

**The House Committee on Homeland Security's
Subcommittee on Border, Maritime and Global Counterterrorism**

**“Frequent Traveler Programs:
Balancing Security and Commerce at our Land Borders”**

Thursday, July 26, 2007

**Neal Belitsky
President & General Manager
Detroit Windsor Tunnel LLC
Detroit, MI**

My name is Neal Belitsky, the General Manager for the Detroit Windsor Tunnel, one of the busiest passenger crossings between the United States and Canada. Thank you for this opportunity.

Last year over 6 million vehicles used our facility representing approximately 12.5 million travelers. Our traffic is down significantly since 2001 and is typical of passenger traffic across the entire US/Canadian border. Michigan and New York are unique as both states have water crossings to and from Canada. The tunnel remains the world's only international sub aqueous international vehicular tunnel.

My written testimony provides information on border traffic compiled by the Bridge and Tunnel Operator's Association (BTOA).

Two of the reasons often given by travelers are the inaccurate perception of the border and confusion on documentation. Though one cannot discuss trusted or frequent traveler programs without discussing the Western Hemisphere Travel Initiative (WHTI), I am going to limit my remarks to NEXUS.

According to US Customs & Border Protection (CBP), "the NEXUS alternative inspection program has been completely harmonized and integrated into a single program. NEXUS members now have crossing privileges at any air, land, and marine ports of entry. In addition, NEXUS is being expanded to seven airports in Canada with Toronto in early 2007.

The NEXUS program allows pre-screened, low risk travelers to be processed with little or no delay by United States and Canadian officials at designated highway lanes at high volume border crossing locations, at a NEXUS kiosk at the Vancouver International Airport, and at certain marine reporting locations in the Great Lakes and Seattle, Washington regions. Approved applicants are issued a photo-identification/proximity card. Participants use the three modes of

passage where they will present their NEXUS card and make a declaration. They are then released, unless chosen for a selective or random secondary referral.”

The NEXUS program works, we see it every day. The average time at a NEXUS primary inspection lane (PIL) is 10 seconds, compared to an average of 40 seconds in a traditional lane. The inspector, before a NEXUS cardholder reaches the booth, has photo and other pertinent information increasing both officer safety and national security. The program is risk management in action, allowing CBP to balance trade and traffic facilitation with border security.

The program, within its existing limits, has been successful. The majority of our commuter traffic, approximately 2500 vehicles into the US per day, is enrolled in NEXUS and our companion program NEXPRESS®. NEXPRESS® was created as a value-added incentive to entice travelers to enroll in NEXUS. Value added components are being used at various crossings for both NEXUS and FAST. We started with one US lane in 2003, worked with CBP to add a second commuter rush lane in 2004 and are awaiting response from CBP regarding the addition of a third commuter rush lane before the year is out.

The crossing operators and more recently the local business communities have filled a void in promoting and marketing the program.

Examples include: CrossingMadeEasy.com in the Windsor-Detroit region, GoBorder.com in Port Huron-Sarnia, converting one of the bridges over the Niagara River to a NEXUS only bridge and the NEXPRESS® program at the Detroit Windsor Tunnel.

Opportunities abound to expand the success of the program and make NEXUS an integral part of WHTI implementation. These are my recommendations:

- Though the application is available on-line, the process remains a paper and pen exercise. The option for on-line processing is a must, i.e. Accelerating the application process as part of the Global Online Enrollment System (GOES).
- Expand the days and hours that the NEXUS lanes are open. Commuters working off hours along with discretionary travelers don't have the option for the program as the lanes are limited on weekends, closed on holidays and are unavailable after 8:00 PM.
- Expand NEXUS functionality to all land border primary inspection lanes to provide CBP additional tools to manage the border and to provide an alternative to passports as an acceptable entry document. NEXUS- only express lanes can be opened based on demand and will speed inspection at all lanes.
- Integrate, advertise and market the advantages of the NEXUS land, sea and air programs.
- NEXUS enrollment centers are not conveniently located in all communities, many with limited hours. Enrollment and activation are important, CBP must become more consumer oriented.
- The Tunnel provides an international-intercity transit route. This requires riders to get off the bus when entering the country and go through inspection. Expanding the program to transit would speed the process and enhance security.
- There is an indirect benefit to increasing NEXUS participation-reduction in fuel consumption and air pollution. Cars idle while in line for the booth.
- We understand from senior officials at CBP that the NEXUS program is under resourced, staff and funds. This needs to be addressed if any real progress is to be made in expanding the program.
- A NEXUS appeals process needs to be provided for those that are denied at application as well as those that lose the privilege post enrollment.
- As the federal government continues to be faced with challenges in issuing and renewing passports, the initial wave of NEXUS

applicants are due for renewal starting later this year. The renewal process needs to be clear and efficient. The challenge may not only be expanding the program but retaining the existing base.

The land border remains fragile in light of threats of terrorism, WHTI, US VISIT and ACE implementation. NEXUS serves as an opportunity, a platform if you will for secure and efficient entry into the United States.

We invite members of the Committee to Detroit to see the land border and NEXUS in action. The Detroit Windsor Tunnel and the bridge combined have the highest volume of passenger crossing on the northern border.

Thank you.

Exhibits:

Bridge & Tunnel Operators Association Traffic Summary

GoBorder.com

CrossingMadeEasy.com

Sarnia Lambton Chamber NEXUS brief

Follow Up:

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Summary: NEXUS

The House Committee on Homeland Security's Subcommittee on Border, Maritime and Global Counterterrorism Testimony regarding "Frequent Traveler Programs: Balancing Security and Commerce at our Land Borders"

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Bridge & Tunnel Operator's Association (BTOA) TRAFFIC SUMMARY

	Percent Change From Prior Year												
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	YTD, June		
Crossing													
Ambassador Bridge	5.01	7.36	7.16	-1.12	-9.52	-6.07	-7.76	-0.18	-2.48	3.11	-4.77		
Blue Water Bridge	2.21	0.89	6.69	7.78	-4.84	-1.59	-2.78	2.35	-0.99	-3.3	-7.61		
Detroit-Windor Tunnel	-1.22	5.12	1.72	-10.29	-10.11	-9.57	-5.82	-9.06	-0.32	-8.77	-15.02		
Lewiston/Queen Br	-0.14	-6.66	5.02	4.68	-5.4	3.06	-6.67	-2.24	3.7	0.21	-4.75		
Ogdensburg Bridge	-3.93	-6.55	5.24	4.31	-3.56	-2.65	-0.11	2.35	-2.21	1.02	-0.92		
Peace Bridge	1.28	0.06	4.08	3.18	-3.02	0.38	-9.73	-4.33	-0.44	-0.72	-7.46		
Rainbow Bridge	24.11	3.76	-3.26	-0.64	0.67	-0.8	-19.55	1.4	-1.17	-1.85	-7.76		
Sault St Marie Bridge	1.82	-10.87	-3.68	-4.49	-14.59	-9.76	-8.43	-2.6	4.18	-0.8	-1.75		
Seaway Bridge	-3.15	2.14	7.9	1.13	-0.32	5.87	0.21	-0.06	-1.26	1.25	0.12		
Thousand Island Bridge	0.96	0.09	7.01	1.25	-2.1	1.24	-4.92	1.26	-1.84	-0.71	-1.51		
Whirlpool Bridge	10.49	-32.74	-21.23	1.54	-33.57	-27.93	3.71	n/a	19.9	-4.51	24.16		
Total	3.16	0.72	3.43	-0.58	-6.7	-3.25	-7.47	-2.43	-0.49	-1.23	-6.49		

ST NEWS ...

July 19, 2007
 I read this, user is too old e news items e. Please o a newer .thank you.

[Canadian Passport Applications](#)

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CANADIAN PASSPORT

- Passport Mandatory for land travel to the United States as early as January 1st, 2008.**
- Passport mandatory for airplane travel to the United States as of January 23rd, 2007.**
- Canadian Passport application information**

AMERICAN PASSPORT

- Passport Mandatory for land travel to the United States as early as January 1st, 2008.**
- Passport mandatory for airplane travel to the United States as of January 23rd, 2007.**
- American Passport application information**

NEXUS CARD

- May be used instead of passport for all land, air and water travel between Canada and USA.**
- Entitles holder to use dedicated express lanes at land border and airports.**
- Free for children under 18 years of age.**
- Nexus Card application information**

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 Blue Water Bridge Duty Free Shop
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 Charity Casino
 1000 Blue Water Bridge
 Lambton Kent
 Ontario
 Canada

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NEXUS - DEDICATED COMMUTER LANES

About NEXUS

NEXUS is designed to expedite the border clearance process for low-risk, pre-approved travellers into Canada and the United States. The Canada Border Services Agency (CBSA) and United States Customs and Border Protection (CBP) are cooperating in this joint venture to simplify border crossings for members, while enhancing security. To become a member in this program, you must:

- submit an application and go through a registration process;
- satisfy the eligibility criteria;
- be admissible in Canada and the United States; and
- pass risk assessments by both countries.

Program benefits

If you are approved to participate in NEXUS, you will receive a membership identification card to use when entering Canada or the United States at all participating NEXUS air, land and marine ports of entry. Membership will allow you to save time by:

- crossing the border more quickly, using automated NEXUS self-serve kiosks in designated areas at participating international airports;
- a quick and simplified entry process while travelling back and forth between Canada and the U.S., using dedicated lanes at land borders; and
- reporting to border officials by phone in the marine mode.

What is the difference between CANPASS Air and NEXUS?

CANPASS Air is a Canada Border Services Agency (CBSA) program. Members can clear the border faster when they arrive in Canada. NEXUS is a partnership program between the CBSA and U.S. Customs and Border Protection. Members can clear the border faster when travelling to the United States and Canada.

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First Monday - May 2007

NEXUS PARTICIPANTS ENCOURAGED TO RENEW MEMBERSHIP AND IF YOU DO NOT HAVE YOUR NEXUS CARD, WHY

Approximately 28,000 Canadian and US NEXUS participants' memberships will expire early this summer. The Canadian Border Security Agency (CBSA) and US Customs and Border Protection (CBP) agencies are encouraging members to renew their memberships 90 days in advance of their expiration date. Participants who do not renew will not be able to capitalize on benefits such as using NEXUS

NEXUS, a bi-national program that aims to expedite the border clearance for low-risk, pre-approved travellers across the Canada-US border, currently has over 120,000 participants. In December 2006, the NEXUS program was expanded and integrated into a single program for all modes of transport. The program is designed to have members process through designated highway lanes in high-volume border crossing locations – Sarnia Point Edward, at NEXUS kiosks in Toronto, Vancouver and Seattle, as well as at marine reporting locations in the Great Lakes and Seattle.

While expansion of NEXUS to these border entry points is encouraged, the Sarnia Lambton and Ontario Chamber of Commerce has recommended that Canadian and US officials expand NEXUS and other existing document programs so that they are consistently accepted at all border crossings. This includes having the required technology and infrastructure available for inspection.

We are pleased that NEXUS membership now fulfills the requirements for air travel; under the Western Hemisphere Travel Initiative. The OCC considers this a positive step forward, however Canadian and US governments must move further to enhance this program.