

cent of Canada's gross domestic product is derived from exports that travel over that bridge.<sup>65</sup>

All told, in a year, over 32 million vehicles, cars and trucks cross the Ambassador Bridge, Blue Water Bridge and the Detroit-Windsor Tunnel. Truckers have an expression, "If you've got it, we brought it." By value, eighty per cent of goods moving between Canada and the United States are carried by trucks and railways.<sup>66</sup>

As FAST is designed from the framework of existing supply chain security programs—Customs Self Assessment and Partners in Protection (CSA/PIP) in Canada and Customs Trade Partnership Against Terrorism (C-TPAT) in the United States, many carrier companies have been slow to make the switch.<sup>67</sup> And unlike its predecessors, participants must pay to be a part of FAST. Companies are attached to CSA/PIP and C-TPAT and as long as they can still use those systems, they will. FAST was implemented on December 13<sup>th</sup> 2002 at the Detroit-Windsor border crossings.

But things are changing.

The FAST dedicated lane is now up and running. General Motors presently uses 600 FAST trucks a week at the three major ports in Detroit, Port Huron and Buffalo. By the end of March 2003, there were 1,100 FAST/C-TPAT approved importers and about 100 carriers registered. Calls are being made

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<sup>65</sup> John Lippert and Erik Schatzker, "Matty's Bridge," *Bloomberg Markets* (March 2003), 77.

<sup>66</sup> Shea, "Border Choices," 2.

<sup>67</sup> Rufus Mills, a trucker from Alabama employed by Falcon Transportation and Forwarding Corp, is just one of 31 commercial carriers who, by January 23<sup>rd</sup>, 2003, had enrolled at the FAST program. There his citizenship documents are reviewed, he is fingerprinted and has a digital photo taken (his FAST commercial driver application having already been risk-assessed by the customs and immigration authorities from both Canada and the U.S). While he will soon receive a FAST Commercial Driver card, he remains unenthusiastic about the entire process, being concerned only about getting his delivery in on time. The benefits of secure trade, from his vantage point, are still hard to discern.