PNWER Working Group Session Report

**Working Group:** Border Security Roundtable / Disaster Resilience

**Meeting Date / Time:** Wednesday, July 24th, 2019 from 9:15am - 11:30am

**Co-Chairs:**
- Brad Richy, Director, Idaho Office of Emergency Management

**Speakers:**
- Gerry Bruno, YVR (Beyond Preclearance Coalition)
- Jennifer Fox, NASCO
- Brad Richy, ID Emergency Management Director & President of the National Emergency Management Association; PNWER Disaster Resilience Co-chair
- David Miller, CN
- MLA Larry Doke, SK; PNWER Agriculture Co-chair
- Ryan Malane, Black Ball Ferry
- Pat Whalen, CanAm BTA
- Jim Titsworth, BNSF
- Sen. Mike Cuffe, MT; PNWER Border Policy Co-chair
- Ron Reinas, Buffalo and Fort Erie Public Bridge Authority
- Bruce Agnew, Cascadia Center; PNWER Transportation Co-chair

**Border Policy and Security Roundtable Listening Session**

The session opened with a border policy and security roundtable listening session with The Honourable Ralph Goodale, Canadian Minister of Public Safety and Emergency Preparedness, and

- **Ryan Mulane** said that the problem with preclearance, in regards to ferry operation, is that it falls under land border regulations. This makes it harder to negotiate new agreements because of the laws and regulations surrounding it.
- The representative from the **Canadian Border Alliance** said that there has been pressure of co-location. Re-locating these agents into one building has proven difficult. Another thing to look into is the issue of preclearance and cargo, which needs to be more efficient.
- **David Miller** said that preclearance on rail is okay for now as the relationship between the U.S. department of agriculture and the CFIA is favourable. One thing to look into is the fumigation of certain wood products. This raises issues of co-location, as joint inspections will be required at all ports of entry.
● **Gerry Bruno** said that we need to grow international-domestic screening efficiencies. Introducing a beyond preclearance initiative that includes airports, airlines, and other operators. Public Private Partnerships may prove useful in providing capital, which may lead to human cost-savings.

● **Brad Richy** said that U.S./Canada collaboration on border issues is strong and growing. Creating a cascading reduction zone is key as well.

● **Bruce Agnew** said that preclearance is a priority for the U.S. The CBP has an app that allows one to clear customs before the primary inspection is completed. This saves costs and time in processing individuals.

● **Ron Reinas** said that one issue is flagpoling, where individuals come to the border for the purpose of obtaining a visa or other documents. This creates backlogs with CBP. The Peace Bridge has a preclearance agreement, but there are problems that remain in Canada. Canada does not allow multi-energy portals to scan cargo, as the Nuclear Safety Commission of Canada does not allow radiation technology in screening processes.

● **Jim Titsworth** said that Canada’s border process is obsolete. All trains are manually inspected and many Canadian inspection facilities use faxes to send documents.

● **Sen. Mike Cuffe** mentioned co-location in Montana, which could offset backlogs caused by CBP overload and other similar problems.

● **Ralph Goodale** said that these issues have been discussed already and do pose future challenges for the CBSA. CBSA cannot initiate immigration for the CBP. CBSA is looking for a co-location agreement with the CBP. He is also looking at DHS for assistance.

**Mitigation and Resilience Planning Across the Region**

● **Mike Nemeth** said that water has many issues attached with it. As the climate changes, more solutions will be required to mitigate adverse effects of water in flooding, droughts, and other extreme weather events.

● **David Hill** mentioned the fact that we do not know how to ensure protocols are in place when in non-crisis periods. There were problems in Lethbridge a couple of years ago with water containment. Alberta has been hit with multiple water related events. David said that we need better experts and technology dedicated to understanding these issues.

● **Cindy Ryu** said that constituents in all jurisdictions need to be taken into consideration. In Cindy’s jurisdiction in Washington, they are facing a 9.0 earthquake in the future.

● **Robert Ezelle** said that Washington is dealing with floods and fire. There needs to be mitigation, in that we need to buy down risk. FEMA did a study and found that for every 1$ spent on mitigation, there was a 4$ yielded savings. We need to focus on collaboration between silos on mitigation. In Washington in 2016, there was a personal preparedness test. There needs to be another one. There needs to be less disaster amnesia, addressing the fact that the hazard needs to be brought to the forefront.

● **Cindy Ryu** asked how do we get usable and appropriate data in order to understand where resources need to be distributed.

● **Brad Richy** said that the Disaster Reform Act sets in motion resiliency targets. The problem is that Mitigation is not a big popular reform right now. There needs to be better infrastructure in local communities that allow for mitigation. Right now there are problems with design of flood zones. This will need to be resolved in the future.
Action Items:

1. Promote the inclusion of Canada and its Western provinces in Cascadia Rising 2028: exercise and participation.
2. Seek funding for a bi-national critical infrastructure exercise.
3. Finding: U.S. and Canadian federal governments should establish a knowledge database in the region for different types of mitigation projects and seek cooperation of private sector in data-sharing.