

CBSA Land Ports of Entry Renewal and Real Property Strategy

Eastern Border Transportation Coalition **September 12, 2018**





PROTECTION • SERVICE • INTEGRITY





Setting the stage

CRITICAL

Interior finishes contain asbestos and lead paint

Need to import potable water

Power outages

Security issues

MORALE

No dedicated superintendent space

1950s residential style buildings

Snake and rodent infestation

OPERATIONAL

No PIL booths, BSO walks in front of vehicle or access via passenger side

Canopy too low for large vehicles

No covered secondary

Lack of proper bond room, interview room, storage, detention room and secure LAN room

South Junction, MB



Objectives Today

- What we are building now Current projects
- What is the rest of what we have Current state of the CBSA portfolio
- Where we want to go CBSA Renewal
- How to get there CBSA Real Property Strategy
 - Real Property Investment Strategy
 - Port of Entry (POE) Typologies



Recently Completed and In-Flight Projects

 Lansdowne – Opened June 2018



 Gordie Howe International Bridge

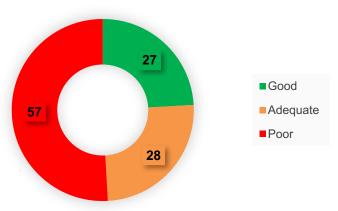




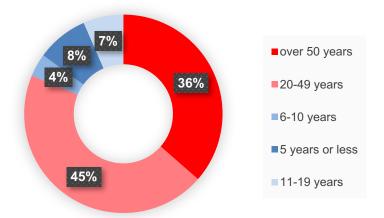


Existing Infrastructure

State of Repair (112) (Functional and Physical)



Age of Land POE (107)



For POE in the poorest condition

- Hinders migration to new technologies
- High ongoing maintenance costs
- Impedes GoC environmental targets
- Negatively impact Canada's Brand





CBSA Renewal

- Current CBSA business model is unsustainable
- Transformation strategy premised on
 - Risk-Based Compliance
 - Leveraging technology and data analytics
 - To facilitate low-risk processing, and
 - Concentrate enforcement on known risk and anomalies
- Our work applies that transformation strategy to the Agency's border infrastructure holdings
 - Focusing on the Land Border
 - Port of Entry level of analysis
 - Leverage Pre-Clearance legislation

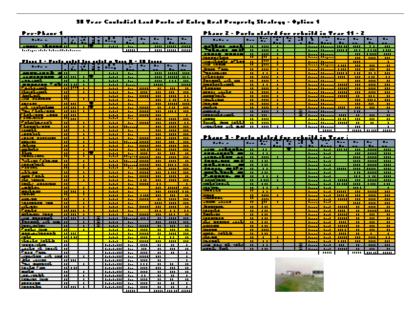






Infrastructure Renewal

- Budget 2015 announced "\$440 million to expedite the replacement of border infrastructure"
- To align this investment commitment to Agency Renewal, our Team is building a comprehensive:



- 30-year Real Property Strategy, mapping POE to new Port Types in future state
- Premised on a significant rebuild of POE in poor condition during the 2020-2030 planning horizon
- Coupled with remediation / renovation and ongoing maintenance
- With an initial 5-year focus on piloting emerging capabilities while rebuilding those POE in critical state of repair
- Includes:
 - Set POE types with refined requirements to minimize footprint, leverage technology & use repeatable designs



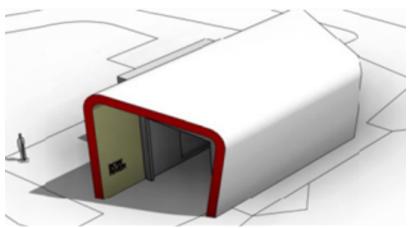
Standardized Port Types ...

- Full service
- Base service
 - Full traveller services provided
 - No commercial offload services provided

Possible add-ons can include:

- Commercial off-load
- Bus processing
- RTP monitoring space
- Remote traveler processing (RTP)
- Pre-clearance

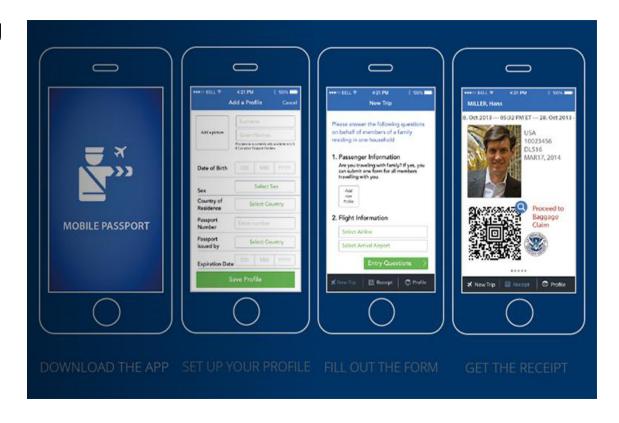






While Leveraging Emerging Technologies and Capabilities ...

- Pre-arrival processing
- Biometrics
- Facial recognition
- Automated triaging and approval
- Vehicle to Infrastructure Communications



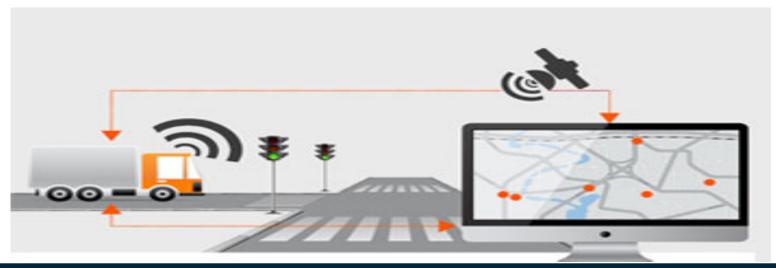


This Fall

Looking to:

- Establish stronger working relationships with key stakeholders, particularly along the Can-US border
- Verify transformative technologies to introduce to phase 1
- Continue the up-front planning work to roll out the Real Property Strategy







For Discussion

How do we better engage with stakeholders?

 How can we combine efforts to deliver a better crossborder user experience?

Other comments / questions?



Thank You!

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