

suggested that the two governments should create international zones at the border where U.S. inspectors could be armed. Other problems have included dealing with a mix of Canadian and U.S. contractors, labor laws and taxes, and a fluctuating exchange rate. While recognizing the challenges to making these facilities truly joint, CUSP participants encouraged federal agencies to continue pursuing this model where it would be cost-effective.

Border stakeholders also asked for a **risk-management** approach to inspections, procedures whereby high-risk travellers and cargo are inspected more closely while lower-risk travellers and cargo are sped on their way. The U.S. Coast Guard was cited as an agency that utilizes risk assessment in determining which ships to inspect for compliance with U.S. law. Border stakeholders also praised programs such as the Canadian CANPASS and PACE and the U.S. INSPASS and Dedicated Commuter Lanes, whereby frequent travellers obtain cards for use in express lanes. CUSP participants requested that such programs be integrated into a single card from both countries that can be used nationwide, rather than only one-way at certain locations and times. CUSP participants also mentioned the disincentive of having such cards when they cannot be used 24 hours per day, especially when they have to pay a fee for such cards. They urged inspection agencies to aggressively promote use of such programs by border-area residents.

Another common theme of the CUSP meetings was doing as much as possible away from the border, what many described as a border-in-depth approach. Many border stakeholders and Canadian government agencies expressed a desire for **preclearance** of cargo by companies that frequently cross the