

Canada - United States
Inter-Parliamentary Group
Canadian Section



Groupe interparlementaire
Canada - États-Unis
Section canadienne

**Report of the Canadian Parliamentary Delegation
to the Border Trade Alliance International Conference: New
Administration, New Border Policy**

**Canada-United States Inter-Parliamentary Group
Washington, D.C., United States of America
April 19 – 21, 2009**

Report

From 19-21 April 2009, the Canadian Section of the Canada-United States Inter-Parliamentary Group (IPG) was represented at the Border Trade Alliance (BTA) International conference in Washington, D.C. The delegation, which was led by Senator Wilfred Moore, Vice-Chair of the IPG, also included Senator Michel Rivard, the Honourable John McKay, P.C., M.P., Vice-Chair of the IPG, Mr. Bev Shipley, M.P. and Mr. Brian Masse, M.P., Vice-Chair of the IPG. Senator Moore, Mr. Shipley and Mr. Masse were invited panelists. While in Washington, members of the delegation also participated in a roundtable discussion on Canada/US relations sponsored by the Canadian American Business Council.

The IPG was attending a conference sponsored by this organization for the first time. Founded in 1986, the BTA – which differs from the Canadian/American Border Trade Alliance that sponsors two conferences each year attended by the IPG – is a not-for-profit coalition of private- and public-sector organizations that are interested in key issues affecting trade and economic development in North America. It advocates for policies and initiatives that improve border affairs and trade relations among Canada, the United States and Mexico. Its mission is to initiate, monitor and influence public policy and private-sector initiatives for the facilitation of international trade and commerce; it achieves its mission through advocacy, education, issue development, research and analysis, and strategic planning.

Given the BTA's focus, attendance at the conference provided IPG members with an important opportunity to gain insight about problems being experienced by businesses and individuals in respect of trade and economic development in Canada, the United States and Mexico as well as about efforts and actions by governments in the three North American countries to address these problems.

At the meeting, the sessions were titled:

- Congressional Staff Briefing on Capitol Hill
- US Senate – New Mexico
- Mexico/US Border
- Canada/US Border
- Import/Export
- Infrastructure
- Travel and Immigration
- Opening Address
- Security Forum

- Economic Outlook
- US Department of State
- House of Representatives
- GSA
- Closing Remarks.

At the BTA conference, IPG participants benefited from the opportunity to interact with, and learn from, private-and public-sector organizations and individuals that deal with trade and economic development issues on a daily basis. Attendance also provided IPG members with an opportunity to inform others about the range of actions taken by the IPG in respect of shared North American goals as well as differences. Consequently, the IPG intends to continue its participation at the BTA's conferences.

The comments made by Senator Moore, Mr. Shipley and Mr. Masse, and by other speakers, are summarized below.

CONGRESSIONAL STAFF BRIEFING ON CAPITOL HILL

Matthew Howe, Border Trade Alliance

- the land ports of entry at the United States' northern and southern borders shared with Canada and Mexico respectively play a central role in the US economy; trade must be balanced with security, and the focus cannot be one to the detriment of the other
- wise investments must be made at the ports of entry, including in bricks and mortar, staff, etc.
- US Secretary of Homeland Security Napolitano seems receptive to listening to the realities and priorities of the trade community
- trade is important to the North American economy
- border communities support a diverse international economy
- all international trade – not just North American Free Trade Agreement trade – is important
- Canada and Mexico are the US' largest export markets
- trade is important for border and non-border communities
- cross-border trade is important to economic recovery
- border congestion is occurring because of aging and outdated infrastructure, inadequate staffing, etc.

- building lanes and booths without adequate personnel is useless
- the challenges at the Mexico-US border are not the same as those at the Canada-US border
- future actions that should be taken include:
 - improved coordination between the federal government and local stakeholders
 - an examination of cross-border systems and processes
 - an assurance that resources will match needs and mandates
 - consideration of economic security as a component of homeland security, since economic activity equates to economic security
 - an examination of all programs and initiatives to ensure that all are effective and do not need to be combined, discontinued, etc.
 - the development of a national strategy that is implemented locally
 - the testing of technology and processes
- as goes one of us in the "North American Free Trade Agreement equation," so goes everyone in that equation

Jack Chenevey, Boeing

- there must be a balance between trade and secure borders; "closed borders" means little trade, and "open borders" means lots of trade
- Boeing is the number one exporter in the United States and is among the top 15 importers; consequently, the ease of movement of goods and information across the border is important to Boeing, as is a just-in-time delivery system that works well
- technology must be used to expedite processes as well as to address security and trade facilitation
- homeland security equates to economic security

James Hynes, DRS Technologies

- Customs and Border Protection (CBP) within the US Department of Homeland Security has twin goals: enforcement and facilitation
- the CBP's keys to success include:
 - layered screening methods
 - automated database checks

- non-intrusive inspection technologies
- interviews at the point of primary inspection in order to determine purpose and intent
- increased scrutiny at the point of secondary inspection
- identity verification
- at present, port of entry facilities in the United States are unsafe, outdated and inadequate; their infrastructure was designed for: facilitation rather than enforcement, far fewer travelers and technology other than that which is currently in use
- any projects in relation to the ports of entry should ensure that:
 - user requirements are considered
 - infrastructure is built with future traffic demands in mind
 - technology can be updated easily
- in designing ports of entry, functionality, effectiveness and efficiency should be considered
- since traffic patterns for cars and for cargo differ, dedicated lanes should exist

Honorable Richard Cortez, Mayor of the City of McAllen

- priorities include:
 - investments that facilitate cross-border trade
 - systems that attract visitors
 - resolution of workforce issues, since employers need employees and the legal immigration system in the United States is outdated
 - ensuring the alignment of taxes paid with the benefits received as a consequence of taxation
 - resolving the issue of violence at the Mexico-US border
- no one wants to live in a violent city, and violent cities find it hard to attract human capital

US SENATE – NEW MEXICO

Honorable Jeff Bingaman, US Senate

- the violence at the Mexico-US border is occurring because of turf battles between and among drug cartels and between drug cartels and law enforcement officers
- there are strong and deep ties across the Mexico-US border, with considerations related to tourism, trade and family relationships; sustained partnerships are needed
- a new security framework is being put in place
- more than 90% of the weapons used by the Mexican drug cartels come from the United States
- the production and distribution of drugs must be disrupted
- the security posture at the Mexico-US and the Canada-US borders has been focused on preventing contraband, illegal immigration and terrorism
- the focus has been on who and what are entering the United States, rather than on who and what are leaving; a more comprehensive approach, which considers inbound and outbound people and goods, is needed
- drug cartels must be deprived of the proceeds of drug trafficking, access to weapons, etc.
- balancing security with trade and tourism is difficult
- the current ports of entry were not constructed to accommodate outbound inspections
- an increased focus on outbound people and goods will require more personnel
- border resources should be deployed more comprehensively in order to ensure that both of the US' borders have adequate staffing, infrastructure and technology
- when deciding how resources should be allocated, proper risk-assessments should occur; such assessments will take into account the different realities faced at the Mexico-US and the Canada-US borders

MEXICO/US BORDER

Honorable Richard Cortez, Mayor of the City of McAllen

- the needs of commerce must be balanced with the needs of American families and citizens
- governments are policy makers and the custodians of investments that are made

- at least in some respects and at some points in time, the needs and mandates of governments may conflict with the needs and mandates of communities
- mayors and local communities are on the frontline and need government support
- along the Mexico-US border, the fence is more "gap" than "barrier"; as well, whether a border fence will stop those who are determined to enter the US is an important question
- resources should not be squandered on a border fence
- government attitudes about how the border should be approached need to change
- the US legal immigration system is antiquated and must be fixed
- some of the tax changes implemented under President George W. Bush were very good
- accurate information about the border should be disseminated

Honorable Louis A. Fuentes, Mayor of the City of Calexico

- the border is a part of our daily lives
- the funds allocated for infrastructure in the US stimulus package must be spent wisely
- as the time taken for inspection rises, border wait times also rise, with implications for lost productivity
- rather than taking more time at the point of primary inspection, certain goods and people should be referred for secondary inspection

Honorable John David Franz, Mayor of Hidalgo

- something needs to be done in Washington, D.C. and with the US Department of State; thousands of people are losing their visas and there is no appeal process
- heightening security can have unintended consequences
- immigrants are paying \$3,000 to \$8,000 per person to get to places like Houston and Los Angeles, and a black market is being created; these funds are being used to purchase guns, support drug cartels, etc.

CANADA/US BORDER

Jennifer Fox, Ontario Trucking Association

- two-thirds of Canada's trade, by value, travels by truck

- although there has been a steady decline in truck traffic during the last 12 years, the rate of decline is accelerating; nevertheless, border processing times remain the same as a consequence of such considerations as:
 - infrastructure limitations
 - staffing constraints
 - US protectionism
 - program inconsistencies between the United States and Canada
- a cultural change is under way that will result in a real border between Canada and the US
- a Smart Border Accord for 2009 is needed

Honorable Wilfred Moore, Senate of Canada

- with Senator Barack Obama's November 2008 election as the 44th President of the United States, many countries, including Canada became focused on how to engage the new Administration
- Canada is the US' largest trading partner and the largest export destination for 70% of that nation's states
- in February 2009, Canada was pleased to receive President Obama on his first foreign visit; Canada was a strategic choice for several reasons, including our long history of working together for our joint benefit as we inhabit the same North American economic space
- recall the strides that were made with the Canada-United States Trade Agreement and will continue to be made with its successor agreement, the North American Free Trade Agreement (NAFTA)
- all three NAFTA countries – Canada, the United States and Mexico – have experienced economic growth as well as job growth and enhanced prosperity since the Agreement came into force
- consider the progress Canada and the US made jointly as a consequence of the Smart Border Action Plan, announced by then US Homeland Security Director Tom Ridge and then Deputy Prime Minister John Manley in December 2001 following the terrorist attacks only months before
- the work that Canada and the US did together in developing and implementing the Smart Border Action Plan provides another indication of our shared destiny and our importance to each other

- an integral part of the Smart Border Action Plan was shared border management; this commitment to working together cooperatively on the common border appears to have been derailed in recent years
- Canada shares security concerns with the United States; during their February 2009 meeting, President Obama and Prime Minister Harper agreed on the need for our countries to cooperate closely on key international security priorities, including Afghanistan and in the Americas
- prosperity is the second element of the trilateral Security and Prosperity Partnership; in February 2009, President Obama and Prime Minister Harper agreed on the need for Canada and the United States to work together in respect of economic recovery measures and efforts to strengthen the international financial system with a view to countering the global recession
- at the North American Leaders' Summit one year ago, it was noted that key Security and Prosperity Partnership priorities would be:
 - to increase the competitiveness of our businesses and economies
 - to make our borders smarter and more secure
 - to strengthen energy security and protect the environment
 - to improve access to safe food as well as health and consumer products
 - to improve the response to emergencies
- it is important that efforts continue to be directed at the competitiveness of our businesses and economies as well as at smarter and more secure borders
- work must continue to occur regarding the North American auto industry, which is in distress
- ensuring that regulations in Canada and the United States are compatible, to the extent that this result is possible, and supporting integrated supply chains are also important priorities for both countries
- it is important to focus on long-term infrastructure, and reduced bottlenecks and congestion at major crossings, including Detroit-Windsor
- technology should be used to ensure the efficient movement of goods and people across the shared border
- trusted traveler and shipper programs should be encouraged and supported
- it must be recognized that a one-size-fits-all approach to the borders that the United States share with Canada and with Mexico will not work; the borders have different problems and require different solutions

- on balance, Canada and the new US Administration seem to be working well together on a number of key economic and security priorities that we share

Bev Shipley, M.P., Canadian House of Commons

- President Obama and Prime Minister Harper recognize the importance of the border that Canada and the US share, including its importance from a security perspective
- at the February 2009 meeting between President Obama and Prime Minister Harper, senior officials were instructed to meet with a view to developing strategies to enhance our collective North American security, including management of the shared border
- the Canada-US border must be secure and it must function as efficiently as possible; the border affects the ease with which our nations trade, and delays and fees at the border lead to relatively higher monetary and time costs for travelers and businesses
- 7.1 million US jobs rely on trade with Canada, while 3 million Canadian jobs rely on trade with the United States
- Canada and the US need each other, and they need the "right" border, with the right infrastructure, the right personnel and the right shared border management; a "strong" Canada and a "strong" United States are complementary, and each requires a smoothly functioning border in order to be "strong"
- the just-in-time delivery systems used by many businesses in both countries must not become higher inventory, "just-in-case" systems because businesses cannot operate efficiently if they have to face border-related delays and unpredictability
- in recent years, one of the most significant US border-related policy changes that has affected Canada is the Western Hemisphere Travel Initiative (WHTI); WHTI has had vast, and detrimental, impacts on people and goods attempting to cross the border, and in our border communities all along the shared border
- security is a priority within Canada and the US, at the shared border and outside our North American space; something like WHTI should result in a higher level of security
- both Canada and the US are vulnerable, since the common enemy has ill-intent for both of our nations; both countries need to work together to ensure that terrorists cannot enter North America
- the need for security must be balanced with the need to ensure the efficient movement of trusted goods and travelers across what should be – and what used to be – a seamless border
- border communities are important to cross-border tourism and trade, and have experienced negative impacts since the Western Hemisphere Travel Initiative was first announced

- delaying the implementation of the land and sea aspects of the Western Hemisphere Travel Initiative beyond 1 June 2009 would be useful, particularly in light of the travel that is expected to occur in relation to the 2010 Winter Olympics in Vancouver, British Columbia
- border-related policy changes must be made jointly, since the common border is shared: it is not the US' border and it is not Canada's border; it is a shared border that carries with it a shared responsibility to develop solutions to shared border problems
- due to the efforts of a range of people and groups, an initial delay in implementation of the Western Hemisphere Travel Initiative was gained, a variety of documents are acceptable for border-crossing purposes, and flexibility has been gained for young people
- one positive measure that is probably the result of the Western Hemisphere Travel Initiative, at least in part, is the enhanced driver's licence initiative between Washington State and British Columbia; other states and provinces should consider similar licences, which can ease movement across the shared border
- what appears to be relatively small policy changes unrelated to the border can have significant border effects; for example, collecting a fee at the border will lead to delays and, consequently, costs
- all efforts must be taken to ensure that known low- and no-risk goods and services are able to move across a secure, yet seamless, border as easily and inexpensively as possible; risk management should be an operating principle
- Canada and the US should perhaps be working toward a European Union-type model with respect to the ease with which borders can be crossed; the focus should be ensuring that the North American perimeter – rather than the 49th parallel – is secure

Brian Masse, M.P., Canadian House of Commons

- at some shared border points, there are drone planes, gunboats, Black Hawk helicopters and security cameras; in short, some border points are becoming militarized
- good partners and shared responsibility, rather than good fences, make good neighbours
- both Canada and the United States need a border that is thinner rather than thicker, a border that is not a barrier to legitimate trade and traffic, and a border that enhances security in both countries while enabling the trade, travel and tourism that allow our nations to prosper

- as noted in "From Correct to Inspired: A Blueprint for Canada-US Engagement," which was published in January 2009 following a December 2008 conference organized by Carleton University as part of its Canada-US Project, "(a) new administration and a new Congress in Washington provides a once in eight-year opportunity to recalibrate the Canada-US relationship"
- the time is opportune to engage US federal legislators in pursuing joint and mutually beneficial goals, and Canada must act with purpose, focus and a determination to succeed in reaching our joint goals
- in just over one year, the Canadian Chamber of Commerce has published a number of reports about the border and about Canada-US engagement
- the February 2008 report by the Canadian Chamber of Commerce, entitled "Finding the Balance: Reducing Border Costs While Strengthening Security," contained a range of recommendations related to such border-related issues as: trusted shipper programs, the fee imposed unilaterally by the US Department of Agriculture's Animal and Plant Health Inspection Service, enhanced drivers' licences, radio frequency identification technology, and staffing, training and hours of service at border crossings, among other issues
- the Canadian Chamber of Commerce has also produced "A Canada-U.S. Border Vision," which specifies five border principles for Canada's engagement with the United States:
 - a bilateral, co-management approach to the shared border
 - trusted shipper and trusted traveler programs as a priority
 - an expanded definition of the term "border" to include the performance of inspections and risk assessments at offsite locations
 - movement of the newly defined "border" to shorelines and foreign ports
 - regulatory cooperation or mutual recognition regarding some regulations
 - the border that the United States shares with Canada differs from the border that is shared with Mexico; the two borders are different, and the different problems that exist at each shared border require different solutions without differential treatment being construed as discrimination

IMPORT/EXPORT

Brenda Brockman Smith, US Department of Homeland Security

- following the 2001 terrorist attacks in the United States, border management functions were consolidated in one agency; that agency has trade enforcement and border facilitation responsibilities

- 95-97% of daily trade is compliant; the challenge is identifying the 3-5% of trade that is non-compliant
- the risks – both those that are seen and those that are not seen – must be managed
- in undertaking its risk management, Customs and Border Protection uses such tools as advance information and partnerships
- best practices should be shared

INFRASTRUCTURE

Ralph Scalise, US General Services Administration

- a priority should be secure borders while facilitating legitimate travel and trade
- there is a need to increase the resources available to develop, deliver and maintain the facilities at land ports of entry

James King, US General Services Administration

- the US General Services Administration and US Customs and Border Protection work together
- key objectives include:
 - reducing the cost and time required to develop, deliver and maintain land port-of-entry facilities
 - increasing the quality and performance of land port-of-entry facilities

Gregory Giddens, US Department of Homeland Security

- US Customs and Border Protection and the US General Services Administration are partners
- the US stimulus package contains funds for land ports of entry owned by Customs and Border Protection
- lane expansion may be constrained by real estate concerns

Jorge Garces, North American Development Bank

- the mandate of the North American Development Bank, which is 50% Mexican-owned and 50% US-owned, should be expanded to include the financing of all infrastructure projects
- the North American Development Bank, which makes loans and gives grants, is receiving many requests related to air quality and clean energy

TRAVEL AND IMMIGRATION

Jason Sprinkle, Rocky Point Reservation

- the PASS card is a useful and less expensive alternative to a traditional passport
- it is relatively more common for residents of other countries – including those in Europe and in Canada – to have a passport

Colleen Manaher, US Department of Homeland Security

- everything is on time and on track for implementation of the land and sea aspects of the Western Hemisphere Travel Initiative in June 2009; a measured approach will be taken at the time of full implementation of the Initiative
- efforts are being focused on:
 - the availability of documents
 - the rollout of infrastructure
 - the development and implementation of a communications plan
- radio frequency identification technology (RFID), and RFID-enabled documents, help to secure the border and facilitate travel

OPENING KEYNOTE ADDRESS

Secretary Janet Napolitano, US Department of Homeland Security

- the mission of the US Department of Homeland Security affects the borders that the United States shares with Canada and with Mexico
- security and trade cannot be separated; economic security must not be jeopardized while the homeland is being secured
- all three North American Free Trade Agreement partners depend on fair trade
- the differences between the Canada-US and Mexico-US borders must be respected; that being said, both of the common borders share similarities as well, and there needs to be some level of parity
- security measures must be proportionate to the threats that are perceived to exist
- it is important to recognize that there are actual, rather than metaphorical, borders that the US shares north and south
- there is a need to deal with circumstances on the ground, including in respect of drug cartels, illegal entry into the United States, fraudulent documents, etc.
- when the land and sea aspects of the Western Hemisphere Travel Initiative are implemented on 1 June 2009, common sense and flexibility will be applied

- the US Department of Homeland Security wants modern, efficient, safe and secure borders for both people and commerce

SECURITY FORUM

Ray Rowley, US Bureau of Alcohol, Tobacco, Firearms and Explosives

- the US Bureau of Alcohol, Tobacco, Firearms and Explosives aims, among other things, to reduce firearms-related violence affecting communities on both sides of the Mexico-US border
- firearms trafficking is basically a supply and demand issue

Zoran Yankovich, US Drug Enforcement Agency

- the US Drug Enforcement Agency (DEA) is a single-mission agency: enforcement of drug laws
- the DEA attempts to dismantle and disrupt drug trafficking
- the DEA is represented in more than 70 countries worldwide

ECONOMIC OUTLOOK

Sidney Weintraub, Center for Strategic and International Studies

- in 2009, there has been a significant decrease in real gross domestic product (GDP) growth in the United States and Mexico that will affect trade
- Mexico collects relatively low taxes as a percentage of GDP
- some Mexican employers prefer to employ part-time workers since not all benefits must be paid to them
- it is likely that Mexico will have to go through some major transformations in the next few years

US DEPARTMENT OF STATE

Ned Nolan, US Department of State

- the Canada-US and Mexico-US borders are an international – rather than a merely local or national – issue
- President Obama seems to be amenable to balancing security concerns with an open border
- while there are some stark differences between the Canada-US and the Mexico-US borders, there are some similarities as well
- legitimate security needs must be balanced with trade facilitation

HOUSE OF REPRESENTATIVES

Honorable Ciro Rodriguez, US House of Representatives

- things have changed since 11 September 2001
- you gain trust through engaging and working with each other
- terrorists want to harm the US economically; the US must ensure that it does not harm itself economically
- in order for the US to be secure, Canada and Mexico must be safe
- within the Americas, no one is really at war
- a new direction in the Americas is needed in order to deal with poverty
- the three North American countries are interwoven economically and culturally, and there is a need for all three countries to be successful
- people make judgments on the basis of what is done rather than on what is said
- now is not the time to be protectionist; protectionism occurred in the 1930s, and the Great Depression became longer and deeper
- there is a need to go beyond the border patrol mentality and focus on economic security
- solutions to wait-time problems will vary from port to port
- modernizing the ports of entry at the US' borders is a priority

US General Services Administration

Bill Guerin, US General Services Administration

- there is a sense of enormity about the challenges that lie ahead in respect of the land ports of entry
- a number of existing buildings need to be brought up to 21st century standards of "green," efficiency, technology, etc.
- with its upcoming investments, the US General Services Administration (GSA) expects to be leading the green economy
- the GSA is working with the US Department of Homeland Security's Customs and Border Protection on some of the land port-of-entry projects resulting from the US stimulus package; some projects must be finished by 2015 because of timelines linked to the stimulus funding

CLOSING KEYNOTE REMARKS

Ambassador Michael Wilson, Government of Canada

- Canada and the United States should expand the current shared areas of cooperation and focus on the shared border that our countries want for the future
- there is a continuing misconception about the origin of the 11 September 2001 terrorists; all of the terrorists entered the United States from outside North America, and all entered the US with US documents
- the challenges today are primarily economic, and reducing border costs are more important than ever before; innovative thinking and a review of existing programs and procedures is needed
- the United States exports four times as much to Canada as it does to China, and twice as much to Mexico as it does to China
- for 35 US states, Canada is the largest foreign export market
- 7 million US jobs rely on bilateral trade with Canada
- US Secretary of Homeland Security Napolitano has expressed a willingness to work with Canada, and has agreed to meet with Canada's Minister of Public Safety
- Canada and the United States need to agree on, and establish a foundation for, a forward-looking shared border of the future
- security and trade are intimately linked
- there is a need to review and assess what has been done so far, and to monitor how well the existing border programs are working, with elimination and consolidation as appropriate
- enhanced drivers' licences are a pragmatic, creative solution
- exports and imports of goods and services create American jobs

CANADIAN AMERICAN BUSINESS COUNCIL

At a roundtable discussion involving the IPG delegation and members of the Canadian American Business Council, the following points were made:

- there is a relatively greater need in the US to educate people – including members of the US Congress and their staff – about the great bilateral relationship that Canada and the United States share
- the terrorist attacks of 11 September 2001 changed many things

- US Secretary of Homeland Security Janet Napolitano is relatively more open-minded than is indicated in the Canadian media, and she is open to practical ideas and proposals about how to do things better
- since US Secretary Napolitano is the former Governor of Arizona, she is relatively less well-informed about the US' northern border with Canada
- in many ways, the Mexico-US border differs from the Canada-US border
- the "binocular syndrome" must be considered: Canada looks through the binoculars and everything is bigger than reality while the US looks through the binoculars in the reverse manner and everything is smaller and more distant than reality
- a one-size-fits-all border policy does not work; the Mexico-US and the Canada-US borders are different, and while it is easy to treat the two borders the same, there is no basis for doing so
- there are concerns about what will happen at the border once the recession ends; border congestion is likely to worsen once an economic recovery is under way
- the "bottom line" of businesses can be improved by making the border more efficient, and there are costless measures that could be taken to enhance efficiencies as well as to reduce time and monetary costs
- US Secretary Napolitano should be reminded about the extent to which Canada and the United States collaborate and share intelligence, and about Canadian efforts to secure the continent
- it is important that Canadians not be perceived as "whining" about the shared border again
- there is a need to revisit the concept of shared border management that was inherent in the 2001 Smart Border Action Plan; unilateral actions are inconsistent with bilateral, shared management of the border
- the common border between Canada and the US is a shared border; it is not Canada's border and nor is it the US' border
- over time, the shared border between Canada and the United States appears to be getting thicker
- supply chain needs to be more efficient
- the new Administration in the US provides Canada with a window of opportunity; after some point, this window will close and perspectives about Canada will be set; consequently, in the short run, Canada should be proactive and should communicate the efforts and actions that are being taken

- during the manufacturing process, many goods cross the border several times before being sold to the final consumer
- money alone does not necessarily fix a problem; much depends on how the money is spent
- a paradigm shift is needed; economic security needs to be seen as being as important as physical security
- like some Canadians, some Americans do not take kindly to restrictions related to crossing the Canada-US border; there is a long history of relative ease in crossing the border
- the United States are suffering from a great paranoia about security
- the US Department of Homeland Security has, in some sense, been given an impossible job: secure the homeland
- when Canadians, including legislators, speak with Americans, including members of Congress, involving an American who supports the Canadian point of view is useful and reinforces the notion that the common border is shared
- US Secretary of State Hillary Clinton and US Secretary Napolitano have indicated that they would like to work together; Secretary Napolitano needs help and Secretary Clinton is prepared to help
- the US Congress is comprised of 535 independent policy entrepreneurs

Respectfully submitted,

Hon. Jerahmiel Grafstein, Senator
Co-Chair
Canada-United States
Inter-Parliamentary Group

Gord Brown, M.P.
Co-Chair
Canada-United States
Inter-Parliamentary Group

Travel Costs

ASSOCIATION	Canada-United States Inter-Parliamentary Group
ACTIVITY	Border Trade Alliance International Conference: New Administration, New Border Policy
DESTINATION	Washington, D.C., United States of America
DATES	April 19 – 21, 2009
DELEGATION	
SENATE	Hon. Wilfred Moore, Senator, Vice- Chair Hon. Michel Rivard, Senator
HOUSE OF COMMONS	Mr. Brian Masse, M.P., Vice-Chair Hon. John McKay, P.C., M.P., Vice- Chair Mr. Bev Shipley, M.P.
STAFF	Mr. Chad Mariage, Executive Secretary Ms. June Dewetering, Analyst
TRANSPORTATION	\$1,943.66
ACCOMMODATION	\$5,361.17
HOSPITALITY	\$ Ø
PER DIEMS	\$1,169.29
OFFICIAL GIFTS	\$ Ø
MISCELLANEOUS/REGISTRATION FEES	\$3,147.27
TOTAL	\$11,621.39