Agreement (FTA) in 1989 and the *North America Free Trade Agreement* (NAFTA) in 1994, the volume of two-way traffic across the Canada-U.S. border has increased exponentially. Every year, over 200 million individuals cross our shared border. Total two-way trade in goods and services reached US$447 billion in 1999, up from US$174 billion in 1988. In other words, there is now over US$1.2 billion per day in total trade between our two countries, by far the largest bilateral trading relationship in the world. Canada-U.S. trade has more than doubled since the FTA came into effect.

While traffic volumes are projected to increase by 10% annually over the next decade, border infrastructure and inspection resources are currently stretched to the limit at key border crossings. Legal requirements still stipulate that every traveller and truck be checked at the border, despite the fact that 99% of people and goods that cross the border are legitimate. The potential for bottlenecks is significant. Resources for the border are increasing in both Canada and the United States, but these are unlikely to keep up with current or projected flows of people and goods.

According to Statistics Canada, in 1999 the greatest number of crossings (trucks and automobiles combined) between Canada and the United States took place at the Ambassador Bridge (Windsor-Detroit), followed by the Windsor-Detroit Tunnel, the Peace Bridge (Fort Erie-Buffalo), the Blue Water Bridge (Sarnia, Ontario-Port Huron, Michigan), the Queenston-Lewiston Bridge (ON-NY), the Rainbow Bridge (ON-NY), the Douglas-Blaine crossing (British Columbia-Washington State), the Pacific-Blaine crossing (BC-WA), Sault St. Marie (ON-MI), Lacolle-Champlain (Quebec-NY), Cornwall-Massena (ON-NY) and St. Stephen-Calais (New Brunswick-Maine).