



Land/Rail/Marine/Air Preclearance Agreement

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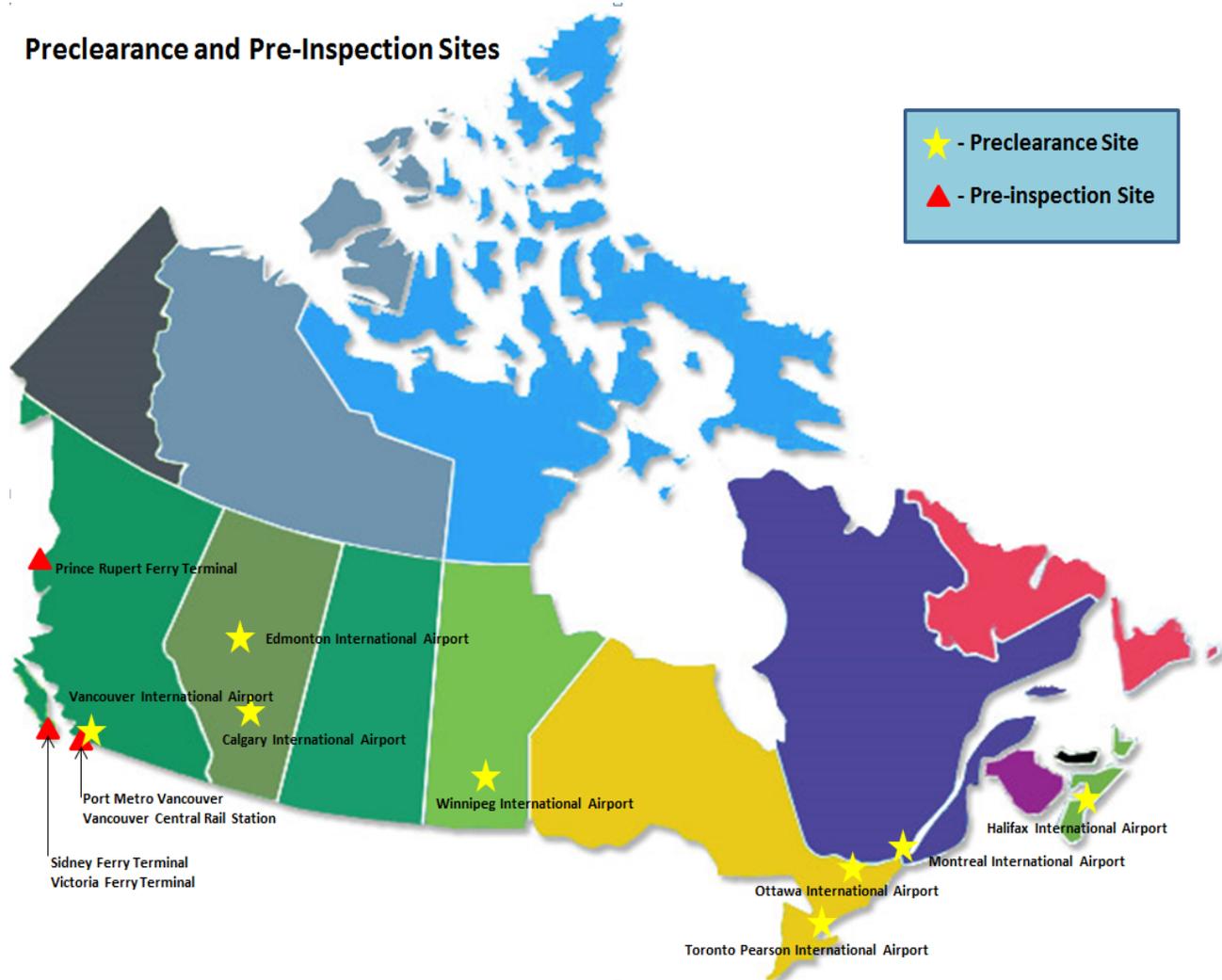
Overview

- Background
- Benefits of Preclearance
- LRMA Highlights
- Progress to Date
- Joint Canada-U.S. Announcements
- Next Steps

Background

- Preclearance enables one country's border officers to carry out customs and immigration in the territory of another country
- In the air mode since the 1950s
- Pre-dates 9/11 aviation security context and does not always reflect operational challenges
- Strong market demand for expansion in all modes

Preclearance and Pre-Inspection Sites





Benefits of Preclearance - Economic

- Proven **economic benefits** for local regions/industries:
 - Canadian preclearance facilities processed approximately 13.8 million passengers and crew in Fiscal Year 2016
 - Provides domestic-style arrivals to non-international airports enabling direct routes (such as those to Reagan Airport)
 - Relieves congestion at U.S. “gateway” airports, reducing delays for passengers, airports, and airlines
 - Provides faster connections once in the United States



Benefits of Preclearance - Security

- Prevents terrorists, terrorist instruments and national security threats from gaining access to the Inspecting Country.
- Supports an extended border for the U.S. and Canada
- Protects agricultural infrastructure from foreign pests, disease and global outbreaks.
- Fosters cooperation with foreign (host) authorities in diplomatic, law enforcement and international security issues.



Land/Rail/Marine/Air Preclearance Agreement

- Agreement on Land, Rail, Marine and Air Transport Preclearance (LRMA) signed in March 2015 by the U.S. Secretary of Department of Homeland Security and the Canadian Minister of Public Safety
- LRMA is a fully **reciprocal** agreement that:
 - Allows for expansion to new modes
 - Permits co-location at small and remote ports, creating efficiency gains
 - Provides Inspecting Country officers with comparable authorities to Host Country officers
 - Formalizes existing pre-inspection locations in B.C. to transition to full preclearance
 - Enables Canada to establish preclearance in the U.S.
 - Operational costs for new sites and expanded service covered by the facility



Progress to Date

- Canadian legislation passed the House of Commons in June 2017 and is currently before the Senate
- United States passed legislation in December 2016
- Met with pre-inspection sites and the four new potential sites to help them plan their transition to preclearance
- Consulting with stakeholders responsible for policing, justice and public safety to on how to operationalize the shared jurisdiction framework



Joint Canada-U.S. Announcements

- March 2016: Joint Statement of Intent to expand passenger preclearance to four new Canadian locations contingent upon meeting all terms and conditions of the LRMA
 - Montreal and Rocky Mountaineer Rail
 - Quebec City and Billy Bishop airports
- Spring 2017: Joint Statements to explore a path forward to pursuing cargo preclearance or pre-inspection, including identifying potential pilot sites



Next Steps

- Canadian legislation has been referred to the Senate; GOC working to develop the necessary regulations
- Canada/U.S. cooperation on:
 - Implementation issues such as the cost recovery framework, personnel vetting, officer training, design standards, and identifying other opportunities to expand preclearance
 - Work with facilities to prepare for implementation
- Bring the LRMA into force
 - In the meantime, existing framework continues to apply



Next Steps - continued

- Canada examining potential sites for pilots in the U.S.
 - Likely will solicit inputs from stakeholders
- Canada and U.S. implementing innovative technology in airports in coordination with private sector to facilitate travel for all travelers without compromising security
 - Automated Passport Control
 - Mobile Passport Control



Questions?