



Canadian/American Border Trade Alliance

P. O. Box 929 Lewiston, New York 14092 Tel./Fax (716) 754-8824 Email: canambta@aol.com
Website: www.canambta.org

James D. Phillips
President & CEO

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Statement by James D. Phillips
President & CEO
Canadian/American Border Trade Alliance

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on Border, Maritime And Global Counterterrorism
U.S. House of Representatives April 16, 2008

“Moving Beyond the First 5 Years: Using the Western Hemisphere Travel Initiative
to Implement Common Sense Border Security”

Introduction:

Chairwoman Sanchez, Ranking Member Souder, distinguished Members of the Subcommittee.
It is a privilege and an honor to appear before you today to discuss Common Sense Border Security.
The key is to achieve National Security for our Country and the Public while simultaneously increasing
our Economic Trade and Travel activity upon which our Quality of Life depends.

To achieve success one must have a vision of the final objective, the “End State.” To deliver seamless
movement of legitimate people to insure Economic Security requires that we know “who is low- risk” before
they get to our border, give them a special ID and a streamed access to and thru primary inspection to encourage
and in fact achieve increased Tourism and Legal Visitation. People's income not to mention infrastructure
financing depend on it.

Passport, Passport Card, REAL ID, Drivers License, Birth Certificate etc. provide only ID and Nationality or
just ID but regardless the essence is none of these allow passage without query since they do not identify low-
risk people for facilitated access and processing at this time. This is our one chance to achieve facilitated
seamless processing for the vast majority to protect economic benefits by delivering a degree of seamless travel
never before achieved at the US/Canada Shared Border while satisfying Public Security requirements.

Collectively we must insure that common sense prevails while achieving both essential objectives of proper
levels of Security to Deter, Detect and Prevent Threats to the public while making cross-border travel for
known low-risk individuals (the overwhelming majority) seamless as never before reached.

Unfortunately, from the outset of the initial Western Hemisphere Travel Initiative (WHTI) announcement in
April 2005, the initiative was “misunderstood” as to require a Passport to assist “to catch the bad guy.”
In reality WHTI was and is an initiative to provide Secure Documentation for border crossing into the United
States. WHTI would substantially improve the ability of CBP Officers at Border Primary Lanes to facilitate the
entry of low-risk individuals thus provide increased time and attention for unknown or non-low risk individuals.

Today WHTI has settled on the selection of acceptable documents that utilize the proven and long in use
technology of the NEXUS, FAST, SENTRI (known low risk programs) and the US-VISIT program for foreign
visitors.



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Vicinity RFID technology, utilized in NEXUS, FAST and US-VISIT, has been mandated for the additional WHTI acceptable documents i.e. PASS CARD from the State Department and the Enhanced Drivers Licenses to be issued by participating States and Canadian Provinces.

Controlled time-trials at the busy Peace Arch Land Border Port entering the United States from British Columbia resulted in the time to process an equal group of passenger vehicles as follows: current documents and declarations 65 minutes; when all used Proximity RFID Passports 25 minutes; when all used Vicinity RFID documents (NEXUS, FAST, US-VISIT, PASS CARD, Enhanced Drivers License technology) 8 minutes and if a dedicated NEXUS lane was open as well 5 minutes. With the expected mix of Passports and Vicinity RFID WHTI documents (after June 1, 2009), a reduction of wait time from 65 minutes to approximately 15/20 minutes should occur thus actually achieving the two objectives of facilitating low-risk while enhancing Public Security.

A like time-trial was performed at the Nogales East - Desconcini Land Border Port entering the US from Mexico resulting in the time to process an equal group of passenger vehicles as follows: current documents 123 minutes; when all used Proximity RFID Passports 90 minutes; when all used Vicinity RFID documents (SENTRI, FAST, US-VISIT, PASS CARD, Enhanced Drivers License) 32 minutes and if a dedicated SENTRI lane was open as well, 19 minutes.

The results of the time-trials indicate that "WHTI is a common sense solution when implemented properly." It is the complementary process to the already proven known-low risk Vicinity RFID programs of NEXUS, SENTRI, FAST and US-VISIT. The key is providing the Officer with the identity of individuals and their status "prior to them entering" the Primary Booth for assessment.

WHTI approved documentation is a foundation to introduce subsequent Known-Low Risk Programs such as the planned CBP Global Entry Pilot Program encompassing known International "Trusted" Travelers.

Suggested further steps:

DHS should consolidate "all pre-enrolled low-risk traveler and designated special categories" including US-VISIT in one responsibility. These should include NEXUS, FAST, SENTRI, TWIC & OTHER TRUSTED TRAVELER TSA & CBP PROGRAMS. I would hope HAZMAT and other Government specialties would also be included to allow an individual to use only one ID Card after appropriate background check etc. requirements with a menu option that activates all programs an individual is approved to utilize i.e. a known low-risk truck driver could be FAST, TWIC, HAZMAT AND NEXUS for his vacation travel (ALL ON ONE CARD) with required differing biometrics having been captured.

Maximize enrollment in known low-risk Programs (NEXUS, SENTRI, FAST)

The NEXT MAJOR IMPROVEMENT is to fully implement: offshore; (at point of departure); for International Visitors; a check of their documents to identify inadmissible individuals BEFORE they board transportation prohibiting them from physically reaching our soil that would also secure the air and sea travel lanes.

Thank you again for this opportunity to testify. I am pleased to answer any questions you may have.



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FOLLOW-UP ADDRESS

James D. Phillips
President & CEO
Canadian/American Border Trade Alliance
P.O. Box 929
Lewiston, New York 14092

(716) 754-8824
canambta@aol.com

Disclosure Statement: Neither I nor Can/Am BTA hold any Federal Grants or Contracts

ABSTRACT:

TO ACCOMPANY THE PUBLIC SECURITY REGIME RESULTING FROM THE LESSONS LEARNED FROM 9/11, IT IS IMPERATIVE THAT NEW AND IMPROVED APPROACHES TO DETERMINE, PROCESS AND FACILITATE KNOWN LOW-RISK GOODS AND PEOPLE AS WHTI WILL DO BE IMPLEMENTED TO ALSO ACHIEVE THE PROTECTION OF OUR ECONOMIC SECURITY. THIS OBJECTIVE IS IMPERATIVE TO OFFSET THE SUBSTANTIAL COST INCREASE OF NECESSARY PUBLIC SECURITY TO INSURE THAT WE DO NOT INCUR A DISADVANTAGE IN COMPETING IN THE GLOBAL ECONOMY.

SPECIFICS OF THE "COORDINATED CLEARANCE - POINT OF DEPARTURE DETERMINATION-THE EVOLUTION FROM THE PERIMETER CLEARANCE STRATEGY" ARE PROVIDED IN ELECTRONIC POWER POINT FORMATAS BACKGROUND MATERIAL.

ACHIEVING SECURITY AND PROSPERITY AS ONE

The current costs of complying and crossing the US/Canada shared Border are making US and Canadian companies non-competitive in global competition due to "doing the right security things in the wrong place."

The Coordinated Clearance – Point of Departure Determination (CC-PDD) Strategy, implemented step by step with completion in 2012, prohibits inadmissible people and unknown or high risk cargo from reaching US or Canadian soil and in so doing secures the air and ocean transit lanes as well.

CC-PDD delivers investment in Security Compliance that results in a facilitated US/Canada shared border crossing reality for low-risk people (tourism and visitation) and cargo (trade and commerce) that substantially enhances our collective global competitiveness and bi-national activity.