



**Asia-Pacific
Economic Cooperation**

APEC Symposium on the Canada-US Smart Border Agreement

**Vancouver, Canada,
September 29 - October 1, 2003**

Smart Border Symposium

– Program –

September 28, 2003

- 7 pm – 9 pm** **Opening Hosted Reception – Meet and Greet networking opportunity**
Location: *Four Seasons Hotel*
Objectives: An informal session, to allow delegates to get acquainted.

Day 1 – Port of Vancouver – Cruise Ship Terminal -- September 29, 2003

- 7:40 a.m.** **Transportation to Vancouver Port**
Buses will depart from Lower Lobby, Four Seasons Hotel
- 8:00 a.m.** **Welcome by High-level officials**
Mr. David Mulroney, Assistant Deputy Minister, Asia-Pacific, and APEC Senior Official;
Mr. Roger Simmons, Canadian Consul General, Seattle
Dr. Luis Arreaga, United States Consul General, Vancouver.
- 8:15 a.m.** **Introduction to the Smart Border Agreement**
Mr. Roger Simmons, Canadian Consul General – Seattle
Dr. Luis Arreaga, United States Consul General – Vancouver
Mr. Ben Hume, National Chairman, Canadian Manufacturers & Exporters
Objective: *To provide an overview of the Smart Border Agreement (origin, elements, and status of the accord), benefits of border cooperation (security, financial, and domestic), and to provide context to encourage other APEC economies to come on board for border collaboration.*
- 8:45 a.m.** **Border Cooperation: Challenges and Issues for APEC Economies**
Panel:
Mr. Mark Romoff, Executive Director, Ontario Region, Industry Canada
Mr. Bruce Levy, Director, United States Transboundary Division, Department of Foreign Affairs and International Trade (DFAIT), Canada
Mr. Terry Cormier, Director, International Crime and Terrorism, DFAIT
Mr. Nizar Assanie, Senior Research Analyst, Asia Pacific Foundation

***Objective:** This session will focus on inherent challenges and potential issues that APEC economies will face in implementing / strengthening border cooperation.*

10:15 a.m. Break / Mini trade show

11:00 a.m. Border Security as it relates to ports

Mr. Marc Grégoire, Assistant Deputy Minister, Safety & Security, Transport Canada

Mr. Graham Kee, Director of Security, Vancouver Port Authority

***Objective:** To provide an overview of elements of the Smart Border Agreement that relate to ports.*

12:00pm Networking luncheon and mini-tradeshow

1:30pm. High Risk Cargo Screening / Container Security Initiative

Ms. Lucie Binet, Director, Metro Vancouver District, Canada Customs and Revenue Agency

***Objective:** To demonstrate and discuss these initiatives, with a particular view to outlining the collaborative elements between Canada and the US.*

2:15 p.m. High Risk Cargo Screening Demonstration

Presenters: CCRA Teams

***Objective:** Off-site presentation with 3 separate demonstrations: VACIS, Dog and Ion Scanner Demo*

3:15pm Port / Cruise Security Demos / Tour of Cruise Ship Facility

Presenters: TBD: Vancouver Port Authority / Cruise Ship Terminal

***Objective:** To demonstrate border security cooperation in action at the port. This session will include elements relating to movement of people and cargo.*

5:15 p.m. Wrap up of day

Facilitators:

Mr. Terry Cormier, Director, International Crime and Terrorism, , Department of Foreign Affairs and International Trade

Mr. Werner Knittel, Vice President, Canadian Manufacturers & Exporters, British Columbia Division

Day 2 – Vancouver Airport – East Concourse -- September 30, 2003

- 8:00 a.m. Transportation to Airport**
Buses will depart from Lower Lobby, Four Seasons Hotel
- 9:00 a.m. Opening Remarks**
Mr. Terry Cormier, Director, International Crime and Terrorism, , Department of Foreign Affairs and International Trade, Canada
Mr. Werner Knittel, Vice President, Canadian Manufacturers & Exporters, British Columbia Division
- 9:15 a.m. Overview of Smart Border & Impact on Air Travel - Passenger & Cargo**
Mr. Brian Flagel, Director, Vancouver International Airport District, CCRA
Mr. Gerry Bruno, President & CEO, InterVISTAS Consulting
Objective: *To provide an overview of elements of the Smart Border Agreement that relate to airports as well as discussion on Perimeter Clearance Strategy*
- 10:15 a.m. Advance Passenger Information / Passenger Name Recognition (PNR)**
Mr. Binder Kooner, Senior Examination Officer, Citizenship and Immigration Canada (CIC)
Mr. Darryl Lavia, Chief, Airside Special Enforcement Operations, CCRA
Mr. Charles Perez, Supervisory Inspector, US Customs and Border Protection
- 10:45 a.m. Coffee Break**
- 11:15 a.m. Future Technologies**
Mr. Terry Earles, Manager, Passenger Processing Systems, Vancouver International Airport Authority,
Mr. Steven Grant, Business Development Manager, USA 3M- AiT
Objective: *To provide an outline of emerging technologies that may be used at border points in the future.*
- 12:00 noon Networking Luncheon**
Mr. Dan Sanchez, Business Development Manager, Canada 3M-AiT
Sponsor: 3M-AIT

- 1:30 p.m.** **CANPASS Air / NEXUS Air**
Ms. Jacqueline Dunlap, Manager, District Admin Services, CCRA
Mr. Rick Shakespeare, Senior Examination Officer, CIC
Mr. Charles Perez, Supervisory Inspector, US Customs and Border Protection
Objective: *To demonstrate and discuss these initiatives, with a view to particularly outlining the collaborative elements between Canada and the US.*
- 2:30 p.m.** **CCRA Security Tour**
- 4:30 p.m.** **Integrated Border Enforcement Teams (IBETs)**
Mr. Bill Ard, Royal Canadian Mounted Police (RCMP)
Mr. Roy Hofman, Resident Agent in Charge of Department of Homeland Security, Bureau of Customs and Immigration Enforcement
Chief Ron Henley, US Border Patrol, Department of Homeland Security, Bureau of Customs and Border Protection
- 5:00 p.m.** **Wrap-up of day**
Mr. Terry Cormier, Director, International Crime and Terrorism, , Department of Foreign Affairs and International Trade, Canada
Mr. Werner Knittel, Vice President, Canadian Manufacturers & Exporters, British Columbia Division

Day 3 – Pacific Highway/Blaine Border Crossing – October 1, 2003

- 8:30 a.m. Drive to Canada-USA Land Border Crossing**
- 9:30 a.m. Opening Remarks**
Mr. Terry Cormier, Director, International Crime and Terrorism, DFAIT, Canada
Mr. Werner Knittel, Vice President, Canadian Manufacturers & Exporters, British Columbia Division
- 9:45 a.m. Overview of Smart Border and Its Impacts On Land Borders**
Mr. John Mills, Director Policy and Coordination, Transport Canada
Mr. Richard Biter, US Department of Transportation
Mr. Robert Brown, Regional Customs Manager, UPS Supply Chain Solutions
- 10:45 a.m. Coffee Break**
- 11:00 a.m. Enhancing Cross-Border Mobility and Transportation: Perspectives on Joint Collaboration**
Mr. John Mills, Director, Policy and Coordination, TC Pacific Region, Transport Canada
Mr. Gordon Rogers, Planning Director, International Mobility & Trade Corridor
- 12:00 Luncheon**
- 1:30 p.m. Joint Land Border Programs – FAST, NEXUS, C-TPAT, PIP**
Ms. Yasmin Colberg Immigration Examination Officer, CIC
Ms. Caroline Doyle, Manager, Driver Registration, CCRA
Mr. Harry Dearing, Chief, Client & Program Services, CCRA
Mr. Jay Brandt, Assistant Area Port Director, Trade Operations, Blaine, US Department of Homeland Security
***Objective:** To demonstrate and discuss these initiatives, with a particular view to outlining the collaborative elements between Canada and the US*
- 2:30 p.m. Border Crossing Security Demos**



**Canadian
Manufacturers &
Exporters**
British Columbia Division



**Department of Foreign Affairs
and International Trade**

**Ministère des Affaires étrangères
et du Commerce International**

4:30 p.m. Delegate Round Table: Implementing Border Co-operation in Asia
Opening Remarks:
*Mr. Terry Cormier, Director, International Crime and Terrorism Division,
Department of Foreign Affairs and International Trade, Canada*

Moderator:
*Mr. Yuen Pau Woo, Vice President Research and Chief Economist, Asia-Pacific
Foundation of Canada*

Objective: *Delegates and presenters will discuss current and anticipated
challenges associated with border co-operation, as well as best practices in
APEC economies*

6:00 p.m. Summary and Conclusion

6:30 p.m. Wrap Up Cocktail Event

7:30 p.m. Drive Back to Vancouver

CROSSING THE LINE: APEC COMES TO A SMART BORDER SYMPOSIUM

SUMMARY: Canada organized an APEC symposium on the Canada-US Smart Border Agreement in Vancouver, Canada, September 29 - October 1, 2003. Representatives from 20 APEC economies were taken to the Port of Vancouver, the Vancouver International Airport, and the Pacific Highway/Blaine land border, for an examination of policies and technology in place designed to ensure a secure yet efficient movement of people and goods between Canada and the US. Presenters from both Canadian and US government agencies, as well as the private sector, demonstrated the high level of bi-national commitment and cooperation that led to the Smart Border Agreement, and that continue to characterise its implementation. Delegates, many of whom were from their economies' immigration or customs agencies, expressed appreciation for the opportunity afforded by the symposium and offered some concrete suggestions for follow-up.

REPORT:

2. **Background:** With US\$1.2 billion in trade now crossing the Canada-US border every single day, Canada and the United States have the largest trade relationship of any two countries in the world. As well, more than 200 million travelers cross the border each year. Thus, when the events of September 11, 2001, created an immediate need for significantly increased security at the world's borders, the Canada-US border very quickly became a bottleneck threatening the economic prosperity of both countries. Something clearly needed to be done.
3. **The Declaration:** Addressing the global threat of terrorism, the two countries quickly concluded that national and economic security were mutually reinforcing objectives. On December 12, 2001, Canada's Deputy Prime Minister, John Manley, and US Homeland Security Advisor (now Secretary of Homeland Security), Tom Ridge, signed the Smart Border Declaration and together launched a 30-point action plan. This blueprint for action has four pillars: the secure flow of people, the secure flow of goods, secure infrastructure, and information sharing and coordination in the enforcement of these objectives.
4. **The Motivation:** APEC Leaders meeting in Los Cabos, Mexico, in October, 2002, renewed their commitment to supporting counter-terrorism initiatives while maintaining free and open trade. The Secure Trade in the APEC Region (STAR) Initiative is one component of the 2002 Leaders' Statement on Counter-Terrorism and includes measures to protect cargo, maritime security, aviation security, and people in transit. Leaders also recognised the essential role of capacity building in ensuring that developing APEC economies are able to meet these commitments. At the core of the STAR initiative is the key relationship between security and prosperity, and a clear desire to keep goods and services moving. Given the very similar motivation driving the Canada-US Smart Border Agreement, exposing our APEC partners to that agreement was a natural extension of the STAR initiative.
5. **The Symposium:** Canada's goal for the Smart Border Symposium was to showcase Canada-US Border cooperation, with a view to providing capacity building that could be used to encourage and develop similar border cooperation in the Asia-Pacific region. Another objective was to demonstrate how Canada has implemented various elements of the STAR initiative, including marine safety assessments, the Container Security Initiative, passenger

processing and key technology. This included facility tours, presentations, and discussions. 20 APEC economies were represented, primarily by high-level officials from customs and immigration agencies. Delegates to the Symposium visited border points for three modes of transportation: sea, air and land.

6. **The Port of Vancouver:** The first day of the symposium took place at the facilities of the Vancouver Port Authority. In an introductory session, David Mulroney, Assistant Deputy Minister for Asia Pacific and Canada's Senior Official for APEC, spoke to the delegates about the APEC context of this symposium. He noted that APEC principles include trade liberalization, trade facilitation, and private sector participation. APEC goals, Mr Mulroney pointed out, include enhancing our collective security and expanding prosperity - and they need not be contradictory goals. In his speech opening the symposium, the United States Consul General in Vancouver, Dr. Luis Arreaga, discussed Canada's and the US's shared objectives in the fight against terrorism, and spoke of the work that remains to be done. Other introductory speakers included Ben Hume, chairman of Canadian Manufacturers and Exporters, the private sector of the symposium, and Rogers Simmons, Canadian Consul General in Seattle. They highlighted that successful border cooperation requires relationships of trust and mutual respect at both local and national levels, that national sovereignty is not imperiled by cooperation but enhanced, and that border cooperation is a multi-dimensional effort involving many different agencies.
7. The delegates then heard from Graham Kee of the Vancouver Port Authority. The Port of Vancouver is Canada's busiest and most diversified port, and one of the biggest on the Western Pacific. Its Port Authority governs the activities of 23 separate facilities, comprising container, cruise, general freight and bulk terminals. Mr. Kee spoke of the efforts his Authority was undertaken to ensure that all 23 facilities undertook the appropriate security assessments. He argued persuasively that addressing security issues was a matter of remaining competitive. Shippers to the western seaboard of North America had a number of ports to choose from, and only those who had established a reputation for the highest degree of security awareness while remaining cost competitive could continue to expect to see sea freight arriving.
8. Outside of the meeting room, delegates were given a demonstration of a mobile Vehicle and Cargo Inspection System (VACIS) -- a truck mounted gamma ray unit that can examine the contents of containers without opening them. Although expensive, the ability to check the contents of a container against its manifest in approximately 30 seconds is an important addition to a customs unit's tool box. Also demonstrated were a mobile ion scanner for explosives detection, and a narcotics-sniffing dog. All of these various security measures formed part of Canada's response to the STAR and Container Safety Initiatives.
9. **The Vancouver Airport:** On the second day of the symposium, delegates met at facilities of the Vancouver Airport. The day began with an overview of customs initiatives arising from the Smart Border Agreement. In Canada, customs officials do the primary check of all incoming passengers on behalf of all other government departments. Customs and Immigration Agencies therefore work closely together, especially in the areas of advanced passenger information (API) and passenger name records (PNR). With airlines providing API and/or PNR, Canadian authorities are able to target those passengers who are arriving who

present a high risk because of anomalous aspects of their travel. This concept of risk management - concentrating efforts on high risk passengers while making things as efficient as possible for low risk passengers - informs an ongoing program called CANPASS. This program, which allows frequent travellers to obtain special access to automated customs and immigration clearing, relies upon extensive record checks of applicants and the latest of biometric technology (iris scanning).

10. The technology in current use was demonstrated to the delegates on location in the airport. Delegates visited the API/PNR centre and spoke to officers analysing information received from airlines. They also saw the application centre for CANPASS, and experienced the process for obtaining a CANPASS, as well as the use of the CANPASS machines allowing passengers to bypass the normal customs line-ups in favour of a 30 second process of peering into a machine. Customs officers also demonstrated the use of a portable ion scanner to check for explosives. Finally, the delegates were also shown the customs examination rooms, where passengers whose luggage or persons needed checking were dealt with.
11. **The Pacific Highway/Blaine Land Crossing:** The last day of the symposium took place at facilities near the Pacific Highway/Blaine land border crossing, about an hour south of downtown Vancouver. Here delegates had explained to them the development of the NEXUS and FAST programs. NEXUS is similar to the CANPASS program, in that it allows pre-screened frequent travelers to use a dedicated lane at the border crossing with minimal interaction with the customs agent. FAST is a program aimed at freight, where pre-approved drivers with pre-approved transport companies carrying the goods of pre-approved importers have a dedicated lane and simplified crossing procedures. The use of both the NEXUS and FAST systems were demonstrated at the border crossing, with delegates getting a chance to see both the Canadian and US border checkpoints. On the US side of the border, delegates watched trucks moving through both a VACIS machine (gamma ray contents detection) and a radiation scanner as part of the clearance procedure.
12. The delegates were also introduced to the concept of IBETs - International Border Enforcement Teams. They received a joint presentation from a member of the Royal Canadian Mounted Police, and two members of the US Department of Homeland Security (representing the Bureau of Customs and Immigration Enforcement, and the Bureau of Customs and Border Protection.) IBETs were a response to a need for joint efforts in law enforcement efforts at and near the border that was perceived prior to the events of September 11, 2001, but made even more important since. These teams work closely together to deal with such issues as narcotics importation and criminal flight as well as protection against terrorist incursions.
13. **Overall Themes and Conclusions:** Some delegates expressed surprise at the amount and depth of the cooperation that they saw over the three days, even to the point of US customs and immigration officers working within the Vancouver Airport and their Canadian counterparts working in US facilities. Others were impressed by the technology in use to make the movement of low-risk people and goods fast and efficient. In various guises, they heard the message frequently over the three days: with the necessary political will, and the willingness of countries to cooperate, it is possible to significantly enhance the security of our borders, while

at the same time respecting the need for travel and trade to remain at high levels - indeed, to continue to grow.

14. At a closing session on the third day, delegates were asked to suggest themes for follow-up and possible future capacity building projects. Many expressed the opinion that this symposium was extremely valuable as a forum for information sharing, and that others like it should be considered. A particular area of interest was in the development and application of biometric technology. Another was in the area of “away-from-the-border” clearance systems. A third was in setting criteria for border cooperation, using Canada and the US as a model. APEC is a good forum, delegates said, for sharing information, for facilitating interoperability, and for setting mutual standards. Although there is no perfect system that will work for every APEC economy, security and ease of crossing had to be balanced objectives. It was a successful symposium.



APEC Smart Border Symposium

Vancouver, Canada,
September 29 - October 1, 2003



Background

- It is important to keep trade facilitation in mind when implementing measures to increase security
- The Canada-USA Smart Border Agreement is an example of how to do this
- There are a number of elements of this agreement that can be adopted by other APEC economies
- Includes many elements of the STAR initiative

Participants

50 participants from 20 APEC economies



Organization

- Organized by the Canadian Department of Foreign Affairs and International Trade and the Canadian Manufacturers and Exporters Association
- US Government a key partner: Department of State, Department of Transportation, Department of Homeland Security.
- Canadian Government Partners: Canada Customs and Revenue Agency, Citizenship and Immigration Canada, Transport Canada, Royal Canadian Mounted Police, Privy Council Office

Highlights

- Took place on-site at:
 - Port of Vancouver
 - Vancouver International Airport
 - Blaine-Pacific Highway land border crossing
- Program elements
 - Presentations
 - Demonstrations
 - Site visits
 - Roundtable discussions

Key Issues Discussed

- Increased security is essential to meet APEC's economic objectives
- Security as a collective endeavour
- Need for high-level political support
- Need to integrate security measures across agencies and areas
- Information management and risk management are key
- Technology is driving the changing environment
- Need to fully engage the private sector

Images

Port of Vancouver

Opening by Canada's APEC Senior Official, David Mulroney, Dr. Luis Arriaga, U.S. Consul General in Vancouver, Mr. Roger Simmons, Canadian Consul General in Seattle, and Mr. Ben Hume, Canadian Manufacturers and Exporters



Port of Vancouver

Challenges for Asia-Pacific Economies



Mr. Nizar Assanie, Asia-Pacific Foundation of Canada

Port of Vancouver

Counter-Terrorism Policy Issues



Mr. Terry Cormier, Director, International Crime and Counter-Terrorism Division, Department of Foreign Affairs and International Trade

Port of Vancouver

Demonstration by the Canada Customs and Revenue Agency featuring Barney the dog



Port of Vancouver

VACIS Machine Demonstration



Port of Vancouver

Ion Scanner Demonstration



Port of Vancouver

Tour of the security control center



Vancouver Airport

The Smart Border's impact on air travel



Mr. Brian Flagel, Director, Vancouver International Airport District,
Canada Customs and Revenue Agency

Vancouver Airport

Advance Passenger Information (API)



Mr. Darryl Lavia, Chief, Airside Special Enforcement Operations,
Canada Customs and Revenue Agency

Vancouver Airport

Future Technologies



Mr. Terry Earle, Manager, Passenger Processing Systems,
Vancouver International Airport Authority

Vancouver Airport

Integrated Border Enforcement Teams (IBETs)



Joint Presentation by Canadian and U.S. law enforcement officers

Vancouver Airport

CANPASS Demonstration: iris scanning



Vancouver Airport

Portable Ion Scanner Demonstration



Blaine/Pacific Highway Border Crossing

The Smart Border's Impact on Land Borders



Mr. Richard Biter, U.S. Department of Transportation

Blaine/Pacific Highway Border Crossing

Joint Land Border Programs: FAST, NEXUS



Joint presentation by Mr. Jay Brandt, U.S. Department of Homeland Security and Ms. Carolyn Doyle, Canada Customs and Revenue Agency

Blaine/Pacific Highway Border Crossing

Radiation Scan Demonstration



Blaine/Pacific Highway Border Crossing

VACIS Demonstration



Blaine/Pacific Highway Border Crossing

Participants visiting the NEXUS dedicated line on the U.S. side of the border



Blaine/Pacific Highway Border Crossing

U.S. immigration officer giving a presentation on the operation of the NEXUS/FAST office.



Participants being greeted by a Canadian immigration officer to the NEXUS/FAST Office, located on the U.S. Side of the border, where Canadian and U.S. Officials work together.



Blaine/Pacific Highway Border Crossing

Participants at the Canada-U.S. border line



Blaine/Pacific Highway Border Crossing

Participants discussing with a Canadian Customs Officer at the NEXUS lane on the Canadian side of the border.



Blaine/Pacific Highway Border Crossing

Concluding Roundtable discussion chaired by Mr. Yuen Pau Woo, Asia-Pacific Foundation of Canada



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APEC Smart Border Symposium

Vancouver, 2003

Terry Cormier
International Crime and Terrorism Division
Department of Foreign Affairs and
International Trade

Overview

- Changing nature of security
- New norms and standards
- New policy issues
- New governance issues
- Global threat requires global response
- Border cooperation

2

Changing concept of security

- Integration leads to benefits and vulnerabilities
- Broadening the concept of security
- Multi-dimensional
- Leads to new ways to do things

3

New norms and standards

- Transport security
- Document security
- Financial transactions

4

Policy questions

- Privacy
- Definition of terrorism, including root causes
- Legitimate dissent vs. extremism
- Sovereignty

5

Governance challenges

- Horizontal issues - many different parts and levels of government involved
- New policies; new activities
- Technologies - continue to advance
- Requires more integrated way of thinking about borders

6

Conclusion

- Challenge is to maximize benefits of globalization while protecting from new threats.
- Terrorism and international crime are global phenomena which can only be combatted effectively through international efforts.
- Border cooperation is an effective way to address changing security environment.

Security and Trade Facilitation: Challenges and Opportunities for Developing APEC Economies?

Nizar Assanie



Overview

- Facilitation & Security in APEC– A Review
- Trade-Security-Development Nexus
- Transaction Costs of Terrorism
- Facilitation & Security:
 - Challenges facing Developing Economies
 - Opportunities for Developing Economies
- Moving Forward
 - APEC’s Institutional Constraints

Trade Facilitation in APEC– A Review

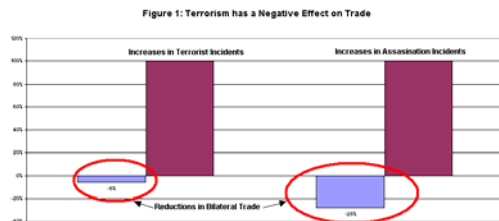
- Important part of APEC since its birth
- All APEC Leaders’ statements emphasized importance of trade facilitation
- Collective Actions with Facilitation Goals
- Implementing Collective Actions
- Shanghai Leaders Declaration: 5 percent/5 year target of reducing transaction costs

Security in APEC– A Review

- Leaders’ Statement on Counter-Terrorism (Shanghai– October, 2001)
- Leaders’ Statement on Fighting Terrorism and Promoting Growth (Los Cabos– October, 2002)
- APEC Counter-Terrorism Task Force (February, 2003) and Counter-Terrorism Action Plan

Trade-Security-Development Nexus

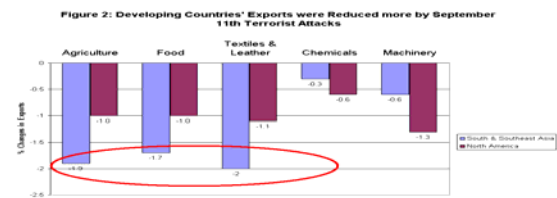
- Terrorism reduces trade flows



Source: Misch, V. and Schumacher, D. "Terrorism and Trade". Paper for Workshop, The Economic Consequences of Global Terrorism. German Institute for Economic Research, Berlin, June, 2002.

Trade-Security-Development Nexus

- Developing Countries’ Exports are more vulnerable



Source: Wijkström, P. and Dohal, H. (2002). Trade Impacts of the Terrorist Attacks of 11 September, 2001: A Quantitative Assessment. DIW, Berlin, June 2002.

Trade Transaction Costs of Terrorism for APEC Economies

- Terrorism ♦ Insecurity ♦ Business Costs
 - Insurance Costs, Inventory Holdings
- Terrorism ♦ Security Measures ♦ Time Delays
 - Time delays at Customs
 - New Security Requirements
- Terrorism ♦ Destruction of Traded Goods and Capital Structures

Facilitation & Security: Challenges Facing Developing Economies

- Two Concerns:
 - Participation
 - Resources

Facilitation & Security: Challenges facing Developing Economies

- Participation
 - Participation in existing conventions by developing countries is minimal

	Trade Facilitation Instruments									Tally	
	IMO		UNECE		ICC		ICAO		WCO		
	FAL	TIR	HAR	UNICEFACT	UCP 500	CCO	IC	HS			
China	+				+	+	+	+	+	+	6/9
Indonesia		+			+	+	+				5/9
Papua New Guinea					+						1/9
Peru	+				+						3/9
Philippines				+	+						2/9
Thailand	+				+	+					4/9
Viet Nam					+	+			+	+	4/9

Source: UNECE (2002). *Compendium of Trade Facilitation Recommendations*. New York and Geneva, pp. 65-69

Facilitation & Security: Challenges facing Developing Economies

- Resources
 - Customs modernization costs \$\$\$

Costs of Customs Reform Projects, Selected Countries			
Armenia	1993-97	Draft new Customs law, train staff, and computerise procedures	\$1.604 million
Lebanon	1994-2001	Train Staff, Introduce new tariff classification, computerise procedures	\$3.82 million
Tunisia	1999-2004	Computerise and Simplify Customs Procedures	\$16.21 million
Tanzania		Buildings, Equipment, Training	\$10 million

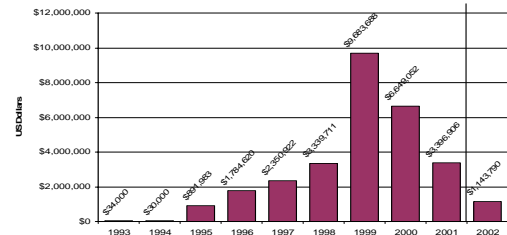
Source: Finger, M. and Schuler, P. (2002). "Implementation of Uruguay Round Commitments: The Development Challenge" in *Development, Trade, and the WTO*. Hoekman et al. (Eds.). World Bank: Washington, pp. 493-503.

Facilitation & Security: Opportunities for Developing Economies

- Opportunity to Leap-frog existing facilitation bottlenecks
- Increased Efficiency, Productivity, Reduced Business Costs in the Long Term
- First-mover Competitiveness Advantages

Moving Forward: APEC's Institutional Constraints

APEC's Annual Expenditures on Trade Facilitation



Source: APEC Project Database. *Cross-Cutting approaches use multiple approaches to deliver projects. **Administration refers to funding for travel of consultants or developing member participants, publication costs and other such administrative matters.

Moving Forward: APEC's Institutional Constraints

- Facilitation Agenda has evolved independently from Capacity-building Agenda
 - Emphasis, perhaps an over-emphasis, on policy actions without a clear mechanism to implement policies
 - Ecotech Agenda of Manila Declaration set independently of TILF Agenda

Moving Forward: APEC's Institutional Constraints

- APEC Leaders meetings have highlighted this two-track evolution
 - Bander Seri Begawan Declaration enshrines principles of coordination with development programs and collaboration on TILF issues with programs of multilateral institutions
 - Paragraph 12 of the Shanghai Declaration underscores need for TILF and Ecotech activities to be mutually reinforcing

Moving Forward: What is APEC Doing Right?


- From CAPs to Projects
 - Projects driven by CAP goals
 - Good mapping between specific CAP goals and technical assistance (example Customs)
 - General CAP goals resulted in more general Seminars/Conferences rather than Technical Assistance
 - In conducting their activities APEC fora operated in isolation
- ✓ Counter-terrorism Action Plan has specific goals and these can be expected to be linked to specific Technical Assistance initiatives
 - ✓ CTF to ensure that facilitation activities are coordinated within and outside of APEC

Moving Forward: What Can APEC do Right?

- Large Technical Assistance projects undertaken by multilateral institutions
 - ✓ Need to Coordinate APEC's work with multilaterals
 - ✓ Need to mainstream APEC's work
 - ✓ More APEC Resources
 - ✓ Targeting Non-APEC Countries

Moving Forward: What Can APEC do Right?


- Advantages:
 - ✓ APEC efforts remain focussed on priorities of developing economies
 - ✓ Capacity-building efforts are coordinated with multilateral/bilateral institutions
 - ✓ Avenue of influencing policy-making on trade facilitation *as it evolves* in developing economies



Border Security as it Relates to Ports

Presented by Marc Grégoire
 Assistant Deputy Minister of Safety and Security
 to the
 Smart Border Symposium

September 29, 2003






Overview

- Introduction
- Marine Security Initiatives
- Implementation of the International Ship and Port Facility Security (ISPS) Code
- Implementation of the Marine Facilities Restricted Area Access Clearance Program (MFRAACP)
- Implementation of the Marine Security Coordination Program
- Collaboration with the U.S. and Other Initiatives

2







Introduction

- Under the 30-point Smart Border Action Plan, Transport Canada has responsibility for:
 - aviation security
 - infrastructure improvements
 - Intelligent Transportation Systems (ITS)
 - maritime and ferry terminal security and harmonized commercial processing.

3







Introduction (Cont.)

Progress is being made:

- Air Preclearance Agreement
- work with U.S. to establish and harmonize aviation security standards
- \$953 million in border infrastructure improvements since 2001
- Advanced Traveller Information System has been deployed in the BC Lower Mainland
- meeting with U.S. on maritime and ferry terminal security and harmonized commercial processing
- \$172.5 million, five-year package of funding for marine security initiatives

4






Marine Security Initiatives

- \$172.5 million package of initiatives announced on January 22, 2003
- About \$70 million of this will be spent in and around ports themselves
- Transport Canada is currently focussing on:
 - Implementation of the International Ship and Port Facility Security (ISPS) Code
 - Development of a long-term marine security assessment methodology
 - Implementation of the Marine Facility Restricted Area Access Clearance Program
 - Implementation of the Marine Security Coordination Program

5





Implementation of the International Ship and Port Facility Security (ISPS) Code


Leading up to the July 1, 2004, implementation date for the ISPS Code, Transport Canada will be concentrating on two key areas:

Assessments and Plans

- Ship companies and port facility operators to submit security assessments to Transport Canada for review by the end of October 2003.
- Next step will be to develop security plans for approval by Transport Canada by January 2004.
- Security plans should be approved by March 2004.


6





Implementation of the ISPS Code (Cont.)


Regulatory Development


- Four working groups, comprised of representatives of the marine industry and the department
- Meetings will continue to mid-October of 2003
- Regional and national stakeholder consultations will follow — in November and December 2003
- In March 2004, Transport Canada anticipates pre-publication in Part I of the Canada Gazette of proposed regulations
- Publication in Part II of the Canada Gazette is expected in June 2004

7 



Implementation of the Marine Facilities Restricted Area Access Clearance Program (MFRAACP)


- ISPS Code requires marine facility operators to establish restricted areas
- Under the MFRAACP, all persons wishing to access restricted areas will be subject to thorough background checks or be provided an escort.
- The aim of the program is to ensure the safety of persons at ports and prevent unlawful acts of interference with marine transportation.
- The target date for commencing implementation is the summer of 2004.

8 



Implementation of the MFRAACP (Cont.)


- Transport Canada is consulting with stakeholders on issues such as:
 - Determining how the program will be phased in
 - Establishing who needs to obtain security clearances
 - Establishing procedures for obtaining a clearance, including appeal processes, and
 - Establishing an effective regulatory framework and oversight program

9 



Implementation of the Marine Security Coordination Program

- program will provide funding for one-time or limited-period projects that contribute to the improvement of collaboration and coordination of marine security efforts
- implementation plan is being prepared, and proposals for funding will be reviewed beginning later this month
- one of the first projects being considered for funding is the development of the MIMDEX system

10 



Collaboration with the U.S. and Other Initiatives

- Seaway Screening Protocol
- Memorandum of Cooperation on the Great Lakes-St. Lawrence Seaway System
- Great Lakes Alternative Security Agreement
- Container security
- Vancouver Airport/Port pilot project

11 


Conclusion

- Marine security involves a wide range of partners
- To be effective, these various players must work together closely
- Transport Canada is committed to working together with our partners in order to develop policies, and ensure that Canada's transportation system can continue to meet the needs of Canadians.

12 

Security and Trade Facilitation: Challenges and Opportunities for Developing APEC Economies?

Nizar Assanie



Overview

- Facilitation & Security in APEC– A Review
- Trade-Security-Development Nexus
- Transaction Costs of Terrorism
- Facilitation & Security:
 - Challenges facing Developing Economies
 - Opportunities for Developing Economies
- Moving Forward
 - APEC's Institutional Constraints

Trade Facilitation in APEC– A Review

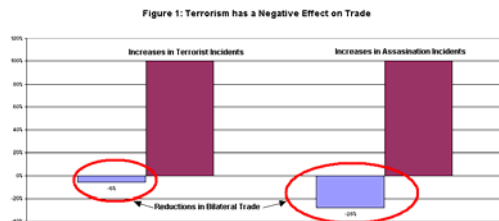
- Important part of APEC since its birth
- All APEC Leaders' statements emphasized importance of trade facilitation
- Collective Actions with Facilitation Goals
- Implementing Collective Actions
- Shanghai Leaders Declaration: 5 percent/5 year target of reducing transaction costs

Security in APEC– A Review

- Leaders' Statement on Counter-Terrorism (Shanghai– October, 2001)
- Leaders' Statement on Fighting Terrorism and Promoting Growth (Los Cabos– October, 2002)
- APEC Counter-Terrorism Task Force (February, 2003) and Counter-Terrorism Action Plan

Trade-Security-Development Nexus

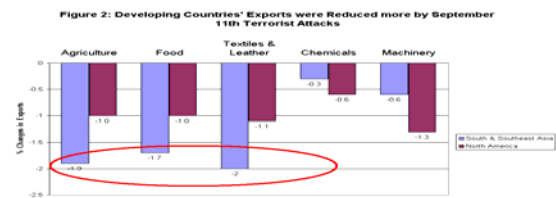
- Terrorism reduces trade flows



Source: Misch, V. and Schumacher, D. "Terrorism and Trade". Paper for Workshop, The Economic Consequences of Global Terrorism. German Institute for Economic Research, Berlin, June, 2002.

Trade-Security-Development Nexus

- Developing Countries' Exports are more vulnerable



Source: Wijkström, P. and Dohal, H. (2002). Trade Impacts of the Terrorist Attacks of 11 September, 2001: A Quantitative Assessment. DIW, Berlin, June 2002.

Trade Transaction Costs of Terrorism for APEC Economies

- Terrorism ♦ Insecurity ♦ Business Costs
 - Insurance Costs, Inventory Holdings
- Terrorism ♦ Security Measures ♦ Time Delays
 - Time delays at Customs
 - New Security Requirements
- Terrorism ♦ Destruction of Traded Goods and Capital Structures

Facilitation & Security: Challenges Facing Developing Economies

- Two Concerns:
 - Participation
 - Resources

Facilitation & Security: Challenges facing Developing Economies

- Participation
 - Participation in existing conventions by developing countries is minimal

	Trade Facilitation Instruments								Tally
	IMO	UNECE	ICC	ICAO	WCO				
	FAL	TIR	HAR	UNICEFACT	UCP 500	CCO	IC	HS	
China	+				+	+	+	+	6/9
Indonesia		+			+	+	+	+	5/9
Papua New Guinea					+				1/9
Peru	+				+				3/9
Philippines			+		+				2/9
Thailand	+				+	+			4/9
Viet Nam					+	+	+		4/9

Source: UNECE (2002). *Compendium of Trade Facilitation Recommendations*. New York and Geneva, pp. 65-69

Facilitation & Security: Challenges facing Developing Economies

- Resources
 - Customs modernization costs \$\$\$

Costs of Customs Reform Projects, Selected Countries			
Armenia	1993-97	Draft new Customs law, train staff, and computerise procedures	\$1.604 million
Lebanon	1994-2001	Train Staff, Introduce new tariff classification, computerise procedures	\$3.82 million
Tunisia	1999-2004	Computerise and Simplify Customs Procedures	\$16.21 million
Tanzania		Buildings, Equipment, Training	\$10 million

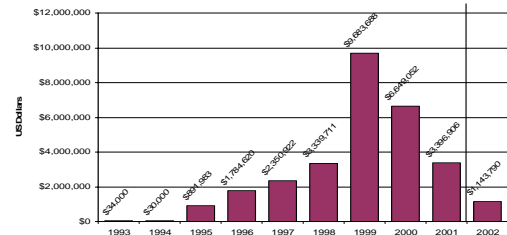
Source: Finger, M. and Schuler, P. (2002). "Implementation of Uruguay Round Commitments: The Development Challenge" in *Development, Trade, and the WTO*. Hoekman et al. (Eds.). World Bank: Washington, pp. 493-503.

Facilitation & Security: Opportunities for Developing Economies

- Opportunity to Leap-frog existing facilitation bottlenecks
- Increased Efficiency, Productivity, Reduced Business Costs in the Long Term
- First-mover Competitiveness Advantages

Moving Forward: APEC's Institutional Constraints

APEC's Annual Expenditures on Trade Facilitation



Source: APEC Project Database. *Cross-Cutting approaches use multiple approaches to deliver projects. **Administration refers to funding for travel of consultants or developing member participants, publication costs and other such administrative matters.

Moving Forward: APEC's Institutional Constraints

- Facilitation Agenda has evolved independently from Capacity-building Agenda
 - Emphasis, perhaps an over-emphasis, on policy actions without a clear mechanism to implement policies
 - Ecotech Agenda of Manila Declaration set independently of TILF Agenda

Moving Forward: APEC's Institutional Constraints

- APEC Leaders meetings have highlighted this two-track evolution
 - Bander Seri Begawan Declaration enshrines principles of coordination with development programs and collaboration on TILF issues with programs of multilateral institutions
 - Paragraph 12 of the Shanghai Declaration underscores need for TILF and Ecotech activities to be mutually reinforcing

Moving Forward: What is APEC Doing Right?

- From CAPs to Projects
 - Projects driven by CAP goals
 - Good mapping between specific CAP goals and technical assistance (example Customs)
 - General CAP goals resulted in more general Seminars/Conferences rather than Technical Assistance
 - In conducting their activities APEC fora operated in isolation
- ✓ Counter-terrorism Action Plan has specific goals and these can be expected to be linked to specific Technical Assistance initiatives
 - ✓ CTFP to ensure that facilitation activities are coordinated within and outside of APEC

Moving Forward: What Can APEC do Right?

- Large Technical Assistance projects undertaken by multilateral institutions
 - ✓ Need to Coordinate APEC's work with multilaterals
 - ✓ Need to mainstream APEC's work
 - ✓ More APEC Resources
 - ✓ Targeting Non-APEC Countries

Moving Forward: What Can APEC do Right?

- Advantages:
 - ✓ APEC efforts remain focussed on priorities of developing economies
 - ✓ Capacity-building efforts are coordinated with multilateral/bilateral institutions
 - ✓ Avenue of influencing policy-making on trade facilitation *as it evolves* in developing economies

Perimeter Clearance Strategy and the Smart Border Action Plan

Presented by:

Gerry Bruno
President & CEO
InterVISTAS Consulting

Smart Border Symposium
Vancouver, British Columbia
September 30, 2003



Presentation Outline

- Industry - Government Partnership for Border Improvements
- Perimeter Clearance Strategy for Passenger Travel
- Recent Developments and Future Directions

2

Vancouver International Airport's Partnership with Government

- International Transfer/Departure Facilities: 1996
- CANPASS Pilot: 1995
- Intransit Preclearance: 1997
- Transit Without Visa: 1997
- CANPASS Air: 2003

3

Other Partnership Initiatives

- YVR - CIS Long Range Planning Committee
- Minister's Consultative Committee on Customs Blueprint
- Air Facilitation Forum

4

Border Coalitions

Input into Smart Border Action Plan (December 2001)

Coalition for Secure and Trade-Efficient Borders

Canadian/American Border Trade Alliance

Canadian Council of Chief Executives
Working to build a stronger Canada and a better world.

US Chamber of Commerce

Perimeter Clearance Coalition

Coalition Members

C.A.C.
CANADIAN AIRPORTS COUNCIL

AIRPORTS COUNCIL INTERNATIONAL

WASHINGTON AIRPORTS TASK FORCE

YVR
VANCOUVER INTERNATIONAL AIRPORT AUTHORITY

Canadian Government

PORT VANCOUVER

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Greater Vancouver Regional District

CASCADE GATEWAY BORDER COALITION

A.T.A.

Council of Tourism Associations of British Columbia

Pacific North West Economic Region

CITY OF WHITE ROCK, BC

WYSEAM
COUNCIL OF GOVERNMENTS

WAVUACR
WASHINGTON AIRPORTS VICTORIA AIRPORT

Toronto
Winnipeg

CITY OF BLaine, WA

TRILLIUM

HALIFAX INTERNATIONAL AIRPORT

Winnipeg

6







Perimeter Clearance Strategy for Passenger Travel

Perimeter Clearance Concept

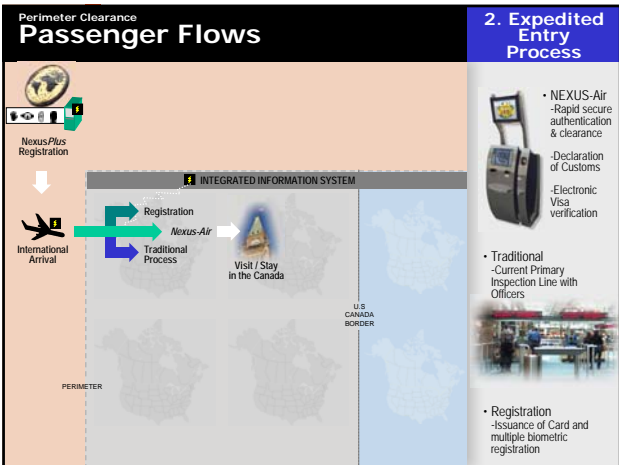
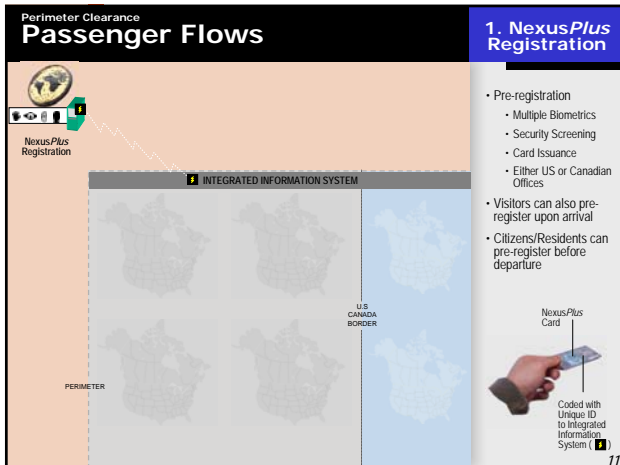
Vision

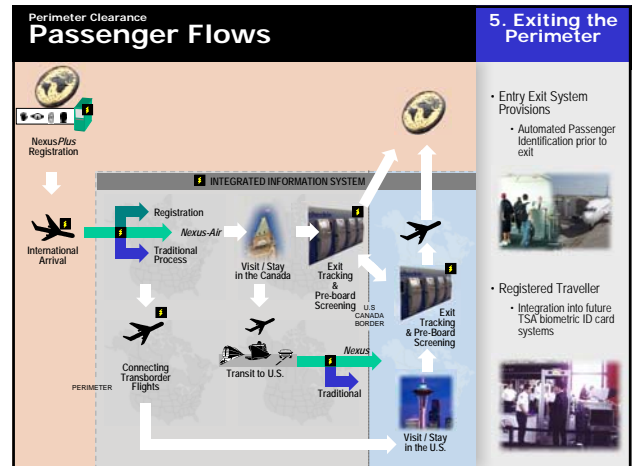
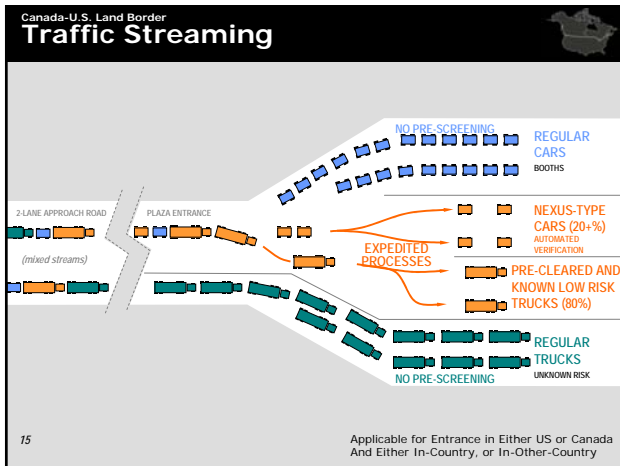
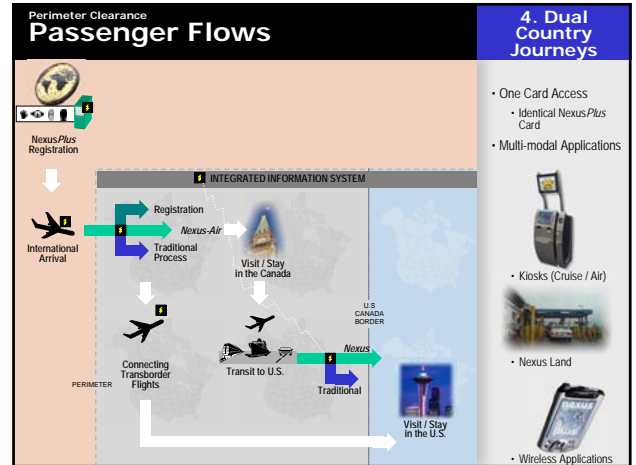
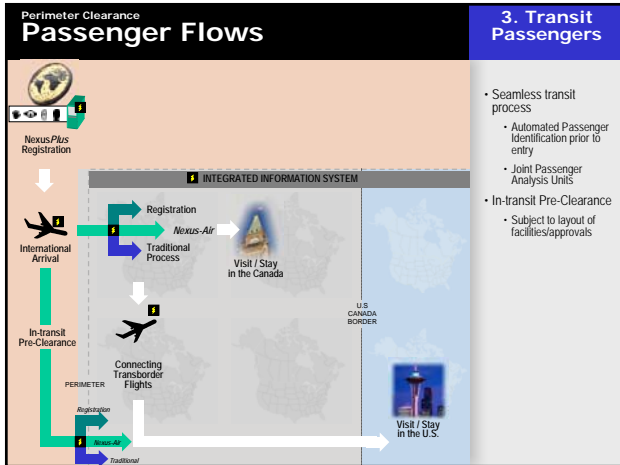
“The US and Canada working closely together to strengthen the security of our external borders and to expedite the movement of low-risk people and goods at the Perimeter, Interior Entry Points & Common Borders between the two countries.”



- ### Perimeter Clearance Concept
-  Information systems integration
 -  Prescreening of travellers and traders
 -  Biometric identification
 -  Automated border processing
 -  Entry/Exit tracking for International Arrivals
 -  Process integration

- ### Perimeter Clearance
- Does Not Mean:**
- Elimination of the Canada - US border
 - Creation of a Customs Union like the E.U.
 - Full harmonization of Visas, immigration policies and import rules





- ### Perimeter Clearance and Smart Border Initiatives
- Biometric Identifiers
 - Single Alternative Inspection System
 - Air Preclearance
 - Advance Passenger / Name Record Information
 - Joint Passenger Analysis Units
 - Compatible Immigration Databases
 - Immigration Officers Overseas
 - Clearance Away from the Border
 - Joint Facilities
 - Aviation Security
 - Joint Enforcement Coordination
 - Integrated Intelligence
- 17



Recent Developments

- **DMIA Task Force Report to Congress:**

- Entry/Exit System
- Includes process maps from Perimeter Clearance Strategy



- **Homeland Security Department:**

- Border & Transportation Security Directorate
- "One Face at the Border":
 - Integration/Cross-designation of Customs, INS & APHIS

19

Smart Border Issues

- **Integration Between Programs**

- Common branding, *unintegrated* roll-out
 - CANPASS-Air vs Nexus-Land vs Nexus-Air
- Coordination needed between
 - programs
 - modes
 - agencies

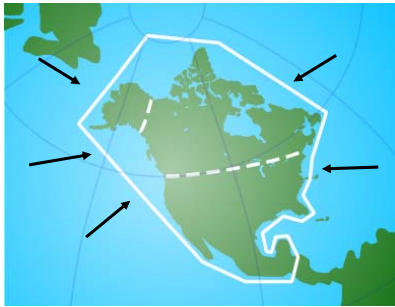
- **Partnership with Industry**

- Integrated solutions
- Joint marketing efforts



20

North American Continental Clearance



21

The "Borderless" Future

Global PreClearance

- Fully automated PreClearance Process on Departure
- Tail-to-Tail Connecting Bag Transfer for all sectors
- No Customs / Immigration on Arrival:
 - Random / targeted secondary inspections



22

Thank you!

Advance Passenger Information (API) Passenger Name Record (PNR)

Presented to the
**Asia-Pacific Economic Cooperation (APEC)
 Smart Border Symposium
 September 30, 2003**

1

Background

- API/PNR is a joint initiative of the Canada Customs and Revenue Agency (CCRA) and Citizenship and Immigration Canada (CIC).
- Legislative authority to support this initiative has been passed and changes to the *Customs Act* and the *Immigration and Refugee Protection Act* make the provision of API and PNR information mandatory.
- The API/PNR program, and other risk analysis initiatives, help Canadian border agencies manage the high volumes of people and goods crossing the border.
- Specifically, the API/PNR program will:
 - facilitate the flow of legitimate, low risk people and goods; and,
 - focus resources on those of unknown or potentially high risk.

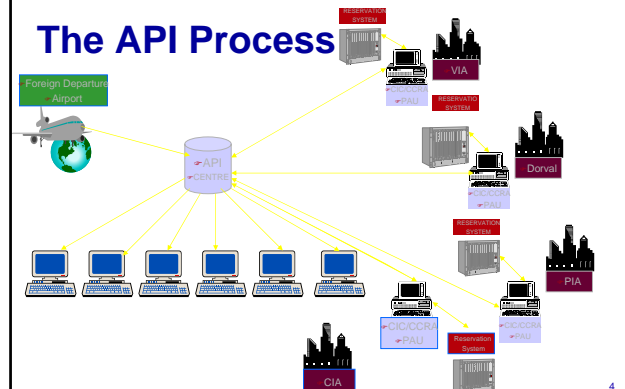
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Advance Passenger Information (API)

- API data is collected on each traveller and crew member at the departing airport and is forwarded to the CCRA after the flight departs.
- API consists of: full name of traveller; date of birth; gender; citizenship or nationality; and, travel document type, country of issue and number.
- API is automatically queried against the CCRA and CIC enforcement databases.
- This process identifies persons who pose a "known" high risk, prior to their arrival in Canada.
- The CCRA will retain API data for six years. During this time, only authorized customs users will have access to full API data.
- API data may be disclosed on a case by case basis.
- 99% of airlines arriving in Canada are providing API data.

3

The API Process



4

Passenger Name Record (PNR)

- PNR data is created once an individual makes a reservation. The CCRA receives PNR data from airlines after a flight departs.
- Privacy concerns related to the collection, access, use and sharing of PNR data were addressed with the Privacy Commissioner of Canada; discussions are ongoing with European Union officials regarding privacy concerns with the collection of API/PNR data from European air carriers.
- PNR consists of all reservation information that can be accessed through carrier reservation systems. For example:
 - Passenger details;
 - Itinerary;
 - Ticket information;
 - Address;
 - Check-in information, etc.

5

PNR, continued

- Analysis of PNR data will enhance identification of high-risk travellers.
- PNR implementation commenced on July 7, 2003. The CCRA continues to work with carriers to address program, technical and legal issues in an effort to develop an agreeable implementation plan.
- PNR is not collected for crew members.

Data Collection

- The CCRA will collect only the minimum number of PNR data elements required to protect Canada's borders.

Data Access

- Authorized customs/immigration users receive specialized training on policies relating to the use and disclosure of API/PNR information. Access to API/PNR information will be strictly controlled and monitored through automated system controls and audit checks.

6

3

Who We Are, and Why We're Here



Dan Sanchez
3M-AiT, Ltd.



Security Systems Division



Acknowledgements

- CME
 - Werner, Lori, Jean
- DFAIT
- Vancouver Port Authority
- Vancouver International Airport / CCRA



Security Systems Division



Who is 3M

- One of the most trusted and well-known companies in the world
 - 50 Countries
 - 70,000 employees
 - 100 years old
- Diversified products
- Local presence, worldwide strength
 - Hong Kong, China, Tokyo, Singapore, Manila, Bangkok, Jakarta, Kuala Lumpur, Seoul, Ho Chi Minh City, Australia, New Zealand
 - Mexico, Chile, Peru
 - Canada, US



Security Systems Division



Who is AiT

- World leader in products and systems for the issuance and inspection of travel documents
 - Readers
 - Issuance systems
 - Immigration systems
- Advanced Technologies
 - Optics
 - Biometrics
 - Systems



Security Systems Division



3M-AiT

- Specific expertise, global reach
 - Security Systems Division
 - Committed to investment and growth in international travel and border security
- APEC Customers
 - Australia, Hong Kong, China, Singapore, Thailand, Indonesia, Japan, Mexico, Canada, US
- International Policy
 - ICAO, ISO, SPT, M1, IBIA



Security Systems Division



3M Products for the Future

- Travel Documents of the Future
 - Secure materials
 - Confirm™ Passport laminates
 - SecureCard™ ID cards
 - Smart documents/materials
 - Coming soon



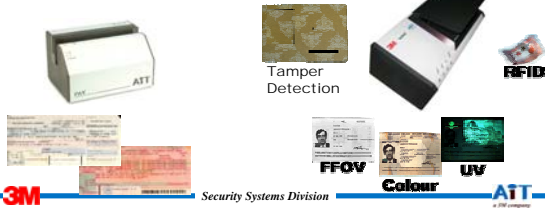
Security Systems Division



3M Products for the Future

- **Advanced Document Reading Technologies**

- PAX and imPAX document readers
- High reliability reading and document authentication



3M

Security Systems Division

ATT

3M Products for the Future

- **Web-enabled Decision Systems**

- enTReX Border Management System
 - Entry/Exit, Visa Policy, Biometrics
- GenE Passport / Document Issuance System
 - Application, Biometrics, Entitlement, Production

- **Smart Self-service Facilitation**

- Relationships with all major kiosk vendors
- IBM, SITA (Northrup Grumann), IER, KIS
- Integrated reader technologies

3M

Security Systems Division

ATT

3M Products for the Future

- **Virtual Borders**

- Integration of all aspects of our business
 - Readers
 - Systems
 - Materials
 - Biometrics
- Extension through cooperation and sharing
- Advanced APIS proof-of-concept for CIC

3M

Security Systems Division

ATT

Why We're Here

- We're here to listen
- We're here to offer our experience
- We're here as partners in solving today's and tomorrow's problems

3M

Security Systems Division

ATT

Thank you



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Security Systems Division

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Overview of Smart Border and Impacts on Land Borders



Transport Canada
Smart Border Symposium
October 1, 2003

Smart Border Declaration

Joint Statement by Canada and United States

- Hon. John Manley and Hon. Tom Ridge

30-point Smart Border Action Plan

- Collaboration to identify and address security risks
- Maintain and expedite legitimate flow of people and goods



Land Borders

The Four Pillars of the Smart Border:

- Secure flow of People
- Secure Infrastructure
- Secure flow of Goods
- Coordination and Information Sharing



Land Borders

Land Border Action Items:

- Alternative Inspection Services
- Harmonized Commercial Processing
- Clearance Away from The Border
- In-transit Container Targeting
- Infrastructure Improvements
- Intelligent Transportation Systems
- Joint Enforcement Coordination

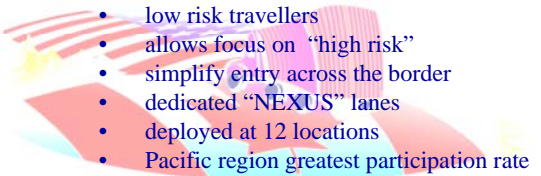


Land Borders

Alternative Inspection Systems

NEXUS:

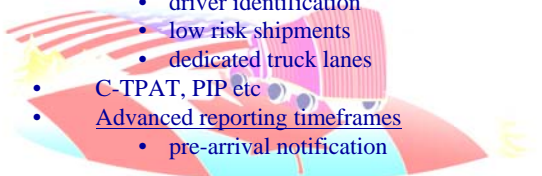
- harmonized process
- low risk travellers
- allows focus on "high risk"
- simplify entry across the border
- dedicated "NEXUS" lanes
- deployed at 12 locations
- Pacific region greatest participation rate



Land Borders

Harmonized Commercial Processing

- FAST – Free and Secure Trade
 - pre-approved carriers, drivers and importers
 - driver identification
 - low risk shipments
 - dedicated truck lanes
- C-TPAT, PIP etc
- Advanced reporting timeframes
 - pre-arrival notification



Land Borders

Clearance Away from the Border

- Exploring options to relocate customs from border area
- Goal of improving security while maintaining traffic flow
- Reverse inspection process
- Rail cargo a logical application
- Risk management for targeting rail shipments
- Installation of screening devices at rail major rail border crossing

7



Transport Canada Transports Canada

Land Borders

Joint In-transit Container Targeting

- Joint targeting of in-transit containers
- Inspectors working outside country -
 - CCRA in Seattle-Tacoma and Newark
 - CBP in Vancouver, Halifax and Montreal
- An element of the Container Security Initiative (CSI)
- Potential to include electronic container seals

8



Transport Canada Transports Canada

Land Borders



9



Transport Canada Transports Canada

Land Borders

Infrastructure Improvements

- Identification of border crossing improvements
- Joint planning of bi-national facilities: bridges
- Significant funding allocated:
 - \$1.33 Billion budget in Canada
 - Cost shared with the Provinces
 - \$245 Million allocated to Vancouver
 - US funding identified
- Construct NEXUS and FAST lanes
- Construct truck staging areas

10



Transport Canada Transports Canada

Land Borders



11



Transport Canada Transports Canada

Land Borders

Intelligent Transportation Systems (ITS)

- Deploy ITS to expedite traffic, track cargo and provide traveller information
- Numerous projects underway in Pacific Region:
 - Electronic seals on in-transit containers
 - Transponder technology for commercial vehicles including weigh-in-motion (WIM)
 - FAST program using smart-card readers
 - Advanced traveller information systems (ATIS) to advise of border delays

12



Transport Canada Transports Canada

Land Borders

Critical Infrastructure Protection

- Trans-border bridge and tunnel facilities vulnerable
- Conduct bi-national risk assessments
- Identify additional security requirements
- Develop support program
- Initiate assessments of transport networks

13



Transport
Canada

Transports
Canada

Land Borders

Joint Enforcement Coordination

- Federal law enforcement agencies
- Targets cross border criminal activities
- IBET – Integrated Border Enforcement Teams
 - Canada: RCMP, CCRA and CIC
 - US: CBP, Border Patrol and Coast Guard
 - other agencies as required
- Program expanded to incorporate marine services

14



Transport
Canada

Transports
Canada

Land Borders

Conclusion: 30 Point Action Plan

- Through joint cooperation and a bi-national approach to problem solving, the 30 point Action Plan is being implemented
- Considerable progress has been made with respect to improving the land border between Canada and the United States
- Improved access, infrastructure, technology deployments and administrative procedures will support the movement of people and goods while improving security

15



Transport
Canada

Transports
Canada

Thank you



16



Transport
Canada

Transports
Canada

Smart Border Symposium



October 1st, 2003

Prepared by: Robert F. Brown
Regional Customs Manager
UPS Supply Chain Solutions

Smart Border Symposium - Agenda



- Introduction
- “Need for Enhancing Border Security”
- Partnership / Collaboration Between Various Parties
- Cost of Enhancing Security

Smart Border Symposium



- September 11th “Greater Need for Border Security”
- C-TPAT – Customs-Trade Partnership Against Terrorism
- CSI – Container Security Initiative
- FAST – Free and Secure Trade
- PIP – Partners In Protection
- ACI – Advanced Commercial Information

“Enhance security for the entry of people and goods/goods into Canada/U.S.”

Smart Border Symposium



- Partnership in Enhancing Security
 - US Customs
 - Canadian Customs
 - Customs Brokers
 - Private Business
 - Associations
 - Travelers
- Collaboration with US and Canadian Customs
 - New Initiatives and Programs
 - Input from the importing community

Smart Border Symposium



- Cost on Enhancing Security
 - Customs Brokers
 - Private Business
 - Travelers
 - Consumers
- Current and Future Initiatives
 - Reviewing current and future initiatives
 - Eliminate or reduce un-necessary obstacles

“Enhancing security without un-necessary restrictions”

Thank you!



Enhancing Cross-Border Mobility and Transportation: *Perspectives on Joint Collaboration*

Gordon Rogers
Chair, International Mobility And Trade Corridor Project
John Mills
Director, Policy and Coordination, Transport Canada, Pacific Region

Smart Border Symposium
October 1, 2003

Introduction

- The Whatcom Council of Governments—MPO.
- The International Mobility and Trade Corridor Project—IMTC.
 - What is IMTC ?
 - What factors caused its emergence?
 - How was IMTC assembled and organized?
 - What are IMTC activities and indicators of effectiveness?
 - Essential elements Challenges²

Whatcom Council of Governments—WCOG

A Cooperative, Regional Conference

Executive Board

- Whatcom County
- Whatcom Co. Cities
- Whatcom Transportation Authority (transit agency)
- Port of Bellingham

Functions

- Metropolitan Planning Organization (MPO)
- Regional Transportation Planning (RTPO)
- Coast Millennium Trail
- National Scenic Byways
- Commute Trip Reduction
- International Mobility

3

What is the IMTC?

- A voluntary forum
- focused on improving mobility, safety, and security
- through the Cascade Gateway
 - composed of government agencies, industries, border municipalities, and non-governmental organizations,
 - from the United States and Canada.



4



5

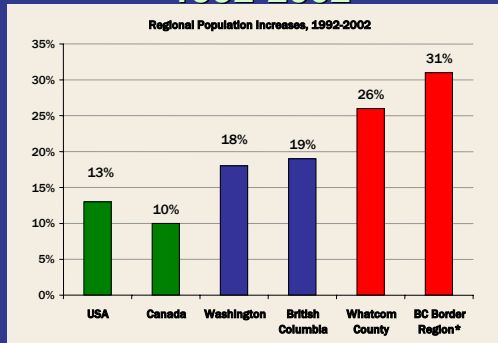
Why was IMTC initiated? (1997)

- Border congestion, increasing travel time minimal interagency coordination
 - Inspection agency staffing
 - Regional population growth
 - Rapid, post NAFTA truck traffic growth
- Federal (GSA) border-system plan
 - 1997 System Plan brought numerous important stakeholders together
 - Recognition of uncoordinated plans
- U.S. FHWA Border funding for:

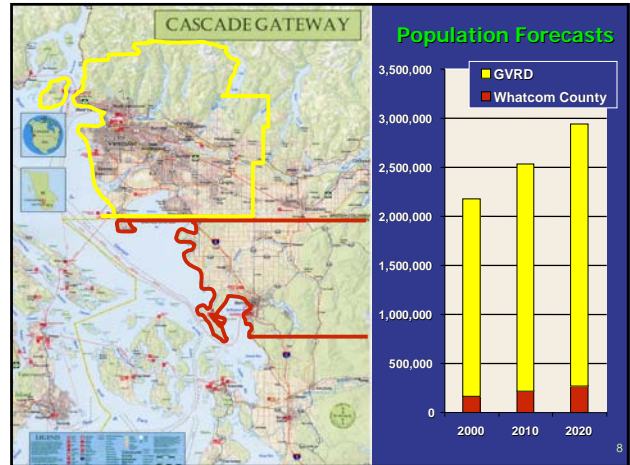


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Cascade Gateway Border Region Population Growth 1992-2002

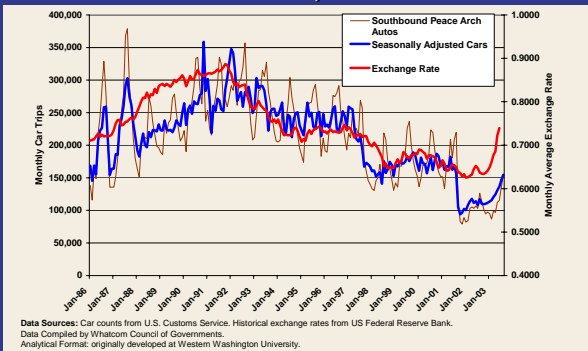


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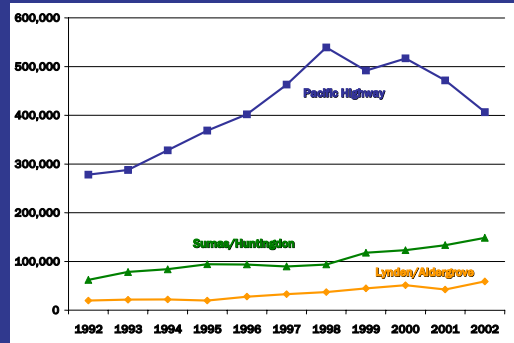
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US-CAN Exchange Rate vs SB Auto trips Peace Arch, '86 - '03



9

Cascade Gateway Southbound Truck Volumes 1992-2002



10

How was IMTC initiated?

- Planning meetings with key agency partners (Steering Committee).
 - WCOG, WSDOT, US GSA, US Customs, US INS, Canada Customs, BC MoT, FHWA, Transport Canada, Regional NGOs (Cascadia Project, PACE)...
- Seed funding: WSDOT, PoB, GSA.
- Lead agency: WCOG & dedicated staff time.
- Contact list development and phone calls.

Coalition building

Early funding

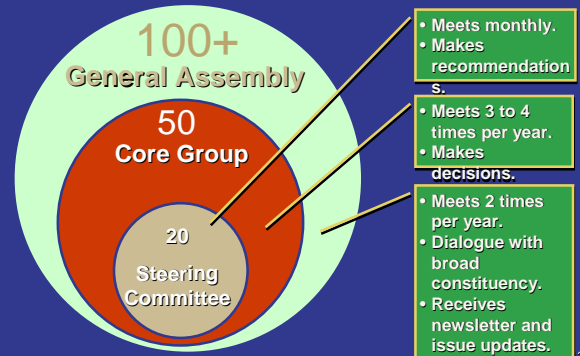
Lead & staff

Research and outreach

Facilitated dialogue

Feedback and adjustment

How is IMTC organized ?



2

How is IMTC organized and facilitated?

IMTC Core Group Participants

Transportation <ul style="list-style-type: none"> U.S. Federal Highway Administration Transport Canada U.S. Federal Transit Administration WA State Department of Transportation B.C. Ministry of Transportation Port of Bellingham B.C. Transportation Finance Authority Whatcom Council of Governments WSDOT – Advanced Technology Branch Greater Vancouver Transportation Authority 	Private Sector <ul style="list-style-type: none"> Washington Trucking Association British Columbia Trucking Association Duty free stores NW Motor Coach Association Burlington Northern Santa Fe Railroad Amtrak Border brokerages
Other Governmental <ul style="list-style-type: none"> U.S. General Services Administration U.S. Consulate, Vancouver Canadian Consulate General - Seattle Local, State, Provincial, & Federal legislators 	At-border Municipalities <ul style="list-style-type: none"> Whatcom County, WA City of Surrey, BC City of Bellingham, WA Langley Township, BC City of Blaine, WA City of Lynden, WA City of Sumas, WA City of Abbotsford, BC
Inspection & Enforcement <ul style="list-style-type: none"> Canada Customs & Revenue Agency U.S. Bureau of Customs & Border Protection Citizenship and Immigration Canada U.S. Immigration & Naturalization Service 	Non-governmental <ul style="list-style-type: none"> Discovery Institute – Cascadia Project Pacific NorthWest Economic Region Pacific Corridor Enterprise Council B.C. Chamber of Commerce Regional Chambers of Commerce (Bellingham, WA; Cloverdale, BC, Delta, BC) Tourism Victoria Vancouver Board of Trade

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Institutional Issues at the Border

State/Province/Fed. Govts. <ul style="list-style-type: none"> Differing methods and goals Service & retail sector benefits 	Transportation Agencies <ul style="list-style-type: none"> Access Mobility System efficiency Safety 	Inspection Agencies <ul style="list-style-type: none"> Re-Organization Trade laws Interdiction National security
Shippers/Carriers <ul style="list-style-type: none"> System efficiency Expected to invest in ITS systems 	Duty Free & Retail <ul style="list-style-type: none"> Congestion blocks store access 	Tourism <ul style="list-style-type: none"> Motor coach inspections Inspection standards across modes
		Brokers <ul style="list-style-type: none"> Agents of Customs agencies Potential for increased system

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Understanding IMTC

IMTC is:

- A forum for dialogue
- A platform for coordination
- An informal coalition based on trust

IMTC is not:

- An agency.
- A source of funds.
- A recipient of funds.
- A policy making body.

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What has the IMTC coalition been doing?

Collaboratively...

- Identifying border gateway deficiencies.
- Setting objectives for the Cascade Gateway.
- Identifying improvement projects.
- Assembling match funding and collectively supporting applications for available funding by member organizations.
- Providing advisory oversight of funded

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IMTC Objectives for the Cascade Gateway

Jointly...

- Plan the Cascade Gateway as a system.
- Improve traffic data and information through research
- Identify and fund needed improvements.
 - Infrastructure
 - Operations
 - Technology
 - Security

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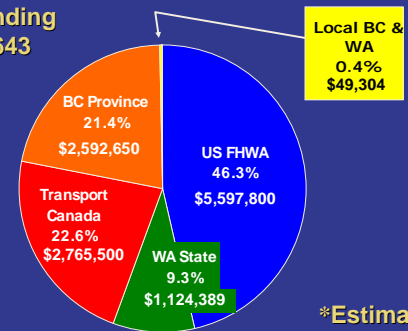
Are there measures of IMTC performance?

- IMTC has been active for six years. } Coalition Longevity
- IMTC has developed a more sophisticated identity for the Cascade Gateway border system and raised its profile. } Branding and education
- IMTC has built trust among and between agencies of both countries and garnered increasing financial partnership. } Maintained focus. } Increased leverage
- IMTC initiatives were “off-the-shelf” upon signature of the U.S.-Canada Smart Border Declaration. } A resource for the broader, U.S.-Canada border agenda

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IMTC Project Funding By Source 1999-2002 With SHIP*

Total Funding
\$12,100,643



*Estimated

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What elements seem essential to the IMTC Project?

- Cooperation
- Funding partners
- Clear, achievable objectives
- Focus
 - Facilitation & staff support.
 - Continued research and networking.
 - Established Credibility

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IMTC Challenges

- Continued funding of the forum
- Access to project funds
- Sustaining efficient cross-border transportation with due regard for security
- Unknowns associated with U.S. Federal Inspection agency re-organization (DHS)
- Dissymmetry of U.S. Federal programs

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IMTC Successes

- Continuity
- Bi-national project funding
- Bi-national credibility at local, State, Provincial and Federal levels
- Increased consideration for border issues among U.S and Canadian local, State, Provincial and Federal decision makers

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More Information about IMTC

IMTC website: www.wcoq.org/imtc

- Background information
- Project information
- Reports
- Data sets
- Newsletters
- Meeting summaries

My e-mail: gordon@wcoq.org

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Thank you

John Mills, Transport Canada

Implementation and construction
of Cascade Gateway Projects

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Free And Secure Trade (FAST)

A Harmonized Highway Commercial Process for pre-approved low risk importers, carriers, and drivers

1

Background

Ridge-Manley Smart Border Declaration

30-point Action Plan

- Risk management approach
- Enhance security
- Enhance economic prosperity
 - Signed December 12, 2001
 - Finalized June 28, 2002

2

Background

Ridge-Manley Smart Border Declaration

30-point Action Plan

Four pillars:

- Secure infrastructure
- Information sharing and coordination
- Secure flow of people
- Secure flow of goods

3

Background

Commissioner's Memo - June 6, 2002

- Customs' Priority Goals, Performance Measures and Metrics...
- #1. Border Control and Trade Facilitation
- Key priorities:
 - "Expanding Customs Trade Partnership Against Terrorism..."
 - "Implementing the Ridge-Manley Smart Border Accord..."

4

Background

FAST Introduction



Detroit, Michigan September 9, 2002

5

U.S. FAST Lane Eligibility

- C-TPAT approved importer,
- FAST/C-TPAT approved carrier,
- FAST approved commercial driver, and
- Use a FAST qualified cargo release method.

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FAST Commercial Driver

How to apply:

One application form - Canada/U.S.

- Mail to the Canadian Processing Center (CPC) in Niagara, Ontario
 - Fee \$50 U.S. or \$80 CA
 - Card valid for a maximum of 5 years
 - **Depending on immigration status**

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FAST Commercial Driver

Drivers applying to the FAST program will qualify if they are:

- Citizens or permanent residents of the U.S. or Canada
- Admissible to Canada or the U.S. under applicable immigration laws and have no criminal record for which they have not received a pardon, rehabilitation and/or waiver
- 18 years of age
- In possession of a valid driver's licence
- Of good character

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FAST Commercial Driver

APPROVED CONDITIONALLY:

- "Call in" letter issued by US FPC
- FAST Driver Enrollment Center
 - Report within 90 days

DISAPPROVED:

- Denial letter issued by CPC
 - 30 days to appeal

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FAST Commercial Driver

DRIVER ENROLLMENT CENTERS

- Verify driver's identification
 - Document review
 - Fingerprints
- Digital photo
- Issue cards

10

FAST Cargo Release

EXCLUDED MERCHANDISE:

- In-bond
- AD/CVD
- Quota/Visa.
- Other Government Agency

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FAST Cargo Release

Eligible good under FAST clearance, the goods:

- Must not be a prohibited, controlled, or regulated import
- Must not be subject to the release requirements of other government departments (OGD)
- Must generally be shipped directly to Canada from within the United States or Mexico

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FAST Cargo Release



FAST Approved Importer

FAST Approved Carrier

FAST Registered Driver

Clearance

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For More Information



FREE AND SECURE TRADE (FAST) PROGRAM
www.ccr-aadrc.gc.ca/customs/business/importing/fast/menu-e.html

CUSTOMS SELF ASSESSMENT (CSA)
www.ccr-aadrc.gc.ca/customs/business/importing/csa

PARTNERS IN PROTECTION (PIP) PROGRAM
www.ccr-aadrc.gc.ca/newsroom/factsheets/2002/jan/PIP-e.html

CUSTOMS – TRADE PARTNERSHIP AGAINST TERRORISM (C-TPAT)
www.cbp.gov

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NEXUS Highway



Asia-Pacific Economic Cooperation (APEC)
Smart Border Symposium - Vancouver, B.C.
Sept. 29 - Oct. 1, 2003

Background

- ♦ Joint Canada-U.S. alternative border clearance program for pre-approved, low risk travellers
- ♦ Result of 1995 *Canada-U.S. Accord on our Shared Border*
- ♦ Included in *30-Point Action Plan* of Ridge-Manley *Smart Border Declaration* of December 2001



Background

- ♦ Multi-agency partnership
 - Canada Customs and Revenue Agency (CCRA)
 - Citizenship and Immigration Canada (CIC)
 - U.S. Department of Homeland Security (DHS)
- ♦ Program developed from successful Sarnia, Ont./Port Huron, Michigan pilot
 - National program incorporated recommendations of independent evaluation of Canadian and American alternative inspection systems



Program Features

- ♦ Single application form
- ♦ Joint Canada-U.S. Enrolment Centres
- ♦ Single membership card for entry into both Canada and the United States
- ♦ Dedicated NEXUS lanes
- ♦ Expedited border clearance



Program Features

- ♦ Enhanced security measures
 - Rigorous background security checks performed by both countries
 - Requirement for applicants to provide 5-year address and employment history
 - Interoperable passage technology
- ♦ Program membership fee
 - \$80 CAN / \$50 US



Current Status

- ♦ Operational in 7 sites
 - Douglas, BC/Peace Arch, Washington
 - Pacific Highway, BC/Blaine, Washington
 - Boundary Bay, BC/Point Roberts, Washington
 - Sarnia, Ont./Port Huron, Michigan
 - Windsor, Ont./Detroit, Michigan
 - Ambassador Bridge
 - International Tunnel
 - Fort Erie, Ont./Buffalo, New York



Current Status

- ◆ Joint Canada-U.S. Enrolment Centres
 - Blaine, Washington (NEXUS/FAST)
 - Port Huron, Michigan
 - Detroit, Michigan
 - Fort Erie, Ontario (NEXUS/FAST)
- ◆ 55,000 approved members



Future Expansion

- ◆ Lanes Open by October 1, 2003
 - Niagara Falls, Ont./New York
 - Rainbow Bridge
 - Queenston-Lewiston Bridge
 - Whirlpool Bridge
- ◆ Lanes Open by November 30, 2003
 - Lacolle, Que./Champlain, New York
 - St. Armand-Philipsburg, Que./Highgate Springs, Vermont
 - Coutts, Alb./Sweetgrass, Montana



Future Expansion

- ◆ Joint Canada-U.S. Enrolment Centres opening in Fall 2003
 - Champlain, New York
 - Coutts, Alb./Sweetgrass, Montana
- ◆ Future program expansion dependent on bi-national site surveys
 - Includes analysis of commuter population, infrastructure, traffic volumes



NEXUS Highway



CROSSING THE LINE: APEC COMES TO A SMART BORDER SYMPOSIUM

SUMMARY: Canada organized an APEC symposium on the Canada-US Smart Border Agreement in Vancouver, Canada, September 29 - October 1, 2003. Representatives from 20 APEC economies were taken to the Port of Vancouver, the Vancouver International Airport, and the Pacific Highway/Blaine land border, for an examination of policies and technology in place designed to ensure a secure yet efficient movement of people and goods between Canada and the US. Presenters from both Canadian and US government agencies, as well as the private sector, demonstrated the high level of bi-national commitment and cooperation that led to the Smart Border Agreement, and that continue to characterise its implementation. Delegates, many of whom were from their economies' immigration or customs agencies, expressed appreciation for the opportunity afforded by the symposium and offered some concrete suggestions for follow-up.

REPORT:

2. **Background:** With US\$1.2 billion in trade now crossing the Canada-US border every single day, Canada and the United States have the largest trade relationship of any two countries in the world. As well, more than 200 million travelers cross the border each year. Thus, when the events of September 11, 2001, created an immediate need for significantly increased security at the world's borders, the Canada-US border very quickly became a bottleneck threatening the economic prosperity of both countries. Something clearly needed to be done.
3. **The Declaration:** Addressing the global threat of terrorism, the two countries quickly concluded that national and economic security were mutually reinforcing objectives. On December 12, 2001, Canada's Deputy Prime Minister, John Manley, and US Homeland Security Advisor (now Secretary of Homeland Security), Tom Ridge, signed the Smart Border Declaration and together launched a 30-point action plan. This blueprint for action has four pillars: the secure flow of people, the secure flow of goods, secure infrastructure, and information sharing and coordination in the enforcement of these objectives.
4. **The Motivation:** APEC Leaders meeting in Los Cabos, Mexico, in October, 2002, renewed their commitment to supporting counter-terrorism initiatives while maintaining free and open trade. The Secure Trade in the APEC Region (STAR) Initiative is one component of the 2002 Leaders' Statement on Counter-Terrorism and includes measures to protect cargo, maritime security, aviation security, and people in transit. Leaders also recognised the essential role of capacity building in ensuring that developing APEC economies are able to meet these commitments. At the core of the STAR initiative is the key relationship between security and prosperity, and a clear desire to keep goods and services moving. Given the very similar motivation driving the Canada-US Smart Border Agreement, exposing our APEC partners to that agreement was a natural extension of the STAR initiative.
5. **The Symposium:** Canada's goal for the Smart Border Symposium was to showcase Canada-US Border cooperation, with a view to providing capacity building that could be used to encourage and develop similar border cooperation in the Asia-Pacific region. Another objective was to demonstrate how Canada has implemented various elements of the STAR initiative, including marine safety assessments, the Container Security Initiative, passenger

processing and key technology. This included facility tours, presentations, and discussions. 20 APEC economies were represented, primarily by high-level officials from customs and immigration agencies. Delegates to the Symposium visited border points for three modes of transportation: sea, air and land.

6. **The Port of Vancouver:** The first day of the symposium took place at the facilities of the Vancouver Port Authority. In an introductory session, David Mulroney, Assistant Deputy Minister for Asia Pacific and Canada's Senior Official for APEC, spoke to the delegates about the APEC context of this symposium. He noted that APEC principles include trade liberalization, trade facilitation, and private sector participation. APEC goals, Mr Mulroney pointed out, include enhancing our collective security and expanding prosperity - and they need not be contradictory goals. In his speech opening the symposium, the United States Consul General in Vancouver, Dr. Luis Arreaga, discussed Canada's and the US's shared objectives in the fight against terrorism, and spoke of the work that remains to be done. Other introductory speakers included Ben Hume, chairman of Canadian Manufacturers and Exporters, the private sector of the symposium, and Rogers Simmons, Canadian Consul General in Seattle. They highlighted that successful border cooperation requires relationships of trust and mutual respect at both local and national levels, that national sovereignty is not imperiled by cooperation but enhanced, and that border cooperation is a multi-dimensional effort involving many different agencies.
7. The delegates then heard from Graham Kee of the Vancouver Port Authority. The Port of Vancouver is Canada's busiest and most diversified port, and one of the biggest on the Western Pacific. Its Port Authority governs the activities of 23 separate facilities, comprising container, cruise, general freight and bulk terminals. Mr. Kee spoke of the efforts his Authority was undertaken to ensure that all 23 facilities undertook the appropriate security assessments. He argued persuasively that addressing security issues was a matter of remaining competitive. Shippers to the western seaboard of North America had a number of ports to choose from, and only those who had established a reputation for the highest degree of security awareness while remaining cost competitive could continue to expect to see sea freight arriving.
8. Outside of the meeting room, delegates were given a demonstration of a mobile Vehicle and Cargo Inspection System (VACIS) -- a truck mounted gamma ray unit that can examine the contents of containers without opening them. Although expensive, the ability to check the contents of a container against its manifest in approximately 30 seconds is an important addition to a customs unit's tool box. Also demonstrated were a mobile ion scanner for explosives detection, and a narcotics-sniffing dog. All of these various security measures formed part of Canada's response to the STAR and Container Safety Initiatives.
9. **The Vancouver Airport:** On the second day of the symposium, delegates met at facilities of the Vancouver Airport. The day began with an overview of customs initiatives arising from the Smart Border Agreement. In Canada, customs officials do the primary check of all incoming passengers on behalf of all other government departments. Customs and Immigration Agencies therefore work closely together, especially in the areas of advanced passenger information (API) and passenger name records (PNR). With airlines providing API and/or PNR, Canadian authorities are able to target those passengers who are arriving who

present a high risk because of anomalous aspects of their travel. This concept of risk management - concentrating efforts on high risk passengers while making things as efficient as possible for low risk passengers - informs an ongoing program called CANPASS. This program, which allows frequent travellers to obtain special access to automated customs and immigration clearing, relies upon extensive record checks of applicants and the latest of biometric technology (iris scanning).

10. The technology in current use was demonstrated to the delegates on location in the airport. Delegates visited the API/PNR centre and spoke to officers analysing information received from airlines. They also saw the application centre for CANPASS, and experienced the process for obtaining a CANPASS, as well as the use of the CANPASS machines allowing passengers to bypass the normal customs line-ups in favour of a 30 second process of peering into a machine. Customs officers also demonstrated the use of a portable ion scanner to check for explosives. Finally, the delegates were also shown the customs examination rooms, where passengers whose luggage or persons needed checking were dealt with.
11. **The Pacific Highway/Blaine Land Crossing:** The last day of the symposium took place at facilities near the Pacific Highway/Blaine land border crossing, about an hour south of downtown Vancouver. Here delegates had explained to them the development of the NEXUS and FAST programs. NEXUS is similar to the CANPASS program, in that it allows pre-screened frequent travelers to use a dedicated lane at the border crossing with minimal interaction with the customs agent. FAST is a program aimed at freight, where pre-approved drivers with pre-approved transport companies carrying the goods of pre-approved importers have a dedicated lane and simplified crossing procedures. The use of both the NEXUS and FAST systems were demonstrated at the border crossing, with delegates getting a chance to see both the Canadian and US border checkpoints. On the US side of the border, delegates watched trucks moving through both a VACIS machine (gamma ray contents detection) and a radiation scanner as part of the clearance procedure.
12. The delegates were also introduced to the concept of IBETs - International Border Enforcement Teams. They received a joint presentation from a member of the Royal Canadian Mounted Police, and two members of the US Department of Homeland Security (representing the Bureau of Customs and Immigration Enforcement, and the Bureau of Customs and Border Protection.) IBETs were a response to a need for joint efforts in law enforcement efforts at and near the border that was perceived prior to the events of September 11, 2001, but made even more important since. These teams work closely together to deal with such issues as narcotics importation and criminal flight as well as protection against terrorist incursions.
13. **Overall Themes and Conclusions:** Some delegates expressed surprise at the amount and depth of the cooperation that they saw over the three days, even to the point of US customs and immigration officers working within the Vancouver Airport and their Canadian counterparts working in US facilities. Others were impressed by the technology in use to make the movement of low-risk people and goods fast and efficient. In various guises, they heard the message frequently over the three days: with the necessary political will, and the willingness of countries to cooperate, it is possible to significantly enhance the security of our borders, while

Ms.	Teresa Conolan	Snr. Australian Customs Attache	Australian Customs Service
Ms.	Janet Mackin	Regional Director, Counsellor (Immigration)	Embassy of Australia
Mr.	Sa Bali Abas	Director of Immigration and National Registration	Department of Immigration
Mr.	Salminan Haji Burut	Assistant Director of Immigration	Department of Immigration
Mr.	Alan Bowman	Deputy Director	Department of Foreign Affairs and International Trade
Ms.	Genevieve Jones	Int. Economic Relations & Summits Division	Department of Foreign Affairs and International Trade
Mr.	Paul S.H. Lau	High Commissioner	Canadian High Commission, Brunei
Mr.	John F. Mills	Regional Director, Policy Coordination	Transport Canada, Pacific Region
Mr.	Ed Jager	Economic Policy Officer (APEC)	Department of Foreign Affairs and International Trade
Mr.	Terry Cormier	Director, International Crime and Terrorism	Department of Foreign Affairs and International Trade
Mr.	Brion Brandt	Director, Security Policy	Transport Canada, Pacific Region
Mr.	David Mulroney	Assist Deputy Minister, Asia Pacific	Deptment of Foreign Affairs
Mr.	Mark Romoff	Executive Director Ontario	Industry Canada
Mr.	Bruce Levy	Director	US Transboundary Division
Mr.	Barry Kong	Program Services Officer	Canada Customs - Pacific Region
Ms.	Lucie Binet	Director	Canada Customs and Revenue Agency
Ms.	Daniela Ivascanu	Trade Development Officer	Industry Canada
Ms.	Kathryn Burkell	Trade Commissioner	Industry Canada
Mr.	Ron Merrick		Industry Canada
Hon.	Roger Simmons	Consul General of Canada	
Mr.	Gordon Chu	Director	Canada China Business Council
Mr.	Jose Castro Munoz	Commissioner of Police	Ministry of Defense
Mr.	Patricio Viveros Arizabalo	Electrical Engineer	Ministry of Agriculture
Mr.	Bai Ruitang	Assistant Director	Ministry of Public Security
Mr.	Jin Weicheng	Section Chief	Ministry of Public Security
Mr.	Meng Xi An	Consulate General	People's Republic of China in Vancouver
Mr.	Peter Y.L. Ho	Dir. Import/Export Admin Div.	Ministry of Economic Affairs

Mr.	Juel-Der Li	Senior Specialist	Ministry of Transportation & Communications
Mr.	Chiu Bit-yuen	Assistant Superintendent	Customs & Excise Department, Hong Kong SAR
Mr.	Ajat Sudrajat Havid	Dir. of International Cooperation, Immigration	Dept. of Justice and Human Rights
Mr.	Koswara	Deputy Dir. of International Cooperation	Dept. Justice & Human Rights
Mr.	Haryono Agus Setiawan	Immigration Officer	Dept. Justice & Human Rights
Mr.	Kosuke Kuroe	Consul	Consulate-General of Japan in Vancouver
Ms.	Hironori Mochiki	Consul	Consulate-General of Japan in Vancouver
Mr.	Oh, Ju-ho	Assistant Director, Entry Control Division	Ministry of Justice
Mr.	Saadun Mat Sabari	Director of State Immigration	Home Affairs Ministry
Mr.	Rafael Valencia Garcia	Director of Supervision & Evaluation	Interior/National Institute of Migration
Mr.	Jose Octavio Tripp Villanueva	Foreign Affairs Coordinator	Governance Ministry
Mr.	Rafael Villar Espinosa	Advisor	Governance Ministry
Mr.	Hector Romero	Consul General of Mexico in Vancouver	Consulate General of Mexico
Mr.	Rodolfo Diaz	Deputy Consul General of Mexico	Consulate General of Mexico
Mr.	Mauricio Ibarra	Counsellor for Political Affairs	Embassy of Mexico
Mr.	John Secker	Nat. Mngr. Airports & Marine	New Zealand Customs Service
Mr.	Rafael Farromeque	Dir. General for Planning & Budget	Ministry of Transport & Communications
Ms.	Diana Tamashiro	Executive Director; General Director of Migration and Naturalization	Ministry of Interior
Mr.	Daniel Caraan Cueto	Associate Commissioner	Bureau of Immigration, Department of Justice
Sec.	Roilo Golez	Nat. Security Advisor & Director General	National Security Council
Mr.	Aleksandr Ignatov	Deputy Director	Bureau of Asia-Pacific
Mr.	Chui Wai Cheng	Head Operations Mangement	Ministry of Home Affairs -Immigration & Checkpoints Authority
Mr.	Tan Choon Yong	Snr. Technology Planning Executive	Ministry of Home Affairs -Immigration & Checkpoints Authority
General	Krerkphong Pukprayura	Commander	Royal Thai Police
Mr.	Sutheera Ariyawanakit	Director of Maritime Promotion and Development	Bureau, Marine Department

Mr.	Luis E. Arreaga	Consul General of the United States	US Consulate Vancouver
Mr.	Richard Biter	Deputy Director	US Department of Transportation
Ms.	Susan C. Williams	Representative to Canada	US Transportation Security Administration
Mr.	Jay Brandt	Assist. Aera Port Director	Dept. of Homeland Security
Mr.	Nguyen Anh Tuan	Assist. To General Director of Vietnam Customs & Deputy Minister of Finance	Ministry of Finance