

Section 110 of the *Illegal Immigration Reform and Immigrant Responsibility Act* of 1996. Private sector and NGO leaders recognized that Section 110 would slow traffic at the border to a crawl, and they lobbied long and hard to avoid such a scenario. The end result was the *Immigration and Naturalization Service Data Management Improvement Act* of 2000 (HR4489), legislation which seeks to improve tracking of border-crossings without increasing documentary requirements.

On the government side, the 1990s saw a proliferation of joint initiatives by counterpart Canadian and U.S. agencies. These included the *Shared Border Accord* (customs and immigration agencies, launched in 1995), *Border Vision* (immigration agencies, begun in 1997) and the *Cross-Border Crime Forum* (law enforcement agencies, launched in 1997). These build on the tradition of the International Joint Commission, the Motor Carrier Consultative Mechanism (begun in 1982), under which the transportation agencies collaborate, and the Bilateral Consultative Group on Counter-Terrorism (launched in 1988).

Under the *Shared Border Accord*, Canada and the United States are working to promote international trade, facilitate the movement of people, provide enhanced protection against drugs, smuggling and the illegal and irregular movement of people, and reduce costs to both governments and the public. Among other accomplishments, the *Accord* has reduced the number of in-transit highway cargo inspections from four to two, offering substantial savings to Canadian and U.S. trucking operations.

*Border Vision's* objective is to develop a joint regional approach to migration that uses information and intelligence sharing, policy coordination, joint overseas operations and border