 The end of the summer, following tourist season, would be a great time to re-evaluate WHTI's implementation.
• The Canadian government should commit the necessary funds and put in place a timeline for installing secure vicinity
RFID technology in all lanes at all major crossings that is consistent with the technology used in the United States.
• The Canadian and U.S. governments should work together, with their regional agencies and with the business
community on both sides of the border, to immediately put in place a plan to manage the movement of goods and people
during and following a full or partial closure at the border.
• Canada and the United States should develop a task force to review the process for bilateral infrastructure projects.
This group should focus on streamlining and aligning the permit process to make sure that projects move forward at an
appropriate pace.

Report #3 Toward A New Frontier: Improving the U.S.-Canadian Border
Brookings Institution Speaking on this report is Christopher Sands of the Hudson Institute.

• Create and engage a state level Homeland Security Network.
• Ensure that performance evaluations of Customs and Border Protection Prot Directors and other local
representatives of the federal government include assessments of their efforts to develop relationships with local
governments and stakeholder groups
• Emulate the 30 point U.S.-Canada Smart Border Action Plan on a local level.
• Empower local federal officials in ways that ensure greater lateral communication and resource sharing without
recourse to Washington
• Adopt a Total quality Management model of continuous process improvement at the border.
• Congress should authorize funds for a Border Security Pilot Project Challenge Fund to test new ideas.
• Publicly adopt a two speed approach to the Canadian and Mexican borders.
• Reform but do not abandon the Security and Prosperity Partnership.
• Form a U.S.-Canada or North American Joint Infrastructure Planning Commission.