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THE SMART BORDER: MOVEMENT OF GOODS – TRANSPORTATION AND CUSTOMS ASPECTS

Jon Groetzinger, Jr.
Introduction

It has been said that had the automobile developed at the same speed as the computer industry, we would have cars going a million miles an hour, getting half a million miles per gallon, and selling for probably just under \$2.40. Unfortunately, autos have not developed at the same speed as computers and neither have our Smart Borders.

Last spring I decided to go with my 15-year-old daughter on a rafting trip down the Thompson River in British Columbia. We flew to Seattle and drove up to the border at Abbotsford. We pulled into the parking lot after being signaled to pull over. I went inside and confidently displayed my driver's license. The man behind the desk confidently asked me for my passport. I said I did not have my passport with me. An hour later after a cell phone call to my wife, he concluded that I was not about to abduct my daughter. I was given my papers and admonished I better return on Sunday sharp. I assured him that would not be a problem. I must say, I was a little miffed. I had never been mistaken for a kidnapper before and I was clearly interested in a faster way across the border if I could arrange for that. Fortunately, the Smart Border is developing. These programs that will get goods and people across the border quicker are in the works.

We are very delighted to have today two experts on just that process, including such programs as the counterintuitive program of moving the crossing away from the border to make it faster. They will explain that later. Our first speaker is Allan Cocksedge, who from 1993 to 1998 was Assistant Deputy Minister of Customs Operations. He was the senior-most public servant responsible for management of the Canadian border and administration of trade policies, managing over 1,000 employees and a budget of more than \$100,000,000.

Now, he is a consultant for Global Public Affairs, which provides government relation advocacy services for clients and tourism, transportation and the resource sectors. Previously, he was Director of Immigration and Director General of the Canadian Employment Immigration Commission for British Columbia and the Yukon territories. He also served as Assistant Deputy Minister of Tourism, is a member of the privy counsel office, and a 1967 graduate with honors at the University of Toronto.

Since May 2002 Doug Browning, our second speaker has been serving as Deputy Commissioner of the Bureau of Customs and Border Protection. This is a newly formed agency of some 38,000 people, which combines the prior functions of the Customs, Immigration, Border Patrol and Agriculture. Doug has been with the U. S. Customs Service for 25 years. From August of 2001 to April of 2002, he was Assistant Commissioner of the Office of Regulations and Rulings, which dealt with fines, classification and valuation of merchandise, carriers, entry licensing, and restricted merchandise.

He began with the U. S. Customs in 1977 as a staff attorney and has had many important positions since starting. He is the recipient of the Presidential Rank Award, a graduate of the University of Pittsburgh, a graduate of Hofstra University Law School, and also a graduate of the Senior Executive Fellows Program at JFK School of Government at Harvard University.

Let me tell you just briefly what Allan and Doug are going to be talking about today. Allan will sort of set the scene. He will tell you about the economics of the shared border and common concerns focusing on goods, not people. He will talk about the traffic, the high traffic, through a very few number of ports and the situation both pre and post 9-11; touching on pre-clearance for industry of goods and data sharing among governments. Doug will be talking, among other things, about the Ridge-Manley dialogue, the FAST program, C-TPAT, and 24-hour manifest programs. Each of these program is geared towards trying to get the goods across the border in an expeditious manner.

Allan, would you like to get us started?