

# Canada- United States Accord on Our Shared Border



UPDATE 2000



Government  
of Canada

Gouvernement  
du Canada

For additional copies, contact:

Communications Branch  
Citizenship and Immigration Canada

Ottawa, Ontario K1A 1L1

Tel.: (613) 954-9019

Fax: (613) 954-2221

Internet: <http://www.cic.gc.ca>

© Minister of Public Works and Government Services Canada, 2000  
Cat. no. Ci51-95/2000E  
ISBN 0-662-29359-2

Also available in alternative formats upon request.

# Table of Contents



- Introduction .....2
- Background .....3
- The Road Ahead .....5
- Border Accord Commercial Initiatives .....6
- Commercial Vehicle Processing System .....7
- Cooperation in Contraband Detection Technology .....9
- Joint Facilities .....13
- In-transit Highway Simplification Project .....17
- Liaison Officer Exchange .....20
- Joint Review of Border Security Study .....21
- Travellers .....22
- Alternative Inspection Services Program .....29
- Managing Access to Canada and the United States .....32
- Conclusion .....33



# Introduction

## **CANADA AND THE UNITED STATES SHARE THE WORLD'S**

longest undefended border. Each year, hundreds of billions of dollars in goods cross the border and there are more than 200 million border crossings by individuals. Both countries benefit immensely from cross-border commerce, travel and tourism, and are working closely to improve the way lawful travellers and goods are inspected at the border. To protect these mutual advantages, we understand that the two governments must continue to work together to combat shared problems.



# Background



## **UNDER THE CANADA-UNITED STATES ACCORD ON OUR**

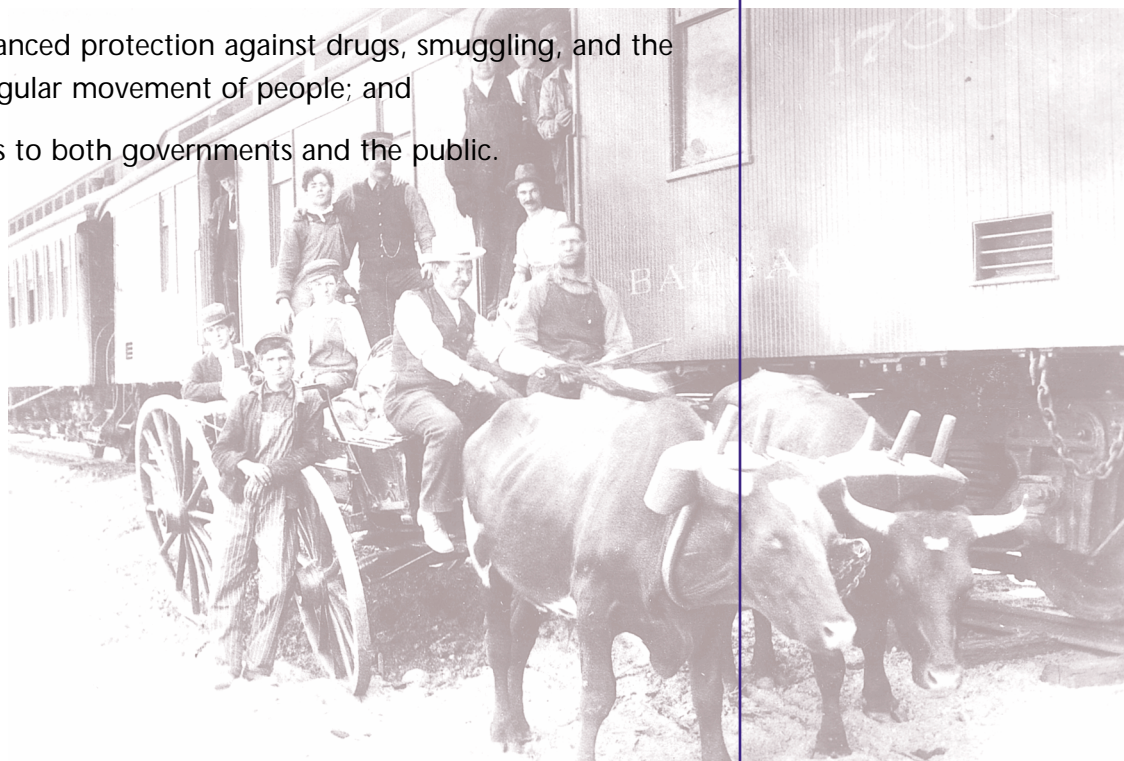
Shared Border, Canada and the United States are cooperating to develop a vision for the border that develops and preserves its open character while protecting our communities.

The Accord, announced on February 25, 1995, recognizes that improving the efficiency of our shared border requires cooperation and coordination. As partners, we share a responsibility to create a border that is flexible enough to accommodate our economic interests and permits us to protect the health and safety of our citizens.

The Accord is a blueprint that has allowed both governments to strengthen their partnership by offering their citizens new and innovative programs and services, at a time when governments are becoming smaller and more fiscally responsible to their citizens.

The Accord commits both governments to:

- Promoting international trade;
- Facilitating the movement of people;
- Providing enhanced protection against drugs, smuggling, and the illegal and irregular movement of people; and
- Reducing costs to both governments and the public.







Since 1995, the two countries have worked as partners to implement a number of Accord initiatives. A coordinating committee, made up of representatives from various government border inspection agencies, is guiding the implementation of these initiatives. The agencies represented are the United States Immigration and Naturalization Service (USINS), Citizenship and Immigration Canada (CIC), the United States Customs Service (USCS), the Canada Customs and Revenue Agency (CCRA), the United States Department of State, and Foreign Affairs and International Trade Canada. Other government departments and agencies become involved on an ad hoc basis.

In 1997, President Clinton and Prime Minister Chrétien reaffirmed their commitment to the Accord by announcing a number of new joint measures, such as providing enhanced service to small border communities.

In October 1999, Prime Minister Chrétien and President Clinton confirmed the guiding principles for United States-Canada border cooperation by creating the Canada-United States Partnership (CUSP).

In addition to the Accord and the CUSP, border cooperation continues to be enhanced through other bilateral initiatives such as the USINS-CIC Border Vision and the Cross-Border Crime Forum. The Border Vision addresses the development of a strategic, regional approach to migration issues. The Crime Forum furthers cooperation and information sharing between our two countries in the fight against transnational crime.

# The Road Ahead



**BOTH COUNTRIES ARE COMMITTED TO THE** modernization of the shared border in order to facilitate legitimate travel, address mutual threats, improve compliance with the laws of both countries, and efficiently manage increasing volumes of trade and travel to reduce pressures on border resources and infrastructure.

The guiding principles for the shared border in the 21st century include streamlining and harmonizing border policies and management, expanding cooperation at and beyond the border, and collaborating on common threats outside the United States and Canada.

The work to date has been most encouraging and has demonstrated that both governments are committed to making the United States-Canada border a model of cooperation and efficiency. In this report, we will outline our recent achievements and take stock of the work in progress. We will also address the challenges we face to make the border more responsive to the needs of our citizens and businesses.





# Border Accord Commercial Initiatives

## **AS WE BEGIN A NEW CENTURY, THE CUSTOMS**

administrations of the United States and Canada are continuing to simplify, harmonize and modernize customs clearance processes along our common border. We recognize the need to improve the process for commercial traffic and are exploring opportunities to streamline the flow of cargo.

The CCRA and the USCS are collaborating on the development of border policies, processes and procedures to facilitate the flow of legitimate commercial goods. We are actively seeking ways to harmonize systems and to eliminate unnecessary procedures and bottlenecks to expedite the flow of goods between the two countries, thereby improving the process for exporters, importers and the trading community.



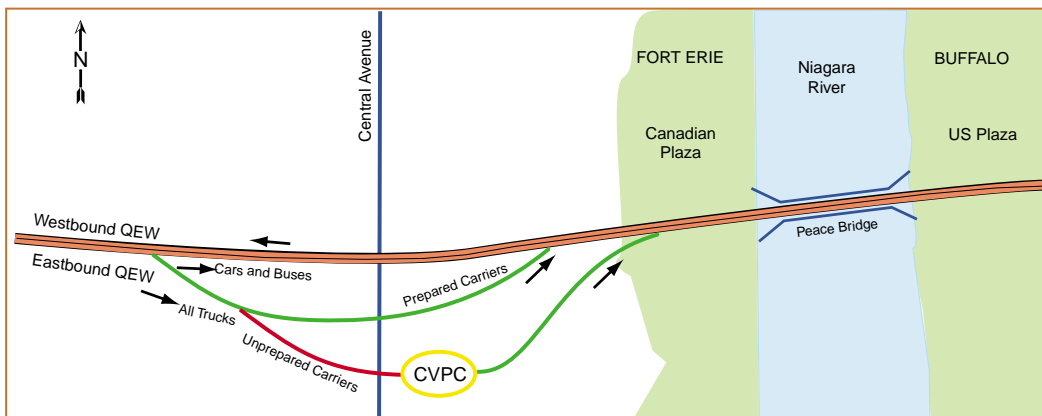
# Commercial Vehicle Processing System



## THE COMMERCIAL VEHICLE PROCESSING CENTRE

(CVPC) was developed to address processing delays and congestion that are directly attributable to the lack of document preparation on the part of trucks heading toward the United States from Canada. In essence, the CVPC separates prepared and unprepared carriers. Prepared carriers are allowed to proceed directly to the United States for customs processing without encountering delays that unprepared drivers are subject to.

This initiative, designed to minimize lengthy delays at bridge crossings along the border, was under development during most of 1999 and implemented for United States-bound commercial trucks at the Peace Bridge in Fort Erie, Ontario, Canada, on November 1, 1999. The Fort Erie CVPC is operated by the Peace Bridge Authority and acts as a staging facility for commercial vehicles to control traffic and ensure that proper import documentation is available for review by the USCS. The CVPC does not have United States or Canadian customs officers on site.





Before proceeding to the United States, unprepared drivers must stop, park their trucks at a staging area, deliver paperwork to a document processing attendant, await affixation of a unique bar code to each commercial invoice and truck manifest, and make sure paperwork is faxed to customs brokers in the United States. Once the documentation has been submitted to the USCS, drivers are allowed to proceed.

The implementation of the CVPC concept provides significant benefits to carriers, Customs, shippers, importers and bridge authorities. Faster border crossings, and increases in productivity and equipment efficiency are all made possible. In addition, traffic congestion and delays caused by unprepared carriers are minimized.

The application of the CVPC concept at other high-volume cross-border sites is under consideration.

# Cooperation in Contraband Detection Technology



## **CANADA AND THE UNITED STATES ARE COLLABORATING**

to find more efficient ways to build on their interdiction successes and improve traditional customs anti-smuggling work. To combat the growing threat of contraband, the two customs administrations are working together to develop and procure sophisticated contraband detection and enforcement equipment to improve our ability to detect inadmissible goods. Our partnership has resulted in reduced research, development and equipment acquisition costs, and has enabled our customs officers to minimize delays for legitimate travellers and commercial goods by expediting clearance processes and conducting faster, non-intrusive contraband examinations.

## **CHEMICAL DETECTION AND X-RAY SYSTEMS PROJECTS**

The CCRA and the USCS are in the developmental stage of a number of chemical detection and X-ray systems to identify illegal contraband.

### ***Vapour Detection Techniques***

The United States Department of Defence is testing different vapour detection techniques to detect the presence of cocaine.

The implementation of the vapour detection system will reduce the time required to search containers, thereby saving time and money for the trading community.





### ***Potassium-40 Prototype System***



The USCS and the CCRA are combatting the transportation of bulk marijuana through the development and funding of projects such as the advanced Potassium-40 prototype system. Potassium-40 is a series of detectors used to evaluate the contents of loaded containers

without unloading the cargo, thereby reducing the waiting time for our clients. The system is currently operational at the port of Lacolle in Quebec.

### ***Vehicle and Cargo Inspection System***

The Vehicle and Cargo Inspection System (VACIS) is an innovative, state-of-the-art, full container system that can produce gamma-ray images of tractors, trailers and passenger vehicles. The VACIS is designed to conduct quick and effective inspection—usually in three minutes—without the time and expense of unloading cargo. The gamma-ray system is safe and can probe deeper than an X-ray while emitting less radiation.

Unlike X-rays, which use a man-made source, gamma-rays employ a natural radiation source. A typical gamma-ray scan of a trailer gives off one two-hundredth of the radiation emitted in a chest X-ray. The USCS began using the VACIS in December 1999 at the Hidalgo/Pharr port on the southwest border. The CCRA is currently evaluating the system to determine its capability to penetrate a variety of real commercial goods in trucks and marine containers.



### ***Pallet X-Ray System***

The CCRA is working in partnership with Canadian industry to tailor the features of an off-the-shelf prototype pallet X-ray system that will allow us to penetrate the density of a variety of cargo and pallets.

### ***Roll-in X-Ray System***

This mobile X-ray system can be rolled into the back of containers, eliminating the need for customs officers to unload cargo to conduct search and seizure activities. This improved technology has resulted in savings for the trading community and increased the inspection rate of the CCRA. The roll-in X-ray system is used at 14 locations across Canada.

### ***Canine Detection***

For many years, customs administrations have relied on the ability of canines to assist in the detection of contraband. The CCRA and the USCS will be maintaining this tradition with the development of an air displacement methodology system to support canines. Air displacement methodology is a process by which air in a container is displaced. Canines are then walked around the container to detect the odour of narcotics.





## FUTURE PLANS

As technology improves, the two customs administrations are committed to the joint evaluation of new or emerging non-intrusive technologies, such as

- high-energy X-ray systems,
- infrared imaging, and
- ultrasound detection devices,

for application in high-risk traveller and commercial areas.



# Joint Facilities



## CONSTRUCTING THE WAY

### **UNDER THE UMBRELLA OF THE ACCORD ON OUR SHARED**

Border, the objective of joint facilities is to reduce costs to both governments by exploring means of sharing facilities for border inspection services.

Over the past four years, several joint construction projects have been identified for key border crossings that were in need of replacement or major renovations. These projects will reduce the existing duplication of space and increase the use of those areas that are not normally used to their maximum capacity (such as training and meeting rooms). In addition, the new buildings will accommodate the border service agencies of both countries together under one roof or in closer proximity, thereby increasing security for the personnel and the travelling public. This will also strengthen our partnership and foster increased cooperation between Canada and the United States.

## DESIGN STAGE

The design of three joint construction projects is nearing completion, with construction being the next step in the process. The locations are:

- Sweetgrass, Montana/Coutts, Alberta;
- Poker Creek, Alaska/Little Gold Creek, Yukon; and
- Oroville, Washington/Osoyoos, British Columbia.

Each project will replace outmoded buildings and infrastructure with state-of-the-art facilities to service both the commercial and passenger traffic well into the 21st century.



### **1. Sweetgrass, Montana/Coutts, Alberta**

This location has the highest traffic volume in the state of Montana and the province of Alberta. The border crossing joins United States Interstate Highway 15 (one of the primary north-south highways commencing at the United States/Mexico border at San Diego and connecting to Los Angeles, Las Vegas and Salt Lake City) and Highway 4 (leading toward the city of Calgary).

A feasibility study recommended a joint facility for the passenger traffic building and two separate commercial traffic buildings. An architectural firm has been retained to develop the design, which will be completed by fall 2000. The targeted date for the start of construction is April 30, 2001, and occupancy is scheduled for September 2003. This location will house the Customs, Immigration and Agriculture staff from both countries. (Figure 1 is a draft sketch of what the new facilities may look like.) Concepts will be developed for a joint animal inspection facility adjacent to the United States Department of Agriculture facility in Sweetgrass, Montana.



*Figure 1.*



## **2. Poker Creek, Alaska/Little Gold Creek, Yukon**

This location is the northernmost land border crossing in North America. It links the city of Dawson Creek to Alaskan cities via the Taylor Top of the World Highway. The location is a seasonal port and only operates in the summer months, after which the road is impassable and the crossing is closed. The joint facility is relatively small, given that traffic volumes are light. Because of its remote location, it will also include residence units for staff.

The design of this facility is complete and construction commenced in the spring of 2000, with occupancy scheduled for May 2001. (See figure 2.)

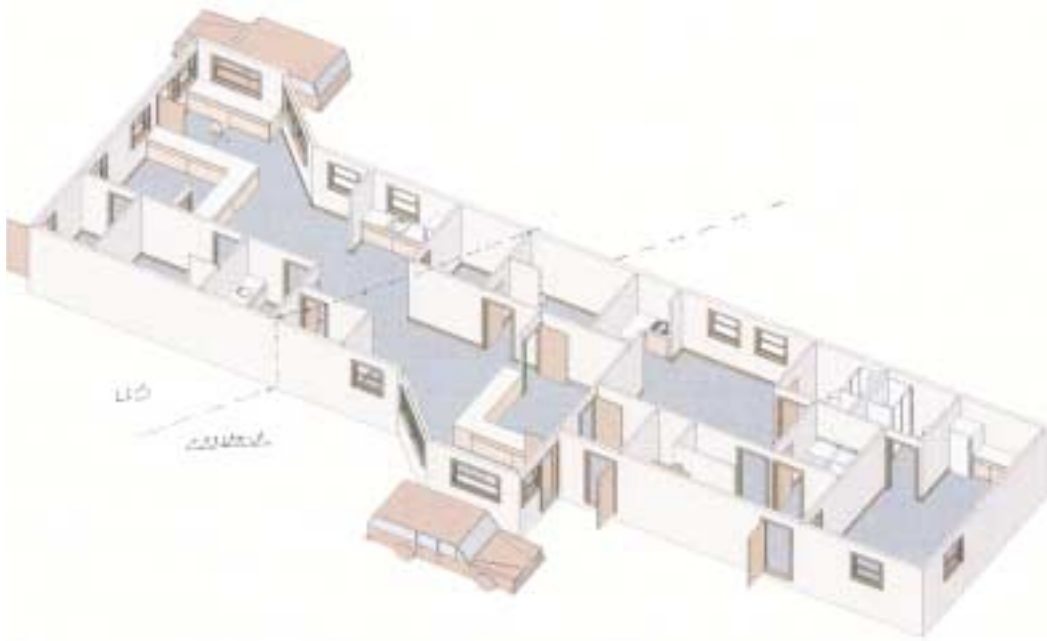


Figure 2.



### **3. Oroville, Washington/Osoyoos, British Columbia**

This location services the interior of British Columbia into the Okanagan Valley, and the central region of Washington State. Passenger traffic is relatively high because of tourism. The details of the project have been under development since 1997, and the preliminary design has recently been approved. Construction is scheduled to commence in July 2001, with completion targeted for the summer of 2003. (See figures 3 and 4.)



Figure 3.



Figure 4.

### **PLANNING FOR THE FUTURE**

During the development of these projects, both countries have been faced with challenges, ranging from currency fluctuations to differences in policies and legislation. Once the construction projects are completed, the furthering of this initiative will be achieved through cooperative planning efforts and the assessment of potential efficiencies and opportunities. Despite these issues, both Canada and the United States remain committed to the concept of joint/shared facilities.

# In-transit Highway Simplification Project



## THE COMMISSIONER OF THE UNITED STATES CUSTOMS

Service, the Honourable Raymond W. Kelly, says:

***“It’s a win-win-win agreement. The Canadian government wins, the United States government wins, and the cross-border carrier industry wins.”***

## WHAT IS THE IN-TRANSIT HIGHWAY SIMPLIFICATION PROJECT?

This is a joint undertaking by the United States Customs Service and the Canada Customs and Revenue Agency to streamline documentation requirements for the in-transit movement of highway cargo through Canada and the United States. It was piloted at ports along the Southern Ontario/Michigan and Southern Ontario/New York points of entry. The process was then implemented nationally along the Canada-United States border.

## OLD PROCESS—FOUR STOPS

The former customs process consisted of four stops:

1. carriers stopped at Customs as they left the country of export to have their documentation and load verified;
2. then stopped again at Customs as they arrived in the country of transit;
3. reported at export as they left the country of transit; and
4. stopped again at Customs as they re-entered the original country of export.



## NEW PROCESS—TWO STOPS

The In-transit Highway Simplification Project introduced a two-step process where the carrier presents documentation for in-transit movement upon arrival at Customs in the transiting country and stops at Customs again upon re-entry into the original country of export.

The two-step process was implemented nationally as a result of the Joint Statement on United States/Canada Cooperation Regarding the In-transit Simplification Pilot Project that was signed in Washington on May 17, 1999, by the Honourable Herb Dhaliwal, former Minister of National Revenue, and the Honourable Raymond W. Kelly, Commissioner of the United States Customs Service.

### ***What Does It Mean for Carriers?***

- Less congestion in the export lanes, allowing for a better flow of traffic.
- Reduction in the health and safety risks to drivers who had to cross export lanes to present documentation.
- Significant savings in time and money for highway carriers—about 30 minutes per trip.

Both the highway carrier industry and the two customs administrations benefit from the implementation of this project since they are able to reassign resources to more value-added tasks.





***“The single stop at the border certainly saves time ... and the fact that drivers do not have to get out of the tractor and walk across several lanes of vehicular traffic is certainly safer. We used to have difficulty getting our drivers to haul loads which went into and through Canada because of the time delay at the border gateways. We do not seem to have those issues any longer.”***

— Manager of a transportation company



# Liaison Officer Exchange

**IN 1999, GIVEN THE COMPLEXITY AND THE LONG-RANGE** scope of some Accord initiatives, the CCRA and the USCS introduced the Liaison Officer Program to obtain a better understanding of each other's operations and seek better cooperation and coordination on the development of these initiatives.

This program provides for an exchange of experts for specific periods of time, giving officers the opportunity to gain an in-depth understanding of both the technical and corporate cultural approaches to Accord initiatives. The officers are then tasked with the responsibility of ensuring that the technical side of the initiatives is well understood by their home administration.

Four exchanges took place in 1999. USCS officers learned about Canada's travellers and commercial programs while a CCRA officer reviewed the approach of the United States to post-audit risk management.

The Liaison Officer Program is an example of the CCRA's and the USCS' commitment to move ahead cooperatively with Accord initiatives.

# Joint Review of Border Security Study



**THE UNITED STATES AND CANADA ARE FACING EXTERNAL** threats related to international terrorism, transnational crime, and drug and people smuggling. These common concerns make it paramount for both countries to work together to develop a coordinated strategy.

Canada and the United States have established a broad range of mechanisms to strengthen their security. To better face these challenges and better position ourselves to counter these threats, the four inspection agencies (CCRA, CIC, USINS and USCS) have undertaken a review of the customs and immigration processes related to communications, training, border integrity, intelligence sharing and screening as they apply to threats of terrorism, criminality and contraband.

The aim of this study is to identify and provide for the sharing of best practices for the targeting of the illicit movement of goods and people, and enable a more effective response to future situations of threat. The initial focus will be on air and sea ports. This will allow the agencies to look at further opportunities for cooperation in the areas of information sharing and intelligence analysis, and to more effectively manage security issues jointly.



# Travellers

## CROSSING THE BORDER MADE EASIER FOR TRAVELLERS

### FOR THE PAST FIVE YEARS, CANADA AND THE UNITED

States have been working to streamline customs and immigration processes for travellers. We have implemented a number of technology-based programs and services that expedite the clearance of preapproved, low-risk travellers and tourists. Through the use of leading-edge technology, we have been able to tailor programs to the specific needs of certain traveller groups and certain areas along the Canada-United States border. The programs vary in detail, depending on the mode of transportation and the location of the entry point, but all are based on facilitating the movement of low-risk travellers, while maintaining the security and integrity of the border. Our long-term objective is to harmonize Canadian and United States alternative inspection processes, including air, sea and land, with regard to technology and the utilization of cards.

## CANPASS HIGHWAY

### PORTPASS DEDICATED COMMUTER LANES (DCL)

The highway traveller programs are designed to expedite border crossings for low-risk, frequent commuters. Travellers benefit from reduced inspection time through the use of special vehicle access lanes. In Canada, the program is called **CANPASS Highway** and, in the United States, it is referred to as **PORTPASS Dedicated Commuter Lanes (DCL)**.

The CANPASS Highway/PORTPASS programs are open to citizens or permanent residents of Canada and the United States. Individuals wishing to participate in the program simply submit an application form and undergo a security check. Once accepted into the program, participants receive a package that includes a decal for their vehicle.



Currently, there are many differences between the CANPASS and PORTPASS programs, such as that applicants must submit a separate application form for Canada and the United States. We are working to harmonize these two processes and develop a joint process to permit the entry of low-risk preapproved travellers entering both countries. While harmonization may appear simple, it is in fact a challenging undertaking. Nevertheless, we are committed to developing simpler and more efficient processes that benefit travellers.





## HARMONIZED HIGHWAY PILOT (NEXUS)

We are currently working on a project to develop a harmonized border-crossing pilot program for low-risk, preapproved travellers entering Canada and the United States. The pilot project will involve the use of licence plate readers and identification cards on the Canadian side of the border, and proximity card technology on the United States side. We expect to implement this pilot program on both sides of the border at Sarnia, Ontario/Port Huron, Michigan in the fall of 2000.

The harmonized features of the NEXUS program include common eligibility requirements, a common sanctions regime, a joint enrolment process, a common card, and a single application form and instruction sheet. The NEXUS pilot project offers benefits to both the inspection agencies and the travelling public.

An evaluation of the project, along with other selected alternative inspection systems currently at land border locations, will be conducted. This will assist us in determining the best approach for the future harmonization and expansion of Canadian and United States alternative highway inspection programs.







## CANPASS PRIVATE BOATS/PORTPASS PRIVATE BOATS

The private boat programs provide simplified reporting procedures for private boaters who travel frequently on international waterways between Canada and the United States. Individuals enrolled in the program use a telephone reporting system to get permission from a customs or immigration officer to enter Canada or the United States, up to four hours before their estimated time of arrival. All goods imported must be declared during the telephone conversation with the customs officer. If duties and taxes are owing, the customs officer on duty will advise travellers how to proceed. Customs and immigration officers will carry out random checks to ensure compliance with the laws. Boaters may then dock at any approved marina in Canada or the United States.

Even non-enrolled travellers can benefit from telephone reporting. Individuals simply need to proceed to a designated reporting station in Canada or the United States and report to Customs by telephone. The customs officer will then advise them whether they are free to leave the designated reporting station and enter Canada or the United States, or if they have to wait for customs and immigration officers to complete an on-site verification and examination to ensure compliance with the laws.

Although the Canadian and United States programs are similar, they are not the same. Through our cooperative efforts, we have developed a program that provides a single one-stop service to private boaters. This program is operational on Grand Lake at the New Brunswick/Maine border. Technologies such as card readers and videophones are used to verify the identity of individuals.

The procedure is simple: Participants are issued a membership card with a magnetic information stripe which, when swiped once, gives clearance into both countries.



A videophone is installed at the same location as the card reader, and non-enrolled travellers need only open the door of the telephone cabinet, lift the receiver and push the button displaying the flag of the country they wish to enter.

Travellers to the United States will be put in contact with United States officials at Houlton, Maine. The officer will interview the traveller and, if appropriate, grant admission to the United States.

Travellers to Canada will be put in contact with Canadian officials at the Telephone Reporting Centre in Hamilton, Ontario, where the same process will be conducted. The officer will interview the traveller and, if appropriate, grant admission to Canada.

The seasonal reporting pilot project has been in place in Quebec since 1997.

### CANPASS AIRPORT/INSPASS

The airport traveller programs facilitate the entry of pre-approved, low-risk frequent travellers at certain air ports of entry. This expedited clearance process has been available since 1995 to qualified airline passengers who travel frequently between Canada and the United States.

In Canada, the airport expedited process is known as **CANPASS Airport** and, in the United States, as **INSPASS**.





The CANPASS Airport Program is currently in operation at the Vancouver International Airport. The INSPASS Program is operational at airports in Miami, Los Angeles, New York, Newark, Vancouver and Toronto.

These processes permit prescreened frequent travellers who enter Canada and the United States to bypass the traditional face-to-face interview at the primary inspection with United States and Canadian inspection agencies and use an automated kiosk. Travellers will still be subject to random checks by customs and immigration officers.

Building on the success of CANPASS, the Canadian government is revising the airport program and will be extending the concept to other major airports across Canada. The revised program will be known as the Expedited Passenger Processing System (EPPS). EPPS will employ a biometric identifier, along with a preregistration system similar to the system used by the United States in INSPASS.

EPPS is being developed in partnership with the Canadian Airports Council, which represents the major international airports, and the Government of Canada, namely CIC, the Passport Office and CCRA. Initially, the Government of Canada component of the EPPS program will provide pre-enrolled travellers with an automated primary inspection process at a kiosk. The system incorporates enhanced risk management capabilities, including the use of biometric technology, to confirm the individual's identity and verify admissibility to Canada.



During the past decade, the air industry has experienced tremendous increases in international air travel. This issue is being addressed by both Canada and the United States through the increased use of technology, faster and more efficient service, and the streamlining of our operations.

### CANPASS PRIVATE AIRCRAFT/GATE

This program was initially introduced in 1996 for travellers who fly frequently to Canada and the United States on Canadian- or American-registered private or company aircrafts that carry no more than 15 passengers. In Canada, the program is referred to as **CANPASS Private Aircraft** and, in the United States, as **GATE**.

The process is simple: Approved and frequent participants telephone Customs to advise them of their intended arrival and then proceed to the airport.

Preapproved travellers are eligible to enter the country any time the airport is open for business.

In order for an aircraft operator to take advantage of the CANPASS privileges, all individuals travelling on the aircraft must be enrolled in the program. While this process simplified the reporting procedures for private aircraft owners, it posed difficulties for companies who operated corporate aircrafts.

Therefore, in October 1998, the CANPASS Corporate Aircraft Program was implemented. This program increased the number of potential permit holders, and limited the transportation to four non-permit holders on each flight, while still allowing the flight to enjoy CANPASS landing privileges.

# Alternative Inspection Services Program



## MEETING THE CHALLENGE

**CANADA AND THE UNITED STATES HAVE HAD TREMENDOUS** success in working together to build programs and services that enhance the level of service for residents. This has been achieved through the Alternative Inspection Services Program (AISP) for residents who live in rural communities along our shared border.

The AISP began in 1997 with an agreement between Prime Minister Chrétien and President Clinton to enhance the level of service provided to rural communities by extending the hours of operation at 22 low-volume, remote ports of entry. Twenty-four-hour service is provided to low-risk, preapproved travellers at all identified remote port locations, and border security is strengthened by installing camera surveillance.

## THE CHALLENGE

While both countries were committed to the objectives of the program, technology and the national requirements of each country posed some difficulties. The United States was faced with the legislative requirement that any person seeking to enter the country must be allowed a face-to-face



interview with an immigration officer. To ensure that the rights of the individual were not violated, the USINS, in collaboration with the USCS, tested technologies that provided the option of a face-to-face interview if requested. An interactive video system known as RVIS (Remote Video Inspection System) was selected.



Choosing a cost-effective technology proved also to be challenging for Canada. A number of interactive video systems were evaluated and it was determined that a magnetic card reader, supported by extensive video camera surveillance, would satisfy Canadian requirements.

## INSTALLATION

Card reader and video surveillance equipment is now installed at 18 of the 22 designated sites. The equipment is providing extended hours of service and increased border security at four offices in New Brunswick and at Coronach, Saskatchewan, and for nighttime surveillance purposes only at the other 13 locations. The United States is experiencing some administrative difficulties that will delay the further implementation of extended hours of service. The technology is installed at the following sites:

Forest City, N.B.	Forest City, Maine
Fosterville, N.B.	Orient, Maine
Bloomfield, N.B.	Monticello, Maine
River de Chute, N.B.	Easton, Maine
Chartierville, Que.	Pittsburg, N.H.
Goodlands, Man.	Carbury, N. Dak.
Snowflake, Man.	Hannah, N. Dak.
Cartwright, Man.	Hansboro, N. Dak.
Windygates, Man.	Maida, N. Dak.
Emerson East, Man.	Noyes, Minn.
Piney, Man.	Pinecreek, Minn.
Torquay, Sask.	Ambrose, N. Dak.
Northgate, Sask.	Northgate, N. Dak.
Coronach, Sask.	Scobey, Mont.
Big Beaver, Sask.	Whitetail, Mont.
Aden, Alta.	Whitlash, Mont.
Chopaka, B.C.	Nighthawk, Wash.
Midway, B.C.	Ferry, Wash.





## BENEFITS

AISP is already playing a greater role in the simplification and modernization of the Canada-United States border. The benefits of the investment in technology are already evident. Several individuals who cross our shared border without reporting to Customs or Immigration have been detected and the surveillance technology has provided the evidence needed for follow-up enforcement action.





# Managing Access to Canada and the United States

## **THE UNITED STATES AND CANADA'S LONG-TERM GOAL IS**

to arrive at a vision of the shared border that preserves and further develops the facilitative character of the border while addressing concerns about the movement of illegal migrants to North America. In particular, the two countries are working together to:

- find solutions to immigration control problems offshore (i.e., closer to their source);
- use advanced technologies at airports and the land borders to facilitate the movement of genuine travellers and to control the movement of illegal migrants;
- exchange intelligence data on a regular basis, using proven technology;
- establish better coordination between the two countries on visa policies and operations; and
- improve cooperation and coordination between Canada and the United States on our land border.

A longer-term approach will rely on effective co-operation and information exchange between Canada and the United States. This is based on an approach where both countries collaborate on and deal with problems even before reaching either country.



# Conclusion



**OUR TWO COUNTRIES, WORKING TOGETHER, WILL** continue to implement an ambitious plan of innovative programs and services for the 21st century. We will seek to develop a far-reaching strategy to combat illicit cross-border activity before it reaches either country. This will ensure that we continue to have a shared border that permits our law-abiding citizens and valuable goods to cross without unwarranted delays or problems. Our success will help both nations realize the true value of being good neighbours and will help create a border that is a model for the world.





Canada 